

INDEPENDENCE CITY COMMISSION

SPECIAL SESSION AGENDA

April 20, 2022

9:00 AM

Civic Center Memorial Hall

To participate by conference call:
1 785-289-4727 Conference ID: 995 148 903#

The Independence City Commission will meet in a Special Session on **Wednesday, April 20, 2022, in the Civic Center Memorial Hall.**

The Agenda shall be as follows:

- I. SPECIAL SESSION
 - A. Call to Order
- II. ITEMS FOR COMMISSION ACTION
 - A. Consider authorizing a Change Order for additional sod in Kiddy Land.
- III. ITEMS FOR DISCUSSION
 - A. Discuss the 2023 Budget Schedule.
 - B. Strategic Roadway Analysis and Plan.
- IV. EXECUTIVE SESSION
 - A. Data relating to financial affairs or trade secrets of second parties.
- V. ADJOURNMENT



REQUEST FOR COMMISSION ACTION
CITY OF INDEPENDENCE
April 20, 2022

Department Park, Zoo & Cemetery

Director Approval Scott Patton

AGENDA ITEM Consider authorizing a Change Order for additional sod in Kiddy Land.

SUMMARY RECOMMENDATION Authorize request for change order to include installation of additional sod in Kiddy Land.

BACKGROUND The original plans for the ADA sidewalk/restroom project currently under construction in Kiddy Land include the installation of 212 square yards of sod, with the rest of the area to be seeded with fescue. Over the course of the project, nearly all open space was disturbed. Additional topsoil was brought in to cover the disturbed soil and make the area more aesthetically pleasing to the public. Because of high foot traffic in Kiddy Land, the ability to get grass established from seed will be very difficult. To prevent any potential erosion of the newly placed topsoil, and to make the area more immediately enjoyable for the public, it is recommended that the entire disturbed area be covered with sod. This would require an additional 475 square yards of sod.

FINANCIAL INFORMATION Cost not to exceed \$7,125.00.

SUGGESTED MOTION I move to authorize a change order with J. Graham Construction Inc. to install an additional 475 square yards of sod in Kiddy Land in the amount of \$7,125.00.

SUPPORTING DOCUMENTS

1. Corrected Change Order (002)



Change Order

PROJECT:	CHANGE ORDER NO.: 002	Owner	X
Kiddy Land Imfrastructure Improv.	DATE: 4/11/2022	Engineer	X
		Contractor	X
	PROJECT NUMBER P112120005	Field	X
TO CONTRACTOR	CONTRACT DATE: 12/13/2021	Other	
J. Graham Construction Inc.	CONTRACT FOR: General Construcion		
1306 S. Elm Street			
Coffeyville, KS 67337			

THE CONTRACT IS CHANGED AS FOLLOWS:

Line item 1-30 "Sod" is being overran to accommodate the coverage of all newly placed top soil though out the Kiddy Land area. This additional area was disturbed and additional top soil was brought in to cover and make the area more pleasing to the general public. This area needs to be stabilized with sod in order to all the general public to enjoy the area quicker and to eliminate any potential erosion of the newly placed top soil.

Line	Description	Unit	Unit Price	Plan Qty.	Act. Qty.	Diff.	Cost Diff.
1-30	Sod	Sq. YD	\$ 15.00	212.0	687.0	475.0	\$ 7,125.00
						0.0	\$ -

Original Contract Sum	\$ 233,260.00
Net Change by Previously authorized Change Orders	\$ 3,750.00
Contract Sum Prior to this Change Order	\$ 237,010.00
Contract Sum will be Increased by this Change Order by	\$ 7,125.00
New Contract Sum Including this Change Order	\$ 244,135.00

Contract Time will be Increased by Zero (0) Days

Substantial Completion as of the Date of this Change Order Therefore is

4/30/2022

NOT VALID UNTIL SIGNED BY THE ENGINEER, CONTRACTOR AND OWNER

TranSystems	J.Graham Construction Inc.	City of Independence
ENGINEER (<i>Firm Name</i>)	CONTRACTOR (<i>Firm Name</i>)	OWNER (<i>Firm Name</i>)
115 S. 6th, Independence, KS	1306 S. Elm Street, Coffeyville KS	811 W. Laurel St., Independence
ADDRESS	ADDRESS	ADDRESS
BY (<i>Signature</i>)	BY (<i>Signature</i>)	BY (<i>Signature</i>)
Jon L. Johnson (<i>Typed Name</i>)	(<i>Typed Name</i>)	(<i>Typed Name</i>)
12/13/2021		
DATE	DATE	DATE

Budget Timeline

The below timeline outlines major milestones in the City's budget process.



Revenue Neutral Rate - Senate Bill 13

- In March 2021, the Kansas Legislature passed Senate Bill (SB) 13 to establish limitations on ad valorem property tax levies by taxing subdivisions without an additional notice and hearing prior to budget adoption. Subsequently, Senate Substitute for House Bill 2104 was passed to amend the timelines in SB 13. SB 13 is retroactively effective January 1, 2021.
- The bill repeals the tax lid law and computed tax limits imposed by KSA 79-2925b and KSA 79-2925c. Alternatively, the bill introduces the use of a “revenue neutral rate”, defined as the amount of ad valorem tax revenue levied in the prior year over the current year's assessed valuation estimates, expressed as a mill. County clerks are responsible for computing and providing the rates for taxing subdivisions with the budget information estimates by June 15th.
- Taxing subdivisions cannot levy above the revenue neutral rate (RNR) without holding a Revenue Neutral Rate Hearing for taxpayers to attend and provide feedback. At the end of the RNR hearing, the governing body of the taxing subdivision will publicly vote to pass a resolution to exceed the RNR for the upcoming budget year.
- If the taxing subdivision adopts a budget that does not exceed the RNR, the subdivision should contact the county clerk to prepare for valuation decreases from the June 15th property valuation estimates to the November 1st property valuations certified by the county clerk. If property valuations decrease from June 15th to November 1st, the taxing subdivision would realize fewer dollars than budgeted.

City of

INDEPENDENCE

Performance Driven Roadway

Maintenance



Vision

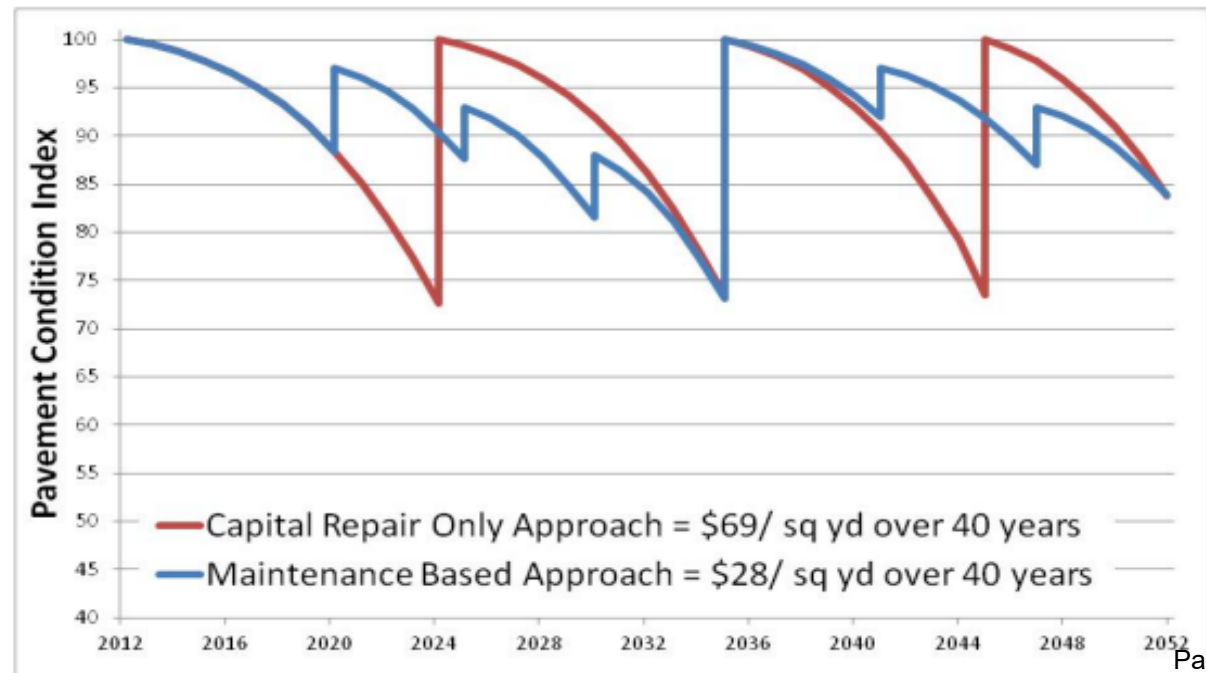


Performance Driven

- Provide a safe, sound roadway system for Independence
- Provide a roadmap to both catch up and maintain the investment that the roads represent
- Do all of the above at the lowest possible cost for taxpayers
- This is one of several plans –
 - Street (this plan)
 - Sidewalk
 - Water Transport Infrastructure
 - Sewer Transport Infrastructure
 - Curb and Gutter (Future)

Summary

- Maintenance of roadway surfaces has the potential to increase road quality while *eventually* lowering costs.
- A pavement management study done for North Castle, New York in 2013 suggests a savings of up to 59% **over time** from moving to a maintenance strategy for their roads.



Basis

PCI

PCI: PCI stands for Pavement Condition Index, which is a standard tool used to measure the condition of roadway surfaces. It was originally developed by the Army Corps of Engineers, but now is in wide use. It requires a manual survey of road surfaces and conditions. The result of the PCI is a single number from 0-100 (100 being best):

PCI Range	Class
85-100	Good
70-85	Satisfactory
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

Designate Roadways by Type

- a. **Arterial:** Main roads in town that are required for use by visitors and are almost impossible to not use when travelling the most efficient routes in town. Examples: Pennsylvania (from Main to northern city limit), Main Street (all).
- b. **Collector:** Roads that collect local traffic and efficiently move the traffic to Arterial roads. Examples: Poplar from 2nd to 10th Street, Laurel from 10th to Main Street.
- c. **Neighborhood:** Roads that serve to move neighborhood traffic to and from Collector roads or Arterials.
- d. **Local/Alley:** Roads that serve very few residents, roads that are infrequently travelled, low speed roads. Examples: Alleys, roads with little traffic surrounding unbuildable lots from the flood.

Basis

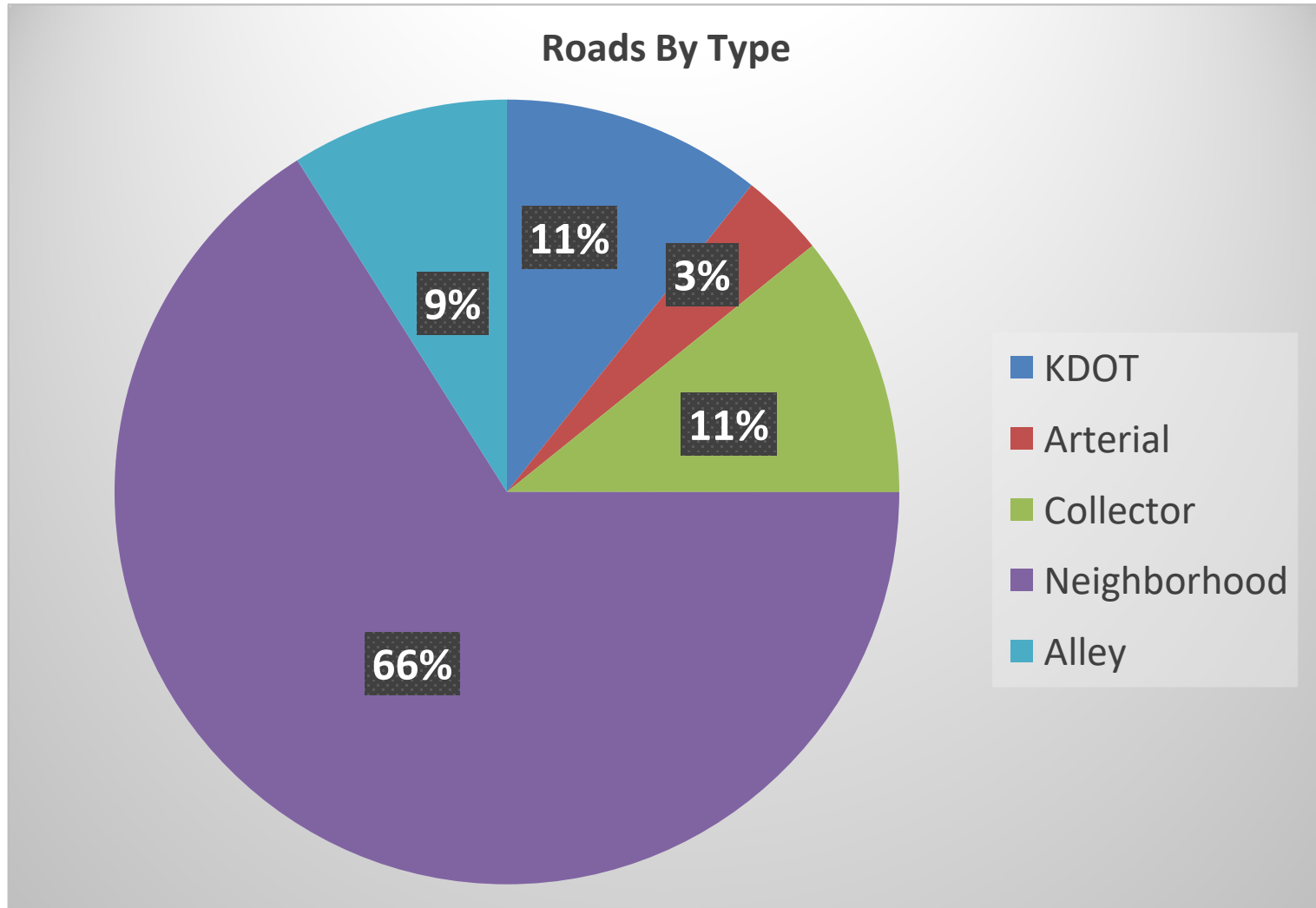
A suggested PCI Decision Matrix is shown below.

This matrix shows how the PCI could be applied to the streets by designated roadway type. Areas highlighted in green in the table below are targets where the need for extensive repairs/repaving could be extended by 3-7 years through planned maintenance.

PCI Result	ARTERIAL- KDOT, 10th	COLLECTOR	NEIGHBOR- HOOD	LOCAL/ ALLEY
Adequate	>85	>80	>80	>76
6 to 10 years	76 to 85	71 to 80	66 to 80	66 to 80
1 to 5 years	56 to 75	51 to 70	46 to 65	40 to 45
Near Term Overlay	50 to 55	45 to 50	40 to 45	<40
Reconstruct	<40	<40	<40	<N/A

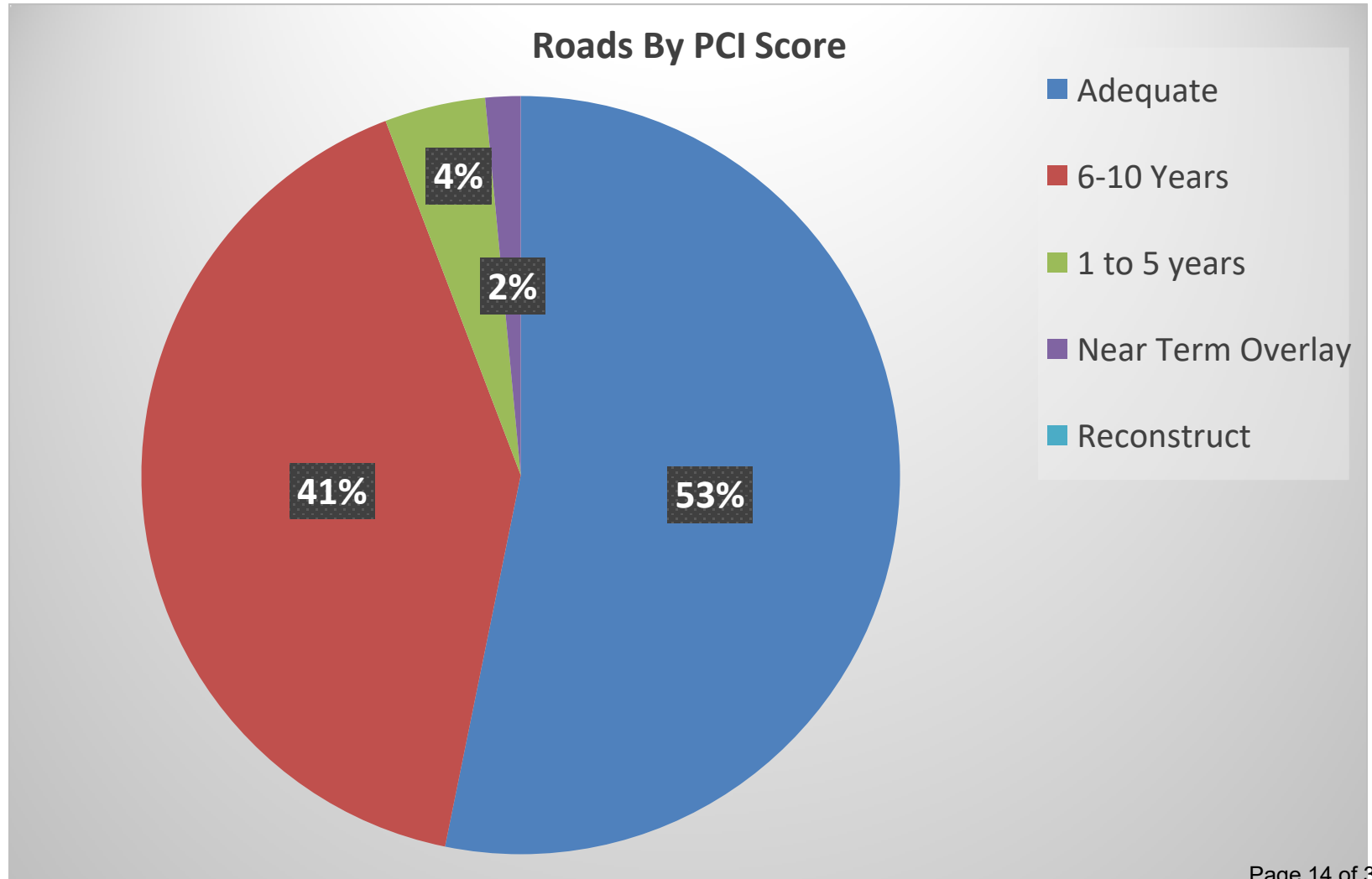
Status

Results (Pareto):



Status

Results:

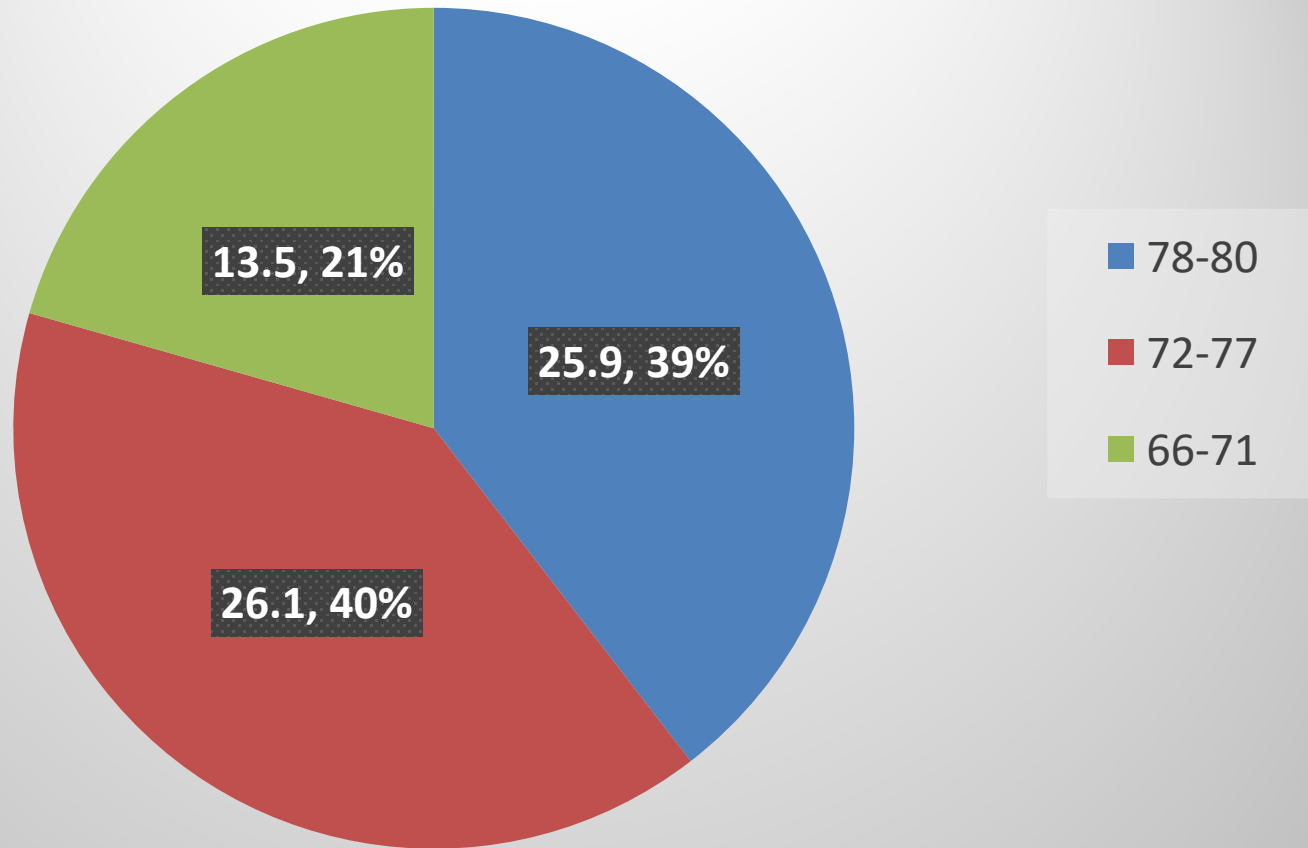


Status

PCI Score	%	Lane Miles
>80	53%	97
66-80	41%	75
46-65	4%	8
40-45	2%	3
<40	0%	

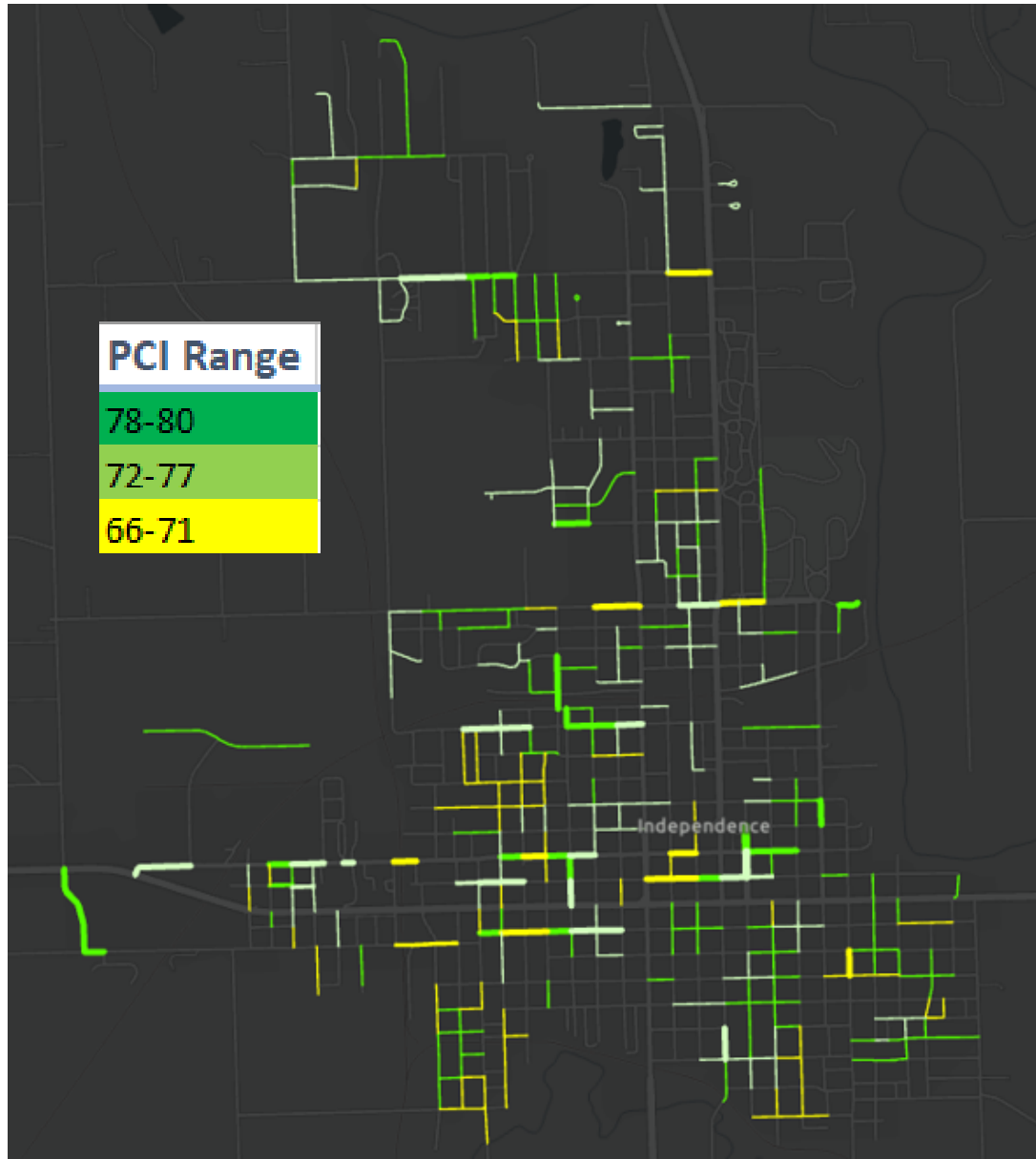
Plan

Length (lane miles, %) Between 66 and 80



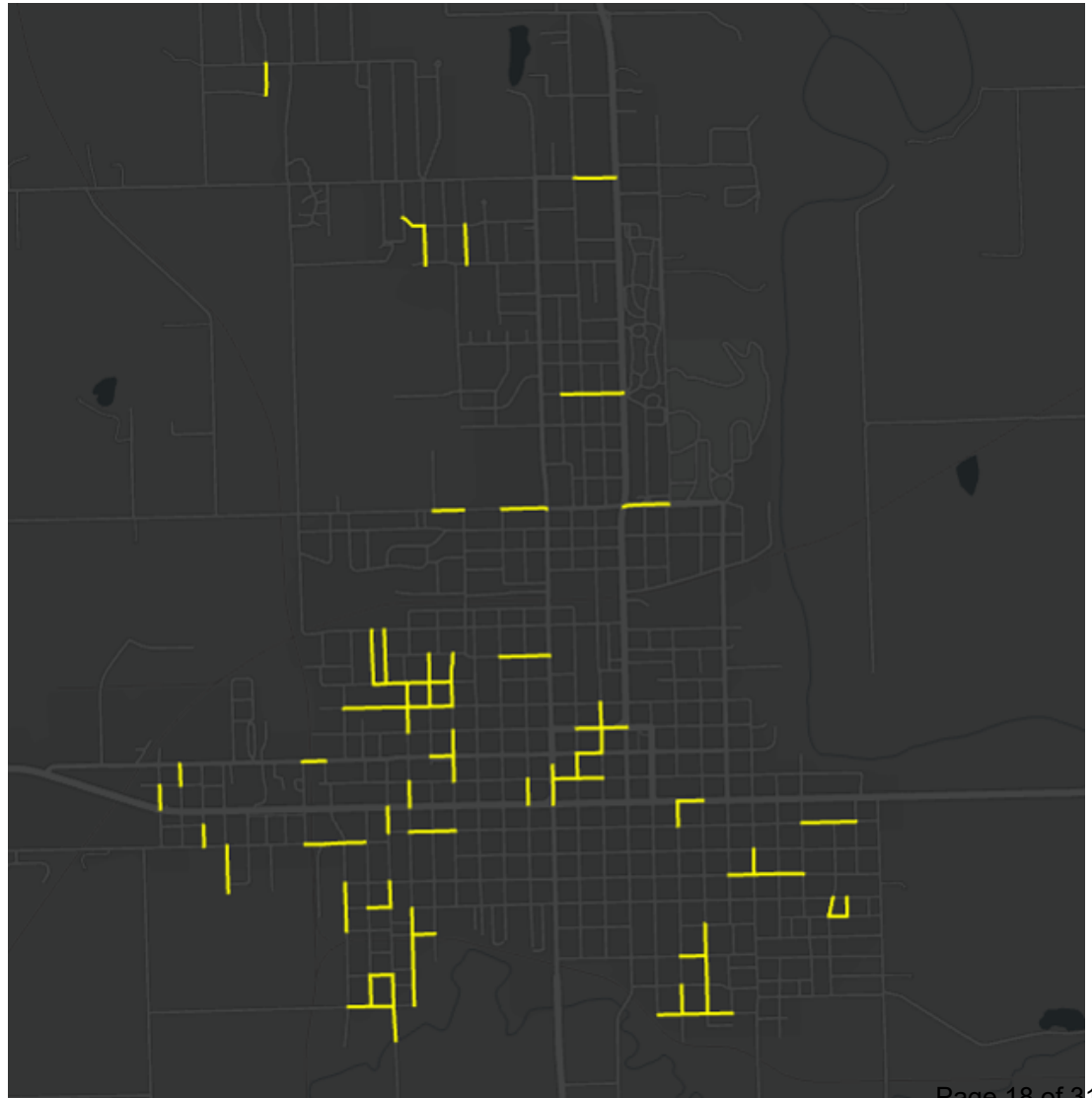
Plan

Performance Driven



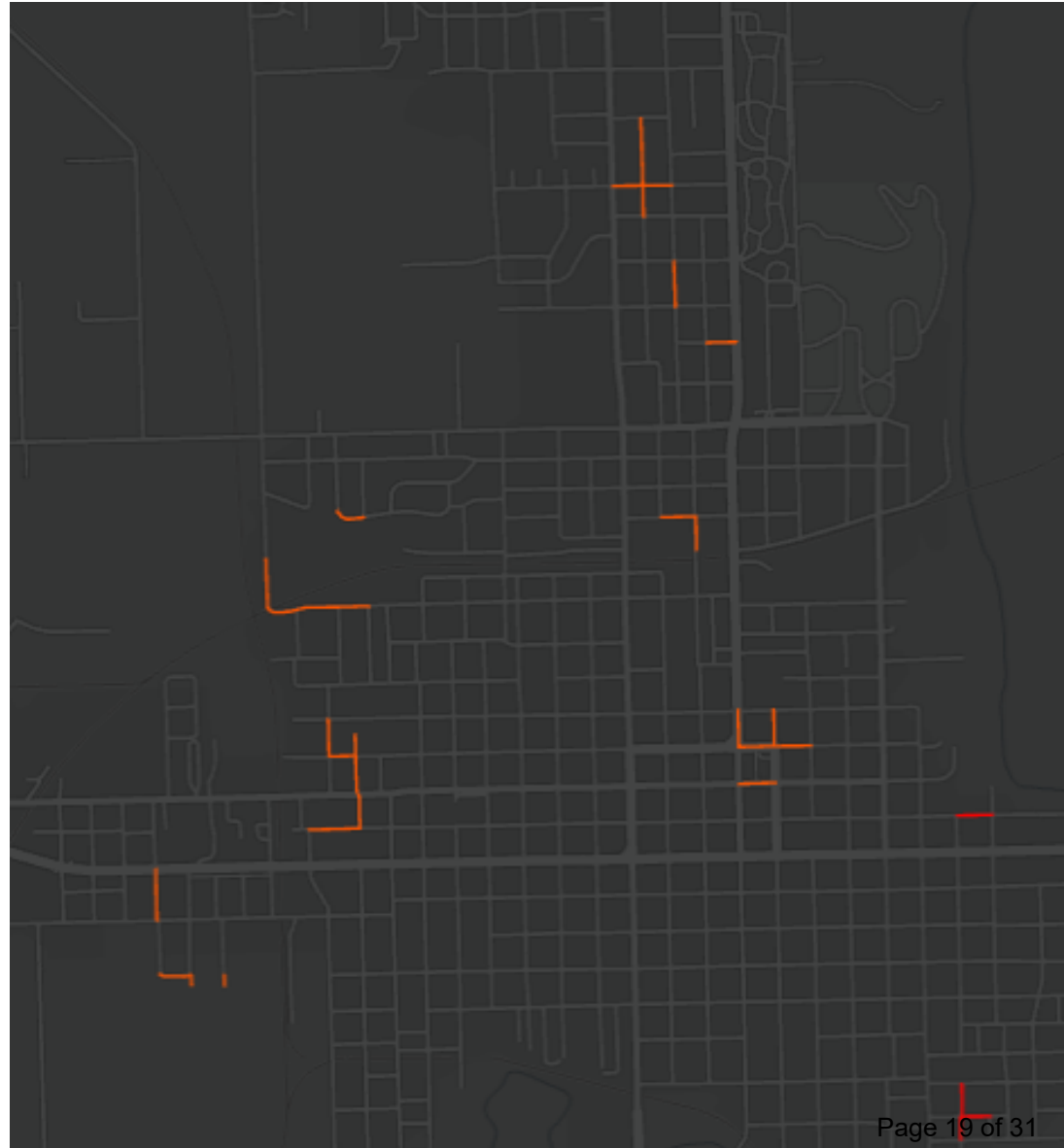
Plan

PCI: 66-71



Plan

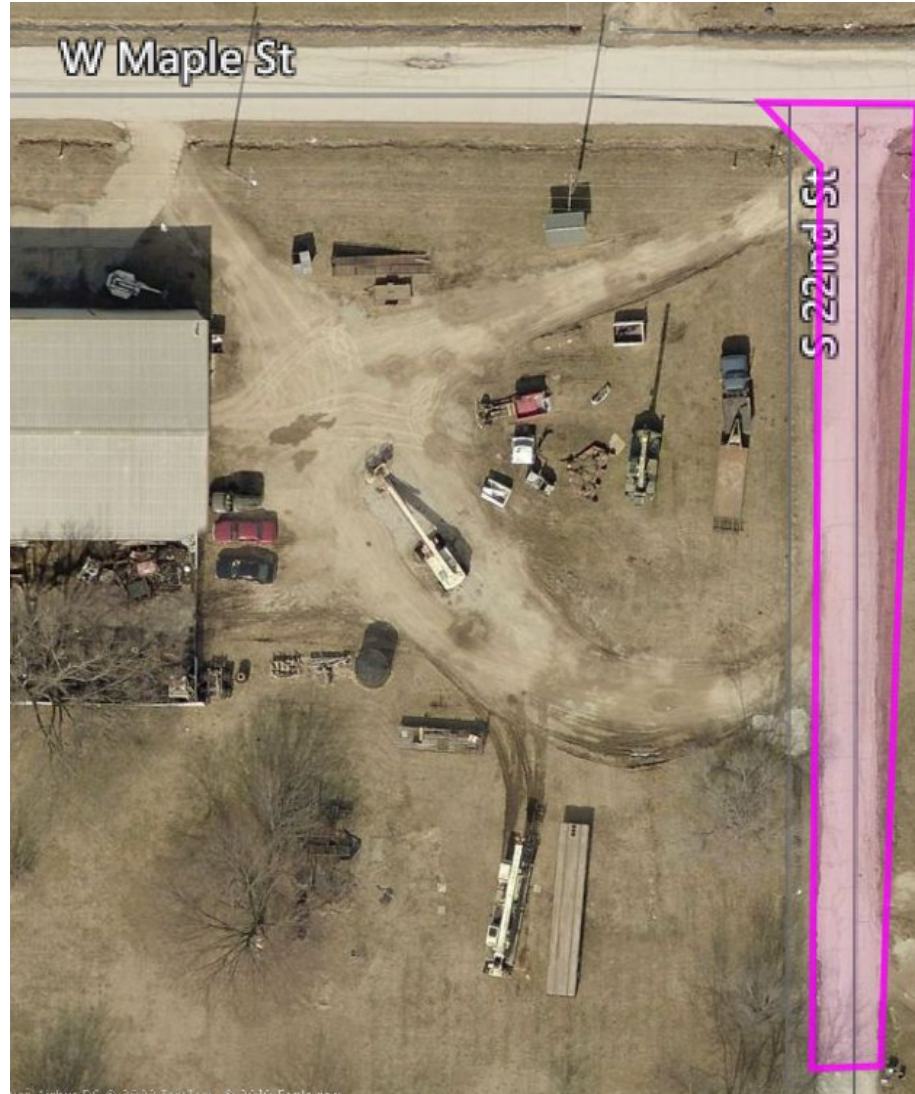
PCI: 45-65



Plan



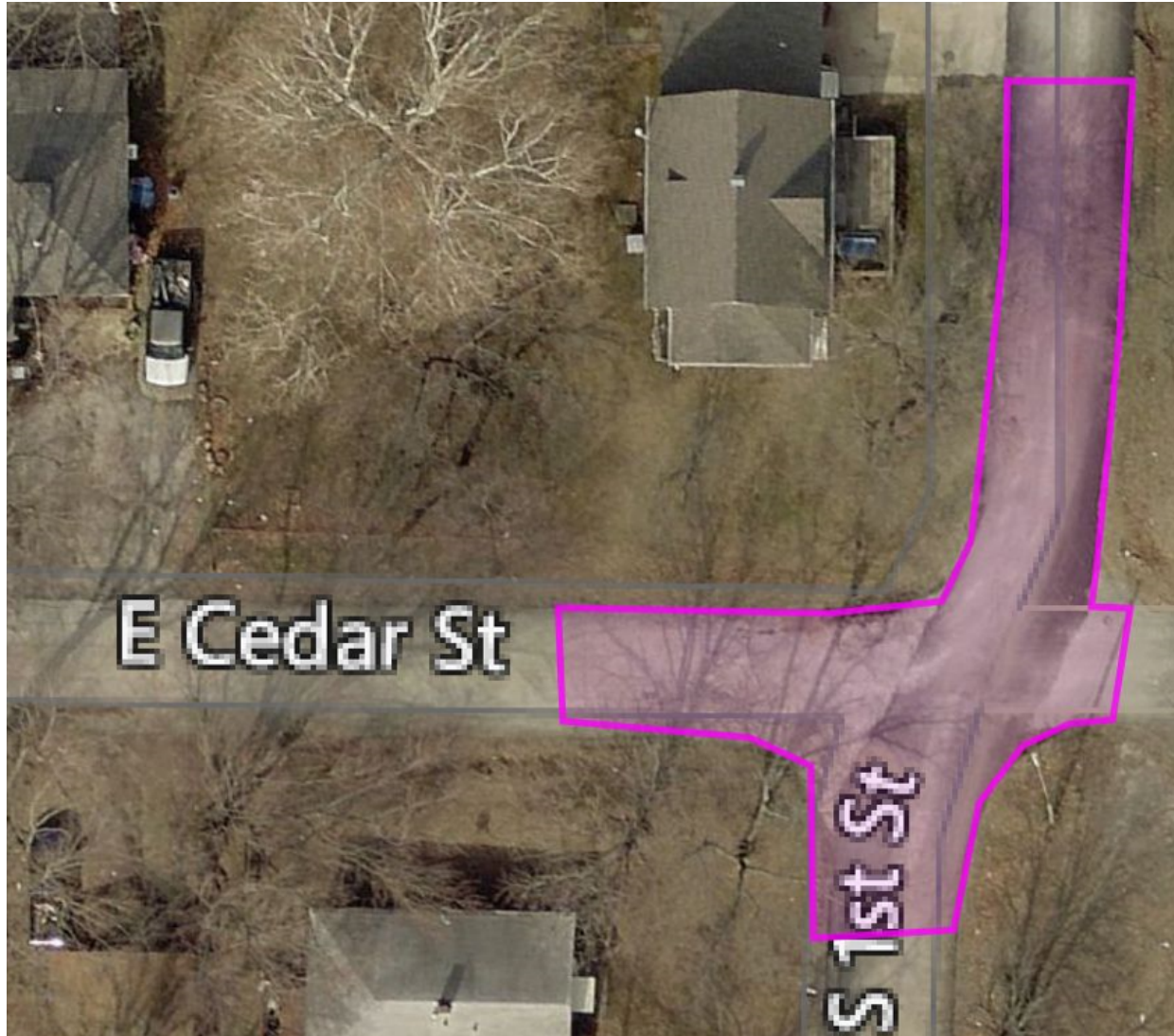
Plan



Plan



Plan



Plan



Determine Appropriate Repair/Maintain/Replace Strategy Based on Pavement Condition Index Decision Matrix:

- a. **Full Depth/Subgrade Reconstruction** – Most expensive repair, results in the longest life. Work generally designed by an engineer, performed by contractors.
- b. **Overlay** – Extends the pavement life by sealing and adding another structural component (typically 2” asphalt addition). May need to add milling of the existing surface. Work to be done by contractors.
- c. **Chip Seal** – Spreads gravel chips or flakes with a coating of asphalt to result in a new top layer that seals and provides a new friction surface. Less expensive than an overlay, provides an overall road surface addition (would not generally use on Arterials or Collectors or Resource Roads). Likely contractor work.
- d. **Localized Failure Repair – greatly increase roadway life.**
 - a. Flowlines
 - b. Utility Cuts
 - c. Potholes
- e. **Crack Seal** – Sealing of cracks with (generally) a mixture of hot rubberized asphalt, reducing moisture intrusion into road surfaces and can extend the life of a road for 3-7 years. City crews or contractor.

Plan

Targeted Reconstruction Candidate



Plan



Performance Driven

Plan:

- a. **"KDOT"** – via CCLIP, it is likely that long term funding for highest traffic roads is secured via City match. Most roadway reconstruction will come via Cost Share projects.
- b. **Crack Seal** – Strategy is to:
 - a. Crack seal all roads with a PCI of between 46-65 in 2023
 - b. Crack seal 30% of roads/year with a PCI of between 66-79 in 2023, 2024, and 2025
 - c. Crack seal 10% of roads/year with a PCI greater than 80 annually (high traffic)
- c. **Mill and overlay**
 - 3 lane miles of road/year
- d. **Target reconstruct (concrete flowline)**
 - 4 lane miles of road/year
- e. **Localized Failure Repair – Can greatly increase roadway life.**
 - a. Utility Cuts (via contractor – as needed)
 - b. Alley replacement (via contractor, estimate \$50,000/year, not in overall numbers)
 - c. Potholes (in house)
 - d. Most alley repair work (in house)

Plan



Performance Driven

		2023	2024	2025	2026	2027	2028	2029
	"KDOT"	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500
10%/Year	Crack Seal >80	\$ 126	\$ 126	\$ 126	\$ 126	\$ 126	\$ 126	\$ 126
30%/Year	Crack Seal >66	\$ 416	\$ 416	\$ 416	\$ 260	\$ 260	\$ 350	\$ 350
All	Crack Seal >46	\$ 102	\$ 20	\$ 20	\$ 20	\$ 90	\$ 40	\$ 40
3 LM/Year	Overlay	\$ 300	\$ 300	\$ 300	\$ 200	\$ 200	\$ 200	\$ 200
Cost Share	Reconstruct	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500
4 LM/Year	Targeted Reconstruct	\$ 116	\$ 116	\$ 116	\$ 116	\$ 116	\$ 116	\$ 116
	Sum	\$2,060	\$1,978	\$1,978	\$1,722	\$1,792	\$1,832	\$1,832

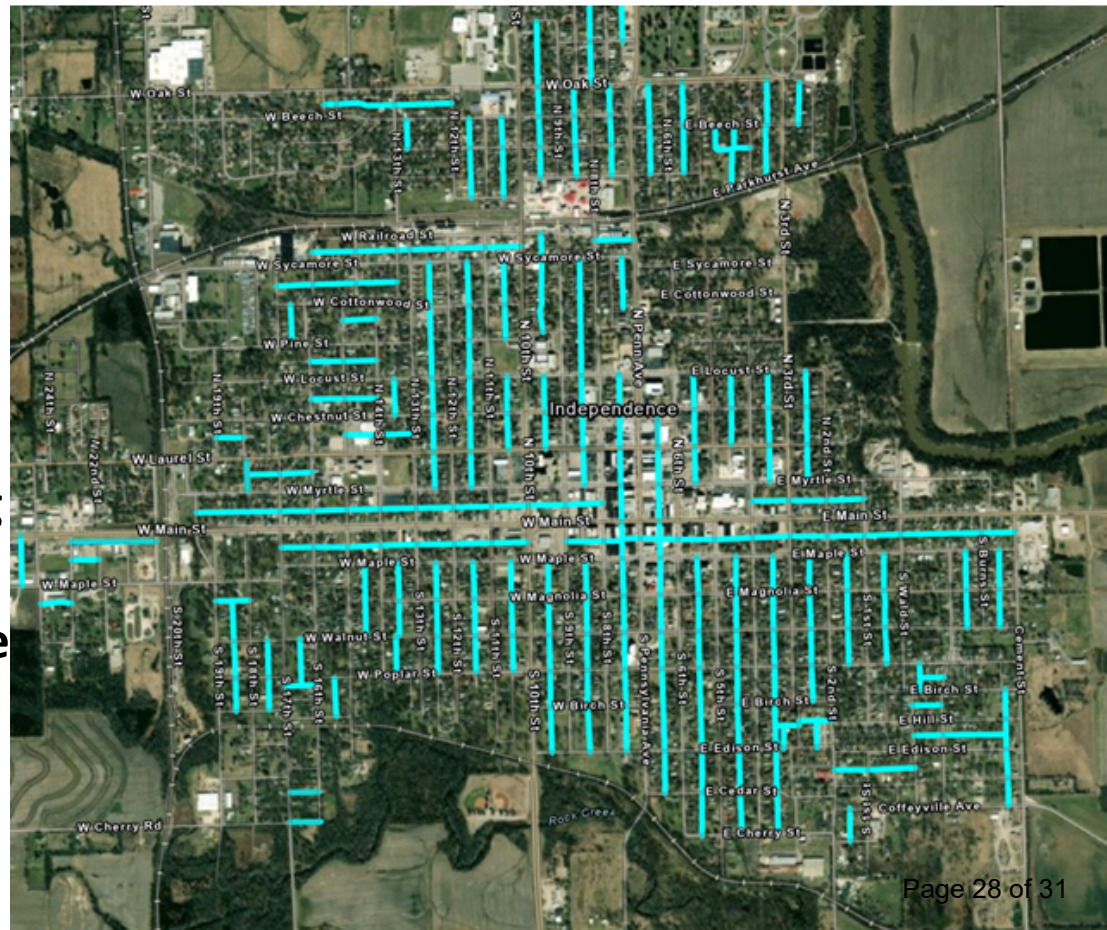
Plan

Alley Facts:

- 18 miles of Alleys
- 239 Alleys
- PCI not evaluated
- Many are dirt
- Many have failed

Goal:

- Keep operational at speeds of 5mph
- \$50,000 outside const. cost/yr. business/unloading
- May replace residential concrete (poor condition) with gravel



Plan



Running The System:

Who repairs?

Listing of Street Department duties:

- Brush
- Mowing
- Banners/Decorations
- Street Sweeping
- Barricades (Neewollah, Parades)
- Neewollah Cleanup
- Stormwater System Maintenance (Including Ditches)
- Striping
- Tree Removal
- Traffic Light/Sign Maintenance
- Downtown Clocks

The Cycle



Running The System:

Schedule Repairs/Maintenance/Replacement in Concert with Other Known Repair Programs (Water, Sewer, Pavement Marking) and Budget (Ongoing)

Track Completed Repairs/Maintenance/Replacement in GIS (Track Historical Data and Ongoing)

Create Re-Evaluation Cycle for PCI Survey, Track PCI Trends of Designated Roadway Types

Adjust Capital Repair Plan Based On Data



**REQUEST FOR COMMISSION ACTION
CITY OF INDEPENDENCE
April 20, 2022**

Department Finance

Director Approval

AGENDA ITEM Data relating to financial affairs or trade secrets of second parties.

SUMMARY RECOMMENDATION

BACKGROUND

FINANCIAL INFORMATION

SUGGESTED MOTION I move that we recess for an executive session concerning confidential data relating to financial affairs and/or trade secrets of a company pursuant to the exception found at K.S.A. 75-4319(b)(4). The open meeting will resume at __:__ o'clock p.m. in the Civic Center of Memorial Hall. In the executive session will be the City Attorney, City Manager, Assistant City Manager, and Finance Director.

SUPPORTING DOCUMENTS