



LEE'S SUMMIT MISSOURI

FY2023-2027 Capital Improvement Plan Draft
April 11, 2022
EXECUTIVE SUMMARY

City staff completed the draft version of the FY2023-2027 Capital Improvement Plan (CIP) to be posted for public review and comment.

CIP Summary

- The 2023-2027 CIP proposes 110 projects and 11 annual programs
- The estimated budget for the FY23 CIP \$423,490,000 (includes prior years funding)
- Completed 15 totaling \$26 million
- Adding 28 new projects estimated at \$59 million
- The proposed draft is financially constrained
- Detailed project information available on the City's website at <https://cityofls.net/public-works/infrastructure-capital-projects/capital-improvement-plan-cip/cip-public-hearing>

2023-2027 CIP SUMMARY (Costs in \$1000s)

Category	Prior Years	% of Total	2022-26	% of Total
PW, WU & BERP Programs	\$8,349	6.8%	\$60,143	20.0%
Airport	\$4,168	3.4%	\$28,127	9.4%
Bridges, Streets and Signals*	\$55,331	45.0%	\$101,448	33.8%
Facilities	\$15,435	12.5%	\$-	0.0%
Parks and Recreation	\$845	0.7%	\$25,930	8.6%
Storm Water	\$9,018	7.3%	\$9,850	3.3%
Sanitary Sewer	\$15,061	12.2%	\$28,477	9.5%
Water	\$14,861	12.1%	\$46,447	15.5%
Total	\$123,068	100.0%	\$300,422	100.0%

Significant Changes from Previous Years

- Added construction cost inflation of 11% for FY23 plus 4.2% per year from 2024 - 2027
- Review cash flow capacity
- Assessed projects recommended by Public Works Committee in 2021
- Evaluated project alignment with Strategic Plan and iGNITE Comprehensive

Capital Improvement Plan Summary
Fiscal Year 2023-2027
(Costs in \$1,000s)

Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
Public Works Programs	7,576	9,931	9,960	10,097	10,562	11,032	59,158
Water Utilities Programs	653	966	758	306	761	122	3,566
Facilities Programs	120	341	942	1,031	1,894	1,440	5,768
Airport	4,168	1,382	4,761	8,283	7,835	5,866	32,295
Bridges, Streets and Signals*	55,331	32,522	32,409	16,317	11,000	9,200	156,779
Facilities	15,435	-	-	-	-	-	15,435
Parks and Recreation	845	1,640	8,270	14,010	2,010	-	26,775
Storm Water	9,018	3,050	3,700	2,100	500	500	18,868
Sanitary Sewer	15,061	4,196	3,950	6,373	7,791	6,167	43,538
Water	14,861	7,834	9,509	10,320	9,917	8,867	61,308
Total	123,068	61,862	74,259	68,837	52,270	43,194	423,490

*Costs include water and sewer funding associated with road construction.

PUBLIC WORKS PROGRAMS
(Costs in \$1,000s)

Programs	Prior Yr	2023	2024	2025	2026	2027
Overlay & Microsurface FY23	4,400	5,200	5,300	5,500	5,800	6,000
Annual Curb and Gutter Replacement Program FY23	1,750	2,500	2,500	2,700	2,800	2,900
Residential Street Reconstruction Program FY23	150	700	500	400	400	500
Neighborhood Traffic Safety Program FY23	50	50	50	50	50	50
Bridge Rehab/ Maintenance FY23	50	50	50	50	50	50
Capital Project Planning FY23	45	50	50	55	55	55
Pavement Marking FY23	450	652	750	552	581	620
Crack Sealing FY23	310	320	330	340	350	360
Community Bus Service - ATA/OATS FY23	371	409	430	450	476	497
TOTAL	7,576	9,931	9,960	10,097	10,562	11,032

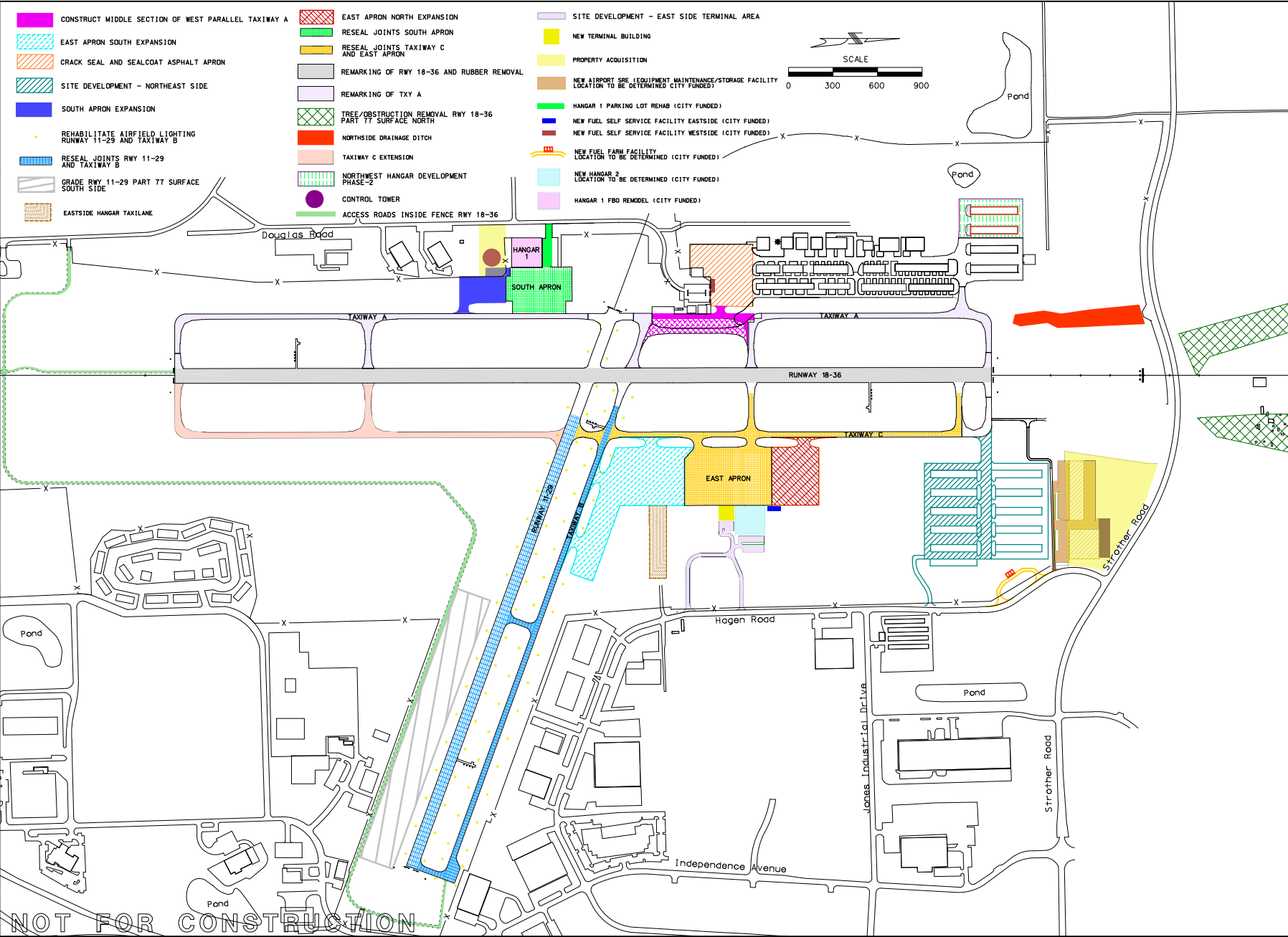
WATER UTILITIES PROGRAMS
(Costs in \$1,000s)

Programs	Prior Yrs	2023	2024	2025	2026	2027
Equipment Replacement/Rehab	653	966	758	306	761	122
TOTAL	653	966	758	306	761	122

FACILITIES PROGRAMS
(Costs in \$1,000s)

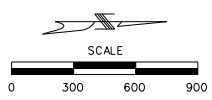
Program	Prior Yrs.	2023	2024	2025	2026	2027
Building Equipment Replacement Program (BERP)	120	341	942	1,031	1,894	1,440
Total	120	341	942	1,031	1,894	1,440

3/25/2022
Prop_FY2023CIP.dgn



NOT FOR CONSTRUCTION

- CONSTRUCT MIDDLE SECTION OF WEST PARALLEL TAXIWAY A
- EAST APRON SOUTH EXPANSION
- CRACK SEAL AND SEALCOAT ASPHALT APRON
- SITE DEVELOPMENT - NORTHEAST SIDE
- SOUTH APRON EXPANSION
- REHABILITATE AIRFIELD LIGHTING RUNWAY 11-29 AND TAXIWAY B
- RESEAL JOINTS RWY 11-29 AND TAXIWAY B
- GRADE RWY 11-29 PART 77 SURFACE SOUTH SIDE
- EASTSIDE HANGAR TAXILANE
- EAST APRON NORTH EXPANSION
- RESEAL JOINTS SOUTH APRON
- RESEAL JOINTS TAXIWAY C AND EAST APRON
- REMARKING OF RWY 18-36 AND RUBBER REMOVAL
- REMARKING OF TXY A
- TREE/OBSTRUCTION REMOVAL RWY 18-36 PART 77 SURFACE NORTH
- NORTHSIDE DRAINAGE DITCH
- TAXIWAY C EXTENSION
- NORTHWEST HANGAR DEVELOPMENT PHASE-2
- CONTROL TOWER
- ACCESS ROADS INSIDE FENCE RWY 18-36
- SITE DEVELOPMENT - EAST SIDE TERMINAL AREA
- NEW TERMINAL BUILDING
- PROPERTY ACQUISITION
- NEW AIRPORT SRC (EQUIPMENT MAINTENANCE/STORAGE FACILITY LOCATION TO BE DETERMINED CITY FUNDED)
- HANGAR 1 PARKING LOT REHAB (CITY FUNDED)
- NEW FUEL SELF SERVICE FACILITY EASTSIDE (CITY FUNDED)
- NEW FUEL SELF SERVICE FACILITY WESTSIDE (CITY FUNDED)
- NEW FUEL FARM FACILITY (CITY FUNDED)
- NEW HANGAR 2 LOCATION TO BE DETERMINED (CITY FUNDED)
- HANGAR 1 FBO REMODEL (CITY FUNDED)




REVISIONS		
NUMBER	BY	DATE

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x222). PLOT 1

LEE'S SUMMIT MUNICIPAL AIRPORT
LEE'S SUMMIT, MISSOURI

PRELIMINARY



FILE: Prop_FY2023CIP.dgn
DESIGN BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:
DATE: MARCH 25, 2022
JOB No: 16443-01

PROPOSED
FY 2023 CIP

SHEET OF SHEETS

AIRPORT
(Costs in \$1,000s)


Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
Air Traffic Control Tower	-	-	-	-	1,400	5,416	6,816
Crackseal and Sealcoat Apron	134	-	-	-	-	-	134
Hangar 2	-	600	3,000	6,150	-	-	9,750
Land Acquisition of ALP Properties Phase 3	2,600	-	-	-	-	-	2,600
New Airport SRE (Equipment Maintenance / Storage Facility)	-	-	-	694	-	-	694
New Fuel Farm Facility	-	-	-	-	1,880	-	1,880
New Fuel Self Serve Facility	-	-	-	-	-	450	450
North Drainage Ditch	-	110	-	-	-	-	110
Reseal Joint and Marking Runway 11-29 and Taxiway Bravo	593	137	-	-	-	-	730
Reseal Joint and Marking South Apron	172	-	-	-	-	-	172
Reseal Joint and Marking Taxiway Charlie and East Apron	-	-	-	396	-	-	396
Runway 29 Part 77 Grading	-	-	-	-	1,079	-	1,079
Site Development - East Side Terminal Area	265	235	1,653	500	-	-	2,653
Site Development - Northeast Side	-	-	-	-	3,476	-	3,476
Taxiway Alpha Pavement Markings	-	-	108	-	-	-	108
Tree/Obstruction Removal North of RW 18/36 Part 77	-	-	-	143	-	-	143
Tree/Obstruction Removal RW 18/36 Lots 1&2	-	-	-	200	-	-	200
Tree Removal in South Avigation Easement	-	300	-	-	-	-	300
Update Airport Master Plan - Phase 2	404	-	-	-	-	-	404
West Side Self Service Fuel	-	-	-	200	-	-	200
Total	4,168	1,382	4,761	8,283	7,835	5,866	32,295

CONSTRUCTION 2022 

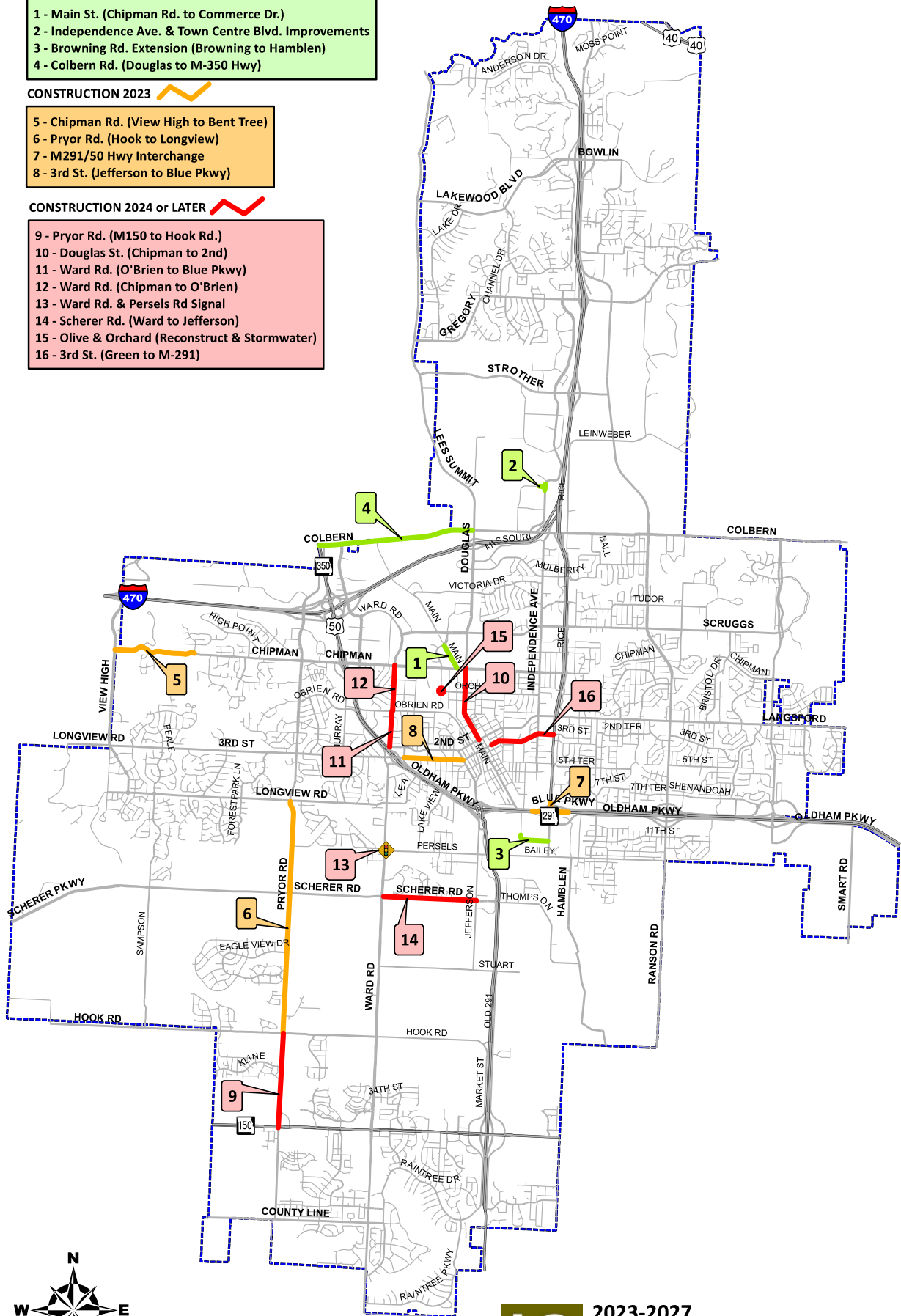
- 1 - Main St. (Chipman Rd. to Commerce Dr.)
- 2 - Independence Ave. & Town Centre Blvd. Improvements
- 3 - Browning Rd. Extension (Browning to Hamblen)
- 4 - Colbern Rd. (Douglas to M-350 Hwy)

CONSTRUCTION 2023 

- 5 - Chipman Rd. (View High to Bent Tree)
- 6 - Pryor Rd. (Hook to Longview)
- 7 - M291/50 Hwy Interchange
- 8 - 3rd St. (Jefferson to Blue Pkwy)

CONSTRUCTION 2024 or LATER 

- 9 - Pryor Rd. (M150 to Hook Rd.)
- 10 - Douglas St. (Chipman to 2nd)
- 11 - Ward Rd. (O'Brien to Blue Pkwy)
- 12 - Ward Rd. (Chipman to O'Brien)
- 13 - Ward Rd. & Persels Rd Signal
- 14 - Scherer Rd. (Ward to Jefferson)
- 15 - Olive & Orchard (Reconstruct & Stormwater)
- 16 - 3rd St. (Green to M-291)



April 2022

BRIDGES, STREETS & SIGNALS
(Costs in \$1,000s)

Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
Browning Street Extension - Browning to Hamblen Rd	3,300	1,100	-	-	-	-	4,400
Chipman Road, Bent Tree Dr. to View High Dr.	15,773	1,507	-	-	-	-	17,280
Colbern Road - M350 to Douglas Street	20,377	3,700	3,405	-	-	-	27,482
Douglas Street - Chipman Road to 2nd Street	-	500	2,036	3,547	1,000	-	7,083
Independence Ave & Town Centre Blvd Intersect Imp	1,760	-	-	-	-	-	1,760
Main Street - Chipman Road to Commerce Drive	1,540	510	-	-	-	-	2,050
M291 North Interchange with US50	2,000	5,950	10,000	3,500	500	500	22,450
Olive and Orchard (reconstruct and Stormwater)	150	1,700	1,100	600	-	-	3,550
Pryor Road Widening Phase 1 - Hook to Longview	6,500	10,880	7,070	2,000	-	-	26,450
Pryor Road Widening Phase 2 - M150 to Hook	-	250	750	3,200	4,000	2,250	10,450
Residential Curb Replacements	1,250	400	600	700	1,000	1,050	5,000
Scherer Road Reconstruction - Ward Road to Jefferson Street	-	-	-	-	1,000	2,900	3,900
Sidewalk Improvements	500	1,000	500	500	500	-	3,000
Third Street Improvements - Jefferson St to Blue Parkway/US50	1,481	1,050	4,018	-	-	-	6,549
Third Street Improvements (east) - Green St to M-291	-	-	-	500	500	2,500	3,500
Ward Road & Persels Road Signal	650	2,700	1,000	-	-	-	4,350
Ward Road Phase 1 - NW O'Brien Road to Blue Parkway	50	775	1,500	-	-	-	2,325
Ward Road Phase 2- Chipman Road to NW O'Brien	-	500	430	1,770	2,500	-	5,200
Subtotal	55,331	32,522	32,409	16,317	11,000	9,200	156,779
Less stormwater projects and Programs included in totals	-	1,000	600	-	-	-	1,600
Less water and sewer funds included in totals	3,181	1,898	4,239	210	796	0	10,324
Total	52,150	29,624	27,570	16,107	10,204	9,200	144,855

FACILITIES
(Costs in \$1,000s)

Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
Fire Station 4 Replacement	7,000	-	-	-	-	-	7,000
Fire Station 5 Replacement	5,000	-	-	-	-	-	5,000
Downtown Market Plaza*	3,435	-	-	-	-	-	3,435
Total	15,435	-	-	-	-	-	15,435

Note: *DT Market Plaza total project costs pending completion of activity programming design to identify features for construction cost estimates

Velie Park Improvements

Pickleball Complex Location TBD
Fieldhouse Location TBD
Art in the Parks Location TBD

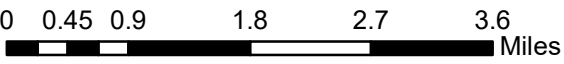
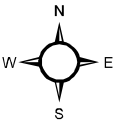
Williams Grant Park Improvements

Lower Banner Park Improvements

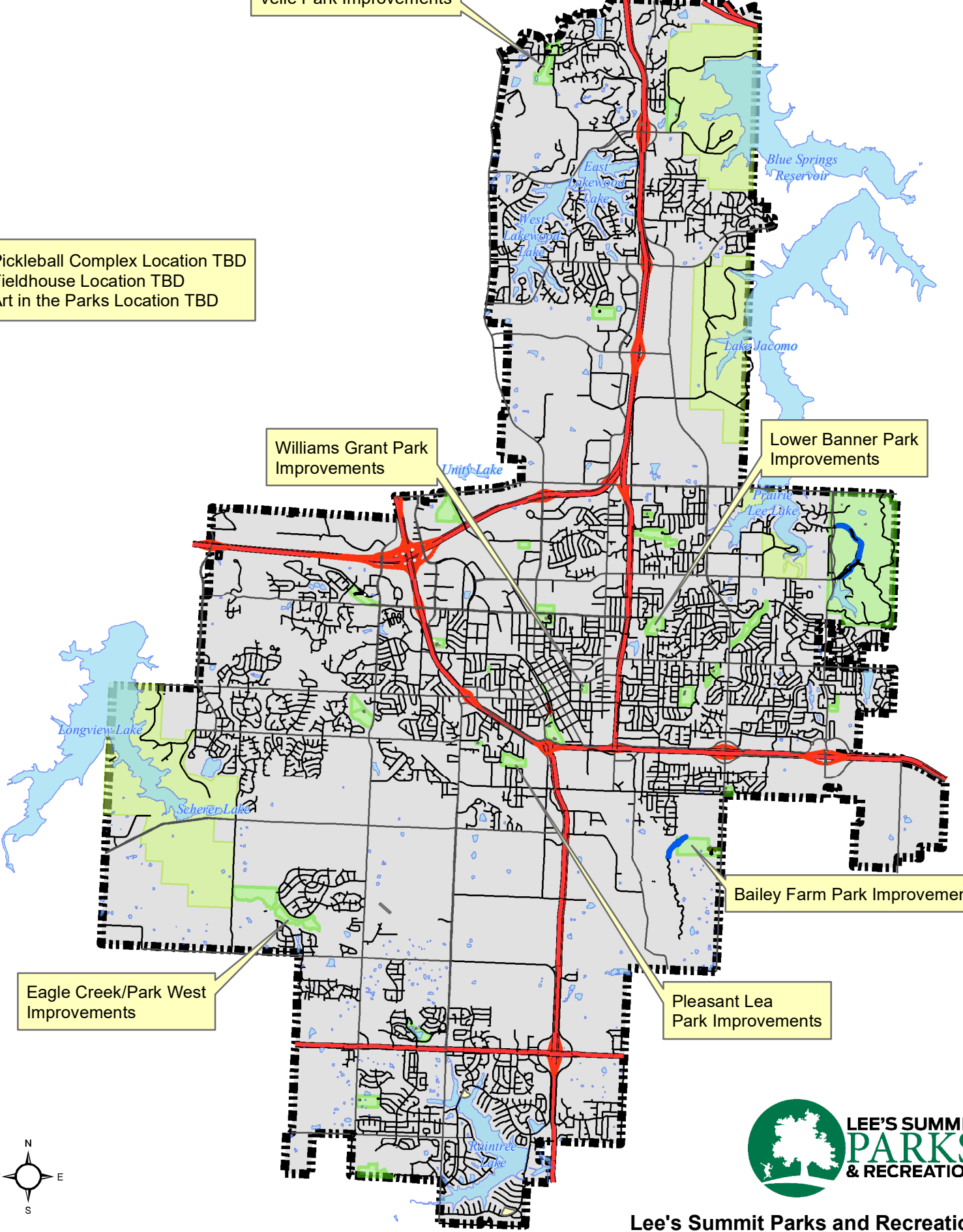
Eagle Creek/Park West Improvements

Bailey Farm Park Improvements

Pleasant Lea Park Improvements

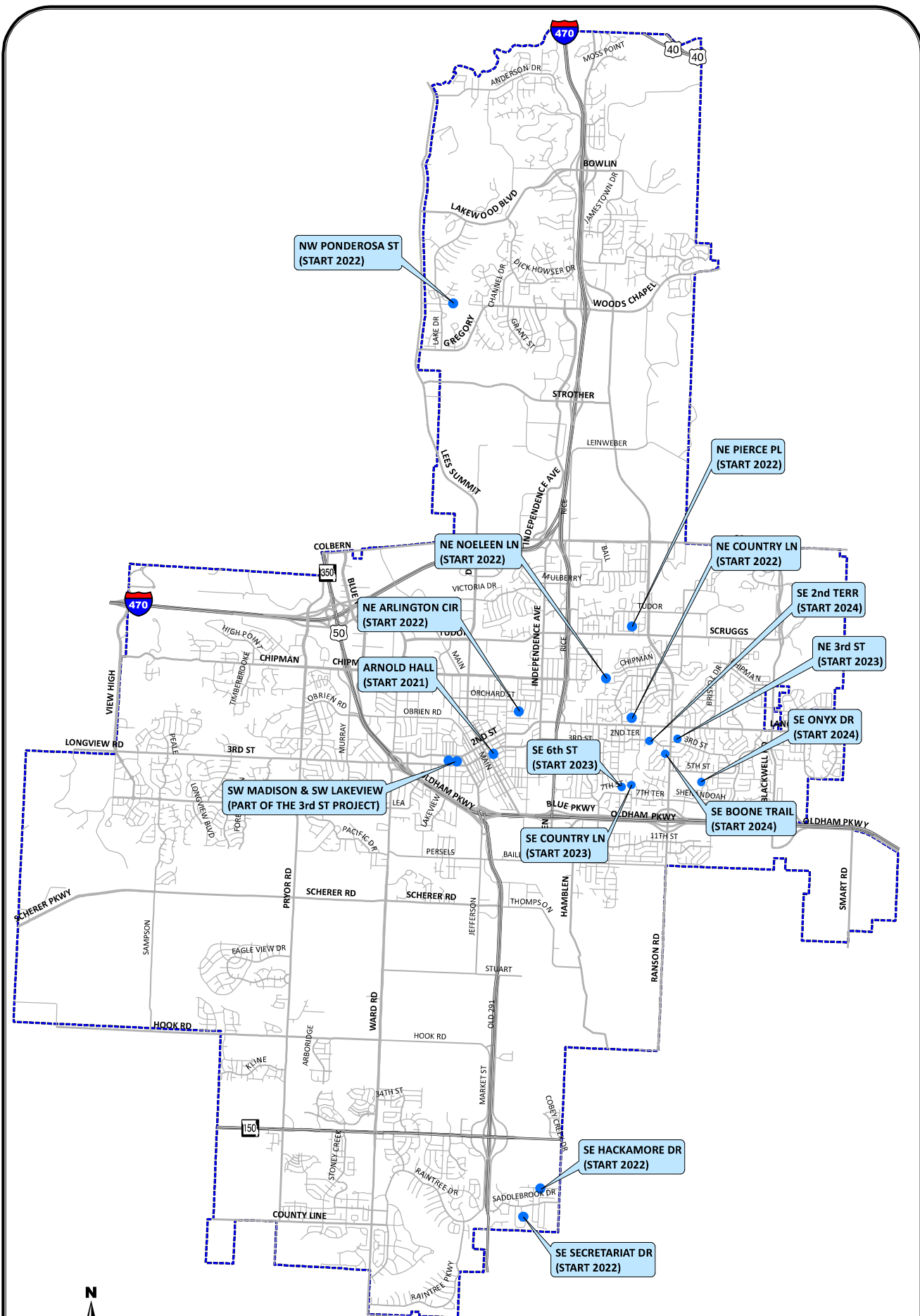


Lee's Summit Parks and Recreation
Capital Improvement Plan FY23-FY27
Prepared: March, 2022



PARKS and RECREATION
(Costs in \$1,000s)

Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
Arts in Parks	20	-	10	10	10	-	50
Bailey Park Development	-	-	500	5,000	2,000	-	7,500
Eagle Creek/Park West Development	-	200	850	-	-	-	1,050
Field House	-	1,000	6,000	9,000	-	-	16,000
Lower Banner Park Improvements		200					200
Pickleball Complex		90	910				1,000
Pleasant Lea Park Improvements	400	-	-	-	-	-	400
Velie Park Renovations	425	-	-	-	-	-	425
Williams Grant Improvements		150					150
Total	845	1,640	8,270	14,010	2,010	-	26,775



NW PONDEROSA ST
(START 2022)

NE NOELEN LN
(START 2022)

NE ARLINGTON CIR
(START 2022)

ARNOLD HALL
(START 2021)

SW MADISON & SW LAKEVIEW
(PART OF THE 3rd ST PROJECT)

SE 6th ST
(START 2023)

SE COUNTRY LN
(START 2023)

NE PIERCE PL
(START 2022)

NE COUNTRY LN
(START 2022)

SE 2nd TERR
(START 2024)

NE 3rd ST
(START 2023)

SE ONYX DR
(START 2024)

SE BOONE TRAIL
(START 2024)

SE HACKAMORE DR
(START 2022)

SE SECRETARIAT DR
(START 2022)



April 2022



2023- 2027
STORMWATER BOND
CAPITAL IMPROVEMENTS

STORM WATER
(Costs in \$1,000s)

Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
CMP rehab / replacement	250	500	500	500	500	500	2,750
MARC / USACE Little Blue Watershed CIP Plan	-	450	-	-	-	-	450
Olive and Orchard (reconstruct and Stormwater)*	-	1,000	600	600	-	-	2,200
Stormwater Infrastructure Improvements (2017)	8,268	1,100	2,600	1,000	-	-	12,968
Stormwater Utility Implementation Study	500	-	-	-	-	-	500
Total	9,018	3,050	3,700	2,100	500	500	18,868

*Will be tracked and reported as part of the Bridge Street & Signal project category

SANITARY SEWER

(Costs in \$1,000s)

Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
5A/5B Interceptor Rehabilitation	-	-	-	-	-	1,656	1,656
Big Creek Interceptor Capacity Improvements	650	-	-	-	-	-	650
Bogg's Hollow Meter Structure	400	-	-	-	-	-	400
Cedar Creek Downtown Improvements - Phase 2	-	-	-	2,150	1,850	-	4,000
Cedar Creek Improvements Along McClendon Ditch	4,000	-	-	-	-	-	4,000
Community Sewer Line Replacement	500	300	200	-	-	-	1,000
Flow Monitoring	-	-	-	-	50	-	50
Force Main/Interceptor/Under Lake Repair Program	-	-	1,000	-	-	-	1,000
FY23 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs	-	2,000	-	-	-	-	2,000
FY24 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs	-	-	1,700	-	-	-	1,700
FY25 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs	-	-	-	1,600	-	-	1,600
FY26 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs	-	-	-	-	1,500	-	1,500
FY27 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs	-	-	-	-	-	1,000	1,000
HCA EFHB Decommissioning	-	171	-	-	-	-	171
Large Diameter Sewer and Force Main Condition Assessments	1,660	200	-	-	-	-	1,860
Lee's Summit Lift Station Service Area Study	-	-	-	-	250	-	250
Little Cedar Interceptor Rehabilitation	-	-	-	1,250	3,750	-	5,000
Maybrook Watershed Capacity Improvements	-	-	500	-	-	-	500
Maybrook Watershed Knife Valve Replacement	-	-	150	-	-	-	150
Oaks Ridge Meadows Pump Stations Wetwell Rehab	-	-	-	-	128	-	128
Sewer Improvements - Cedar Creek MH (30-321 to 30 -145)	-	350	-	-	-	-	350
Sewer Main Cathodic Protection	-	-	300	300	-	-	600
Small Main Rehab and Creek Stabilization	300	-	100	100	-	-	500
South Prairie Lee Interceptor Upgrades	1,371	-	-	-	-	-	1,371
Tudor Force Main - Air Relief & Control Valve Update	230	-	-	-	-	-	230
Tudor Force Main - Odor Control	1,700	500	-	-	-	-	2,200
Tudor Road Pump Station Facility Plan	-	125	-	-	-	-	125
Tudor Road Pump Station Force Main Drain Line	-	550	-	-	-	-	550
Wastewater Master Plan Update	-	-	-	-	-	250	250
Water Utilities Service Center Improvements	350	-	-	-	-	-	350
Water Utilities Strategic Plan	200	-	-	-	-	-	200
West Prairie Lee Sewer - Trunk Main (WPL-B)	-	-	-	-	-	3,261	3,261
West Prairie Lee Sewer - Trunk Main (WPL-B1)	-	-	-	-	263	-	263
West Prairie Lee Sewer - Trunk Main (WPL-C)	-	-	-	973	-	-	973
West Prairie Lee Sewer Capacity Improvements	3,700	-	-	-	-	-	3,700
TOTAL	15,061	4,196	3,950	6,373	7,791	6,167	43,538

WATER
(Costs in \$1,000s)

Project	Prior Yrs.	2023	2024	2025	2026	2027	Total
Cathodic Protection FY23	-	1,100	-	-	-	-	1,100
Cathodic Protection FY24	-	-	1,166	-	-	-	1,166
Cathodic Protection FY25	-	-	-	1,213	-	-	1,213
Cathodic Protection FY26	-	-	-	-	1,249	-	1,249
Cathodic Protection FY27	-	-	-	-	-	637	637
Harris Park Standpipe - Recoating	287	-	250	-	-	-	537
Langsford & Milton Thompson Upsize	-	495	-	-	-	-	495
Scherer Tower - Recoating	799	-	-	-	-	-	799
Transmission Main Condition Assessment	1,525	-	-	-	-	-	1,525
Water Main – Lakewood Way – Ridgewood to Bowlin Rd	-	-	466	-	-	-	466
Water Main – View High Longview Golf to Chipman Upsize	340	-	-	-	-	-	340
Water Main Rehab FY22	4,640	-	-	-	-	-	4,640
Water Main Rehab FY23	-	6,239	-	-	-	-	6,239
Water Main Rehab FY24	-	-	7,627	-	-	-	7,627
Water Main Rehab FY25	-	-	-	9,107	-	-	9,107
Water Main Rehab FY26	-	-	-	-	8,668	-	8,668
Water Main Rehab FY27	-	-	-	-	-	8,230	8,230
Water Master Plan Update	250	-	-	-	-	-	250
Water Meter Replacement	6,305	-	-	-	-	-	6,305
Woods Chapel Tower - Recoating	715	-	-	-	-	-	715
TOTAL	14,861	7,834	9,509	10,320	9,917	8,867	61,308



LEE'S SUMMIT

M I S S O U R I

April 1, 2022

Members of the Lee's Summit Public Works Committee, Planning Commission and City Council:

Pursuant to the City of Lee's Summit Charter, Article XI, Section 11.4. Capital Program, I am pleased to submit the proposed fiscal years (FY) 2023-2027 Capital Improvement Plan (CIP). The CIP represents the multi-year scheduling of public infrastructure improvements and expansion, with much of it largely based on previously adopted master plans such as the Thoroughfare, Wastewater and Water Master Plans.

The benefits of adopting a Capital Improvements Plan are that it:

- Offers a vital link between the Comprehensive Plan and the actual construction of public improvements,
- Ensures that plans for community facilities are carried out,
- Improves coordination and scheduling of public improvements that require more than one year to complete,
- Provides an opportunity for long-range financial planning and management, and
- Offers an opportunity for residents and community interest groups to participate in decisions that impact their quality of life.

The CIP also acts as a public information document to advise residents and property owners of how the City plans to address significant capital needs over the next five years. With growing demands for project expenditures and a limited amount of revenues available, it has become increasingly difficult to predict the availability of future funding for capital projects. As the population in Lee's Summit continues to grow, so do the demands on City services. It is imperative that our organization plan the use of our limited dollars wisely to complete this plan and ultimately benefit all citizens of the City of Lee's Summit. As has been previously reported in various community surveys, infrastructure and growth management continue to be viewed as extremely important to residents.

Proposed Plan

The 2023-2027 CIP totals \$423,490,000 (including funding from prior years), an increase from \$359,132,000 in the 2022-2026 plan. The increase in the total is due to construction cost inflation and adding more projects. The completed projects total about \$26 million of work closed out, whereas the new projects were estimated to add about \$58 million over five years to previously authorized and funded list of projects. Construction cost inflation has been offset by increased sales tax revenues for dedicated CIP funding, adding the Use Tax revenues to dedicated CIP funds, and recently awarded State/Federal grants. Completed projects to be no longer shown in the CIP, and New Projects, are listed below:

Completed Projects:

- Airport Master Plan - Phase 1
- Airport Business Plan
- Jefferson Street - Persels Road to Oldham Parkway
- Streetlights - Lakewood Boulevard
- Streetlights - Shenandoah Drive
- 3rd Street - Pryor Road to Murray Road
- Courts and Police Department Renovations
- 2007 Bond Issue - Stormwater Infrastructure Improvements
- Private I&I Program
- Small Main Replacement Program
- Sanitary Sewer Rehab - Relining, Manhole Rehab, Tap Repairs
- Cathodic Protection Pilot Program
- Interconnection Projects (Tri-County Water Authority)
- South Terminal Water Tank Rehabilitation
- Water Ops Site Remediation and Genset Reconditioning
- Water Main Rehab FY20

New Projects:

- Air Traffic Control Tower
- North Drainage Ditch
- Olive & Orchard (reconstruct & stormwater)
- 3rd Street Improvements (east) - Green St. to M-291
- Lower Banner Park Improvements
- Williams Grant Improvements
- Pickleball Complex
- MARC-USACE Little Blue River Watershed CIP Master Plan
- NE Noeleen Lane (600 Block)
- FY23 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs
- FY24 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs
- FY25 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs
- FY26 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs
- FY27 I/I Removal-CIPP Lining, Manhole Rehab, and LCRs
- 5A/5B Interceptor Rehabilitation
- Force Main/Interceptor/Under Lake Repair Program
- HCA EFHB Decommissioning
- Little Cedar Interceptor Rehabilitation
- Sewer Improvements - Cedar Creek MH (30-321 to 30 -145)
- Tudor Road Pump Station Facility Plan
- Tudor Road Pump Station Force Main Drain Line
- West Prairie Lee Sewer - Trunk Main (WPL-B)
- West Prairie Lee Sewer - Trunk Main (WPL-B1)
- West Prairie Lee Interceptor (WPL-C)
- Cathodic Protection FY27
- PW Programs for FY27
- WU Programs for FY27
- BERP for FY27

The following table depicts the proposed annual appropriations for the five-year period in each of the major project areas plus the Public Works, Water Utility, and Facilities Programs, which are primarily major maintenance activities on City infrastructure.

Expenditures by Year (in \$1,000's)

	PW, WU & BERP Programs	Airport	Bridge Street & Signal*	Facilities	Parks & Recreation	Storm-water	Sanitary Sewer	Water	Total
Prior Years	8,349	4,168	55,331	15,435	845	9,018	15,061	14,861	123,068
2023	11,238	1,382	32,522	-	1,640	3,050	4,196	7,834	61,862
2024	11,660	4,761	32,409	-	8,270	3,700	3,950	9,509	74,259
2025	11,434	8,283	16,317	-	14,010	2,100	6,373	10,320	68,837
2026	13,217	7,835	11,000	-	2,010	500	7,791	9,917	52,270
2027	12,594	5,866	9,200	-	-	500	6,167	8,867	43,194
Total	68,492	32,295	156,779	15,435	26,775	18,868	43,538	61,308	423,490

*Costs include water and sewer funding associated with road construction

The majority of the capital funding continues to be allocated to the Bridges, Streets, and Signals section which includes 18 projects around the community. Programs, airport, facilities, parks, water and sanitary sewer continue to be significant portions of the plan. Among the major revenue sources for the various capital projects included in the plan are:

- 15-year Capital Improvements Sales Tax (transportation / stormwater)
- Use Tax allocated to the CIP Sales Tax Fund
- Bond Proceeds (roads, facilities, stormwater)
- 15-year Park Sales Tax (parks)
- Use Tax allocated to the Park Sales Tax Fund
- Permanent Transportation Sales Tax (roads)
- Use Tax allocated to the Transportation Sales Tax Fund
- State & Federal Grants (airport, roads, parks, sanitary sewer)
- TIF/TDD (roads)
- Sewer & Water Tap Fees (water & sewer system expansion)
- Sewer & Water User Fees (water & sewer system improvements)

It is important to emphasize that the CIP is a flexible plan that can be altered as conditions, funding, priorities, and regulations change. Although capital projects are scheduled throughout the five-year plan only those projects with activity scheduled during the first year (FY23) are financed and adopted as part of the City's Annual Operating Budget. Projects slated for subsequent years may be adjusted to reflect changes in priority or funding.

Preparation of the CIP is a result of considerable effort from staff in all departments in the City. Each year staff attempts to reassess overall goals for capital improvements, and the means for accomplishing them. Every project has been considered for its financial feasibility, environmental impact, conformance to previously adopted plans, priorities established from the citizen input process via committees and voter approval, and to meet the public need. Their commitment to providing accurate and understandable information is greatly appreciated.

Respectfully submitted,

Stephen A. Arbo
City Manager



2023-2027 Capital Improvements Plan

CAPITAL IMPROVEMENTS PLAN IMPLEMENTATION

When a project on the CIP schedule is funded, it is assigned to a project manager who will assume oversight responsibilities. A number of steps are required before a project is complete.

DESIGN

The project manager will coordinate and participate in the selection process for an engineering or architectural design firm, as appropriate. Architectural and engineering services contracts, unlike commodities contracts, are awarded to firms strictly on the qualifications and expertise of the firm in the particular type of project. The project manager is responsible for negotiating a detailed scope and fee for the design services with the selected consultant. Design for some projects may be completed by City staff or awarded to consultants through annual on-call contracts.

The design process is typically divided into several phases: concept and/or preliminary design, right-of-way plans, right-of-way appraisal and acquisition, and final design. Plans and cost estimates are prepared, either by the consultant or City staff, for review at these project milestones. If state or federal funding is involved, plans and estimates are also provided to the appropriate agency for review. As more refined information on project scope and costs are developed, the CIP document is revised accordingly during the next annual update. Occasionally, projects may be deferred or deleted from the plan based on information gathered during the design process that indicates significant problems with pursuing the project.

One or more public meetings are held for major projects that have significant impacts on the public and affected property owners to obtain feedback and comments from the community. During 2020 and 2021, City staff implemented online public meetings similar to those conducted by several state and federal agencies. The online presentation generated more public comments than usually received through in-person public meetings. Going forward, staff plans to conduct both the in-person and online forums to solicit public input.

A meeting is often held at the completion of preliminary plans in order to let residents abutting the project know how the design will affect their properties. Comments made at the meetings are considered by City staff and the design firm for inclusion in revised plans, if appropriate, prior to appraisals and property acquisition. Other meetings may be held before any design is started and just before construction begins.

Right-of-way plans define the nature and extent of property required to complete a project. Property acquisition may be in the form of right-of-way, permanent easements or temporary construction easements. The City hires professional appraisers to determine fair market value of the acquisitions, which is the basis for initial offers to property owners. The City's right-of-way agent and/or contract agents complete the negotiation and acquisition process for the projects.

Once all property is acquired, final plans and specifications can be completed. During this time, any necessary relocation of private utilities (gas, phone, power) is also accomplished. Typically, all relocations are complete prior to bidding a capital project.

ADVERTISEMENT, BID AND AWARD

Capital projects are publicly advertised through the City's Purchasing Division. City and consultant staff members evaluate all bids for completeness, correctness, business registrations, financial viability, potential disbarment, and references for the low bidder are checked. Based on the review and references, the consultant or the City's project manager makes a recommendation for award to the lowest and best bidder. The award of the construction contract is made by City Council.

DESIGN/BUILD

As an alternative to the typical design-bid-build process described above, the design/build process may be used. For these projects, a Design/Build Team is selected using a qualifications-based selection process. This delivery method has one contract between the City and the Design/Build Team. Design/Build can reduce risk through the Guaranteed Maximum Price contract and reduce the overall delivery schedule for a project by overlapping the design and construction phases of the work.

CONSTRUCTION MANAGER at RISK

The third common delivery method, typically on facilities projects, is the Construction Manager at Risk. This process has some similarities to Design/Build by overlapping the design and construction phases of the work. The main difference is the City has two separate contracts. The first is Qualification Based Selection for the design professional that ends with a negotiated scope and fee. The second contract is between the City and a Construction Manager firm. This is usually conducted through Request for Proposal that evaluation qualifications and price. This will lead to a Guaranteed Maximum Price Contract in which the Construction Manager will develop the construction schedule and solicit bids from subcontractors to complete the work based on preliminary plans. The Design Professional will work closely with the Construction Manager to work through detailed design during construction.

SCHEDULE

The construction contract sets forth the required completion time for the project. Time is counted from the date of the "Notice to Proceed" to the point of substantial completion and final completion. The duration is determined by the design consultant and/or City staff based on the scope of work, seasonal constraints, coordination with property owners, and impacts on the traveling public. The order and duration of specific tasks within the allotted contract time is typically determined by the contractor. The assessment of liquidated damages is included in construction contracts for failure to meet required completion dates.

CONSTRUCTION ADMINISTRATION

The City's project manager for the design process or a project manager from the construction management group is typically responsible for performing or coordinating project administration during construction. Such tasks generally include monitoring project progress, schedule and costs; coordinating and facilitating communications between the design consultant, inspections staff, contractor and City staff; negotiating and coordinating approval of changes in the project scope or cost; reviewing and approving regular progress payments; and reporting on the construction progress to City Council and the

public through the City's publications and website. Changes to the contract totaling up to five percent of the original bid price may be approved administratively by the appropriate Department Director. Changes that increase the cost in excess of that amount must be approved by the City Council.

SUBSTANTIAL COMPLETION

Substantial completion is defined as the time at which the project has progressed to the point where it is sufficiently complete that it can be utilized for the intended purpose. At this time, a comprehensive inspection is performed by City staff and the design consultant to create a list of all incorrect or outstanding items (a "punch list") remaining to be completed or corrected. The punch list items and all other deficiencies must be completed before final acceptance of the project by the City, and final payment to the contractor.

FINAL ACCEPTANCE

Final acceptance is realized when the contractor has completed all work on the project, including punch list items, has provided the City with a maintenance bond, and has submitted all other close-out documents in accordance with the construction contract. The project manager is responsible for preparing a final project report and submitting it to city and department management staff as well as to City Council. Any unspent funds authorized for a project will be returned to the appropriate funding source for reallocation to future projects.

CAPITAL IMPROVEMENT PLAN FUNDING

Revenue Sources

All funding sources that may be used for various capital improvements are reviewed each year. Much of the work to develop the CIP focuses on the balancing of available resources with the identified capital needs. Consideration must be given to factors such as annual revenue projections from various sources, restrictions on the uses of certain funds, legal limitations on debt capacity, and City policies relative to project funding. The following is a list of existing funding sources and definitions for each:

TAXES

Property Tax- Revenue from the ad valorem tax levied on all real and personal property, based upon the assessed valuation established by the County Assessor on January 1st of each year. Real property assessed valuation is determined by applying the "market value" times the appropriate assessment ratios. As follows:

- Commercial/Industrial: 32%
- Residential: 19%
- Agricultural: 12%
- Personal Property assessed valuation is set at 33% of market value and is determined by the State Tax Commission.

Sales Tax- The City imposes a total sales tax of 2.25% (Capital Improvement: 0.50%, General fund: 1.0%, Parks and Recreation: 0.25%, Transportation: 0.50%) on all goods and commodities sold within the City limits with the exception of drugs and farm machinery. The tax is also levied on all vehicles registered by residents of the City, regardless of where those vehicles were purchased. Transportation tax is not levied on utilities and is earmarked specifically for use in funding transportation projects only. The

State of Missouri receives the tax from the respective business and distributes the funds monthly to the City.

Use Tax- The City imposes a use tax that mirrors the sales tax. Therefore, a use tax of 2.25% (Capital Improvement: 0.50%, General fund: 1.0%, Parks and Recreation: 0.25%, Transportation: 0.50%) is levied on all goods and commodities sold outside the City limits and delivered to locations within the City limits. This is commonly referred to as an e-commerce tax because the use tax is applied to most online purchases, but not to products purchased at a brick and mortar store. Use taxes also applies to vehicles and equipment purchased outside the City to be used and permanently located within Lee's Summit. The use tax does not apply to drugs and farm machinery. The State of Missouri receives the use tax revenues from the respective business and distributes the funds monthly to the City.

Parks & Recreation 1/4-Cent Sales Tax- Initially approved in November 1997 for 3/8-cent and renewed in 2016 for 1/4-cent, this revenue source is dedicated to Parks and Recreation improvements including completion of Legacy Park facilities, new park development, the Senior Center, and greenway development. This tax has a 15-year sunset provision, so it currently would end in 2033 unless it is renewed by the voters.

Transportation 1/2-Cent Sales Tax- Approved initially in the 1980s, this tax is available to pay for transportation and traffic infrastructure improvements and major maintenance, such as overlay and slurry seal, curb and gutter replacement, crack sealing and pavement marking. This sales tax also provides funding for several other Public Works Programs including bridge rehabilitation, pavement resurfacing, curb replacement, community bus services and the Neighborhood Traffic Safety Program.

Capital Improvement 1/2-Cent Sales Tax- Originally approved in November 1997, this tax has been used in conjunction with the Road Excise tax to fund road improvements related to the "10-year road plan" adopted in 1997. The sales tax was renewed in April 2007 with collection beginning in 2008 and ending in 2018. This renewal of the sales tax will fund a second "10-year road plan" comprising 6 major projects. In April, 2017, voters approved a 15-year extension with collection beginning in April, 2018. In all, seven major road projects were identified as well as six transportation related projects. Additionally, this renewed tax will also be used to fund stormwater infrastructure projects throughout the City.

Road Excise Tax- Excise Tax is paid for development that generates new traffic in the City in the form of a license tax on building contractors. This revenue source is available for road improvements throughout the City that are required due to growth to at least some degree.

Transportation Development Districts A geographic area may be designated to levy an additional sales or property tax assessment to pay for transportation related infrastructure improvements.

Tax Increment Financing Provides for the capture of 50% of the Economic Activity Taxes (Sales and Franchise) generated within the boundaries of a designated area to be used to finance infrastructure improvements. All of the incremental increases in real estate taxes are also captured from all taxing jurisdictions until the infrastructure is paid off.

BOND PROCEEDS

General Obligation (G.O.) Bonds- Bonds which are backed by the full faith and credit of the City and require either a 2/3rds or 4/7ths voter approval. Limitations for bonding capacity are set by state statute.

Revenue Bonds- Bonds which are backed by the fees and charges of a business-like government function, payable only from a specific source of revenue. Simple majority voter approval required. Limitations for bonding capacity are not set by state statute but rather the entity's ability to repay the debt.

Certificates of Participation- A leasing structure that is backed by general revenues or fees and charges of a government. No voter approval is required. Limitations for financing capacity are determined by the market and the entity's ability to repay the debt.

Special Obligation Bonds- Bonds which are backed by general revenues or fees and charges of a government. No voter approval is required. Limitations for bonding capacity are determined by the market and the entity's ability to repay.

GRANT FUNDING

Grants may be received from federal, state or county governments. Grants are typically available for transportation, airport improvements, parks, and public safety equipment. The City also receives community development block grants (CDBG) for use in low-to-moderate income areas within the community. Equipment purchases and CDBG projects are not included in the CIP.

FEES AND CHARGES

Fees for direct receipt of public service by the parties who benefit from the service

Parks and Recreation Activity Fees- Collected by Parks & Recreation Department for participation in various sports and recreation programs, aquatic instruction, and the Camp Summit and Club Summit daycare programs at the Recreation Center.

Recreation Memberships- Membership fees collected for the Lee's Summit Pool and the Legacy Park Community Center.

Water Sales- Charges for supplying water to residential, commercial, industrial and wholesale customers.

Sewer Charges- Charges for providing wastewater collection and disposal services to residential, commercial and industrial customers.

Sewer Tap- The charge for a new sanitary sewer connection based on the number of drains in a structure and assessed at the time of building permit issuance.

Water Tap- The charge for a new water service connection based on the size of water meter required. Also included in the water tap fee is an amount which is intended to provide capital for the development of the City's water transmission capacity.

PRIVATE FUNDING

Amounts paid by developers, generally for specific infrastructure improvements, pursuant to development agreements between the City and those developers.

CAPITAL IMPROVEMENT PLAN FUNDING

The FY 2023-2027 Capital Improvement Plan has been divided into seven major categories, plus the Public Works and Water Utility Programs. The total estimated cost of all projects included in the five-year plan, including prior years, is \$423,490,000. A summary of the costs by category is summarized below.

2023-2027 CIP SUMMARY (Costs in \$1000s)

Category	Prior Years	% of Total	2023-27	% of Total
Public Works, WU & BERP Programs	\$8,349	6.8%	\$60,143	20.0%
Airport	\$4,168	3.4%	\$28,127	9.4%
Bridges, Streets and Signals*	\$55,331	45.0%	\$101,448	33.8%
Facilities	\$15,435	12.5%	\$-	0.0%
Parks and Recreation	\$845	0.7%	\$25,930	8.6%
Storm Water	\$9,018	7.3%	\$9,850	3.3%
Sanitary Sewer	\$15,061	12.2%	\$28,477	9.5%
Water	\$14,861	12.1%	\$46,447	15.5%
Total	\$123,068	100.0%	\$300,422	100.0%

Note:

* Costs include water and sewer funding associated with road construction.

CIP IMPACT ON OPERATING BUDGET

As part of the Capital Improvement Plan, the impact of each project on the City's operating budget is identified. As capital improvement projects are completed, operation and maintenance of these facilities must be absorbed into the appropriate department operating budget, which provides ongoing services to citizens. These operating costs, which may include salaries, equipment, regular maintenance, and repairs, are adjusted annually to accommodate growth and inflation in maintaining or improving service levels. In some cases, elimination of high-maintenance facilities may also reduce these operating costs. It is the City of Lee's Summit's philosophy that new projects should not be constructed if operating revenues are unavailable to cover the operating costs. These must be funded with recurring (ongoing) revenues. As a result, the availability of recurring revenues must be considered in the decision to include projects in the plan.

CIP ALIGNMENT WITH 2020 STRATEGIC AND iGNITE PLANS

Subjective evaluations were completed to evaluate how well each project supports the City's Strategic Plan and iGNITE Comprehensive plan. Project detail sheets in the CIP show a Consumer Reports type bubble chart to indicate alignment with these guiding plans. Generally, the Strategic Plan evaluation looks at how the projects improve existing infrastructure and neighborhoods, whereas the iGNITE Comp Plan evaluations focus on how well the project promotes expansion or improvements to facilitate future growth outlined in the Comp Plan.

The City issued a Strategic Plan Implementation Report dated August 26, 2020. This plan worked with Citizen, City Council, Community Partners and City Staff (C4) to develop 7 critical success factors to work toward the City's Vision and Mission in accordance the City's Core Values.

The Strategic Plan 7 critical success factors are shown below.

 <p>Strategic Economic Development Build an adaptable framework for continued growth in a changing environment.</p>	 <p>Cultural & Recreational Amenities Create a community that celebrates, welcomes & supports cultural arts & recreation amenities.</p>	 <p>Community Health & Well-Being Support a healthy, happy community by improving healthy lifestyle choices & opportunities.</p>	 <p>City Services & Infrastructure Sustain & enhance City services to protect a high quality of life.</p>
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 <p>Strong Neighborhoods With Housing Choices Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community.</p>	 <p>Collaborative Relations With Education Partners Enhance & plan educational opportunities to support economic development.</p>	 <p>Community Engagement Create a healthy & balanced community for all voices.</p>
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An example of the strategic plan evaluation is shown in the table below.

Blank = not part of project	○ = small impact	◐ = some impact
◑ = moderate impact	◒ = moderate to significant impact	● = significant impact

Strategic Plan Elements						
Infrastructure Condition	Education Partners	Health & Well-being	Amenities	Community Engage	Economic Development	Neighborhoods
●		◐	○	◑		◑
How well does this project impact current infrastructure conditions?	How well does this project support educational	How well does this project promote healthy lifestyle choices	How well does this project promote cultural arts or recreational amenities	How well does this project address previous community input, or promote future input	How well does this project address current, or near-term economic needs	How well does this project promote neighborhood connectivity, or improve existing neighborhoods

The iGNITE plan identified 7 essential elements of a successful community to create “a vibrant community ensuring the finest quality of life for all generations” over the next 20 years. This plan tends to focus on opportunities for future growth and land use, so the CIP project evaluations tended to look how well a project supports this future growth instead of addressing immediate needs. Understandably, the line between immediate and future needs may be subjective, but this process supports a wholistic approach to prioritizing projects.

Many CIP projects are identified through the master planning process. Water Utilities uses Water and Waste Water Master Plans to identify infrastructure needs 20 to 40 years into the future. Public Works has adopted a Thoroughfare Master Plan and Airport Master Plans. The City also has a Parks Master Plan, Greenway Master Plan, and other infrastructure plans to guide infrastructure project selection. All of these master plans are adopted by the Planning Commission as amendments to the iGNITE Comprehensive Plan. Through this master planning process, many CIP projects do not appear directly in the iGNITE plan, but they highly aligned with the overall a plan through this master planning process.

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The iGNITE 7 essential elements of success are shown below.

Fuel Our Future Plan Elements

To continue to ignite "a vibrant community ensuring the finest quality of life for all generations" over the next 20 years, the Lee's Summit community created plans around seven essential elements of a successful community.



An example of the iGNITE plan evaluation is shown in the table below.

Blank = not part of project	○ = small impact	◐ = some impact
◑ = moderate impact	◒ = moderate to significant impact	● = significant impact

iGNITE Comprehensive Plan Elements						
Quality of Life	Neighborhoods	Economic Development	Multi-modal	Infrastructure Capacity	Sustainable	Land Use & Design
●		◐	○	◑		◑
How well does this promote healthy lifestyles, public safety, parks, healthcare, arts, and education	How well does this project promote and preserve housing choices as well as promote mutually supportive neighborhood	How well does this project promote growth, retention, and diversification of businesses and local tax base	How well does this project promote multi-modal transportation transit and safety	How well does this project expand infrastructure to support future growth	How well does this project preserve natural resources and promote the City's long-term financial stability	How well does this project promote growth and revitalization land use planning goals outlined in the iGNITE plan

CIP IMPACT ON LIVABLE STREETS*

In accordance with Resolution 10-17, A Resolution Establishing the Livable Streets Policy for the City of Lee's Summit, the Capital Improvement Plan shall include a summary or description of the Livable Streets Elements of all Public Improvement Projects. If a Livable Streets Element identified in and required by adopted public plans or ordinance is not incorporated in the project, such omission shall be documented in the Livable Streets Summary.

Livable Streets is not applicable to all capital improvement projects. Some capital improvement projects, including water, sewer, airport, storm water and solid waste, typically do not have relevant elements to Livable Streets nor do these projects inhibit or advance the Livable Streets initiative. Consequently, water, sewer, airport, storm water and solid waste projects have not been identified in the Livable Streets Summary unless a positive or negative Livable Streets impact exists.

The Livable Streets concept and Livable Streets Elements have been considered in all Capital Improvement Projects for all modes and abilities. The following Livable Streets Summary identifies each capital improvement project that has a potential impact to Livable Streets as well as a description of the included and omitted Livable Streets Elements (elements that have been identified with an asterisk are not required, but have been included in the project scope).

Bridges, Streets and Signals

Browning Street Extension – Browning Street to Hamblen Road:

Livable Streets Elements Included: Sidewalk, Street Gap Connectivity, ADA Compliance, Vehicular Capacity Improvements (New Local Roadway), Facilitates Access Management, Economic Development and Safety Improvements

Livable Streets Elements Omitted: None

Chipman Road - Bent Tree Dr. to View High Dr.:

Livable Streets Elements Included: Continuous Street Lighting, Shared-Use Path, Sidewalk, ADA Compliance, Street Gap Connectivity, Traffic Signal Control with Pedestrian Actuation and Bicycle Friendly Signal Detection (i.e. Video or Radar), Vehicular Safety and Capacity Improvements (Reconstructed Two-Lane Arterial with Turn Lanes), Connectivity to Regional Trail.

Livable Streets Elements Omitted: None.

Colbern Road – M350 Hwy to Douglas Street:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management, ADA Compliance, Traffic Signal Improvements.

Livable Streets Elements Omitted: None

Douglas Street – Chipman Road to Second Street:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Bike Route Accommodation, Bike Safety Improvement, Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance, Streetscape Elements

Livable Streets Elements Omitted: None

Independence Avenue and Town Centre Blvd Intersection Improvements:

Livable Streets Elements Included: Roundabout, Vehicular Safety Improvements, Vehicular Capacity Improvements, Pedestrian and Bicycle Safety Improvements, ADA Compliance, Sidewalk

Livable Streets Elements Omitted: None

Main Street - Chipman Road to Commerce Drive:

Livable Streets Elements Included: Sidewalk, ADA Compliance, Vehicular Safety Improvements, Vehicular Capacity Improvements.

Livable Streets Elements Omitted: None

M291 North Interchange with US50:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Traffic Signal Control with Pedestrian Actuation and Bicycle Friendly Signal Detection (i.e. Video or Radar), Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management and Street Realignment, ADA Compliance.

Livable Streets Elements Omitted: None

Olive and Orchard (reconstruct and stormwater):

Livable Streets Elements Included: Sidewalk, Bike Route Accommodation, Bike Safety Improvement, Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance, Streetscape Elements

Livable Streets Elements Omitted: Continuous Street Lighting

Pryor Road – M150 Hwy to Longview Road (Project is split at Hook Road into two Phases):

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management, ADA Compliance, Traffic Signal Improvements.

Livable Streets Elements Omitted: None

Scherer Road – Ward Road to Jefferson Street:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management, ADA Compliance, Traffic Signal Improvements.

Livable Streets Elements Omitted: None

Third Street Improvements – Jefferson Street to Blue Parkway:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Access Management (Driveway Consolidation and Access Restrictions), Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance, Streetscape Elements.

Livable Streets Elements Omitted: None

Third Street Improvements – Green Street to M-291:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Access Management (Driveway Consolidation and Access Restrictions), Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance, Streetscape Elements.

Livable Streets Elements Omitted: None

Ward Road & Persels Road Traffic Signal:

Livable Streets Elements Included: Sidewalk, Shared-Use Path/Regional Trail Crossings, ADA Compliance, Access Management and Street Realignment, Intersection Lighting, Traffic Signal Control with Pedestrian Actuation and Bicycle Friendly Signal Detection (i.e.

Video or Radar), Vehicular Safety Improvement, Vehicular Capacity Improvement, and Pedestrian Safety Improvement.

Livable Streets Elements Omitted: None

Ward Road – Chipman Road to O’Brien Road:

Livable Streets Elements Included: Sidewalk, Safe Routes to School, Bike Route Accommodation, Bike Safety Improvement, Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance

Livable Streets Elements Omitted: None

Ward Road – O’Brien Road to Blue Parkway:

Livable Streets Elements Included: Sidewalk, Safe Routes to School, Bike Route Accommodation, Bike Safety Improvement, Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance

Livable Streets Elements Omitted: None

Facilities:

Although there are no particular Livable Streets elements planned within the City’s streets rights-of-way as part of the facilities projects, the following projects foster active living and may include multimodal accommodations on-site and/or connectors to off-site multimodal facilities:

- Downtown Market Plaza

Parks:

Although there are no particular Livable Streets elements are planned within the City’s streets rights-of-way as part of the parks projects, the following projects foster active living and may include multimodal accommodations on-site and/or connectors to off-site multimodal facilities:

- Arts in Parks
- Bailey Park Development
- Eagle Creek / Park West Development
- Fieldhouse
- Lower Banner Park Improvements
- Pickleball Complex
- Pleasant Lea Park Improvements
- Velie Park Renovations
- Williams Grant Improvements

Capital Improvement Project	No Construction/No Livable Street Impact	Pedestrian Capacity Impact	Pedestrian Safety Impact	Bicycle Capacity Impact	Bicycle Safety Impact	Vehicular Capacity Impact	Vehicular Safety Impact	Transit Impact	Pedestrian Furniture	Sidewalk	ADA Compliance	Shared-Use Path	Paved Shoulder	Share-The-Road /Signed Bike Route	Wide Curb Lane (14-16 ft)	Paved Shoulder Adjacent to Curb	Official Bicycle Lane	Street Gap Connectivity	Access Management (e.g. Raised Median)	Transit Facility/Transit Stop	Transit Operation	Bicycle Parking	Residential Traffic Calming	Continuous Street Lighting	Intersection Street Lighting	Landscaping	Roundabout(s) Intersection Control	Pedestrian Signal Improvements	Traffic Signal Improvements	Signal Improvements w/Pedestrian Detection	Signal Improvements w/Bike Friendly Detection
	Scherer Road Reconstruction, Ward to Jefferson Street		+	+	+	+	+	+	+		●	●	●											★						●	★
Third Street Improvements, Jefferson Street to Blue Pkwy		+	+	+	+	+	+	+		●	●	●											★						●	★	
Third Street Improvements, Green to M-291			+	+	+	+	+			●	●	●											★						●		
Ward Road & Persels Signal			+	+	+	+	+	+		●	●	●													●	★			●	★	
Ward Road Ph. 1 Blue Parkway to O'Brien			+	+	+	+	+			●	●	●		●									★		★						
Ward Road Ph. 2 O'Brien to Chipman			+	+	+	+	+			●	●	●		●									★						●		
Facilities																															
Downtown Market Center		+	+		+		+	+	★	●									●	●	●	●	●	★	●	★					
Parks																															
Miscellaneous Projects		+	+	+	+				●	●	●	●														🗑️					
Water, Sewer, Storm Water, Solid Waste, Airport																															
Miscellaneous Projects																															

- +** - *Project may have a positive impact to the Livable Streets transportation mode choice.*
- - *Project may have a negative impact to the Livable Streets transportation mode choice.*

- ★** - *Livable Streets Element is included in project scope although it is not required by Ordinance or Adopted Plan.*
- - *Livable Streets Element is included in project scope in accordance with Ordinance requirement or Adopted Plan.*
- - *Livable Streets Element is omitted from project scope otherwise required by Ordinance or Adopted Plan. See Project Information listed in the Livable Streets Summary for an explanation of the omitted Livable Streets Element.*