

CITY OF LANSING

800 1st Terrace

Lansing, KS 66043

913-727-3233 Fax: 913-828-4579

www.lansing.ks.us

WORK SESSION AGENDA

June 25, 2015

Thursday



7:00 p.m.

Lansing City Hall

Call To Order:



- I. Performance Evaluation Payout Increase Proposal
- II. Capital and Supplemental Requests
- III. Capital and Supplemental Wrap Up

Adjournment

TO: Tim Vandall, City Administrator 
FROM: Sarah Bodensteiner, City Clerk 
DATE: June 19, 2015
SUBJECT: Work Session Summary

- I. Performance Evaluation Payout Increase Proposal**
 - Staff will present information regarding performance evaluation payout increase.
 - II. Capital and Supplemental Requests**
 - Staff will present Capital and Supplemental Requests to Council.
 - III. Capital and Supplemental Wrap Up**
 - Staff will be present to answer questions and provide overview of scoring process for Capital and Supplemental Requests
 - IV. Adjournment**
-

WORK SESSION SUMMARY

TO: Tim Vandall, City Administrator 
FROM: Sunshine Petrone, HR Director 
DATE: June 18, 2015
SUBJECT: Performance Evaluation Payout Increase Proposal

The 2015 budget includes a 3% increase for employees based on performance. Since inception of the pay for performance plan the rates for previous years are as follows:



2011 – 1%
2012 – 2%
2013 – 2%
2014 – 3%

This is an average of 2% over 4 years. This is the only mechanism in the current pay program that allows employees to move up the pay scale. There are special circumstances where employees receive a market adjustment when their position is below the market minimum. In the past few years, five employees have required minimum market adjustments annually to bring them to the minimum of their pay scale. No other adjustments have been made to employee compensation.

Because the current pay program does not include cost of living adjustments, internal equity, certification pay, or shift differential, the performance evaluation is the only mechanism available for employee to move through the pay scale. Those external and internal factors listed above are not included in the City's compensation program which has resulted in problems with pay compression and new employees starting at the same pay as veteran employees. Pay compression occurs when new employees start at the same rate of pay as veteran employees.

A short term solution until the completion and inception of a new pay policy would be to increase the performance rate to 4%.

Staff is compiling data regarding cost and it will be presented at the meeting.

TO: Tim Vandall, City Administrator 
FROM: Beth Sanford, Finance Director 
DATE: June 18, 2015
SUBJECT: Capital and Supplemental Requests

Staff will present capital and supplemental requests.

This year, only new capital and supplemental requests will be presented. These requests will be added to the 2016 base budget, as directed by council.

Replacement equipment requests will be presented at a work session in October, and funded from Equipment Reserve Funds. The general fund budget includes a budgeted transfer to the Equipment Reserve Fund to provide for the replacement of equipment that has exceeded its useful life, and to fund unanticipated equipment failures.

WORKSESSIONWORKSESSION ITEM #

2

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Community Development #1

FUNDED: YES ☐ NO ☐

I. DEPARTMENT/DIVISION: Public Works/Economic Development

II. DESCRIPTION: Consultant Services for New Zoning Ordinance

III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT?
Planning/Zoning/Economic Development

With the adoption of the newest version of the Comprehensive Plan, the rewrite and subsequent adoption of a new Zoning Ordinance or Unified Development Ordinance is critical to bringing the elements outlined in the plan to fruition. Defined and current development policy is a critical tool in the development process.

IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE: The Zoning Ordinance is the planning document and the process and criteria by which all planning and zoning decisions are made. The last major revision of the policy occurred in 1997. The use of hybrid zoning districts and more restrictive densities have become a staple of current development trends. Without a current policy, many developments are being placed in general categories to accommodate the intent of the Comprehensive Plan. This is not an effective way to address substantial growth. Inefficiencies in this area can and do cost the jurisdiction development opportunities in and around the Main Street corridor. Staff anticipates working in coordination with a consultant to build a well-rounded and effective document. By working alongside the consultant, budget dollars can be conserved and the process streamlined.

V. COST: \$70,000.00

SUPPORTING DOCUMENTATION ATTACHED? YES ☐ NO ☒

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Community Development #2

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** 730 First Terrace Building (Library/Public Works/Economic Development)
- II. **DESCRIPTION:** Replace two (2) worn out roof top HVAC units
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** The service life for these units has expired. One unit was replaced in 2013, and the remaining seven are in excess of 18 years old. Annually, the units require repair and those costs are quickly exceeding the cost of replacement units. Staff proposes an annual replacement of two units per year to avoid emergency repair costs. This request would support all departments and services located in this building: Public Works, Economic Development, and the Library.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** This project will allow the installation of more energy efficient units, decrease utility bills, and potentially avoid unit by unit emergency replacement costs such as the one in 2013, that would certainly result in a much higher overall expenditure and possibly the disruption of city services.
- V. **COST:** \$14,000.00

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ (cost estimate) NO ☐



Now In Our Fourth Generation

May 10, 2012

Tim Dossey
City Of Lansing
800 1st Terr.
Lansing, Kansas 66043



Re: Budget Proposal HVAC 730 1st Terr.

300 Santa Fe
Leavenworth, Kansas 66048
Fax (913) 682-7844
www.Besels.com

Dear Mr. Dossey,

Besel's offers the following proposal to replace 2 ea. York roof top units at the location of 730 1st Terr. in Lansing Kansas.

The Base Proposal includes:

- York model ZF048N10 roof top units
- Outside Air hood on each unit.
- Remove and set new equipment on existing curbs.
- Reconnect all gas piping, electrical wiring and condensate drains to the new equipment.
- Includes all crane rental.
- Start up and test for proper operation.

Excluded:

- Does not include new thermostats.
- Economizers
- Hail guards
- City permits
- Sales tax.

Leavenworth/Lansing
(913) 682-7000

Basehor/Tonganoxie
(913) 724-4024

Kansas City
(913) 772-0434

Total installation of equipment and all items listed above:

One Unit	\$ 5,347.74
Two Units At The Same Time	\$10,395.48

Platte City/Weston
(816) 431-2630

OPTIONS Available:

Install Factory made hail guards	\$699.41 Ea.
Install Factory matched Economizers	\$591.61 Ea.
Replace thermostats	\$148.90 Ea.

Atchison
(913) 367-5014

If you have any questions or if I can be of further service, please contact the undersigned.

Respectfully submitted,

Randy Kenton
Service manager/Estimator

Furnace & Air Conditioner Installation & Service / Plumbing & Electrical Service
Home Remodeling / Sunrooms / Roofing / Guttering / Siding / Handyman Service
Licensed & Insured / Financing Available

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV
RANK 3

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** 730 First Terrace Building (Library/Public Works/Economic Development)
- II. **DESCRIPTION:** Replace Roof at 730 First Terrace
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** The service life for the roof has expired. The roof is in excess of 15 years old. Annually, the roof requires repair and those costs are a stop gap measure to minimize damage and extend the life of the membrane. Staff proposes a total replacement of the membrane and top coats. This request would support all departments and services located in this building: Public Works, Economic Development, and the Library.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** This project will allow the installation of a more energy efficient roofing system, decrease utility bills, and potentially avoid additional damage to remodeled structures inside the building and avoid the possible disruption of city services.
- V. **COST:** \$127,000

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐



American Roofing Inc.

2500 South Second Street
Leavenworth, Kansas 66048

Phone # 913-772-1776

Mr. John Jacobson
City of Lansing

Re: Budget Figures for Reroof of two Buildings:

Municipal Annex\$ 127,000.00

City Hall.....\$ 72,000.00

John, these are numbers which should cover tear off and replacement with 20 year warranted roof systems.

The annex bid is a 20 year 2 ply SBS Modified system like the existing roof .

The bid for the city hall roof was based on a tear off with a 20 year fully adhered EPDM roof.

Hoe this helps. Call with any questions.

Tom Roemer

American Roofing

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV
RANK 4

FUNDED: YES ☐ NO ☐

I. **DEPARTMENT/DIVISION:** Public Works/Library

II. **DESCRIPTION:** Reconstruction of Metal Canopies around 730 First Terrace

III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Public Works/Library.

The existing canopies have been painted at least three separate times. The type of metal and its age contribute to paint degradation and inability to bond. As such, new metal must be applied to substrates to eliminate the problem. The building has been remodeled and these elements detract from that investment.

IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** A great deal of time and effort have been spent to provide a first class building in which to operate a Community Library and to update city offices. This construction would eliminate the ongoing issue with cosmetic problems on the façade of the building.

V. **COST:** \$24,000.00

SUPPORTING DOCUMENTATION ATTACHED? YES ☐ NO ☒

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

**DEPT/DIV
RANK #J**

FUNDED: YES ☐ NO ☐

- I. DEPARTMENT/DIVISION:** Public Works Engineering and Administration
- II. DESCRIPTION:** Install radar detectors in place of optical detectors for side streets
- III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** We frequently experience detector failures and resulting traffic backups in the eastbound and westbound movements at Mary Street and at 4-H Road due to glare created by morning and afternoon sun. Radar detection at these locations will eliminate the glare problem and improve traffic flow. They are reliable and work well with the speeds we experience on the side streets.
- IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** Improved and reliable traffic flow, which will enhance safety.
- V. COST:** \$26,144.00
- SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐**



MID AMERICAN SIGNAL, INC.

2429 S MILL STREET KANSAS CITY, KS 66103
PHONE (813) 432-5002 FAX (813) 432-2213
<http://www.midamsignal.com>

QUOTATION

PREPARED FOR: John Young
City of Lansing
PREPARED BY: Shawn Batalia

DATE: 6/2/2015

Per Your Request: City of Lansing 2 Sensor Matrix

QTY	DESCRIPTION		Each	Total
1	Wavetronix Matrix 2 approach to include (2) Matrix Sensors, (2) contact closure cards (2) Mounting brackets (2) harnesses (1) 2 approach interface panel (1) CLICK! 301 Serial to Ethernet (1) 1000' Spool of home run cable	\$	11,572.00	\$ 11,572.00
1	Technical Turn on Service			\$ 500.00
				\$ 12,072.00

Two Intersections = \$24,144.00

Pricing is for equipment and technical turn on services.
Mid American Signal is not responsible for installation.

Installation = \$2000 .00

Grand Total = \$26,144 .00

Quote does not reflect any tax or fees. All taxes and fees are your responsibility and are additional to the quote.

Terms: Net 30 days from date of invoice, or as approved by Mid American Signal Credit Department.

An interest charge, as permitted by law, may be assessed on accounts unpaid after 30 days.

Quotation is valid for 60 days, with delivery 6-8 weeks after receipt of order.

Quotation is based upon quantities shown, any changes can be subject to price adjustment.

Responsibility for liquidated damages lies solely with the purchaser.

The above information is for the use of the person or entity named only. Unauthorized use is prohibited.

The above quotation does not include any installation of the products quoted.

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV
RANK 1

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** Public Works
- II. **DESCRIPTION:** Aerial Needs Drone Investigation Program
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Emergency observation of inaccessible locations during flooding or in the aftermath of violent storms. Inspection of remote stream channels for logjams or other stream obstructions. Search and rescue. Criminal investigation. Aerial photos of events and amenities to promote the city. Rapid monitoring of remote areas and parks. Property maintenance code violation observation, surveillance, and documentation for efficient and timely enforcement activities for violations that cannot be observed from street and would otherwise require permission or court order to legally access property and observe.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** This equipment could be used for inspecting hard-to-reach locations on construction projects and for inspecting streams for logjams and debris. There may be applications for other departments, such as inspecting sewer easements in remote locations, reviewing storm or flood damage when areas are inaccessible, policing, etc. We frequently receive complaints from citizens and councilmembers about property maintenance violations that would require us to trespass to observe so that we could take action, or wait an indefinite period to obtain permission or a court order to legally access the property. A drone and camera system would tremendously improve our efficiency in these situations, as well as enable the code enforcement officer to patrol many more properties per day than with a vehicle or on foot. We estimate that we can double our effectiveness for the fraction of the cost of an additional property maintenance inspector.
- FAA rules are forthcoming directly, and it is our understanding that municipalities will be able to license and use this technology.
- V. **COST:** \$5,195.00

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

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- Multirotor
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- Intrepid GAS
- Intrepid 90
- Intrepid Magnum Tazer
- 44 Magnum
- Complete Parts List
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- Crash Kit Packages
- DJI Multirotors
- FAQ's for AP
- General Faq's
- Link
- Used Helis For Sale

Multimedia

- Forum
- Videos
- Links
- Helicopter Manuals
- Ordering Help
- FAQ

Specifications:

Length:
Height:
Weight:
Main Blade Size:
Tail Blade Size:
Gear Ratio:
Fuel Tank:
Engine:

Purchase Now

1018	Bergen Hexacopter	\$4,945.00	Add
1019	Bergen Octocopter	\$5,495.00	Add
1021	Folding Hexacopter	\$5,195.00	Add

Packages & Optional Accessories

Bergen R/C Multirotors

Now available as a Quad, Hexa, and Octocopter, these machines are prebuilt and test flown and include Brushless Motors, 14X5.5 APC props, 60 amp Opto-isolated ESC's, and the Wookong M A2 autopilot from DJI Innovations.

They also include as standard, a 2 axis camera mount (Pitch and roll) that can be stabilized by the Wookong M A2

This Camera mount is sized to accept most full size DSLR cameras, such as the Canon 5D or Nikon D7000. The RED Scarlet and Epic can also ride under the Octocopter.

We are now offering a folding Hexacopter, making transportation much easier in a standard vehicle. The folding option requires no tools to fold or deploy, and is easy to get ready to fly in a short amount of time.

EQUIPMENT DEMONSTRATION

Aerial Unpaved Road Assessment system (AURA)

WEDNESDAY, JUNE 17, 2015

Kansas State University – Salina
Technology Center Room 120
2310 Centennial Road
Salina, KS 67401-8196

AGENDA

- 9:00:** Welcome, Brief Overview of Research Development, System Capabilities & Features
- 10:30:** Travel to Demonstration Sites
- 10:45:** Live Demonstration of Data Collection
- Noon:** Lunch Buffet Provided
- 1:00:** Review of Data Collection & Asset Management Decision Support
- 2:00:** Discussion of Costs & Implementation
- 2:30:** Round Table Discussion: Feasibility, Applicability, Affordability, & User Interface Feedback
- 4:00:** Closing Remarks

RSVP BY JUNE 12

Online: <https://goo.gl/yLVVJN>

Email: support@integratedglobaldimensions.com

Fax: 1-888-365-1227



For more information, please contact **Colin Brooks** at cnbrooks@mtu.edu or 734-913-6858
www.auramtri.com

EQUIPMENT DEMONSTRATION

Aerial Unpaved Road Assessment system (AURA)

WEDNESDAY, JUNE 17, 2015
9:00 A.M. – 4:00 P.M.

RSVP BY JUNE 12

Online: <https://goo.gl/yLVVJN>

Email: support@integratedglobaldimensions.com

Fax: 1-888-365-1227

Name: _____

Title: _____

Organization: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Dietary Restrictions: _____



For more information, please contact **Collin Brooks** at cnbrooks@mtu.edu or 734-913-6858
www.auramtri.com

Partners Requested for Implementation of Unpaved Road Assessment UAV Technology

Michigan Tech Research Institute | A Research Center of Michigan Technological University

AURA:

Aerial Unpaved Road Assessment

Effective unpaved road condition assessment and management

For the past 3 years, MTRI has been developing and demonstrating advanced applications of remote sensing to improve assessment of unpaved roads and other transportation infrastructure.

This research has culminated in the development of a state of the art system (AURA) that uses the following components to assess the condition of unpaved roads with unmatched precision:

- Hexacopter (six rotor) unmanned aerial vehicle (UAV) (see Figure A)
- Digital SLR camera (see imagery in Figure B)
- 3D image reconstruction software with better than 1 cm x, y, z resolution (see output in Figure C)
- Objective road distress detection algorithms
- Readily usable geospatial data
- Decision support system (Roadsoft GIS).
- Support for decision support systems (GIS inc. RoadSoft)

The AURA system is available for demonstration and testing with interested end users, including State Departments of Transportation, Local Technical Assistance Programs, Departments of Public Works, Counties, and other related public agencies.

Utilization of the AURA system has also been recognized by stakeholders for additional applications, including:

- Documenting natural disasters for FEMA relief funds
- Road condition evaluations
- Conducting spring inventory of roadway features
- Picking locations for Road Weather Information System Stations (RWIS)
- Haul road monitoring
- Prioritizing capital improvement projects
- Road safety audits

Research Sponsor:

US Department of Transportation's Commercial Remote Sensing and Spatial Information Program (of the Office of the Assistant Secretary for Research and Technology)

Research Team:

Colin Brooks
MTRI – Principal Investigator
734-604-4196
cnbrooks@mtu.edu

Dr. Tim Colling, P.E.
Michigan Tech Center for Technology and Training – Associate PI

Chris Roussi
MTRI – Associate PI

Rick Dobson
MTRI – Assistant Research Scientist



Figure A Bergen hexacopter about to collect imagery for evaluating the condition of a segment of unpaved road



Figure B Example high-resolution, 36-mp image taken of unpaved roadway to automatically detect pothole density and severity, with project ground-truth markings shown

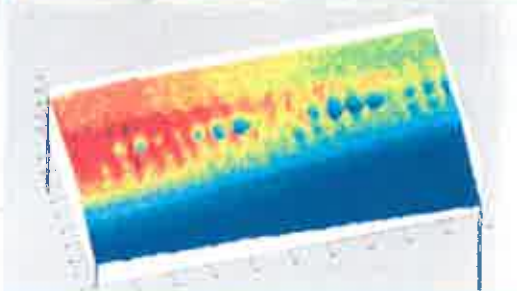


Figure C: An example 3D "height field" created with a structure-from-motion algorithm using overlapping images taken from the UAV - pothole locations & depths can easily be seen, which are then automatically characterized with project software

Want to learn more? Interested in receiving a demonstration? Contact us today!

Colin Brooks, MTRI Senior Research Scientist | 734-604-4196 | cnbrooks@mtu.edu

Visit our Website!
www.auramtri.com



**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

**DEPT/DIV
RANK**

STREET DIVISION #1

FUNDED: YES:

☐

NO:

☐

I. DEPARTMENT/DIVISION:

PUBLIC WORKS/STREET DIVISION

II. DESCRIPTION:

BRUSH CHIPPER

III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT:

THIS BRUSH CHIPPER WILL BE USED WHEN WE ARE TRIMMING TREES CITY-WIDE. ALSO, IF WE WOULD HAVE A MAJOR STORM WITH A LOT OF TREE DAMAGE, THIS WILL CUT DOWN ON THE AMOUNT OF LOADS WE WOULD HAVE TO HAUL OFF.

IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:

THE CITY DOES NOT HAVE A CHIPPER PRESENTLY. IF WE NEED A CHIPPER, WE HAVE TO RENT ONE AT THE COST OF \$1,200.00 A WEEK. THE CHIPPER WOULD BENEFIT THE PARKS' DEPARTMENT, ALSO. THEY WILL BE ABLE TO USE THE CHIPS TO MULCH THE ISLANDS AND PUT AROUND THEIR TREES. THE CHIPS ARE ALSO GOOD FOR MAKING WALKING TRAILS.

V. COST:

\$45,000

SUPPORTING DOCUMENTATION ATTACHED: YES:

☒

NO:

☐

Vermeer®

BRUSH CHIPPER

BC1000XL



**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

**DEPT/DIV
RANK**

STREET DIVISION #2

FUNDED: YES:

☐

NO:

☐

I. DEPARTMENT/DIVISION:

PUBLIC WORKS/STREET DIVISION

II. DESCRIPTION:

DURA PATCHER

III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT:

THE DURA PATCHER WILL SAVE TIME AND MONEY AND WILL INCREASE THE AMOUNT OF PATCHING WE CAN DO. THIS IS THE NEW WAY OF TAKING CARE OF POTHOLES AND ALLIGATORING ON THE STREETS.

IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:

THE DURA PATCHER WILL LET US PATCH WITHOUT DIGGING THE BAD SPOTS OUT. THIS PROCESS HAS THE BACKING OF THE STRATEGIC HIGHWAY RESEARCH PROGRAM.

V. COST:

\$65,000

SUPPORTING DOCUMENTATION ATTACHED: YES:

☒

NO:

☐

DURA PATCHER

TOLL FREE 866-607-2824
2000 Old Whitfield Road
Pearl, MS 39208
www.DuraPatcher.com



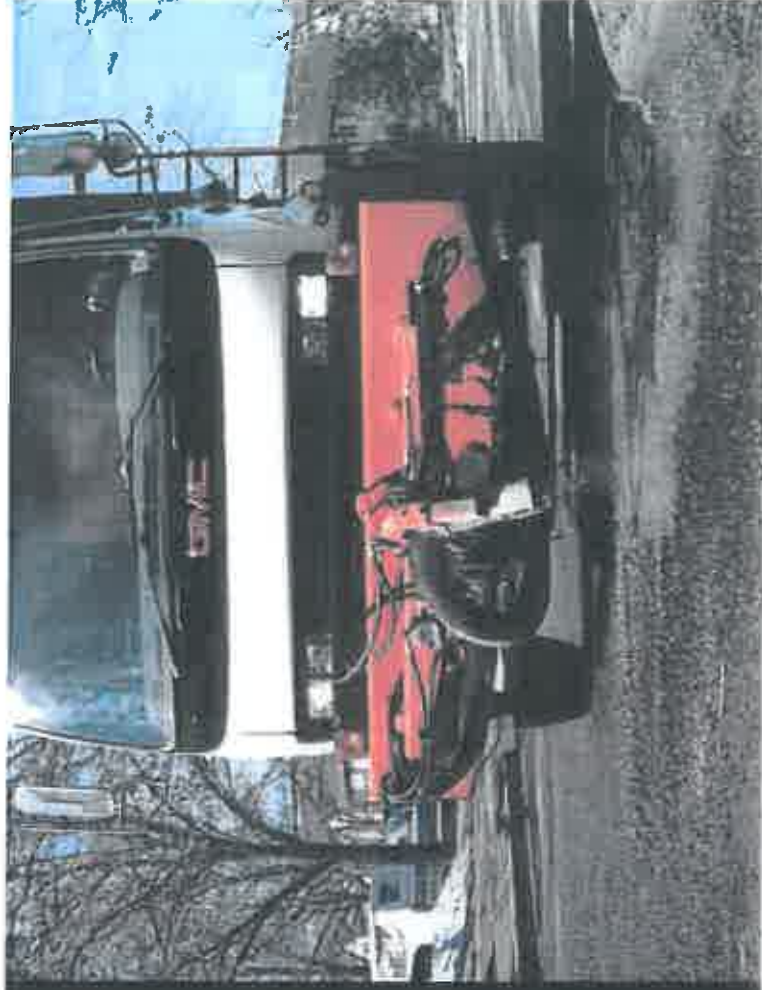
PAVEMENT MAINTENANCE GROUP

DURA PATCHER

**A Permanent
Pothole Solution**



**Modern Spray Injection Technology
for Potholes, Alligator Cracks,
Shoulders and Washouts.**





Parking Lots, Residential Roads, Highways and Interstates.



The Most Cost Efficient, Fastest Repair Method.

- Cut material costs in half
- Fix and forget potholes – no repeat repairs
- More repairs in a day with less labor

Recognized by the Strategic Highway Research Program (SHRP) as the most durable and cost efficient repair method.

SHRP Research Results





DuraPatcher Road Repair System...

- 1** Clean the repair area.
- 2** Apply tack coat.
- 3** Spray inject the emulsion/aggregate mix.
- 4** Spray dry aggregate as cover material

Patch Is Ready For Traffic Immediately!



Seeing is believing. Watch a video of pothole patching at www.DuraPatcher.com.

Three ways to Successful DuraPatching:

Trailer Mounted DuraPatcher

- requires tow vehicle with aggregate supply



Truck-Mounted cab-controlled DuraMaxx

- self-contained, one man operation

Truck-Mounted DuraPatcher

- self-contained with aggregate supply

**A Simple, Low-Maintenance
Design Used by Thousands
Worldwide.**

TRAILER MOUNTED DURA/PATCHER



Patented Venturi Feed System

John Deere Diesel Engine

Eruption Tank

**No-Stress Boom and
Operator Controls**



Air is used to feed and propel aggregate and emulsion to the nozzle at up to 135 lbs. per minute. No moving parts are involved in the spray injection process.



Aggregate feed system can pass up to 2-1/2 inch rock and is regulated by engine rpm providing infinite adjustment for job-site conditions.



Boom system is ergonomically designed for easy, natural movement without fatigue.



Self-cleaning Venturi nozzle can patch close to traffic without overspray.

TRUCK MOUNTED DURA MAXX



Maximize your Assets with DuraMaxx

All the reliability and durability with in-cab operation.

One operator guides the DuraMaxx along highways or through parking lots to provide high volume patching without support vehicles and without exposing workers to traffic flow.



Operator enjoys excellent visibility to accurately guide the nozzle and assure a perfect patch every time.



Joystick controls allow one-person in-cab operation of three section boom and material flow to speed repairs.



Integrated 300 gallon emulsion tank and 5 cubic yard aggregate hopper allow high volume production.



Boom folds flush with front bumper in travel mode for unrestricted operator visibility.

TRUCK MOUNTED DURA/PATCHER



All the same features of the trailer mounted DuraPatcher but with truck-mounted convenience. No need to feed rock from a dump truck/tow vehicle.

This maneuverable truck-mounted unit carries six cubic yards of aggregate and 250 gallons of emulsion for self-sufficient patching. DuraPatcher is powered by John Deere diesel engine incorporated on sub-frame that mounts easily to the truck chassis. Call for truck specifications.

Six cubic yard hopper provides extended patching without reloading.



Large directional arrow light helps protect operator when patching on public roads.



Balanced hose carrier relieves operator of any weight while providing a full range of motion around the DuraPatcher.



Water-cooled, fuel-efficient, 80 bhp John Deere diesel engine provides direct drive to the blower and compressor to provide all of the power needs of the DuraPatcher.



DURATANKS EMULSION STORAGE

DURAPATCHER



Use this 1,000 gallon trailer-mounted emulsion tank to conveniently supply your Durapatcher Heavy-duty 16,000 lb. capacity trailer uses a rectangular tube chassis with dual axles for easy towing on four E-road tires. Turnkey package includes electric brakes, lighting and metal grates for standing platforms.

Insulated steel tank is equipped with loading ports and drain valve. Electric heating element is standard for storage in colder climates.

Save the trips to the asphalt plant. Durapatcher makes you self-sufficient with tanks or trailers to store your emulsion on-site. This complete system of storage complements your Durapatcher to operate with budget stretching efficiency.

Discover the economy of ordering your emulsion in bulk and storing it in one of our Duratanks. Carbon steel construction with 3-inches of insulation means energy-efficient storage. Thermostat controlled 220-volt elements only heat when necessary. Steel stand elevates tank to make gravity filling of your Durapatcher simple through a three-inch ball valve and seven foot hose. Timed agitator keeps emulsion in suspension and contents gauge notifies personnel to schedule refilling. Available in capacities to 10,000 gallons.

SPECIFICATIONS

TRAILER MOUNTED TRUCKS - HIGHWAY

PRODUCTION
• 128 hp, 14-1/2-hp wet or dry sprayer

BLOWERS
• 400 cfm with 7 gal (2) 300 rpm
• 2000 cfm with 10 gal (2) 300 rpm
• 10 gal (2) 300 rpm

ENGINE
• 80 hp water cooled John Deere

COMPRESSORS
• 15 cfm direct drive
• Covered from 75-95 psi

TANKS
• 200 gal - 200 gal, 200 gal working pressure
• 4-1/2 inch dia - 1500 and 1800 gal
• 4-1/2 inch dia - 1500 and 1800 gal
• 4-1/2 inch dia - 1500 and 1800 gal

SWITCHES AND CONTROLS
• 14-hp working motor
• 14-hp working motor
• 14-hp working motor

FRAMES - TRAILER MOUNT
• 14-hp working motor
• 14-hp working motor
• 14-hp working motor

TRACK REQUIREMENTS - TRACK MOUNT
• 2000 cfm recommended
• 2000 cfm recommended

COLOR
• 2000 cfm recommended
• 2000 cfm recommended

WEIGHT
• 2000 cfm recommended
• 2000 cfm recommended

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WEIGHT
• 2000 cfm recommended
• 2000 cfm recommended

WEIGHT
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• 2000 cfm recommended

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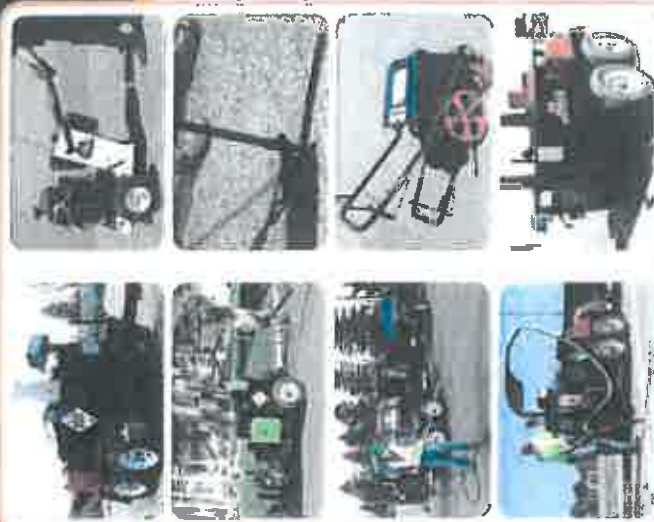
CIMLINE EQUIPMENT GROUP

The Cimline Pavement Maintenance Group incorporates the fine products of DuraPatcher, EQUIPT and Cimline. These three brands represent the finest in cracksealing, sealcoating and pothole patching products worldwide. Look for the trade names Magmas, Hestec PolyPro, EconoPro, DuraPatcher and DuraMax to be assured of quality products and accessories backed by a solid foundation of parts and service. Visit www.cimline.com for access to the entire line of products from all three companies that comprise the Cimline Pavement Maintenance Group. Thank you for your interest.

CIMLINE

EQUIPT

DURAPATCHER



- 3000 gallon capacity 8' x 4' x 6' high
- 4000 gallon capacity 8' x 4' x 6' high
- 5000 gallon capacity 8' x 4' x 6' high
- 6000 gallon capacity 8' x 4' x 6' high
- 7000 gallon capacity 8' x 4' x 6' high
- 8000 gallon capacity 8' x 4' x 6' high
- 9000 gallon capacity 8' x 4' x 6' high
- 10000 gallon capacity 8' x 4' x 6' high
- 11000 gallon capacity 8' x 4' x 6' high
- 12000 gallon capacity 8' x 4' x 6' high
- 13000 gallon capacity 8' x 4' x 6' high
- 14000 gallon capacity 8' x 4' x 6' high
- 15000 gallon capacity 8' x 4' x 6' high
- 16000 gallon capacity 8' x 4' x 6' high
- 17000 gallon capacity 8' x 4' x 6' high
- 18000 gallon capacity 8' x 4' x 6' high
- 19000 gallon capacity 8' x 4' x 6' high
- 20000 gallon capacity 8' x 4' x 6' high
- 21000 gallon capacity 8' x 4' x 6' high
- 22000 gallon capacity 8' x 4' x 6' high
- 23000 gallon capacity 8' x 4' x 6' high
- 24000 gallon capacity 8' x 4' x 6' high
- 25000 gallon capacity 8' x 4' x 6' high
- 26000 gallon capacity 8' x 4' x 6' high
- 27000 gallon capacity 8' x 4' x 6' high
- 28000 gallon capacity 8' x 4' x 6' high
- 29000 gallon capacity 8' x 4' x 6' high
- 30000 gallon capacity 8' x 4' x 6' high
- 31000 gallon capacity 8' x 4' x 6' high
- 32000 gallon capacity 8' x 4' x 6' high
- 33000 gallon capacity 8' x 4' x 6' high
- 34000 gallon capacity 8' x 4' x 6' high
- 35000 gallon capacity 8' x 4' x 6' high
- 36000 gallon capacity 8' x 4' x 6' high
- 37000 gallon capacity 8' x 4' x 6' high
- 38000 gallon capacity 8' x 4' x 6' high
- 39000 gallon capacity 8' x 4' x 6' high
- 40000 gallon capacity 8' x 4' x 6' high
- 41000 gallon capacity 8' x 4' x 6' high
- 42000 gallon capacity 8' x 4' x 6' high
- 43000 gallon capacity 8' x 4' x 6' high
- 44000 gallon capacity 8' x 4' x 6' high
- 45000 gallon capacity 8' x 4' x 6' high
- 46000 gallon capacity 8' x 4' x 6' high
- 47000 gallon capacity 8' x 4' x 6' high
- 48000 gallon capacity 8' x 4' x 6' high
- 49000 gallon capacity 8' x 4' x 6' high
- 50000 gallon capacity 8' x 4' x 6' high
- 51000 gallon capacity 8' x 4' x 6' high
- 52000 gallon capacity 8' x 4' x 6' high
- 53000 gallon capacity 8' x 4' x 6' high
- 54000 gallon capacity 8' x 4' x 6' high
- 55000 gallon capacity 8' x 4' x 6' high
- 56000 gallon capacity 8' x 4' x 6' high
- 57000 gallon capacity 8' x 4' x 6' high
- 58000 gallon capacity 8' x 4' x 6' high
- 59000 gallon capacity 8' x 4' x 6' high
- 60000 gallon capacity 8' x 4' x 6' high
- 61000 gallon capacity 8' x 4' x 6' high
- 62000 gallon capacity 8' x 4' x 6' high
- 63000 gallon capacity 8' x 4' x 6' high
- 64000 gallon capacity 8' x 4' x 6' high
- 65000 gallon capacity 8' x 4' x 6' high
- 66000 gallon capacity 8' x 4' x 6' high
- 67000 gallon capacity 8' x 4' x 6' high
- 68000 gallon capacity 8' x 4' x 6' high
- 69000 gallon capacity 8' x 4' x 6' high
- 70000 gallon capacity 8' x 4' x 6' high
- 71000 gallon capacity 8' x 4' x 6' high
- 72000 gallon capacity 8' x 4' x 6' high
- 73000 gallon capacity 8' x 4' x 6' high
- 74000 gallon capacity 8' x 4' x 6' high
- 75000 gallon capacity 8' x 4' x 6' high
- 76000 gallon capacity 8' x 4' x 6' high
- 77000 gallon capacity 8' x 4' x 6' high
- 78000 gallon capacity 8' x 4' x 6' high
- 79000 gallon capacity 8' x 4' x 6' high
- 80000 gallon capacity 8' x 4' x 6' high
- 81000 gallon capacity 8' x 4' x 6' high
- 82000 gallon capacity 8' x 4' x 6' high
- 83000 gallon capacity 8' x 4' x 6' high
- 84000 gallon capacity 8' x 4' x 6' high
- 85000 gallon capacity 8' x 4' x 6' high
- 86000 gallon capacity 8' x 4' x 6' high
- 87000 gallon capacity 8' x 4' x 6' high
- 88000 gallon capacity 8' x 4' x 6' high
- 89000 gallon capacity 8' x 4' x 6' high
- 90000 gallon capacity 8' x 4' x 6' high
- 91000 gallon capacity 8' x 4' x 6' high
- 92000 gallon capacity 8' x 4' x 6' high
- 93000 gallon capacity 8' x 4' x 6' high
- 94000 gallon capacity 8' x 4' x 6' high
- 95000 gallon capacity 8' x 4' x 6' high
- 96000 gallon capacity 8' x 4' x 6' high
- 97000 gallon capacity 8' x 4' x 6' high
- 98000 gallon capacity 8' x 4' x 6' high
- 99000 gallon capacity 8' x 4' x 6' high
- 100000 gallon capacity 8' x 4' x 6' high

Contact factory for full material and specifications.

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

**DEPT/DIV
RANK**

STREET DIVISION #3

FUNDED:

YES:

☐

NO:

☐

I. DEPARTMENT/DIVISION:

PUBLIC WORKS/STREET DIVISION

II. DESCRIPTION:

30' TRAILER

III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT:

IT WILL PROVIDE US WITH THE CAPABILITY OF HAULING ANY PIECE OF EQUIPMENT WE HAVE.

IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:

PRESENTLY, WE HAVE ONE 16' TRAILER. IT WILL NOT HAUL THE ROAD GRADER OR THE RUBBER TIRE LOADER. RIGHT NOW, WE HAVE TO ROAD THE EQUIPMENT TO ALL THE JOB SITES. THE NEW ANNEXATION AREA IS QUITE A DRIVE ON THIS TYPE OF EQUIPMENT. WHEN THEY NEED TO BE SERVICED, WE HAVE TO CONTRACT OUT THE HAULING. THE TANDEM AXLE DUMP TRUCK THAT WE HAVE IS ALREADY SET UP FOR THIS TRAILER. WE FEEL THAT THIS IS A SAFETY ISSUE, HAVING TO DRIVE THIS EQUIPMENT ON THE MAIN HIGHWAY TO SHERWOOD FOREST AND OTHER SPOTS.

V. COST:

\$65,000

SUPPORTING DOCUMENTATION ATTACHED: YES: ☒ **NO:** ☐

Standard & Optional Equipment/Features - Model 345C Pintle Hitch Trailer

S=Standard O=Optional

MODEL 345	20 Ton	40,000#
MAIN FRAME		
<ul style="list-style-type: none"> - Fabricated 60,000 PSI Yield Beams - Perimeter Beam Design 		
HITCH		
<ul style="list-style-type: none"> - 5' Pintle Hook - 15,000 lb Vertical Load - 4" Hitch - 5.7" Hitch 		
CROSSMEMBERS		
<ul style="list-style-type: none"> - 4" x 4" Tube on 16" Centers - Additional Crossmembers 		
WINCH		
<ul style="list-style-type: none"> - 12,000 lb Worm Gear Winch - 20,000 lb Winch - Whirline Remote Control - Cable Reel Guide for Winch 		
DECK & FEATURES		
<ul style="list-style-type: none"> - 102" Wide - Deck Rating 30,000# in 16's - 35" Deck Height (Loaded) - 1 3/4" Appling Hurdled Deck - 20" Loaded Ground Clearance - 3 Hopper Load Angle - Deck 3/4" Ang 		
ACCESSORIES		
<ul style="list-style-type: none"> - Flat Approach Plate with Four Key Hole Tie Downs - Automatic Slack Adjusters 		
TIE DOWNS/CHAIN GATCHES		
<ul style="list-style-type: none"> - Double Keyhole Chain Slots & Stake Pockets on 16" Centers 		
TOOL BOX		
<ul style="list-style-type: none"> - Each Side Mounted with Lockable Doors - 14" H x 24" W x 24" D 		
LIFT CYLINDER		
<ul style="list-style-type: none"> - (2) 4" x 30" T10 Cylinders - (1) 4" x 126" Undercarriage Cylinder 		

S=Standard O=Optional

MODEL 345	20 Ton	40,000#
PARKING STANDS		
<ul style="list-style-type: none"> - Pin Drop 		
AXLES		
<ul style="list-style-type: none"> - (2) 25,000# Tandem Axles, Dual Twp. Oil Bath Bearings 		
SUSPENSION		
<ul style="list-style-type: none"> - Neway Air Ride FLUZZR 22,500# Capacity 		
BRAKES		
<ul style="list-style-type: none"> - 12 25 x 7.5 Full Air Spring Brakes ABS, 4S20 		
OIL SEAL HUBS		
<ul style="list-style-type: none"> - Internal Mated Assembly 		
TIRE/WHEELS		
<ul style="list-style-type: none"> - 10R 17.5 Goodyear LRH - Hub Pilot/Steel Outboard Brake Drum 		
AXES		
<ul style="list-style-type: none"> - 17.5 X 8.75 Tubeless 		
HYDRAULIC HOOK UP		
<ul style="list-style-type: none"> - Hydraulic Quick Coupler/2500 PSI-17GPM - 25 HP Hyd Engine Pkg. (please see tool box) 		
AIR/ELECTRICAL CONNECTION		
<ul style="list-style-type: none"> - 7 Way Receptacle/Electrical 		
LIGHTS		
<ul style="list-style-type: none"> - Sealed Beam Grommet Mounted w/Sealed Wiring Harness 		
FINISH/COLOR		
<ul style="list-style-type: none"> - Steel Grit Shot Blast to Bright Metal - Epoxy Primer - Red, Green, Blue White, Black, Yellow, Acrylic Urethane 		
WEIGHT (Estimated)		
<ul style="list-style-type: none"> - 31' 12,000# 		
<p>SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE. MORE OPTIONS AVAILABLE - CONSULT FACTORY PICTURES MAY SHOW OPTIONAL EQUIPMENT.</p>		



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L345

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

**DEPT/DIV
RANK**

STREET DIVISION #4

FUNDED: YES: ☐ **NO:** ☐

I. DEPARTMENT/DIVISION:

PUBLIC WORKS/STREET DIVISION

II. DESCRIPTION:

MINI EXCAVATOR

III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT:

IT WILL PROVIDE US WITH THE CAPABILITY TO GO IN YARDS AND REPAIR STORM WATER PROBLEMS WITHOUT TEARING EVERYTHING UP.

IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:

WITH NEW SUBDIVISIONS AND THE ANNEXATION SOUTH OF TOWN, WE HAVE ACQUIRED A LOT MORE STORM WATER TO MAINTAIN. IN MANY OF THESE AREAS, WE HAVE TO GO THROUGH YARDS TO GET TO IT. THIS UNIT WILL DO THE JOB WITHOUT TEARING EVERYTHING UP. THIS UNIT CAN ALSO BE USED TO HELP FIX BREAKS AT THE WASTEWATER PLANT AND THE PARKS' DEPARTMENT. THIS UNIT WILL BE A TREMENDOUS HELP IN THE STREET DIVISION.

V. COST: \$67,000

SUPPORTING DOCUMENTATION ATTACHED: YES: ☒ **NO:** ☐

Kubota



KUBOTA COMPACT EXCAVATOR

KX

KX161-3 SUPER SERIES

Loaded with high performance features, the KX161-3S is ready to take on your most demanding digging and dazing jobs.



AB
FLOAT ANGLE BLADE



**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

**DEPT/DIV
RANK 1**

FUNDED: YES ☐ NO ☐

- I. DEPARTMENT/DIVISION:** Public Works Administration
- II. DESCRIPTION:** Storm water (drainage) construction funding
- III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Capital projects to correct storm water problem areas, and replacement of existing defective storm water infrastructure.
- IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** \$3,000,000 of deferred maintenance and capital needs have been identified by the City Engineer. This does not include deteriorated underground storm sewer not yet identified due to lack of equipment needed to complete inspections. \$0 has been budgeted from 2010 through 2015 (\$200,000 requested for 2015). Staff recommends \$210,000 be budgeted for 2016 as a first step in an annual funding program for major storm water needs. Repeated recommendations by staff to create a Storm Water Utility as an alternative to funding these essential needs through the General Fund budget have been dismissed by the City Council.
- V. COST:** \$210,000

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

[illegible]

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

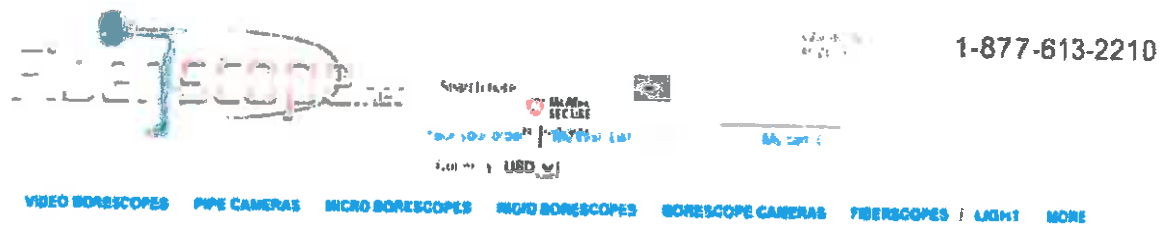
DEPT/DIV

RANK 1A (Supports Strategic Planning 2015 Priority #1)

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** Public Works
- II. **DESCRIPTION:** Storm Sewer Video Inspection Camera
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Storm Sewer Condition Inspections. Will support storm sewer maintenance and replacement activities, and will allow completion of storm sewer condition inspections to help minimize cost of Storm Water Master Plan needed for storm water utility.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** KERIT, our workman's compensation insurance carrier, and our Human Resources Director have given a directive that storm sewer inlets are to be considered a "permit required confined space". As such, with our current staffing levels, we had to discontinue our storm water condition inspections. In order to complete them and to be able to diagnose future problems in the system, we need a video inspection camera that will allow a single staff member to make the inspections from outside the storm water system. The same equipment would be very useful and may be loaned to the Wastewater Department. This equipment allows a single staff member to inspect underground systems that would otherwise require additional personnel and equipment since storm sewer pipes and curb inlets are now considered a "permit required confined space" by our workman's compensation insurance carrier.
- V. **COST:** \$14,000

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐



Home > Manhole Camera "CYCLOPS"

Manhole Camera "CYCLOPS"

SKU CVBS

Product highlights:

- Portable to the extreme - compact and light
- Advanced 1/2" HD CCD camera sensor
- Detection range up to 80m
- Adjustable bright Bright LED illumination
- Automatic 1/2" up to 45° zoom
- Powerful zoom 18x optical zoom 12x digital zoom
- 5.7" 16:9 TFT monitor
- 100 TVL line number resolution
- Yellow LED light in length up to 12 meters
- Image resolution 2M pixels
- LED generator
- Waterproof IP68



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Last Name

Email

Telephone

Your question

DESCRIPTION | SPECIFICATIONS | VIDEO | RELATED PRODUCTS | CUSTOMERS ALSO VIEWED

Home > All Products

What's in the Box

What's in the Box

Manhole Camera "CYCLOPS"

• Home > All Products

Home > All Products > Home

Questions on Manhole Camera "CYCLOPS"

No questions asked yet

Ask Your Own Question

Name (will be displayed on site)

Email (will NOT be displayed on site)

Visibility

Public

Question

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☐ Promotions
☐ Industry News
☐ Other Information

Submit question



FAST...ZOOM...FOCUS



Video Media Center with Storage Case

- 6.4" LCD Screen with Padded Media Case with adjustable Sunshade
- Audio microphone with ON/OFF Switch
- Optional DVR-SD Digital Video Recorder (shown in picture)

Carbon Fiber Pole

- Light weight
- Low profile lock handles
- One-hand pole adjustment
- Spring suspension
- Calibrated diameter guide

Hi-Visibility Safety & Battery Vest

- ANSI Class II visibility rating
- Padded shoulder supports
- Digital media case with sun shade
- Fully adjustable



What's Included

Video Media Storage Case

Carbon Fiber Pole

Hi-Visibility Safety & Battery

Vest

Hand-held Controller

Dual HID Lights

Adjustable Custom Sun-shade & Storage

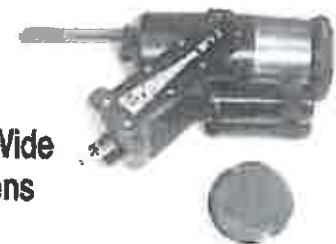


Hand-held Controller

- On-screen menu for easy set-up
- Joy pad control ZOOM / FOCUS
- Iris control with light enhancement
- Battery level

Dual HID Lights

- HID lights with HI / LOW modes



Optional Wide Angle Lens

CUES

Portable Video Inspection Camera



800.327.7751

www.cuesinc.com

sales@cueinc.com

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Public Works 1B
Supports Strategic Planning 2015 Priority #1

FUNDED: YES ☐ NO ☐

I. DEPARTMENT/DIVISION: Public Works

II. DESCRIPTION: Storm Water Master Plan

III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT? Formation of a storm water utility for the city of Lansing to address the known estimated \$3,139,175 in deficient or absent storm water infrastructure identified by the City Engineer.

IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE: Currently, there is no steady or dependable source of funding for repair, replacement, or construction of storm water infrastructure. A Storm Water Utility would provide a steady source of funding that could be used to address these issues, and under the utility bonds, could be issued and paid from the proceeds of the utility fees. A master plan is required to implement the utility, and the cost of the plan is bondable if a storm water utility is implemented. If a storm water utility is not formed, a master plan is still needed to guide the City Council in determining how to fund these essential needs.

V. COST: Estimated cost = \$126,000.

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

Storm Drainage Project Ranking Sheet

Location	Private Property Risk	Public Infrastructure Risk	Population Vulnerability	Existing Condition	Cost/Benefit	TOTAL	Existing Easement?	Preliminary Cost Estimate	Accumulative Total Preliminary Cost Estimates	Notes
Southfork 84" pipe	7	0	0	7	7	32	Y	\$198,000	\$198,000	Damaged - Replace with RCP
Kay St. between 2nd & 3rd	8	2	0	0	0	28	N	\$44,000	\$242,000	Replace CMP with RCP, make channel
130 Jayhawk Ct.	3	5	0	3	3	18	?	\$27,500	\$269,500	San. Sewer Risk??
North Centre Drive Detention Wall	0	0	0	0	0	12	Y	\$37,400	\$306,900	Re-stack Walls two locations
Rook Creek West #5 Neighborhood	7	1	0	2	2	11	Y	\$385,000	\$691,900	Levy
2nd St. & Kay St.	0	4	1	3	2	10	Y	\$14,000	\$705,900	Non-Structural Storm Inlet in traffic area
E. side Fern Valley Ct.	7	0	0	1	1	9	N	\$385,000	\$1,090,900	Levy
300 E. Lois	2	2	0	3	1	8	N	\$27,500	\$1,118,400	Ditches, Storm S. to Creek
American Ave. E. of Santa Fe St.	3	1	0	2	1	7	I	\$82,500	\$1,200,900	Ditch & structure capacity
Ditch Liner between Fairlane to Holiday	2	2	0	2	1	7	Y	\$330,000	\$1,530,900	Reconstruct Ditch Liner
108 to 301 W. Ida Street Culvert	3	1	0	2	1	7	N	\$49,500	\$1,580,400	Bank Stabilization
Outlets behind 801, 805, & 807 Cottonwood	1	2	1	2	1	7	N	\$168,000	\$1,748,400	Top of Pipe below ground - Channel to Creek
South Centre Drive Detention Wall	0	2	1	1	3	7	Y	\$30,800	\$1,779,200	Wall being monitored
McIntyre Rd., K-7 to 147th	2	2	0	2	1	7	Y	\$82,500	\$1,861,700	Aggregate Ditch Liner - drainage from 13968 to 1407
7th St., Carol to Beth	3	1	0	2	0	6	N	\$220,000	\$2,081,700	CMPs & Ent. Pipes, Ditches
Ditch Liner between Fairlane and Brookwood	1	1	0	3	1	6	I	\$398,000	\$2,477,700	Shape and protect channel
City Park W. of Bittersweet	2	1	0	2	1	6	Y	\$99,000	\$2,576,700	Bank Stabilization (slide)
105-117 Continental Dr.	2	1	0	2	0	5	N	\$18,500	\$2,593,200	Behind/through yards
3rd & Connie SW corner	2	1	0	2	0	5	Y	\$33,433	\$2,626,633	Inadequate end damaged curb inlet
112 to 202 Fairlane Avenue	2	0	1	1	0	4	?	\$21,500	\$2,648,133	Behind/through yards (owners blame Speedway)
280 Holiday Drive	2	0	0	2	0	4	?	\$9,000	\$2,657,133	Homeowner complaint
2nd St. & E. Mary	0	0	1	2	0	3	Y	\$128,500	\$2,783,633	New Storm Sewer, C&G
115 E. Kay Street	1	0	0	2	0	3	N	\$4,400	\$2,788,033	Private pipe connected to CRP
23802 140th Street (Robin Rd. & 140th Street)	1	1	0	1	0	3	I	\$99,000	\$2,887,033	Lower CMP & Construct Channel
819 Meadowlark	2	0	0	1	0	3	Y	\$25,000	\$2,912,033	Standing Water Complaint
108 Brookwood	1	0	0	1	0	2	P	\$5,500	\$2,917,533	Homeowner complaint
*Kay-Kansas/1st-2nd	1	0	0	1	0	2	?	\$4,200	\$2,921,733	Alley drainage & flat 122 to 118
Alley between Lois and Kay St just east of 2nd	1	1	0	0	0	2	?	\$3,000	\$2,924,733	Zell alley runoff complaint
Wyndham Hill Alyssa Court Detention	0	0	0	1	0	1	Y	\$49,500	\$2,974,233	Discharge Pipe Replacement
Maintenance Items, 2014 Biennial Br. Insp.								\$164,942	\$3,139,175	
Stormwater Project Rating Criteria										
Private Property Risk										
10 = likelihood of home or store damage for <10 Yr. Return										
9 = likelihood of home or store damage for <25 Yr. Return										
8 = likelihood of home or store damage for <50 Yr. Return										
7 = likelihood of home or store damage for <100 Yr. Return										
6 = likelihood of accessory structure damage for <10 Yr. Return										
5 = likelihood of accessory structure damage for <25 Yr. Return										
4 = likelihood of accessory structure damage for <50 Yr. Return										
3 = likelihood of accessory structure damage for <100 Yr. Return										
2 = likelihood of yard or grounds erosion										
1 = likelihood of grounds inundation										
0 = no apparent risk										
Public Infrastructure Risk										
10 = Road or bridge could wash out or collapse @ <10 Yr. Return										
9 = Road or bridge could wash out or collapse @ <25 Yr. Return										
8 = Road or bridge could wash out or collapse @ <100 Yr. Return										
7 = Public building or other facility could be damaged @ <10 Yr. Return										
6 = Public building or other facility could be damaged @ <25 Yr. Return										
5 = Public building or other facility could be damaged @ <100 Yr. Return										
4 = Pipe or inlet (not under street) could collapse or undermine										
3 = Ditch liner could wash out										
2 = Ditch/channel could erode to unsafe condition										
1 = likelihood of grounds erosion or inundation										
0 = no apparent risk										
Population Vulnerability										
10 = High likelihood of danger to large groups (such as schools)										
6 = High likelihood of danger to individuals										
0 = Little risk to persons										
Existing Condition										
10 = Will not perform function intended										
0 = New										
Cost Benefit										
10 = High benefit per \$1 of estimated cost										
0 = Very little benefit per \$1 of estimated cost										

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Public Works #2
Strategic Planning 2016-2020 Priority #5

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** Public Works
- II. **DESCRIPTION:** Engineering Services to design and prepare plans for future improvements at 4-H/DeSoto Road intersection.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Safe and effective traffic flow.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** While the 2014 traffic impact study reflecting the anticipated traffic flows to/from the new high school indicate that a 4-way stop is sufficient for the next several years, development and student population growth will increase traffic congestion at this intersection. By designing improvements in 2016, acquiring right of way in 2017, and moving utilities in 2018, the city will be ready to contract for the work as soon as traffic warrants the improvement.
- V. **COST:** Design fee estimated at \$126,000.

SUPPORTING DOCUMENTATION ATTACHED? YES ☐ NO ☒

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV
RANK 3

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** Public Works/Administration
- II. **DESCRIPTION:** East McIntyre Road Improvement - City Portion
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Pays for the additional costs to construct the portion inside the city limits to city standards instead of county standards. County sales tax pays for county standard improvement for the entire length of the project. Leavenworth County began the consultant selection process to hire a designer for the McIntyre Road project in March 2015.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** Eliminate need for annual dust palliative treatment. Stop dust complaints from residents. Provide safer roadway. This half mile of McIntyre Road, along with Kane Drive and a short portion of 155th Street, are the only remaining unpaved streets within the city limits. A paved street in this location will improve the likelihood of further development in the area.
- V. **COST:** \$201,600

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

Additional McIntyre Road Construction Costs To Meet City Standards For Portion Inside City Limits

Items	Units	Quantity	Unit price	Total
Curb inlets (6' X 4')	Each	7	\$3,000	\$21,000
Storm sewer (24" RCP)	L. F.	1320	\$50	\$66,000
Sidewalk (10' Concrete)	S. Y.	3000	\$35	\$105,000
Subtotal				\$192,000
Contingency (5%)			\$9,600	
Grand total				\$201,600

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK 4-A (City Council Strategic Planning 2014 priority #5)

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** Capital Projects; Fund 70
- II. **DESCRIPTION:** AN ALTERNATE to acquiring all of new right of way in 2016 for the DeSoto Road Project: 52U-2113-01. PAY BACK FEDERAL SHARE OF DESIGN COSTS.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Right of way needs to be acquired by January 2017 so utility relocation may be completed by January 2018 to meet the latest bid letting date of October 2018 and avoid losing the \$2,000,000 earmark and having to pay back the \$455,100 of the earmark used for design. The amount of federal funding that the city will be successful in obtaining for the project beyond the current earmark is uncertain. Depending on the outcome of funding requests, the cost to the city to complete the project may be between 3.1 million dollars and 7.1 million dollars. If the Council decides not to fund right of way acquisition for 2016, then immediate consideration should be given to paying back the federal share of the design costs.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** This action will relieve the City Council from having to raise revenues to pay the local match for the project, which, depending on the success of future funding requests, **will** amount to between 3.1 million dollars and 7.1 million dollars.
- V. **COST:** \$455,100

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

DESOTO ROAD - IMPACT OF LEVEL OF FEDERAL CONSTRUCTION FUNDING

	\$ In 1000s	Total local costs depending on % of federal construction funding							
Total construction	\$7,065.0	80%	70%	60%	50%	40%	30%	20%	
Available Fed.	\$1,431.1								
Remaining Const.	\$5,824.0								
Plus CE =	\$6,671.0								
		\$ in 1000s							
Other Local Costs	\$1,760.0								
Total after Avail. Fed.	\$8,431.0	\$3,094.2	\$3,761.3	\$4,428.4	\$5,095.5	\$5,762.60	\$6,429.7		\$7,096.80

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK 4-B (City Council Strategic Planning 2014 priority #5)

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** Capital Projects; Fund 70
- II. **DESCRIPTION:** Acquire all of new right of way for the DeSoto Road Project: 52U-2113-01.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Right of way clearances for the project have been obtained. Right of way needs to be acquired by January 2017 so utilities may be moved by January 2018 to meet the latest bid letting date of October 2018 to avoid losing the \$2,000,000 earmark and having to pay back the \$455,100 of the earmark used for design.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** Clears the way for utility relocation, which is required prior to construction. To compete for the \$6.8 million in Federal and State funds that have been programmed in the MARC LRTP and other sources, we need to acquire the right of way and relocate the utilities on this schedule with local funding. Discussion at Strategic Planning Work Session recommended spreading acquisition costs over two budget years. This request is for 1/2 of the estimated right of way acquisition costs.
- V. **COST:** \$500,000

SUPPORTING DOCUMENTATION ATTACHED? YES ☐ NO ☒

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK 4-C (City Council Strategic Planning 2014 priority #5)

FUNDED: YES ☐ NO ☐

- I. **DEPARTMENT/DIVISION:** Capital Projects; Fund 70
- II. **DESCRIPTION:** Re-design of the DeSoto Road Project: 52U-2113-01 - two or three-lane minor arterial section.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** There has been discussion by City Council members of re-designing the project to a three-lane section. Right of way needs to be acquired by January 2017 so utility relocation may be completed by January 2018 to meet the latest bid letting date of October 2018 and avoid losing the \$2,000,000 earmark and having to pay back the \$455,100 of the earmark used for design. The amount of federal funding that the city will be successful in obtaining for the project beyond the current earmark is uncertain. Depending on the outcome of funding requests, the cost to the city to complete the project as a three-lane section may be between 3.1 million dollars and 7.1 million dollars.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** This action would not reduce the local match for the project, which, depending on the success of future funding requests, will amount to between 3.1 million dollars and 7.1 million dollars, and as such, will not improve the efficiency or effectiveness of the service. Further, it would reduce the amount of time that the project would accommodate a high level of traffic service. The only tangible benefit will be about 12 feet of additional distance from the homes along the road to the curb.
- V. **COST:** \$250,000 for redesign, plus \$500,000 for right of way = \$750,000

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

IMPACTS AND REQUIRED ACTIONS FOR RE-DESIGN OF DESOTO ROAD TO A THREE-LANE FACILITY

Re-design of the current DeSoto Road project to a three-lane facility, assuming the design is done by our current consultant who has all the survey and design data, will cost in the neighborhood of \$250,000. Local funds will be required for the re-design.

Estimated Construction Cost of the current facility is around \$7.1 million. Construction cost of a three-lane facility is anticipated to cost about \$6.3 million (overall reduction of \$800,000). Assuming we can get federal funding at 80% of construction, ***the local match for a three-lane facility will be reduced from \$3,094,000 to \$2,834,800 - a reduction of \$259,000, which is essentially equal to the amount of the additional design cost. KDOT overhead will increase because of its additional review time.***

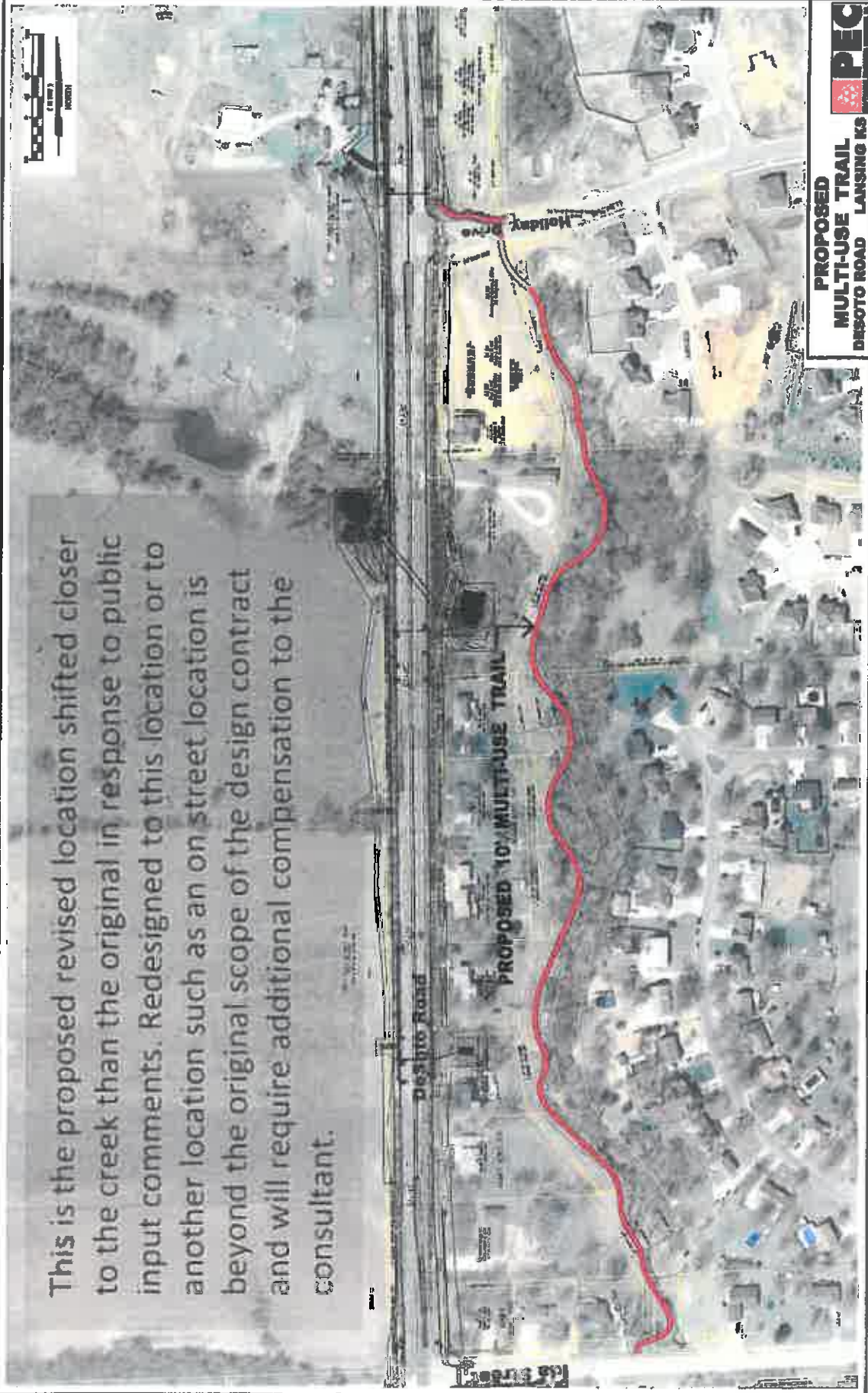
Right of way and utility relocation costs are not anticipated to change significantly as a result of such a re-design, so no reduction in cost should be anticipated for these items.

If the Council decides to do this, it needs to be started right away to meet the time frame required for the earmark funds. It is logical and reasonable to do it by supplemental agreement to the current three-party contract with PEC and KDOT, and the proposed trail re-design should be dealt with in the same supplemental agreement.

IMMEDIATE ACTION NEEDED IF DECISION IS MADE NOT TO RE-DESIGN OR DECISION DELAYED

If the decision is made not to re-design, or if the Council delays a decision, then we should meet with PEC and KDOT to discuss termination of the current contract or amendment to cover future costs. We have paid out the full amount of the contract to the upper limit, and PEC has addressed KDOT's review comments. The normal 30-month project development time was assumed by all parties when this contract was developed. It is not appropriate to hold a completed, paid out contract open until 2019. That would put the consultant in a position of potentially having to revise the entire set of plans to meet updated KDOT specifications, revised typical sheets, and criteria seven years after the fact at their own expense. The city has created this situation by delaying the project, and should be responsible for any costs associated with that delay.

This is the proposed revised location shifted closer to the creek than the original in response to public input comments. Redesign to this location or to another location such as an on street location is beyond the original scope of the design contract and will require additional compensation to the consultant.



DESOTO ROAD - IMPACT OF LEVEL OF FEDERAL CONSTRUCTION FUNDING

	\$ in 1000s	Total local costs depending on % of federal construction funding							
Total construction	\$7,065.0	80%	70%	60%	50%	40%	30%	20%	
Available Fed.	\$1,431.1								
Remaining Const.	\$5,824.0								
Plus CE =	\$6,671.0								
		\$ in 1000s							
Other Local Costs	\$1,760.0								
Total after Avail. Fed.	\$8,431.0	\$3,094.2	\$3,761.3	\$4,428.4	\$5,095.5	\$5,762.60	\$6,429.7	\$7,096.80	

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Public Works #5
Strategic Planning 2016-2020 Priority #10

FUNDED: YES ☐ NO ☐

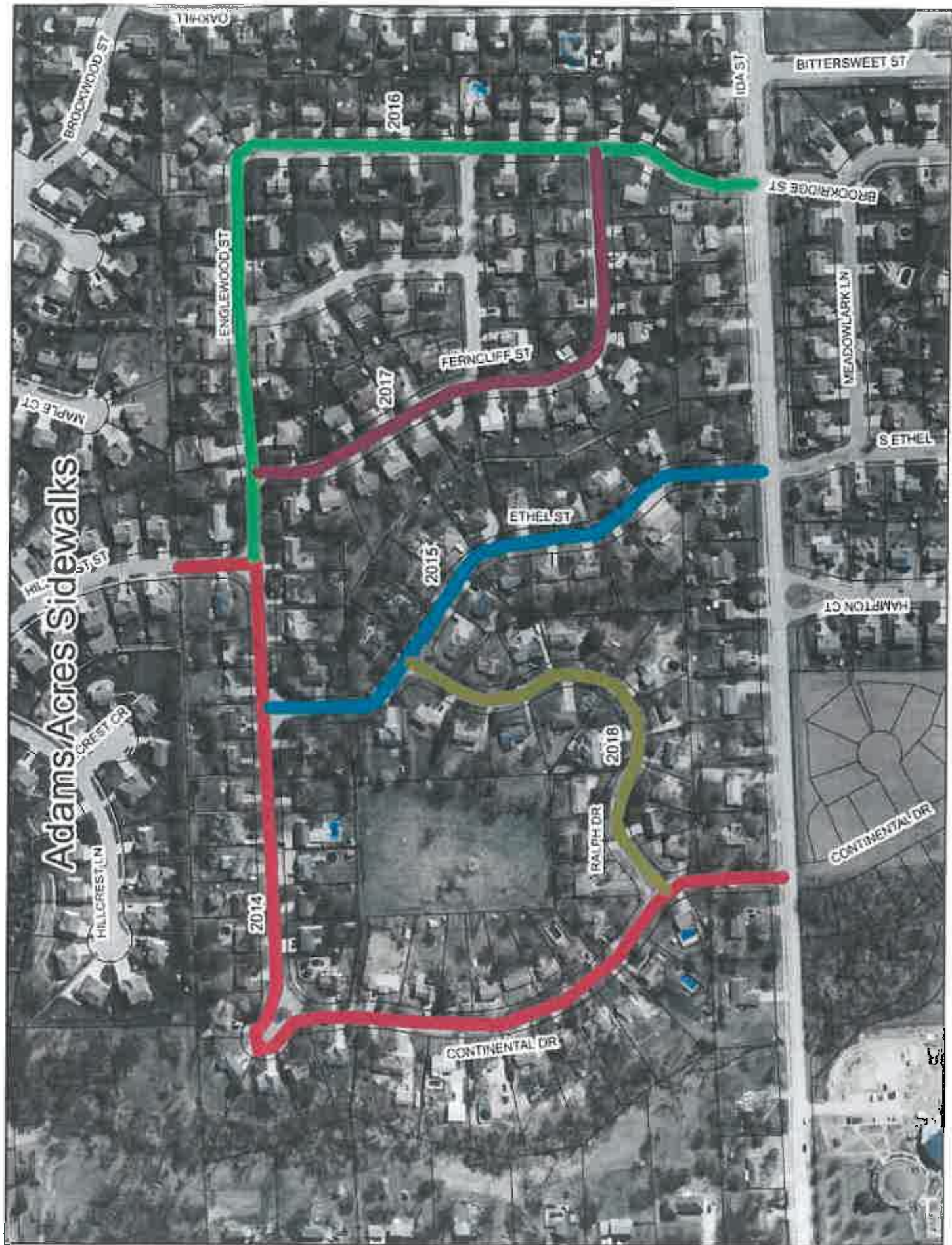
- I. **DEPARTMENT/DIVISION:** Capital Projects; Fund 70 Line 43322
- II. **DESCRIPTION:** Construct Phase 1 of Adam's Acres Sidewalk Plan.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Provide safe pedestrian access within the neighborhood, and safe pedestrian access from the neighborhood to the rest of the city's sidewalk and trail system for conductivity to schools, etc.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** Extends the city's sidewalk system into a section of town that has no sidewalks.
- V. **COST:** \$47,000. This request is for new construction funding, over and above that programmed for sidewalk maintenance.

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

5 Year Sidewalk Plan Adam's Acres

Location	Year	Length (L.F.)	Cost
Continental Drive and Englewood Street	2014	2592	\$45,000
Ethel Street	2015	1332	\$24,000
Englewood Street and Brookridge Street	2016	2073	\$40,000
Ferncliff Street	2017	1265	\$25,000
Ralph Drive	2018	1010	\$22,000

Adams Acres Sidewalks



**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Public Works #10

FUNDED: YES ☐ NO ☐

Strategic Planning 2016-2020 Priority #10

- I. **DEPARTMENT/DIVISION:** Capital Projects; Fund 70 Line 43322
- II. **DESCRIPTION:** Construct Phase 1 of Ward 1 Sidewalk Plan.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Provide safe pedestrian access within the neighborhood along Connie Street, and safe pedestrian access from the neighborhood to the rest of the city's sidewalk and trail system.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** Extends the city's sidewalk system into a section of town that has no sidewalks.
- V. **COST:** \$31,500. This request is for new construction funding, over and above that programmed for sidewalk maintenance.

SUPPORTING DOCUMENTATION ATTACHED? YES ☒ NO ☐

5 Year Sidewalk Plan

Ward 1

Location	Year	Length (L.F.)	Cost
Connie Street, Main to North 8th	2014	1680	\$30,000
Emile Street	2015	2000	\$36,000
Santa Fe North of Fairlane, and Fern Street	2016	1325	\$25,000
East Kansas, Main to 4th Street	2017	2450	\$49,000
Helen Street, Main to barricade	2018	600	\$13,000

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Public Works # 1

FUNDED: YES ☐ **NO** ☐

- I. **DEPARTMENT/DIVISION:** Public Works/Street (general fund)?
Wastewater?...Capital Funds?
- II. **DESCRIPTION:** Repair settled sewer line backfill and replace damaged sidewalk and driveways on west side of Valley Drive between Fairlane Street and Holiday Drive.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Many years ago, a sanitary sewer line was installed in the right of way and the trench has settled severely over the years and is continuing to settle as may be observed from the condition of some recently repaired driveways. The sidewalk is broken and sloped at an unsafe slope because of the settlement and driveways are damaged because of the settlement. Residents cannot reasonably repair the right of way, as they would have to place fill under the driveways. The area needs to be re-excavated, properly backfilled, brought to an appropriate grade, sidewalks replaced, and driveways replaced. This project is not within the scope of our normal annual CIP paving and curb replacement project, is far beyond the annual budget for sidewalk repairs, and would exhaust our normal maintenance budget lines.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** This project will restore the right of way to a condition such that it can reasonably be maintained by the abutting property owners, and make the sidewalk and the driveways usable.
- V. **COST:** \$78,750
- SUPPORTING DOCUMENTATION ATTACHED? YES** ☐ **NO** ☒

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Public Works #8

FUNDED: YES ☐ **NO** ☐

- I. **DEPARTMENT/DIVISION:** Public Works/Street (general fund)? ...Capital Funds?
- II. **DESCRIPTION:** Valley Drive - Remove island curbs, construct pavement, mill remaining asphalt surface, overlay, and mark for turn lane.
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Public relations, aesthetics, enhanced traffic flow at peak hour traffic.
- IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** This project will resolve complaints from adjoining property owners, and provide some improvement to traffic flow at peak hours.
- V. **COST:** \$25,200

SUPPORTING DOCUMENTATION ATTACHED? YES ☐ **NO** ☒

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV
RANK # 9

FUNDED: YES ☐ **NO** ☐

- I. **DEPARTMENT/DIVISION:** City Administrator
- II. **DESCRIPTION:** On call engineering services/City Engineer services
- III. **WHAT CITY SERVICE WILL THE REQUEST SUPPORT?** Public Works, Public Works Community Development Division, Public Works Street Division, Wastewater Department, Parks and Recreation Department, Administration Department

IV. **EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE:** The continuing growth of the city requires a wide variety of specialty engineering services. No single engineer or small firm can provide the range of services needed. Because of purchasing policy protocols, responding to needs by contracting each time a specialty need arises delays obtaining the needed information or service, and requires identifying a funding source on each occasion. A contract with a multi-disciplined firm that could provide the full range of specialties on an "on-call" hourly rate basis and at the same time fill our limited need for basic City Engineer services for routine civil engineering matters is an appropriate solution at this stage of Lansing's growth. We currently (2015) budget \$37,700/yr. for City Engineer Services from Public Works' budgets, and \$50,000 from the Wastewater budget. It is anticipated that this change will create greater efficiency and responsiveness with no additional cost.

Engineering specialty examples: structural engineering, traffic engineering, mechanical engineering, environmental engineering, geotechnical engineering, architectural engineering, electrical engineering, and civil engineering.

- V. **COST:** No increase from 2015 budgets.

SUPPORTING DOCUMENTATION ATTACHED? YES ☐ **NO** ☒

**CAPITAL AND SUPPLEMENTAL
REQUEST FORM
FISCAL YEAR 2016**

DEPT/DIV

RANK Public Works #11

FUNDED: YES ☐ NO ☐

Strategic Planning 2016-2020 Priority #9

I. DEPARTMENT/DIVISION: Public Works



II. DESCRIPTION: Service Center Land Acquisition

III. WHAT CITY SERVICE WILL THE REQUEST SUPPORT? Street, storm water, and equipment maintenance.

IV. EXPLAIN HOW THE REQUEST WILL IMPROVE THE EFFICIENCY OR EFFECTIVENESS OF THIS CITY SERVICE: Public Works has outgrown the antiquated facility on Santa Fe Street. A modern facility of sufficient size, adequate storage, and appropriate equipment maintenance space, and equipment is needed. The first step is to budget funds for land acquisition so we may proactively search for and acquire a property of sufficient size in an appropriate location.

V. COST: Recommended budget for land acquisition = \$260,000.

SUPPORTING DOCUMENTATION ATTACHED? YES ☐ NO ☒

TO: Tim Vandall, City Administrator 
FROM: Beth Sanford, Finance Director 
DATE: June 18, 2015
SUBJECT: Capital and Supplemental Requests Wrap Up

Staff will answer questions regarding capital and supplemental requests and provide an overview of the scoring process.

WORKSESSIONWORKSESSION ITEM #



CAPITAL & SUPPLEMENTAL

PRIORITY SCORING

- 1 = Essential expenditures due to legal obligations, such as statutory compliance, or contractual agreement.
- 2 = Needed expenditures for safety, maintenance, or upgrades which will help offset higher operational costs, including staff time, later. Also expenditures required to keep the organization running at current levels of efficiency and effectiveness.
- 3 = Desirable expenditures to help achieve efficiencies or economies in the conduct of city operations. Expenditures which could improve organizational efficiency or effectiveness.
- 4 = Requested expenditures which provide some marginal improvement to operations, but are not essential to the continued conduct of city operations.

**CAPITAL AND SUPPLEMENTAL
SUMMARY SHEET
CALENDAR YEAR 2016**

DEPARTMENT NAME: **GENERAL FUND**
FUND NUMBER: **10**

**C= CAPITAL
S= SUPPLEMENTAL**

RANKING COUNCIL	RANKING DEPT HEAD		DEPT/DIV	C/S CODE	COST	IF FUNDED SUBTOTAL CY
	1	CITY HALL ROOF	CITY CLERK	C	\$78,000	
	1	FOUR (4) PATROL OFFICERS	POLICE	S	\$236,222	
	2	PART-TIME POLICE CLERK	POLICE	S	\$36,762	
	3	2014 SIDE BY SIDE 4X4 AND EQUIPMENT	POLICE	C	\$14,000	
	1	SIDE BY SIDE UTILITY VEHICLE	PARKS/REC	C	\$15,000	
	1	ECONOMIC DEVELOPMENT INCENTIVE	ECON DEV/CVB	S	\$50,000	
	1	CONSULTANT SVCS FOR NEW ZONING ORDINANCE	PW/COMM DEV	C	\$70,000	
	2	TWO ROOFTOP HVAC UNITS	PW/COMM DEV	C	\$14,000	
	3	730 1ST TERR ROOF	PW/COMM DEV	C	\$127,000	
	4	RECONSTRUCT METAL CANOPIES	PW/COMM DEV	C	\$24,000	
	1	INSTALL RADAR DETECTORS FOR SIDE STREETS	PW/STREET LIGHTS	C	\$26,144	
	1	AERIAL NEEDS DRONE INVESTIGATION PROGRAM	PUBLIC WORKS	C	\$5,195	

GRAND TOTAL \$696,323 \$0

GRAND TOTAL	<u>\$197,000</u>	<u>\$0</u>
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C= CAPITAL

GRAND TOTAL	\$2,825,150	\$0
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GRAND TOTAL	\$466,270	\$0
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