



**CITY OF GRAIN VALLEY
PLANNING & ZONING COMMISSION
REGULAR MEETING AGENDA**

March 10, 2021 at 6:30 P.M.

OPEN TO THE PUBLIC

Join Zoom Meeting:

<https://us02web.zoom.us/j/89859887348?pwd=MWQ0TlJFY2cvbXdxMVRqRnQxVXB2dz09>

Meeting ID: 898 5988 7348

Passcode: 692412

Dial in number if not using your device's built-in audio: (312) 626-6799

ITEM I: CALL TO ORDER

ITEM II: ROLL CALL

ITEM III: APPROVAL OF MINUTES

- January 13, 2021 Regular Meeting

ITEM IV: PUBLIC HEARINGS

1. **The Vacation of 50-foot right-of-way between 215 and 303 Front Street**– Jerry Simmons (215 Front Street) and Maranda Saunders (303 Front Street) are requesting that the 50-foot right-of-way for Capelle Street between these two properties be vacated since it serves no public interest and that it can be used by the adjacent property owners. The description is the platted right-of-way between Lot 8, Block 5 of the Graves & Ashcraft's Addition (215 Front) and Lot 1, Block 2 of the Finnell's Addition (303 Front), from Front Street on the north to the Kansas City Southern Railroad ROW on the south, all within the City limits of Grain Valley, Missouri.
2. **Capital Paving and Construction Materials** – Requesting a Conditional Use Permit to operate a portable asphalt plant on approximately 14.3 acres that is generally located at the northeast corner of McQuerry and Seymour Roads, 1101 and 1107 S. Seymour Road, Grain Valley, Missouri. The property owner is A4 Holdings LLC. The property is zoned District M-1 (Light Industrial) and District A (Agricultural). Capital Paving will use the portable asphalt plant to pave several MoDOT highway projects during the year.

ITEM V: ACTION ITEMS

1. **The Vacation of 50-foot right-of-way between 215 and 303 Front Street**– Jerry Simmons (215 Front Street) and Maranda Saunders (303 Front Street) are requesting that the 50-foot right-of-way for Capelle Street between these two properties be vacated since it serves no public interest and that it can be used by the adjacent property owners. The description is the platted right-of-way between Lot 8, Block 5 of the Graves & Ashcraft's Addition (215 Front) and Lot 1, Block 2 of the Finnell's Addition (303 Front), from Front

Street on the north to the Kansas City Southern Railroad ROW on the south, all within the City limits of Grain Valley, Missouri.

2. **Capital Paving and Construction Materials** – Requesting a Conditional Use Permit to operate a portable asphalt plant on approximately 14.3 acres that is generally located at the northeast corner of McQuerry and Seymour Roads, 1101 and 1107 S. Seymour Road, Grain Valley, Missouri. The property owner is A4 Holdings LLC. The property is zoned District M-1 (Light Industrial) and District A (Agricultural). Capital Paving will use the portable asphalt plant to pave several MoDOT highway projects during the year.
3. **FY2022 – FY2026 Capital Improvement Plan** – The Five-Year Plan provides information for planned infrastructure improvements and major capital purchases with anticipated funding and identifying potential funding sources. The CIP is not a static document, but rather, a fluid document that can be changed as the City's infrastructure and requirements change, development occurs, and funding opportunities become available or change.

ITEM V: PREVIOUS BUSINESS

- Tabled from January 13, 2021 meeting: Election of Officers –
Chairperson
Vice Chairperson
Secretary

ITEM VI: NEW BUSINESS

ITEM VII: ADJOURNMENT

PLEASE NOTE

The next scheduled meeting, if needed, of the City of Grain Valley Planning & Zoning Commission will take place on April 14, 2021 at 6:30 pm.

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE MEETING SHOULD CONTACT THE CITY CLERK AT 816-847-6210 AT LEAST 48 HOURS BEFORE THE MEETING. UPON REQUEST, THE MINUTES FROM THIS MEETING CAN BE MADE AVAILABLE BY CALLING 816-847-6210.



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ITEM I: CALL TO ORDER

- The Planning & Zoning Commission of the City of Grain Valley, Missouri, met in Regular Session on January 13, 2021 via video conference of the Commissioners because of the social distancing order due to the COVID-19 pandemic.
- The meeting was called to order at 6:30 PM by Vice Chair Craig Shelton.

ITEM II: ROLL CALL

- *Present: Paul Loving*
- *Present: Elijah Greene*
- *Present: Craig Shelton*
- *Present: Scott Shafer*
- *Present: Justin Tyson (joined the conference call at 6:34PM)*
- *Absent: Debbie Saffell*
- *Absent: Kevin Browning*
- *Absent: Bob Headley (BOA Liaison)*
- *There was a quorum.*

ITEM III: APPROVAL OF MINUTES

- Commissioner Loving motioned to approve the minutes from the November 18, 2021 regular meeting. Commissioner Shafer second the motion. The Commission approved the minutes by vote 4-0.

ITEM IV: PUBLIC HEARINGS

1. **Kustom Cruzers** – Requesting a Conditional Use Permit for a vehicle salvage/tow yard on approximately 1.4 acres. The Property is zoned Downtown/Transition Overlay District. The 1.4 acres is generally located 250 feet west of Jefferson Court on the north side of Jefferson Street lying in the west one-half of the southwest quarter of Section 26, Township 49, Range 30 in the City of Grain Valley, Missouri aka 350 NW Jefferson Street.
 - Director Trosen reviewed the Staff Report. Staff recommends approval.
 - Chair Shelton asked if there was anyone on the call that wanted to talk about this request. There were none.
 - Commissioner Loving asked if the current fence complies with the current zoning regulations. Director Trosen replied yes.

Commissioners Present

Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent

Kevin Browning
Debbie Saffell
Bob Headley (BOA Liaison)

Staff Officials Present

Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



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- Commissioner Loving asked did they file a development plan when they moved to Jefferson Street. Director Trosen stated that it would be helpful if the applicant would be on the call because according to the applicant, they were told by the City back then that they could move the business and the permit was still good. We informed the applicant that the code back then and now states that a permit can not be transferred to a different parcel of land.
- Commissioner Loving asked if the correct situation is to issue a new conditional use permit. Director Trosen responded yes.
- Commissioner Loving commented on the eastern gateways of the City we have piles of concrete and in his opinion are not good looks for the community. He said having a salvage/tow lot at the west side of the Buckner Tarsney exit with I-70 is not a good land use for the city. The only way he would consider approving the CUP is if the Commission would impose a condition of a one-year permit so that we can come back and observe the appearance of how the applicant has maintain the yard.
- Commissioner Tyson said that his concern is that currently the lot backs up to an empty lot now and he does not have a problem. However, with Mercado Plaza being developed Jefferson [Bush] Street will be extended to the east and with a road being back there, this lot will now have frontage in the backyard. He also brought up the environmental concern with wrecked vehicles leaking oil and anti-freeze or other liquids onto the ground.
- Laura Pearce joined the conference video call. Chair Shelton recognized Laura and explained to her that we were in the middle of the public hearing and would like to hear from her what her plans were for the salvage/tow lot.
- Laura Pearce stated she is the owner of Kustom Cruzers with her husband. She said that they have been at 350 Jefferson since 2005 and in business since 2003. They use the lot as the City impound lot in addition to operating their business as an auto repair collision center. She said that she heard the concern regarding vehicles leaking and said that 99% of vehicles that they get are dry.
- Commissioner Loving asked Mrs. Pearce how they moved the business and the process. Mrs. Pearce said that Greg Ford with the City told them that the CUP moved from the Squire Court location to the Jefferson Street location. Mrs. Pearce said they developed both lots at the same time they moved to the Jefferson Street location.
- Commissioner Loving asked Director Trosen if the 1.4 acres represents the size of the parcel or just the fence area. Mr. Trosen replied that there are two parcels and that the 1.4 acres represents the size of both parcels.

Commissioners Present

Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent

Kevin Browning
Debbie Saffell
BobHeadley(BOALiaison)

Staff Officials Present

Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



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- Chair Shelton asked will we see any salvage cars stored south of the fence area. Mrs. Pearce responded no.
- Chair Shelton said there are plans for a street to extend and be behind your property allowing your rear parcel to have frontage to that new street. Do you have plans to have a new driveway with that new street? Mrs. Pearce said at this time the only entrance is the current driveway they have with Jefferson Street.
- Commissioner Tyson said that a six-foot fence may not be enough screening and that a planting of trees along the north property line should be considered as a condition.
- Commissioner Tyson said that he would like to talk to the owner of the Mercado property regarding his thoughts on this use and the impact on his development for the record. Director Trosen responded that staff sent letters to property owners within 185 feet of this CUP area. He said that Robert De La Fuente responded in an email on behalf of the Mercado Development and stated that since this was an existing use, they would not be opposed to it.
- Commissioner Tyson wanted to clarify that salvage and tow are two different uses. He wants to remove the salvage and only allow the tow services. Mrs. Pearce said that she was fine with that. They had no intention of operating a salvage lot.
- Commissioner Shafer asked how long they been there and if they went through the Board. Mrs. Pearce said they had been there for 15 years and that they were told by Greg Ford with the City that their permit transferred with their move to a new location if they had a fence and hard surface.
- Chair Shelton asked Director Trosen how long are Conditional Use Permits for or can the Commission dictate that. Director Trosen responded that the Commission can establish a time duration.
- Commissioner Greene asked how they operated for 15 years without having a conditional use permit or how was this discovered now. Director Trosen stated that in reviewing the City's contract to tow vehicles, the towing contractor was using this lot for impound. We researched and found that there was no conditional use permit for this location to operate a tow yard.
- Commissioner Loving asked if the City gets any revenue off this business. Mrs. Pearce said that she does not charge fees, the towing service charges fees. Mrs. Pearce gets a storage fee if the customer releases the vehicle to Kustom for repair. Kustom gets no money from the City.

Commissioners Present

Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent

Kevin Browning
Debbie Saffell
BobHeadley(BOALiaison)

Staff Officials Present

Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



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- Chair Shelton asked Mrs. Pearce to talk about the visits from the EPA and the documentation. Mrs. Pearce said they mainly looked at the disposal of hazardous waste material, waste oil and waste anti-freeze. Kustom must keep records on how these items are handled.
 - Commissioner Tyson asked City Engineer Tuttle what his experience was in this area being the genius engineer he is. City Engineer Tuttle said that an industry is required to document waste disposal and to maintain records. He is updating the city's permitting requirements for storm water permits and part of that is to look at industries that would cause water pollution and this type of yard would fall under that permit category and be open to inspection by the City.
 - Commissioner Tyson made a motion to close the public hearing. Commissioner Shafer second the motion. The Commission approved the motion by a vote of 5 to 0.
2. **Eagle Convenient Storage** – Requesting an amendment to an approved Conditional Use Permit (Ordinance 2448) to change the exterior building materials, roof pitch and roof color on unit storage buildings in Phase 2. The convenience storage facility is located on a 3.13-acre lot described as Lot 1 in Risinger Hills, lying in the northwest quarter of the southwest quarter of Section 35, Township 49, Range 30 in the City of Grain Valley, Missouri aka 114 SW Eagles Parkway.
- Director Trosen reviewed the Staff Report. Staff has no objection to change the pitch of the roof or the color of the roof. However, Staff is not in favor of the requested change to the exterior building material from the lap siding on the upper wall section and the stacked stone on the lower wall section to all painted metal exterior siding.
 - Commissioner Shafer stated that he had no objections to the first two requests but asked the applicant why you want to change the materials since what he did in phase 1 looks good. The applicant, Chad Risinger said that it was very expensive. However, he also said that with lot 2 in front of these buildings that when something is built on that lot, that structure would need to comply with the exterior building material requirements and would shield storage unit buildings 9 and 10.
 - Commissioner Tyson asked the applicant if he would do the stacked stone half-way up and then the metal panel the upper half. Tyson explained what if the two houses get torn down and nothing gets built for several years. Mr. Risinger said that he could do that.
 - Chair Shelton asked if this was only for buildings 9 and 10. Mr. Risinger said yes. Chair Shelton said then what is the plan for the storage buildings along the north property line

Commissioners Present

Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent

Kevin Browning
Debbie Saffell
Bob Headley (BOA Liaison)

Staff Officials Present

Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



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because we heard from neighbors with concerns. Mr. Risinger said that the privacy fence and additional trees will still be done and that the buildings were always going to be metal.

- Commissioner Shafer asked Mr. Risinger if he was good with Commissioner Tyson suggestion. Mr. Risinger said yes.
- Commissioner Shafer made a motion to close the public hearing. Commissioner Tyson second the public hearing. The Commission voted 5 to 0 to approve the motion.

ITEM V: ACTION ITEMS

1. **Kustom Cruzers** – Requesting a Conditional Use Permit for a vehicle salvage/tow yard on approximately 1.4 acres. The Property is zoned Downtown/Transition Overlay District. The 1.4 acres is generally located 250 feet west of Jefferson Court on the north side of Jefferson Street lying in the west one-half of the southwest quarter of Section 26, Township 49, Range 30 in the City of Grain Valley, Missouri aka 350 NW Jefferson Street.
 - Commissioner Tyson suggested a one-year term to allow her to continue her business; allow Dick to look at the storm water runoff permit for that area and see where we are with the street running behind the property.
 - Chair Shelton asked Commissioner Tyson if he also wanted to remove salvage from the allowable use of the permit and only allow a tow lot. Commissioner Tyson said yes.
 - Commissioner Shafer agreed with the duration and the conditions suggested by Commissioner Tyson.
 - Chair Shelton agreed with the no driveway although he originally was thinking the term could be five years, he has no objection to the suggested one-year term.
 - Mrs. Pearce asked about the cost of permit if it expires in one year. Director Trosen explained that the cost to renew the permit would be \$500. Mrs. Pearce voiced her concern for a one-year permit for \$500.
 - Commissioner Tyson made a motion to approve the conditional use permit for a period of one year subject to: 1) the property shall not be used for salvage and only a tow yard; and 2) no driveway will be allowed to access the property on the north side when NW Bush Street is extended. Commissioner Shafer second the motion. The motion was approved by a vote of four in favor (Shafer, Loving, Shelton and Tyson) and one against (Greene).

Commissioners Present

Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent

Kevin Browning
Debbie Saffell
BobHeadley(BOALiaison)

Staff Officials Present

Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



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2. **Eagle Convenient Storage** – Requesting an amendment to an approved Conditional Use Permit (Ordinance 2448) to change the exterior building materials, roof pitch and roof color on unit storage buildings in Phase 2. The convenience storage facility is located on a 3.13-acre lot described as Lot 1 in Risinger Hills, lying in the northwest quarter of the southwest quarter of Section 35, Township 49, Range 30 in the City of Grain Valley, Missouri aka 114 SW Eagles Parkway.
- Commissioner Tyson stated that he has no issue on the roof pitch, no issue on the roof color, but if we could compromise on the building exterior if the stoned stack could come up half-way and then allow the metal panel on the upper half. Tyson asked Mr. Risinger if he was ok with that. Mr. Risinger responded yes.
 - Commissioner Shelton asked what the applicant was requesting. Mr. Risinger responded all metal siding. Mr. Risinger said there will be no changes to the other buildings in the rear on phase 2.
 - Commissioner Loving asked since he is amending an ordinance should this go to the BZA. Director Trosen responded that he is amending his approved CUP which was approved as an Ordinance by the BOA. He is not requesting a change to the City's Code of Ordinances like the Zoning Regulations, which would require BZA approval.
 - Chair Shelton asked what the timeline is to develop lot 2. Mr. Risinger responded that he has discussed developing lot 2 with staff and talked about a tunnel car wash but does not have a definite schedule.
 - Commissioner Tyson made a motion to approve an amendment to the Conditional Use Permit in Ordinance 2448 that would allow the following: 1) The roof pitch on buildings 9 and 10 will be ½ /12; 2) All buildings with ½ /12 pitched roof will have a galvalume finish; and 3) Buildings 9 and 10 will have the painted metal exterior siding on the upper wall section and the lower wall section will be the Choctaw Tumbled Stacked Stone. Commissioner Loving second the motion. The Commission approved the motion by a vote of 5 to 0.
3. **Site Plan - Panda Express** - The drive-thru restaurant will be located on the northeast corner of the Interstate 70 westbound exit ramp and Buckner Tarsney Road on Lot 1 of Grain Valley Marketplace No. 3, a replat of Lot 10, Grain Valley Marketplace, lying in the southwest quarter of Section 26, Township 49, Range 30, in the City of Grain Valley, Missouri.
- Director Trosen reviewed the staff report. City Engineer Tuttle reviewed the improvements to Sunny Lane. Staff recommends approval.

Commissioners Present

Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent

Kevin Browning
Debbie Saffell
Bob Headley (BOA Liaison)

Staff Officials Present

Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



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- Eric Abeln spoke on behalf of Panda Express. He said the owners of Panda Express are graduates of University of Missouri and therefore are very familiar of the I-70 corridor and this site. He talked about the exterior building materials and the uniqueness of this site.
- Commissioner Loving asked if this was a normal size store for Panda Express. Mr. Abeln responded that it is the typical size store. They can fit 70 seats in this store. Also, able to stack 15 cars in the drive-thru lane.
- Chair Shelton asked if there was a driveway entrance from Buckner Tarsney. Mr. Abeln responded that the entrances are from Sunny Lane only and there is a cross access with the Taco Bell.
- Commissioner Greene commented that the driveways looked good as well as the location of the dumpsters. The layout is so much better than the Burger King.
- Chair Shelton asked about the landscaping. Mr. Abeln discussed the landscaping and stated mainly shrubs because of the overhead and underground utility lines makes the placement of trees difficult.
- Commissioner Tyson made a motion to approve the site plan for Panda Express. Commissioner Shafer second. The motion was approved by a vote of 5 to 0.

ITEM VI: PREVIOUS BUSINESS

- None

ITEM VII: NEW BUSINESS

- **Election of Officers:**
Chairperson
Vice Chairperson
Secretary
- Director Trosen stated that according to City Ordinance, at the first meeting following January 1 of each year, the Commission shall elect a Chairperson and Secretary. The Commission may also elect a Vice Chairperson.
- Chair Shelton commented that he would prefer to wait and hopefully at the next meeting all the Commission members would be present for the election. Several other Commissioners agreed.
- Commissioner Loving made a motion to table elections to the next meeting. Commissioner Shafer second the motion. The motion was approved by a vote of 5 to 0.

Commissioners Present
Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent
Kevin Browning
Debbie Saffell
BobHeadley(BOALiaison)

Staff Officials Present
Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



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- **2020 Year In Review**
- Director Trosen reviewed the report.

ITEM VIII: ADJOURNMENT

- Commissioner Loving made a motion to adjourn the meeting. Commissioner Tyson second the motion. The Commission approved the motion by a vote of 5 to 0.

-The Regular Meeting Adjourned at 8:42 PM-

Commissioners Present

Craig Shelton
Elijah Greene
Paul Loving
Scott Shafer
Justin Tyson

Commissioners Absent

Kevin Browning
Debbie Saffell
Bob Headley (BOA Liaison)

Staff Officials Present

Mark Trosen – CD Director
Dick Tuttle, PE – City Engineer



Community Development
Mark Trosen, Director

Staff Report

Vacation of 50-foot right-of-way (Capelle Street) between 215 and 303 Front Street

March 10, 2021

ACTION:

Jerry Simmons (215 Front) and Maranda Saunders (303 Front) are requesting that the 50-foot platted right-of-way between these two properties be vacated.

PURPOSE:

If platted right-of-way is vacated, each property owner will be given 25 feet along the adjacent property line.

ANAYLSIS:

The 50-foot right-of-way was described in the Finnell's Addition plat that was recorded in 1885.

The following utility companies have responded that they have no objection to the proposed vacation:

Spire (Gas)

Evergy (Electric)

Comcast (Cable TV)

City of Grain Valley (Water/Sewer).

There are no public improvements within the platted right-of-way.

No private rights will be unreasonably injured or endangered. The public will suffer no unreasonable loss or inconvenience.

The proposed right-of-way vacation does not adversely affect properties in the general vicinity.

The platted right-of-way no longer serves a public purpose.

PUBLIC INFORMATION AND PROCESS:

Public Notice was given in the Examiner and by letter to property owners of record with the County within 185 feet of the proposed vacation of alleyway.

STAFF RECOMMENDATION:

Staff recommends approval of the right-of-way vacation.



711 Main Street
Grain Valley, MO 64029
816.847.6220
816.847.6206 fax
www.cityofgrainvalley.org

PLANNING & ZONING APPLICATION

PROJECT INFORMATION

Location: 215 FRONT ST
GRAVES & ASHCROFT
Subdivision: _____ Lot #: _____ Zoning District: _____
Description of Request: VACATION OF LOT RIGHT OF WAY FOR
CAPELLE ST AND NORTH OF KANSAS CITY SOUTHERN RAILWAY

APPLICANT INFORMATION

Name: JERRY SIMMONS
Company: _____
Address: 605 SW US HWY 40 SUITE 129 BLUE SPRINGS
Telephone: 404 626 7640 Fax: _____ E-mail: JERRYSIMMONS67@GMAIL.COM
Property Owner: OF 215 FRONT ST GRAIN VALLEY 64029
Additional Contact(s): _____

Type of Application: Check Type & Submit Corresponding Requirements		Submittal Requirement List:	
☐	Rezoning 1 • 2 • 5 • 10 • 11 • 14	1	Legal description of subject property
☐	Ordinance Amendment 10	2	Map depicting general location of site
☐	Special/Conditional Use Permit 1 • 2 • 10 • 11 • 14	3	Summary Site Analysis depicting current character of site
☐	Temporary Use Permit 2 • 10 • 14	4	Preliminary Plat (3 full size copies)
☐	Preliminary Plat 1 • 3 • 4 • 14	5	Preliminary Development/ Site Plan (6 copies)
☐	Final Plat/ Lot Split 1 • 6 • 12 • 13 • 14 • 15	6	Final Plat (6 copies)
☐	Preliminary Development/Site Plan 1 • 3 • 5 • 8 • 9 • 14	7	Final Development/ Site Plan (6 copies)
☐	Final Development/Site plan 1 • 7 • 8 • 9 • 14 • 15	8	Landscaping Plan (6 copies)
☐	Site Plan 1 • 7 • 8 • 9 • 12 • 14 • 15	9	Building Elevations (6 copies)
☒	Vacation of Right-of-way or Easement 1 • 14 • 16 • 17	10	Written description of the proposal
☐	Future Land Use Map (Refer to page 9)	11	List of property owners within 185 feet
Note: Include at least one 8 ½ x 11 copy of all drawings and plans with all applications.		12	Construction plans for all public works improvements (6 copies)
		13	Copies of tax certificates from City and County
		14	Proof of ownership or control of property (deed, contract, lease) or permission from property owner
		15	Off-site easements if necessary
		16	Survey of vacation area
		17	Utility Comment Form - City will provide form

[Note: Applications must be completed in their entirety and all submittal requirements must be submitted at the time the application is submitted. Additional submittals may be requested as provided for in the Grain Valley City Code.]

The applicant hereby agrees that all information is provided as required with this application and the City Code.

Applicant's Signature

Applicant's Signature

Date

Date

JERRY SIMMONS

12 30 20

1-7-2021

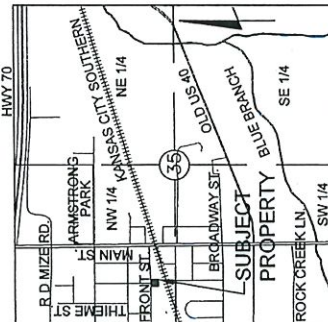
DESCRIPTION:
VACATION OF A PART OF CAPELLE STREET RIGHT OF
WAY BETWEEN FRONT STREET AND NORTH RIGHT OF
WAY OF KANSAS CITY SOUTHERN RAILROAD ALL IN
GRAIN VALLEY, JACKSON COUNTY, MISSOURI DESCRIBED
AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1,
BLOCK 2, FINNELL'S ADDITION TO GRAIN VALLEY, IN
GRAIN VALLEY, JACKSON COUNTY, MISSOURI; THENCE
SOUTH 88 DEGREES 55 MINUTES 22 SECONDS EAST
ALONG THE SOUTH RIGHT OF WAY LINE OF W. FRONT
STREET (PLATED AS N. MAIN STREET), A DISTANCE OF
50.00 FEET; THENCE SOUTH 00 DEGREES 59 MINUTES
47 SECONDS WEST ALONG THE WEST LINE OF LOT 8,
BLOCK 5, GRAVES & ASHCRAFT'S ADDITION TO GRAIN
VALLEY, JACKSON COUNTY, MISSOURI; A
DISTANCE OF 120.01 FEET TO THE NORTHERLY RIGHT
OF WAY OF THE KANSAS CITY SOUTHERN RAILROAD;
THENCE SOUTH 75 DEGREES 04 MINUTES 06 SECONDS
WEST ALONG SAID LINE, A DISTANCE OF 52.00 FEET TO
THE SOUTHEAST CORNER OF LOT 1, BLOCK 2,
FINNELL'S ADDITION; THENCE NORTH 00 DEGREES 59
MINUTES 47 SECONDS EAST ALONG THE EAST LINE OF
SAID LOT 1, A DISTANCE OF 134.35 FEET TO THE
POINT OF BEGINNING. CONTAINING 0.15 ACRES, MORE
OR LESS.

PREPARED BY ROGER A. BACKUES, PLS-2134

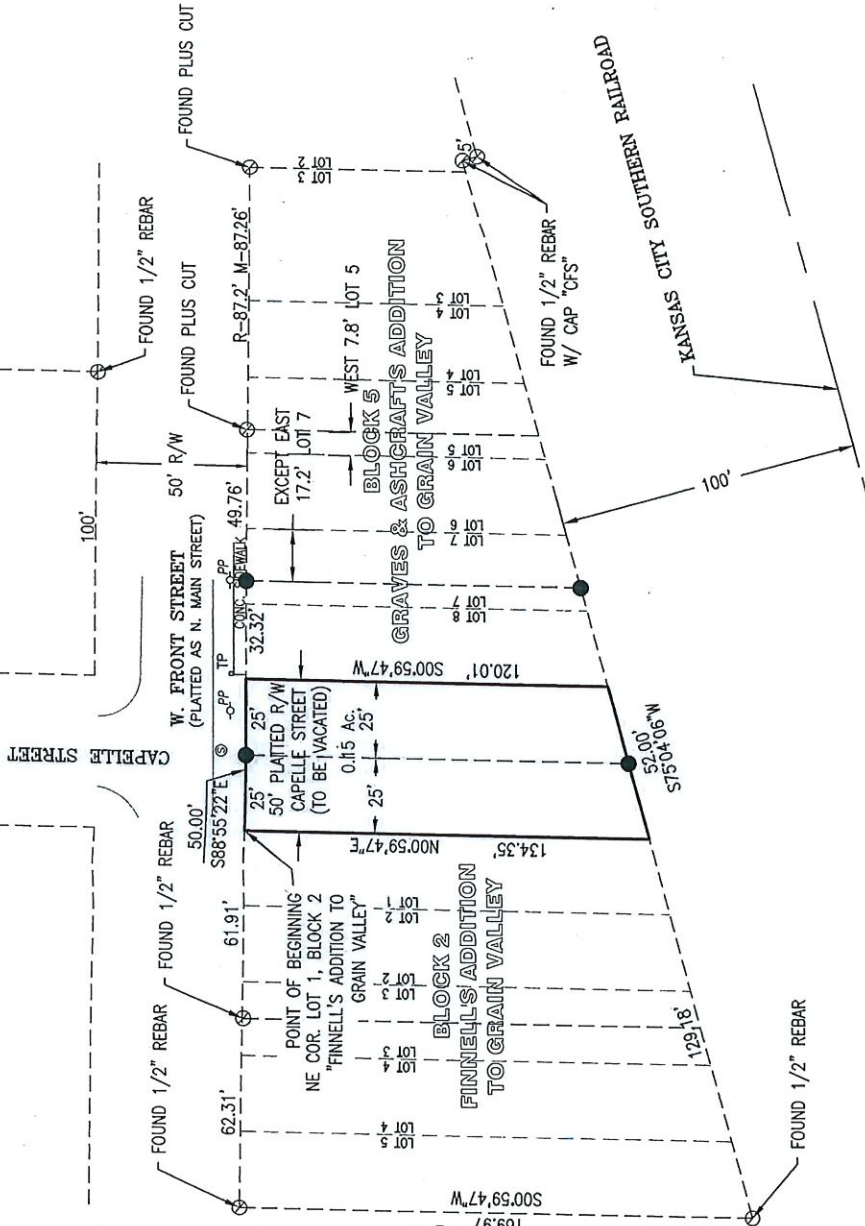
MONUMENT LEGEND

- EXIST. (AS NOTED ON SURVEY)
- SET 1/2" REBAR AND CAP
RLS-2134, MO.
RLS-1069, KS.



SCALE=1"=2000'

SECTION 35 TOWNSHIP 49 RANGE 30



CERTIFICATE OF SURVEY

CAPELLE STREET RIGHT OF WAY
BETWEEN FRONT STREET AND NORTH RIGHT OF WAY
OF KANSAS CITY SOUTHERN RAILROAD
GRAIN VALLEY, JACKSON COUNTY, MISSOURI

BOUNDARY & CONSTRUCTION
SURVEYING, INC.

821 NE COLUMBUS STREET SUITE 100, LEE'S SUMMIT, MO. 64063
PH# 816/554-9798, FAX # 816/554-0337

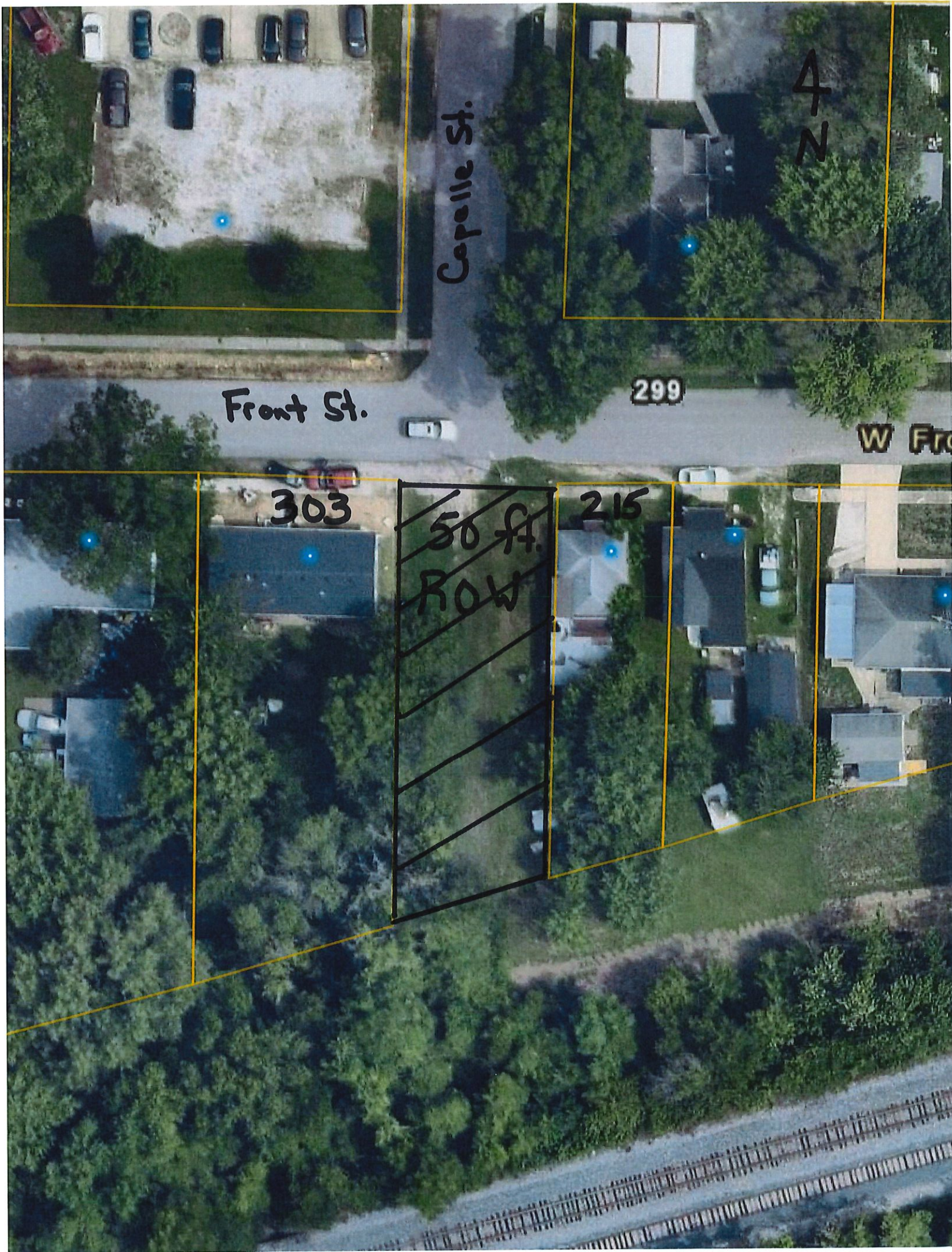
PROJECT NO. 20-415

SHEET 1 OF 1



BASIS OF BEARINGS:
BEARINGS SHOWN ARE GRID BEARINGS BASED ON MISSOURI STATE
PLANE COORDINATE SYSTEM OF 1983, WEST ZONE.

CERTIFICATION:
I HEREBY DECLARE THAT AN ACTUAL PROPERTY BOUNDARY
RE-SURVEY WAS MADE BY ME OR UNDER MY DIRECT SUPERVISION
AND THAT SURVEY MEETS OR EXCEEDS THE CURRENT MISSOURI
MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS TO THE
BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF.
SURVEYOR: ROGER A. BACKUES - RLS NO. 2134



Capelle St.

Front St.

299

W Fr

303

50 ft.
ROW

215

FINNELL'S ADD.

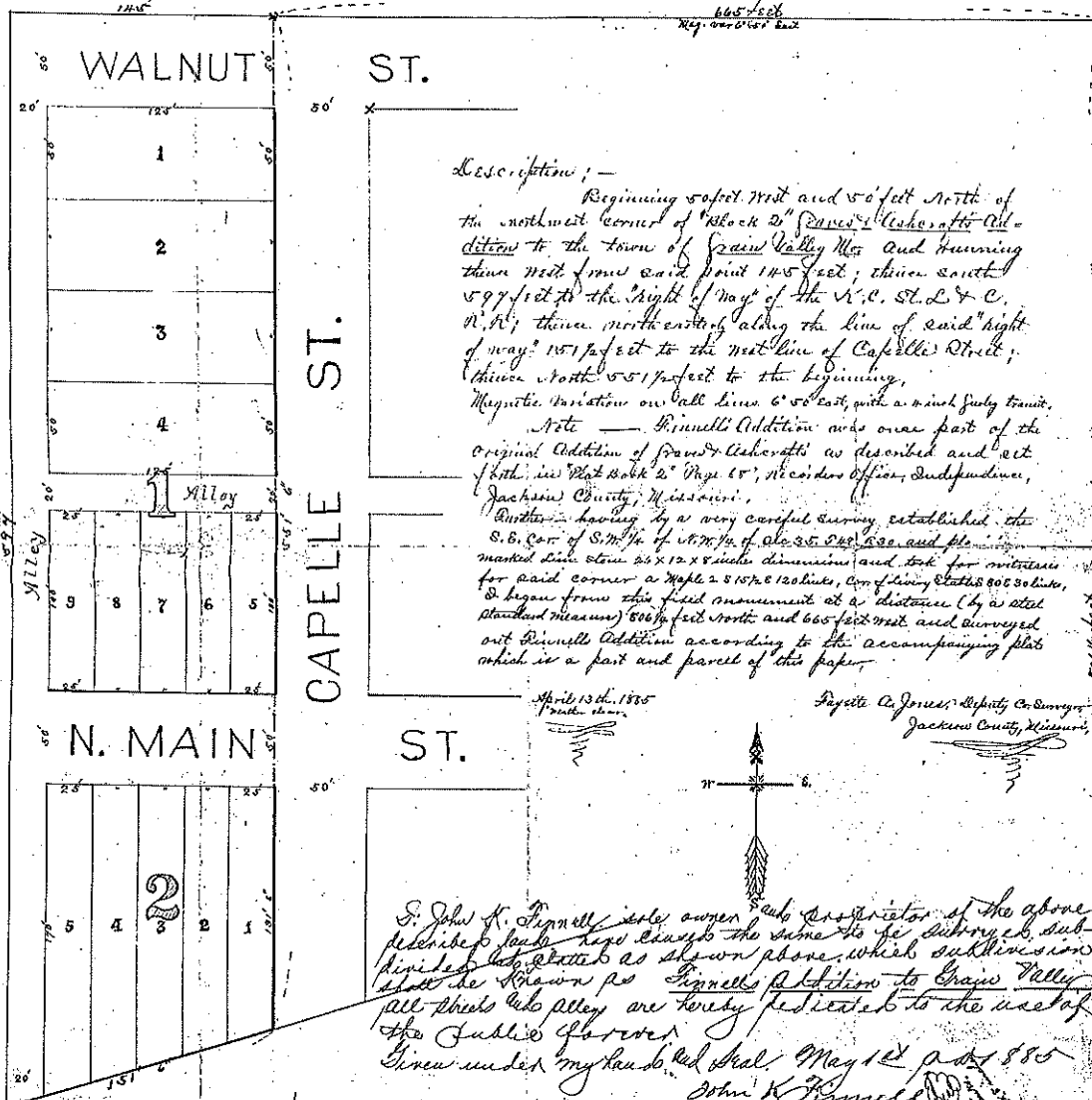
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Grain Valley.

[Scale 50' to 1"]

Feb 5-1-1885
at 9:15 A.M.

B 2. 93.



Description:—

Beginning 50 feet West and 50 feet North of the northwest corner of "Block 2" Paver's Chester, Att. All-
dition to the town of Grain Valley Mo. and running
thence West from said point 145 feet; thence South
597 feet to the "right of way" of the R. C. St. L & C.
R. R.; thence northeasterly along the line of said "right
of way" 151 feet to the west line of Capellen Street;
thence North 551 feet to the beginning.

Magnetic Variation on Fall Line $6^{\circ} 50'$ East, with a small daily transit.
 Note — Russell's Addition was once part of the
 original Addition of Francis Clarke's as described and set
 off in Plat Book 2, Page 60; Nicod's Office, Independence,
 Jackson County, Missouri.

Further having by a very careful survey established the S. E. Cor. of S. 27 1/4 of T. 37 N. 1/4 of R. 3 E. 22 E. and the marked elm stem 25 x 12 x 5 inches diameter and the for witnesses for said corner a Maple 2 1/2 ft. 12 inches, one of living oaks 900 30 inches, I began from this fixed monument at a distance (by a steel standard measure) 666 1/2 feet north and 665 feet west and surveyed out Russell Addition according to the accompanying plat which is a part and parcel of this paper.

April 13th. 1885

Fayette A. Jones, Deputy Co. Surveyor,
Jackson County, Missouri

S. John H. Tinnells sole owner & proprietor of the above
published book here always the same to be published sub-
divided into plates as shown above which subdivisions
shall be known as Tinnells' addition to Cray Valley
all sheets & plates are hereby pledged to the use of
the Public forever
Given under my hand and seal May 1st 1885
John H. Tinnells

John K. Fennell

Rail Road David

B. R. R.

Manuel Track of the State of Mississippi
Personally appeared
Person designated with whom
acknowledged that he executed
In testimony Whereof I have
Office in Independence Mo. the
My term expires June 4th A.D. 1896

On this 12th day of May A.D. 1885, before me,
John H. Fingert, to me known to be the
executed the foregoing instrument, and
the same as his free act and deed.
witness my hand and official seal this
day and year above written.

David H. Wallace Notary Public

Staff Report

Conditional Use Permit to operate a portable asphalt plant.

March 10, 2021

ACTION:

Capital Paving and Construction Materials is requesting a conditional use permit to operate a portable asphalt plant on approximately 14.3 acres that is generally located at the northeast corner of McQuerry and Seymour Roads, 1101 and 1107 S. Seymour Road.

BACKGROUND:

The property owner is A4 Holdings LLC. A4 Holdings LLC has given permission to Capital Paving to operate an asphalt plant on their property and stipulated that Capital Paving is responsible for acquiring the needed permits to operate within the City's guidelines.

PURPOSE:

To allow the operation of a portable asphalt plant that will be used to resurface designated state highways. Capital Paving has been selected by Missouri Department of Transportation to pave several highway projects during 2021. Capital Paving will haul by truck, aggregate to the site to produce hot asphalt mix that will then be hauled to the roads that are being paved. The roads include Interstate 70 from generally Missouri 7 Highway to Oak Grove, Route 224 (which is generally from Highway 24 to Lexington; 15 miles from this site) and Route 245 bridge (which is by Stockton Lake and Dadeville, Missouri, 140 miles from site).

Capital Paving will start operating the plant around May 2021 through November 2021. When Capital Paving has completed the MoDOT projects, they will remove the plant. Capital Paving is asking that the plant be open 7 days a week, 24 hours a day.

The asphalt plant would use around 30 dump trucks. According to Capital Paving, the trucks will be turning at a rate of 125 turns every 24 hours. This means that 125 trucks will be coming to the site and 125 trucks will be leaving the site in a 24-hour period, 7 days a week.

McQuerry Road currently sees truck traffic but not this volume. Even though the asphalt plant will only be open 7 months, this would be more than 3 years' worth of truck traffic on the road.

ANALYSIS:

This proposed land use is found under Conditional Uses, Section 400.240 in the City's zoning regulations. An asphalt plant is allowed by conditional use for a limited time not to exceed ten (10) years, subject to regulations and restrictions recommended by the Planning & Zoning Commission and prescribed by the Board of Aldermen.

The 14.3 acres is comprised of two tracts. Tract I is zoned District M-1 (Light Industrial) and is approximately 2.8 acres in size. This tract is platted as Lot 1, Sni-A-Bar Industrial Park

Page 2, Staff Report

subdivision. There are three buildings on this tract. One of the buildings is the office for Summit Trucking and Legacy Iron LLC. Legacy Iron specializes in buying, selling, or trading heavy construction equipment, trucks, trailers, and agricultural equipment.

Tract II is zoned District A (Agricultural) and is approximately 11.5 acres in size. This property has not been platted and there is one building on this tract.

The Board of Aldermen adopted Ordinance 2490 on December 9, 2019 approving a conditional use permit for a concrete crushing and recycling facility on this property.

Regarding surrounding land uses, the property to the north and east are undeveloped. Interstate 70 is south of this property. To the west, the property is zoned District M-1 and is owned by Cities Service Gas Company. To the north and west of that property is the Creekside residential PUD.

PUBLIC INFORMATION AND PROCESS:

Public notice was given in the Examiner and by letter to property owners of record within 185 feet of the applicant's property.

STAFF RECOMMENDATION:

If the Planning and Zoning Commission recommends approval, then Staff recommends that the Conditional Use Permit be subject to the following conditions:

- 1) The Conditional Use Permit will expire one year from the date of the Board of Aldermen ordinance.
 - 2) The operation of the asphalt plant shall only occur during the week, Monday through Friday.
 - 3) The ingress and egress access for trucks delivering aggregate for asphalt plant or hauling hot asphalt from site shall be from drive east of McQuerry Road. Seymour Road should not be used.
 - 4) The location of the asphalt plant and stockpile areas shall be in accordance with the site plan filed with the application.
 - 5) Prior to operating the asphalt plant, the applicant, with Staff present, shall video and assess the current condition of McQuerry Road.
-



*Community Development
Mark Trosen, Director*

Page 3, Staff Report

- 6) After the asphalt plant closes, the applicant shall repair all damage to McQuerry Road identified by Staff or if damage is too substantial, mill and 4-inch asphaltic concrete overlay from where concrete road ends on McQuerry to Seymour Road.
- 7) Prior to operating the asphalt plant, the applicant will provide the City with a 2-year maintenance bond written by a bonding company in the amount of \$100,000 for McQuerry Road.



Grain Valley
Come Home To Opportunity

711 Main Street
Grain Valley, MO 64029
816.847.6220
816.847.6206 fax
www.cityofgrainvalley.org

PLANNING & ZONING APPLICATION

PROJECT INFORMATION

Location: 1101 S. Seymour Rd
Subdivision: _____ Lot #: _____ Zoning District: M-1 (Light Industry)
Description of Request: to utilize property to set up a asphalt plant for 2021

APPLICANT INFORMATION

Name: Brandon Reed Brandon Reed
Company: Capital Lumber & Construction / Material
Address: 1381 Prattville Road Columbia MO
Telephone: 573-694-5163 Fax: _____ E-mail: breed@capitalmaterials.com
Property Owner: Kevin Asch breed@capitalmaterials.com
Additional Contact(s): _____

Type of Application: Check Type & Submit Corresponding Requirements	Submittal Requirement List:
☐ Rezoning 1 • 2 • 5 • 10 • 11 • 14	☒ 1 Legal description of subject property
☐ Ordinance Amendment 10	☒ 2 Map depicting general location of site
☒ Special/Conditional Use Permit 1 • 2 • 10 • 11 • 14	3 Summary Site Analysis depicting current character of site
☐ Temporary Use Permit 2 • 10 • 14	4 Preliminary Plat (3 full size copies)
☐ Preliminary Plat 1 • 3 • 4 • 14	5 Preliminary Development/ Site Plan (6 copies)
☐ Final Plat/ Lot Split 1 • 6 • 12 • 13 • 14 • 15	6 Final Plat (6 copies)
☐ Preliminary Development/Site Plan 1 • 3 • 5 • 8 • 9 • 14	7 Final Development/ Site Plan (6 copies)
☐ Final Development/Site plan 1 • 7 • 8 • 9 • 14 • 15	8 Landscaping Plan (6 copies)
☐ Site Plan 1 • 7 • 8 • 9 • 12 • 14 • 15	9 Building Elevations (6 copies)
☐ Vacation of Right-of-way or Easement 1 • 14 • 16 • 17	☒ 10 Written description of the proposal
☐ Future Land Use Map (Refer to page 9)	☒ 11 List of property owners within 185 feet
Note: Include at least one 8 ½ x 11 copy of all drawings and plans with all applications.	12 Construction plans for all public works improvements (6 copies)
	13 Copies of tax certificates from City and County
	☒ 14 Proof of ownership or control of property (deed, contract, lease) or permission from property owner
	15 Off-site easements if necessary
	16 Survey of vacation area
	17 Utility Comment Form - City will provide form

[Note: Applications must be completed in their entirety and all submittal requirements must be submitted at the time the application is submitted. Additional submittals may be requested as provided for in the Grain Valley City Code.]

The applicant hereby agrees that all information is provided as required with this application and the City Code:

Applicant's Signature

Date

Applicant's Signature

Date

A4 HOLDINGS LLC

1101 SEYMOUR RD
GRAIN VALLEY, MO 64029
816-590-9865

1-20-21

RE: 1101 S. Seymour Rd Location

As land owner of the properties along I-70 at the above location, we will allow Capital Paving to set up their asphalt plant and utilize a specified area to operate for their paving project. It's the responsibility of Capital Paving to acquire the needed permits to operate within the city's guidelines.

Regards,

A handwritten signature in black ink, appearing to read 'K. Ash' or similar, with a stylized flourish at the end.

Kevin R. Ash

Item 1

Legal Description of Subject Property

Owner:

A4 Holdings LLC

P.O. Box 6645

Lee's Summit, MO 64064

Physical Address:

1107 S. Seymour Rd

Grain Valley, MO 64029

Legal Description:

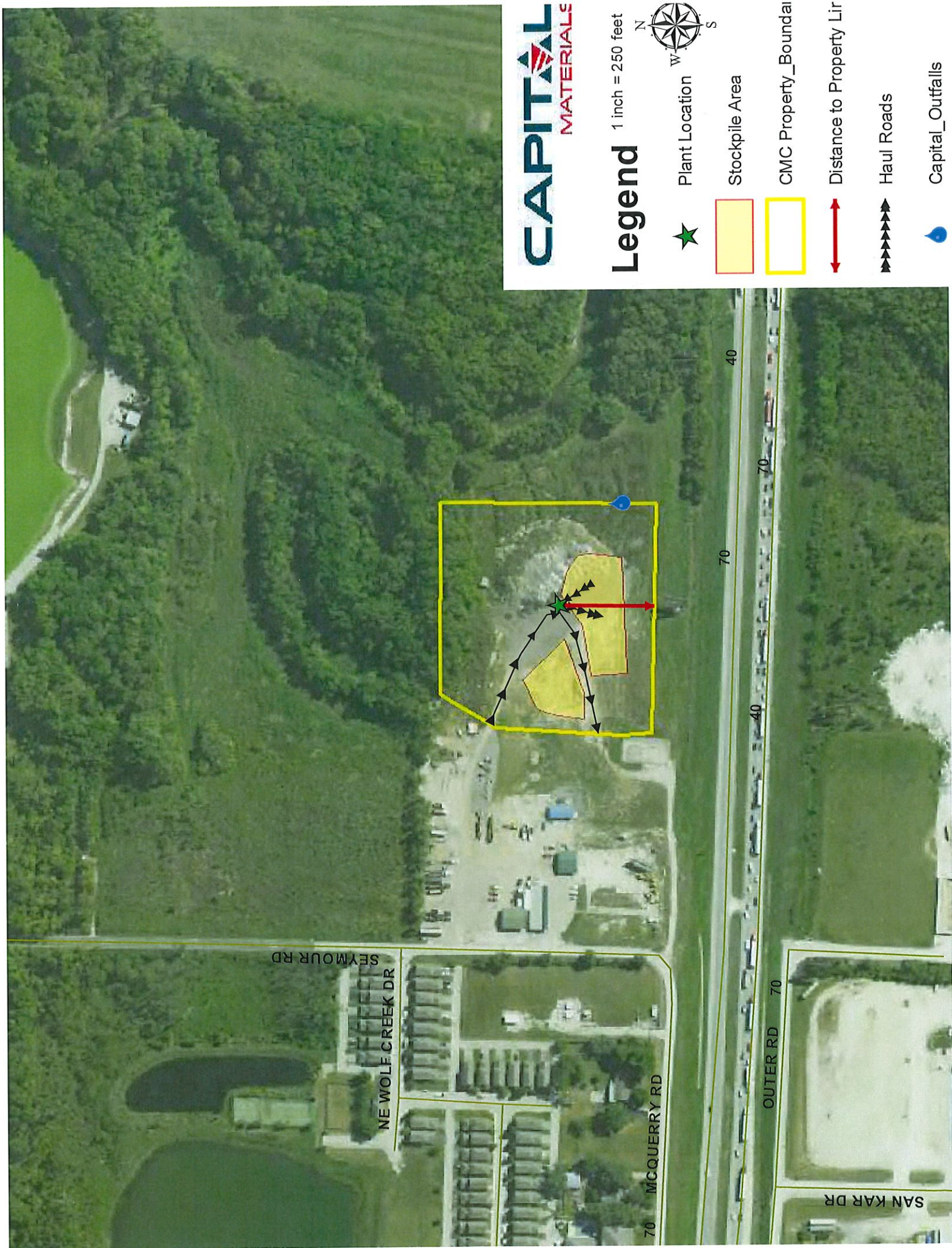
Section 26, Township 49N, Range 30W

Parcel ID #:

37-540-01-08

Item 10

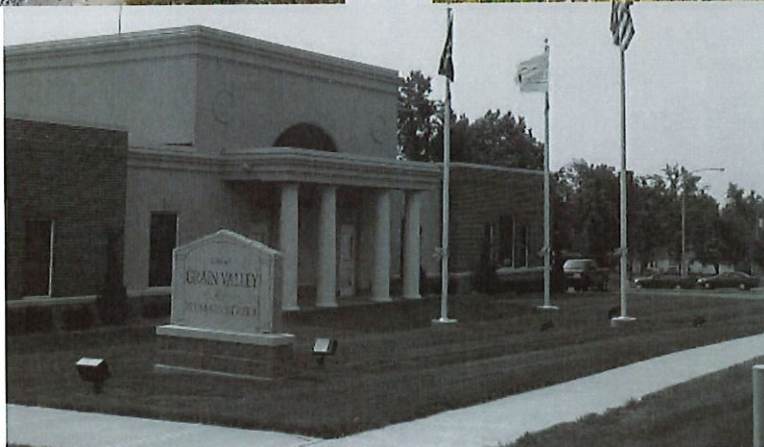
Capital Paving and Construction is proposing setting a portable asphalt plant at the referenced location in order to pave multiple DOT highway projects during the year of 2021. Capitals plan is to utilize locate aggregates haul them to the location produce hot mix asphalt then ship that to the roadways to be paved. The roads included I70, Route 224 and the route 245 bridge project as well as various other small jobs.



CAPITAL
MATERIALS



2022-2026 Capital Improvements Plan



Approved By the Board of Alderman:

Resolution R21-

PROJECT	PROJECT NAME	TOTAL	Year	Funded/Unfunded
PR -5D	Park Trail Master Plan	\$ 328,440	Beyond	unfunded
PR-5E	Park Trail Master Plan	\$ 198,750	Beyond	funded
PR-5G	Park Trail Master Plan	\$ 332,911	Beyond	unfunded
PR-7A	Park Trail Master Plan	\$ 90,000	2022	funded
PR-7C	Park Trail Master Plan	\$ 71,500	Beyond	unfunded
PR-7D	Park Trail Master Plan	\$ 110,603	Beyond	unfunded
PR-7E	Park Trail Master Plan	\$ 174,006	Beyond	unfunded
PR-7F	Park Trail Master Plan	\$ 191,324	Beyond	unfunded
PR-7G	Park Trail Master Plan	\$ 339,240	2023	unfunded
PR-9	Park Trail Master Plan	\$ 365,122	Beyond	unfunded
PR-10A	Park Trail Master Plan	\$ 456,870	Beyond	unfunded
PR-10B	Park Trail Master Plan	\$ 471,000	Beyond	unfunded
PR-11	Monkey Mountain Parking Lot	\$ 140,848	Beyond	unfunded
PR-12	Armstrong Park Playground Equipment	\$ 400,000	2022	unfunded
PR-13	Armstrong Park Loop Trail Resurfacing	\$ 10,000	2022	unfunded
PW-3	Downtown Phase IIB Street Improvements	\$ 1,717,594	Beyond	funded/unfunded
PW-4B	Downtown Phase IV Street Improvements	\$ 834,560	2023/2024	unfunded
PW-6	James Rollo Sanitary Sewer Upgrade	\$ 815,710	2026	funded/unfunded
PW-23	Buckner Tarsney Water Line Extension	\$ 317,000	2023	unfunded
PW-24	Water Tower Upgrade	\$ 4,600,000	2024/2025	unfunded
PW-27	2022 Pavement Maintenance Program	\$ 526,830	2022	unfunded
PW-28	2023 Pavement Maintenance Program	\$ 564,650	2023	unfunded
PW-30	2024 Pavement Maintenance Program	\$ 505,700	2024	unfunded
PW-31	2025 Pavement Maintenance Program	\$ 534,400	2025	unfunded
PW-33	2026 Pavement Maintenance Program	\$ 524,250	2026	unfunded
PW-34	Eagles Parkway Phase A	\$ 2,430,000	2024/beyond	unfunded
VR-CD	Vehicle Replacment-Community Development	\$ 55,500	2023/2025	unfunded
VR-PD	Vehicle Replacment-Police Department	\$ 301,400	2022/beyond	unfunded
VR-PR	Vehicle/Equipment Replacment-Parks Department	\$ 93,200	2022/beyond	unfunded
VR-PW	Vehicle/Equipment Replacment-Public Works	\$ 952,000	2022/beyond	unfunded
PD-1	Police Duty Firearm Replacement	\$ 17,000	2022	unfunded
PD-2	Police Radio Replacement	\$ 209,000	2022/beyond	unfunded
	TOTAL	\$ 18,679,408		



CAPITAL IMPROVEMENTS OVERVIEW

A Capital Improvement Plan (CIP) is a major financial, public infrastructure and capital purchase planning tool for municipalities. The CIP is a statement of the City's policies and financial abilities to manage the physical development of the community and plan capital purchases. The development of a five (5) year CIP provides information for planned improvements and major capital purchases with anticipated funding and identifying potential funding sources. Through the presentation of the identified projects and purchases combined with funding availability and alternatives, the CIP presents a systematic plan for providing the needed improvements within a prioritized framework.

The proposed Fiscal Year 2022 to 2026 CIP for the City of Grain Valley sets the general schedule for which public improvements and major purchases are to be undertaken given the current circumstances. The CIP is not a static document, but rather, a fluid document that can be changed as the City's infrastructure and requirements change, development occurs, and funding opportunities become available or change.

The CIP includes projects that are fully, partially or not yet funded. Some projects that relate to capital improvements may come out of the same budget sources but are not included in the CIP. The five-year plan represents projects and major purchases that are proposed for funding at this time based on the current revenue projections but may change as priorities and available funding are updated.

As new projects are identified and new revenues become available, projects are added to the annual prioritized funding schedule. Additionally, the City prepares an estimated operating and maintenance cost of the proposed improvements to be funded.

One major change in the CIP this year is the addition of major purchases such a vehicle and equipment replacement or additions. The change to the CIP helps the City provide a

greater focus on maintenance related projects and critical equipment in addition to infrastructure improvements.

There are several benefits that can be derived from developing and adopting a CIP. It can provide valuable information to citizens, developers, and businesses that are interested in the development of the community. The CIP provides a long-range financial planning and management tool for the Mayor, Board of Aldermen and City Staff. It will also help with the coordination of projects and timely planning for future developments. The CIP reflects the community's assets, needs and goals.

CAPITAL IMPROVEMENT PROCESS

DEFINITION

A capital improvement is a necessary or desirable project or major purchase that supports or improves and enhances the City's ability to provide safe and desirable services for the benefit of our community and the future of the City of Grain Valley. These projects directly affect the City's citizens as far as safety, travel and ability to conduct business within our community. In addition to the projects normally included in the Capital Improvement Plan, major purchases of critical need have been included. These major purchases include the major equipment, vehicles, computers and other major purchases.

IDENTIFICATION

The need for capital improvements and major purchases may be identified by an appropriate master plan, vehicle and equipment replacement program, and by changes within a growing community or by regulatory legislation. Smart capital improvement identification provides the ability to change the appearance and make the community more desirable to existing and potential residents, businesses and industries. Projects and purchases are prioritized based on many factors including their critical necessity, effect on property values, city growth, and the overall health, safety and welfare of the citizens.

CREATION

When a capital improvement has been identified, the Community Development Director, City Engineer or other Department Head defines the scope and prepares a preliminary cost estimate for design, acquisition of property, if applicable, construction and or acquisition or replacement of equipment. These cost estimates are general in nature.

CAPITAL IMPROVEMENT PROGRAM FUNDING

Where Does the Money Come From?

All funding sources that may be used for various capital improvements are reviewed each year. Most of the work to develop the CIP focuses on the balancing of available resources with the identified budget needs. Consideration must be given to legal limitations of debt capacity, as well as the impact of debt issuance on tax rates, and user charges. Financial analysis utilize staff projections of future bond sales, interest rates, population growth, increases in assessed valuation, user fees, potential grant opportunities and other variables. The following is a list of existing funding sources and definitions for each:

General Fund

The General Fund is the general operating fund of the City. It is used to account for all financial resources (assets, liabilities, revenues and expenditures) except those required to be accounted for in another fund. These include the general governmental service such as general administration, municipal court, planning, public safety, and public works/engineering. It can be and is used to provide funds for programs and projects where shortfalls exist.

Transportation Fund

The Transportation Fund (Street Fund) is used for the Annual Paving Program, Ice and Snow Removal, and Street Maintenance. The main sources of revenue for this fund include a ½ cent transportation sales tax, motor vehicle sales tax, and a fuel tax.

Water/Sewer Fund

The Water/Sewer Fund covers all expenses related to providing water and sewer to the residents and businesses in Grain Valley. The main sources of revenue for the Water/Sewer Fund come from:

- Rates and User Fees
- Tap Fees
- Impact Fees

Capital Improvements Fund

The Capital Improvements Fund is funded solely by a ½ cent capital improvements sales tax. The revenues fund capital improvement items not provided in the General Fund.

G.O. Bond Fund

The City is authorized to issue General Obligation Bonds payable from ad valorem taxes to finance capital improvement and equipment upon a two-thirds majority vote, and on general election dates, a four-sevenths majority vote, of the qualified voters. The Missouri Constitution permits the City to incur general obligation indebtedness for general purposes not to exceed 10 percent of the assessed valuation of taxable tangible property. The City is also permitted to incur general obligation indebtedness not to exceed an additional 10 percent for acquiring rights of way; to construct and improve streets, sanitary sewers, and storm sewers; and to purchase or construct waterworks plants.

ALTERNATIVE FUNDING SOURCES

Tax Increment Financing (TIF)

Tax Increment Financing provides for the capture of up to fifty percent of the incremental increase in Economic Activity Taxes (sales tax, franchise taxes, utility taxes) and up to one hundred percent of the incremental increase in property taxes on real property in a designated redevelopment project area, for a period of up to twenty-three years, in order to fund improvements.

Transportation Development Districts (TDD)

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

Special Grants from Federal or State Programs

Grants may be received from the federal, state, and county governments. Grants are available for storm water, roads, sewers, trails, parks and public safety equipment.

Federal Community Development Block Grant (CDBG)

The Community Development Block Grant Program (CDBG) offers grants to Missouri Communities to improve local facilities, address health and safety concerns, and develop a greater capacity for growth. Funds are available for Water, Waste Water, Storm Water, and Transportation.

Neighborhood Improvement District/Community Improvement District (NID/CID)

A Neighborhood Improvement District (NID) or Community Improvement District (CID) may be created in an area desiring certain public-use improvements that are paid for by special tax assessments to property owners in the area in which the improvements are made. Projects that can be financed through a NID/CID must be for facilities used by the public, and must confer a benefit on property within the NID/CID.

Transportation Excise Tax

Excise Tax is to be paid for a development that generates new traffic in the City in the form of a license tax on building contractors for the purpose of raising revenue, the proceeds of which shall be used for streets and related improvements throughout the City.

PROJECTED 5-YEAR FUNDING SCHEDULE

	Prior	2022	2023	2024	2025	2026	Beyond	Total
Parks & Rec Fund		\$293,400	\$22,400	\$37,700			\$80,000	\$433,200
General Fund		\$80,400	\$101,700	\$83,000	\$101,800			\$366,900
Cap Improvements Fund	\$123,302	\$45,200	\$110,200	\$65,160	\$65,200	\$95,200	\$50,000	\$554,262
Transportation Fund	\$34,600	\$530,830	\$574,350	\$569,660	\$686,200	\$738,250	\$320,000	\$3,453,890
Water/Sewer Fund	\$67,710	\$333,000	\$38,800	\$438,340	\$257,200	\$216,000	\$60,000	\$1,401,050
Bonds	\$67,492							\$67,492
Grants		\$10,000					\$1,700,000	\$1,810,000
Unidentified/Unfunded		\$90,000	\$339,240	\$1,339,000	\$1,005,000	\$1,948,000	\$2,841,374	\$10,562,614
Potential TIF/TDD/NID/Other								\$0
M oDOT								\$0
Total	\$293,104	\$1,512,830	\$1,186,390	\$2,532,860	\$2,115,400	\$5,997,450	\$5,041,374	\$18,679,408

CAPITAL IMPROVEMENT FUNDING

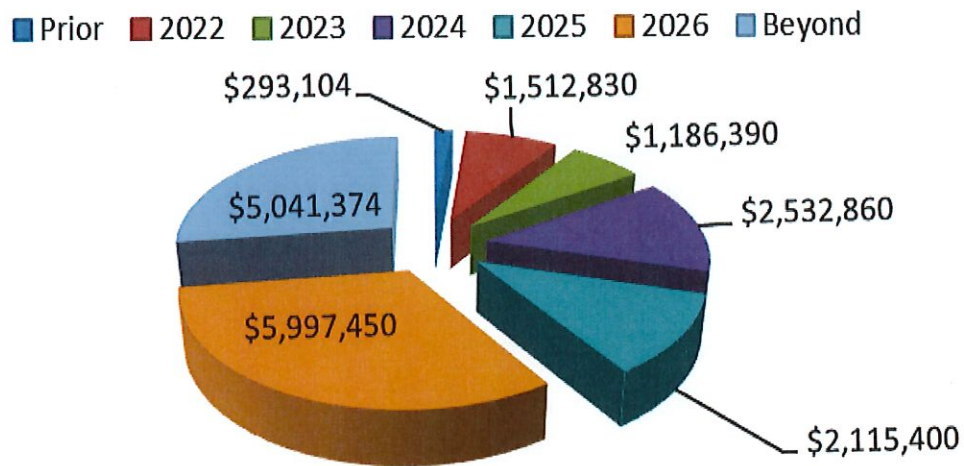
Where Does the Money Go?

The 2022-2026 CIP reflects the City's anticipated projects and major purchases. Funding and budgeting for this program assumes an increase in assessed valuation in each of the five years. Certain projects also anticipate the possibility of grants. The program must be continually monitored to determine if revenues and expenditures meet or exceed expectations. If revenues do not occur at expected levels, projects will be postponed or cut back.

PROJECTED FIVE-YEAR COST SCHEDULE

	Project	Prior	2022	2023	2024	2025	2026	Beyond	Total
PR-5D	Park Trail Master Plan-Blue Branch South							\$328,440	\$328,440
PR-5E	Park Trail Master Plan-Blue Branch Center							\$198,750	\$198,750
PR-5G	Park Trail Master Plan-Blue Branch West							\$332,911	\$332,911
PR-7A	Park Trail Master Plan-Ryan Road		\$90,000						\$90,000
PR-7C	Park Trail Master Plan-Cross Creek							\$71,500	\$71,500
PR-7D	Park Trail Master Plan-Sni-A-Bar Center							\$110,603	\$110,603
PR-7E	Park Trail Master Plan-Sni-A-Bar West							\$174,006	\$174,006
PR-7F	Park Trail Master Plan-Sni-A-Bar East							\$191,324	\$191,324
PR-7G	Park Trail Master Plan-Buckner Tarmey South			\$339,240					\$339,240
PR-9	Park Trail Master Plan-Eagles Parkway							\$365,122	\$365,122
PR-10A	Park Trail Master Plan-Buckner Tarmey North							\$456,870	\$456,870
PR-10B	Park Trail Master Plan-Duncan Road							\$471,000	\$471,000
PR-11	Monkey Mountain Parking Lot							\$140,848	\$140,848
PR-12	Armstrong Park Playground Equipment		\$400,000						\$400,000
PR-13	Armstrong Park Loop Trail Resurfacing		\$10,000						\$10,000
PW-3	Downtown Phase IIB Street Improvements	\$190,794		\$65,000	\$1,461,800				\$1,717,594
PW-4B	Downtown Phase IV Street Improvements	\$34,600			\$44,960	\$755,000			\$834,560
PW-6	James Rollo Sanitary Sewer Upgrade	\$67,710					\$748,000		\$815,710
PW-23	Buckner Tarmey Water Line Extension		\$317,000						\$317,000
PW-24	Water Tower Upgrade					\$100,000	\$4,200,000		\$4,600,000
PW-27	2022 Pavement Maintenance Program		\$526,830						\$526,830
PW-28	2023 Pavement Maintenance Program			\$564,650					\$564,650
PW-30	2024 Pavement Maintenance Program				\$505,700				\$505,700
PW-31	2025 Pavement Maintenance Program					\$534,400			\$534,400
PW-33	2026 Pavement Maintenance Program						\$524,250		\$524,250
PW-34	SW Eagles Parkway					\$20,000	\$210,000	\$2,200,000	\$2,430,000
VR-CD	Vehicle Replacement Program CD			\$29,500		\$26,000			\$55,500
VR-PD	Vehicle Replacement Program PD		\$70,400	\$72,200	\$83,000	\$75,800			\$301,400
VR-PR	Vehicle/ Equipment Replacement Parks		\$33,400	\$22,100	\$37,700				\$93,200
VR-PW	Vehicle/Equipment Replacement Public Works		\$20,000	\$48,500	\$354,500	\$259,000	\$270,000		\$952,000
PD-1	Police Duty Firearm Replacement		\$3,400	\$3,400	\$3,400	\$3,400	\$3,400		\$17,000
PD-2	Police Radio Replacement		\$41,800	\$41,800	\$41,800	\$41,800	\$41,800		\$209,000
	Total	\$293,104	\$1,512,830	\$1,186,390	\$2,532,860	\$2,115,400	\$5,997,450	\$5,041,374	\$18,679,408

Projected Funding Per Year



As Capital Improvement Projects are completed, operation and maintenance of these facilities must be absorbed in the operating budget, which provides ongoing services to citizens. These operating costs, which may include additional staff, are adjusted annually to accommodate growth and inflation in maintaining or improving service levels. It is the City of Grain Valley's philosophy that new projects should not be constructed if operating reviews 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 prior to scheduling the various projects in the program.

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CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

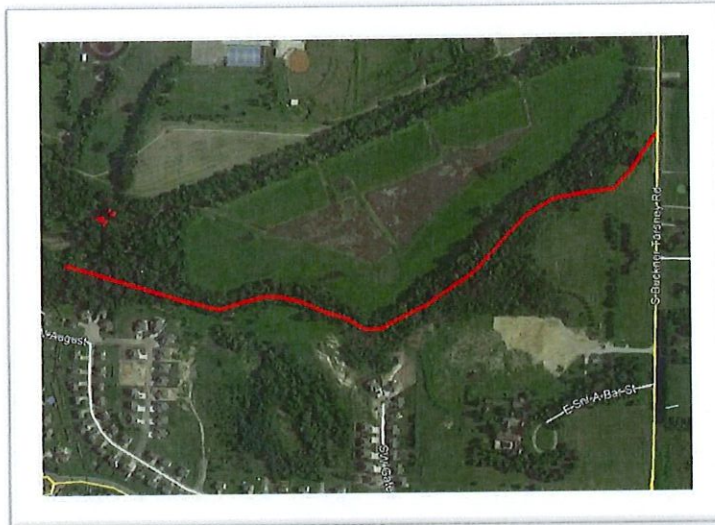
PR-5D

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail from the Cross Creek trail near the proposed parking area through the Mitigation area and the Grain Valley Campus site to Buckner-Tarsney Road. The project consists of approximately 3,790 feet of 10 foot wide asphalt trail and will require easements and creek crossings.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$328,440	\$328,440
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$328,440	\$328,440
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$328,440	\$328,440
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$328,440	\$328,440



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

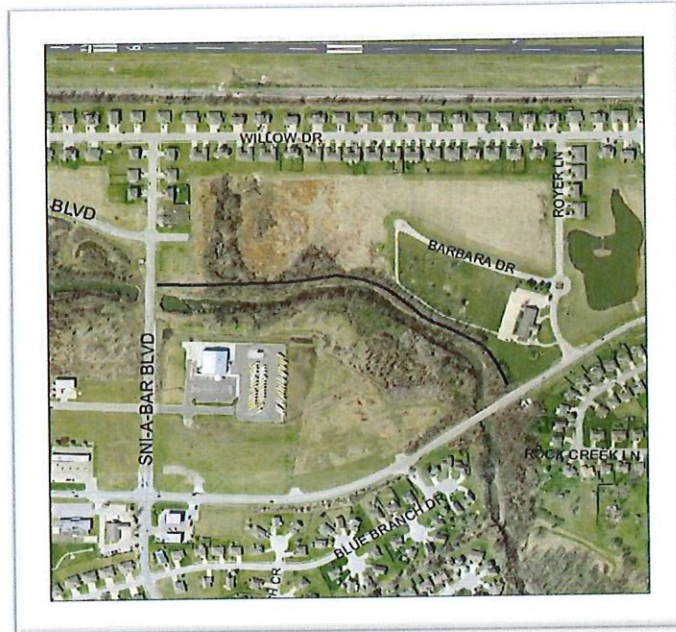
PR-5E

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail from SW Eagles Parkway to Sni-A-Bar Boulevard running parallel to Blue Branch Creek. The project includes approximately 1,840 feet of 10 foot wide asphalt trail and a crossing of Eagles Parkway.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$198,750	\$198,750
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$198,750	\$198,750
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$198,750	\$198,750
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$198,750	\$198,750



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5G

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

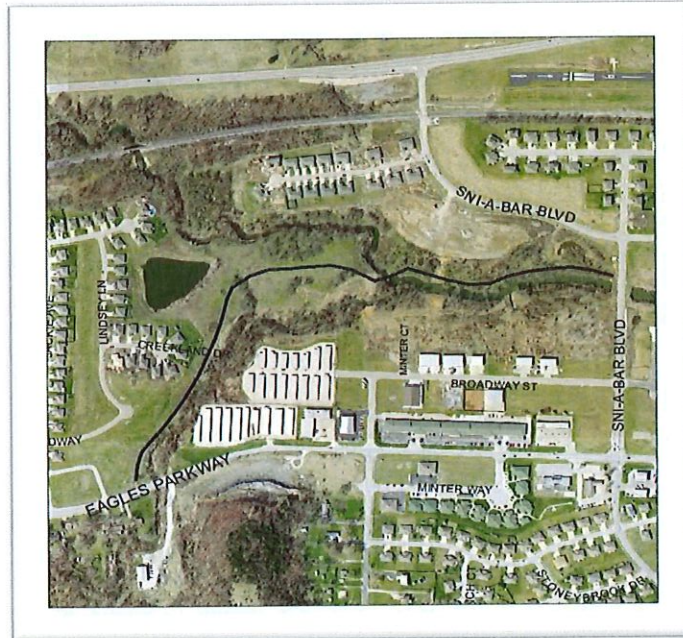
DESCRIPTION:

This project includes an asphalt trail from Sni-A-Bar Boulevard west to SW Eagles Parkway running parallel and on the south side of Blue Branch Creek. The project consists of approximately 3,400 feet of 10 foot wide asphalt trail.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$306,000	\$306,000
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$26,911	\$26,911
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$332,911	\$332,911
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$332,911	\$332,911
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$332,911	\$332,911



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-7A

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes the installation of a crosswalk over the South Middle School entrance in addition to sidewalk on the south side of Ryan Road to provide a pedestrian connection from the existing sidewalk at the drive to the South Middle School and Stony Point Elementary school campus to the Cross Creek entrance to Ryan Meadows. The project consists of approximately 540 feet of trail and a creek crossing.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Total	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-7C

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

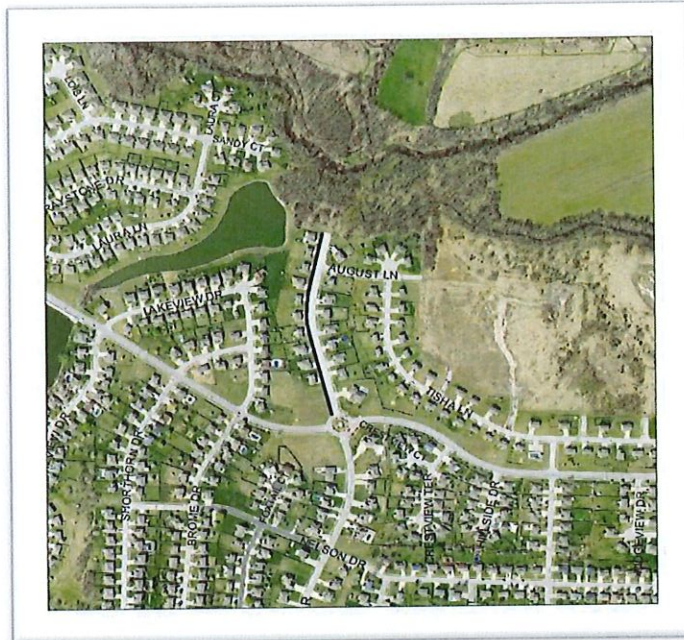
DESCRIPTION:

This project includes approximately 1,020 feet of a 5-foot wide concrete sidewalk from the traffic circle at Sni-A-Bar Boulevard north running parallel to Cross Creek Drive to existing street dead end. This will connect with the existing trail that connects to Cross Creek Park.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000	\$65,000
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500	\$6,500
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$71,500	\$71,500
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$71,500	\$71,500
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$71,500	\$71,500



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-7D

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

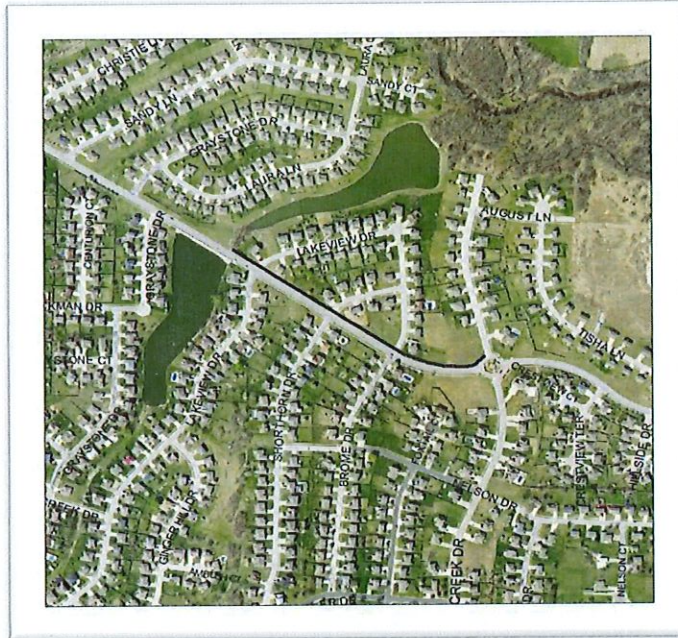
DESCRIPTION:

This project includes an asphalt trail running parallel to Sni-A-Bar Boulevard from Farmington Meadows Lake to the traffic circle at Cross Creek Drive. This project includes approximately 1,400 feet of 10 foot wide asphalt trail.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$99,474	\$99,474
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$11,129	\$11,129
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$110,603	\$110,603
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$110,603	\$110,603
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$110,603	\$110,603



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

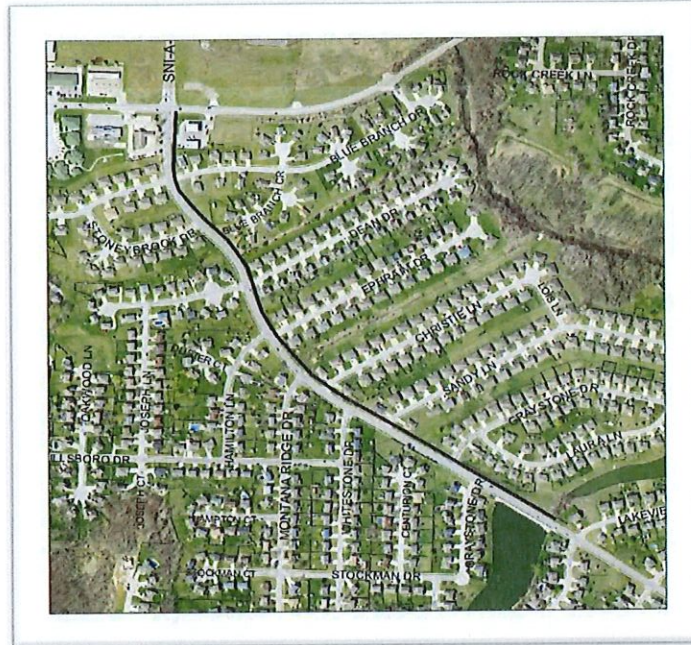
PR-7E

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail running parallel to Sni-A-Bar Boulevard from Farmington Meadows Lake to SW Eagles Parkway. The project includes approximately 3,155 feet of 10 foot wide asphalt trail.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$160,163	\$160,163
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$13,843	\$13,843
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$174,006	\$174,006
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$174,006	\$174,006
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$174,006	\$174,006



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-7F

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

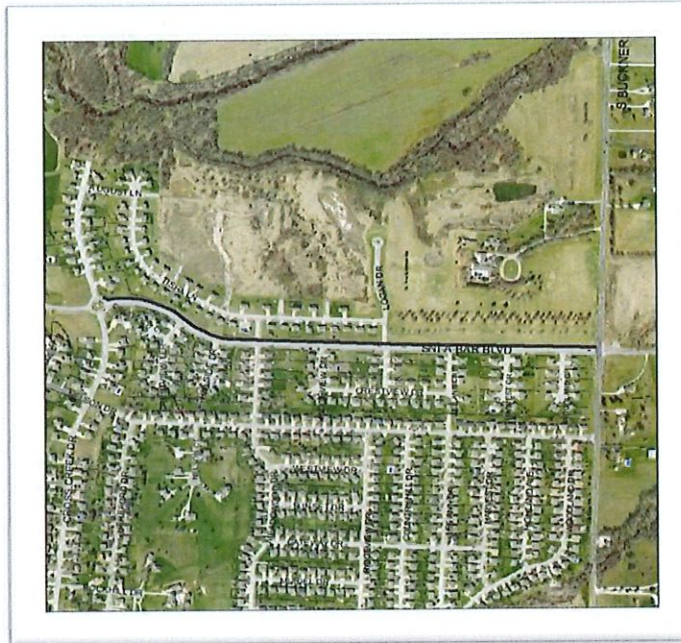
DESCRIPTION:

This project includes an asphalt trail running parallel to Sni-A-Bar Boulevard from the traffic circle at Cross Creek Drive east to Buckner-Tarsney Road. The project includes approximately 3,375 feet of 10 foot wide asphalt trail connecting to project 7G.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$175,188	\$175,188
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$16,136	\$16,136
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$191,324	\$191,324
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$191,324	\$191,324
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$191,324	\$191,324



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

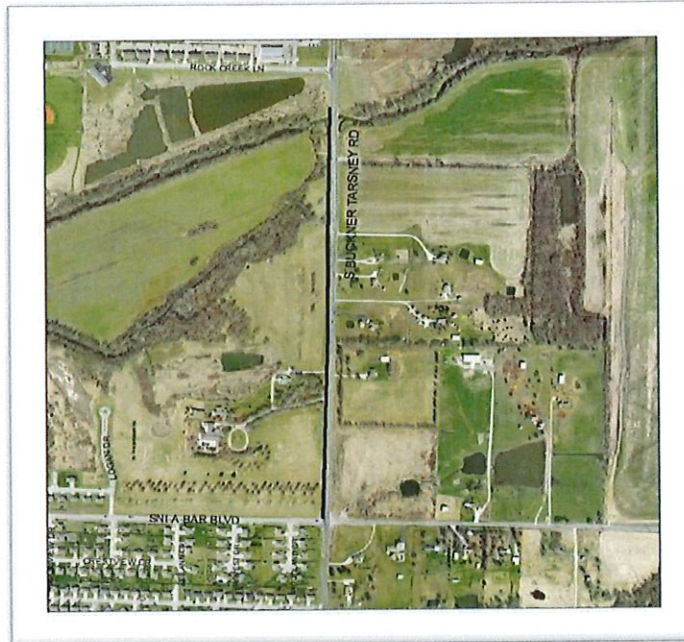
PR-7G

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail running parallel to Buckner-Tarsney Road from Sni-A-Bar Boulevard north to SW Eagles Parkway. The project includes approximately 2,750 feet of 10 foot wide asphalt trail and a crossing of Blue Branch Creek connecting to the Blue Branch Trail.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$339,240	\$0	\$0	\$0	\$0	\$339,240
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0		\$0
Total	\$0	\$0	\$339,240	\$0	\$0	\$0	\$0	\$339,240
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$339,240	\$0	\$0	\$0	\$0	\$339,240
Total	\$0	\$0	\$339,240	\$0	\$0	\$0	\$0	\$339,240



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-9

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail running parallel to SW Eagles Parkway from Sni-A-Bar Boulevard east to the High School entrance. The project includes approximately 2,725 feet of 10 foot wide asphalt trail.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$338,481	\$338,481
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$26,641	\$26,641
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$365,122	\$365,122
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$365,122	\$365,122
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$365,122	\$365,122



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-10A

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail providing connectivity between the north and south sides of I-70. This trail can be combined with widening and improvement of Buckner-Tarsney Road from Woodbury to Duncan Road. The project includes approximately 4,850 feet of 10' wide asphalt trail along the west side of Buckner-Tarsney Road.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$456,870	\$456,870
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$456,870	\$456,870
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$456,870	\$456,870
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$456,870	\$456,870



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Duncan Road

PR-10B

PROJECT TYPE: Trail Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail providing connectivity between Buckner-Tarsney Road and the Dillingham Trail, including connections to Grayleigh Park, Rosewood Hills and Woodbury subdivision. In addition, it will connect to Prairie Branch Elementary School. The project includes approximately 5,290 feet of 10' wide asphalt trail along Duncan Road.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$471,000	\$471,000
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$471,000	\$471,000
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$471,000	\$471,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$471,000	\$471,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Monkey Mountain Park, Parking Lot Extension PR-11

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an additional asphalt parking area attached to the existing asphalt parking lot at Monkey Mountain Park.



JUSTIFICATION:

When all four baseball fields are in use, the existing asphalt parking lot exceeds maximum occupancy. Currently we have an additional parking area adjacent/attached to the existing parking lot that is loose-fill (gravel & millings). This project would provide for an asphalt surface over the existing loose-fill material.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$135,853	\$135,853
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$4,995	\$4,995
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$140,848	\$140,848
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$140,848	\$140,848
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$140,848	\$140,848



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Armstrong Park, Replacement of Playground Equipment PR-12

Equipment

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes the replacement of the 2-5 year-old and 5-12 year-old playgrounds in addition to the swings. The existing equipment is reaching its useful life. The current equipment also lacks ADA accessibility. This also includes the existing playground surfacing. The new play structure(s) will be all-inclusive and have play components and surfacing that maximizes accessibility for those individuals with disabilities.

JUSTIFICATION:

The existing play equipment is reaching its useful life. The 5-12 year-old playground was installed in the late '90's and the 2-5 year-old playground was installed in 2003. The existing play equipment and surfacing material does not provide the best accessibility for individuals with disabilities. With the growth of this community over the last 2 decades, our current play structures are grossly undersized for the park and the community.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Landscaping	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000
Total	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$260,000	\$0	\$0	\$0	\$0	\$0	\$260,000
Grants	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Armstrong Park, Trail Loop Resurfacing

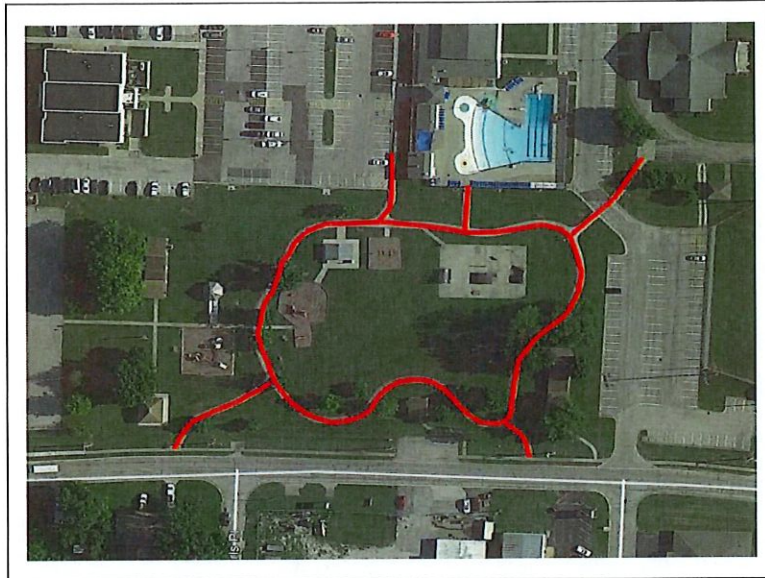
PR-13

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

Resurfacing of the asphalt trail loop. The 4-foot wide concrete sidewalk and the main entrance will be replaced with asphalt. The asphalt trail will be 8-foot wide and approximately 1,550 feet in length.



JUSTIFICATION:

The existing trail loop is cracking/crumbling in numerous places. There are portions where the trail has sunk. Several sections remain under water after a rain event. Replacement will also include new access points to the new playground structure that is also scheduled for 2022.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Design/Construct	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: DOWNTOWN PHASE II B STREET IMPROVEMENTS

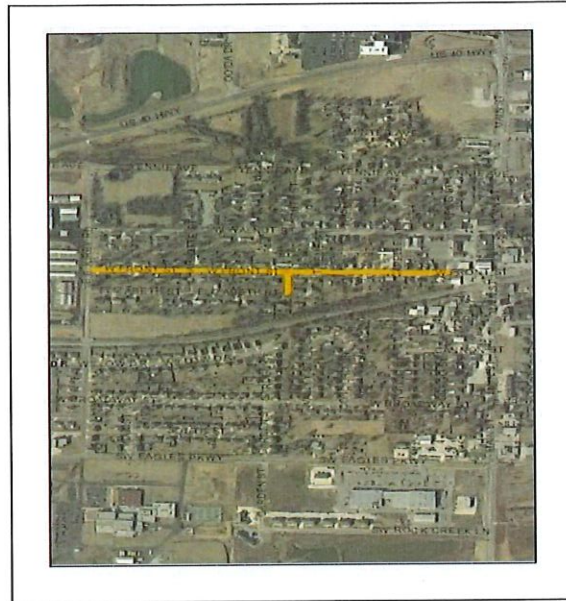
PW-3

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project includes the downtown road reconstruction of Front Street. The road improvements will include curb and gutter improvements as well as waterline improvements, pedestrian walkways, and pavement reconstruction. Status: This set of project plans is currently completed and included in the Downtown Improvements Plan (Engineers Report).



JUSTIFICATION:

To increase safety for commuters and connectivity for pedestrians. Also, the improvements will help alleviate storm water problems in this area and provide much needed water line rehabilitation.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$123,302	\$0	\$40,000	\$0	\$0	\$0	\$0	\$163,302
Design	\$67,492	\$0	\$25,000	\$0	\$0	\$0	\$0	\$92,492
Construction	\$0	\$0	\$0	\$1,080,000	\$0	\$0	\$0	\$1,080,000
Water/Sewer	\$0	\$0	\$0	\$122,800	\$0	\$0	\$0	\$122,800
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$259,000	\$0	\$0	\$0	\$259,000
Total	\$190,794	\$0	\$65,000	\$1,461,800	\$0	\$0	\$0	\$1,717,594
Op Expense	\$0	\$0	\$0	\$0	\$0			\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$123,302	\$0	\$65,000	\$0	\$0	\$0	\$0	\$188,302
Transportation Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water/Sewer Fund	\$0	\$0	\$0	\$122,800	\$0	\$0	\$0	\$122,800
Bonds	\$67,492	\$0	\$0	\$0	\$0	\$0	\$0	\$67,492
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$1,339,000	\$0	\$0	\$0	\$1,339,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$190,794	\$0	\$65,000	\$1,461,800	\$0	\$0	\$0	\$1,717,594



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: DOWNTOWN PHASE IV STREET IMPROVEMENTS

PW-4B

PROJECT TYPE: Streets Improvements

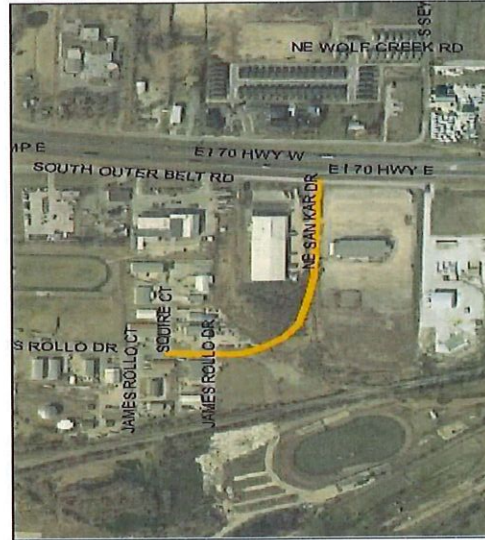
DEPARTMENT: Community Development

DESCRIPTION:

This project involves the construction of the James Rollo extension. This will include roadway, curb, and gutter. Status: This project is included in the Downtown Improvement Plan (Engineers Report). Project plans are approximately 50% complete.

JUSTIFICATION:

This project will provide the much needed connection of James Rollo Dr. and San Kar Dr.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$19,960	\$0	\$0	\$0	\$19,960
Design	\$34,600	\$0	\$0	\$25,000	\$0	\$0	\$0	\$59,600
Construction	\$0	\$0	\$0	\$0	\$655,000	\$0	\$0	\$655,000
Water/Sewer	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Contingency	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total	\$34,600	\$0	\$0	\$44,960	\$755,000	\$0	\$0	\$834,560
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$19,960	\$0	\$0	\$0	\$19,960
Transportation Fund	\$34,600	\$0	\$0	\$20,000	\$100,000	\$0	\$0	\$154,600
Water/Sewer Fund	\$0	\$0	\$0	\$5,000	\$50,000	\$0	\$0	\$55,000
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$605,000	\$0	\$0	\$605,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$34,600	\$0	\$0	\$44,960	\$755,000	\$0	\$0	\$834,560



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: JAMES ROLLO SANITARY SEWER UPGRADE PW-6

PROJECT TYPE: Sewer Improvements

DEPARTMENT: Community Development

DESCRIPTION:

Two sewer main replacements and modifications between Main Street and James Rollo Court per Trekk Design recommendations. Status: Project design has been completed.



JUSTIFICATION:

Increase capacity and decrease inflow and infiltration due to deterioration and damage in these mains.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$67,710	\$0	\$0	\$0	\$0	\$0	\$0	\$67,710
Construction	\$0	\$0	\$0	\$0	\$0	\$680,000	\$0	\$680,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$68,000
Total	\$67,710	\$0	\$0	\$0	\$0	\$748,000	\$0	\$815,710
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water/Sewer Fund	\$67,710	\$0	\$0	\$0	\$0	\$0	\$0	\$67,710
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$0	\$748,000	\$0	\$748,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$67,710	\$0	\$0	\$0	\$0	\$748,000	\$0	\$815,710



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Buckner Tarsney Water Line Extension

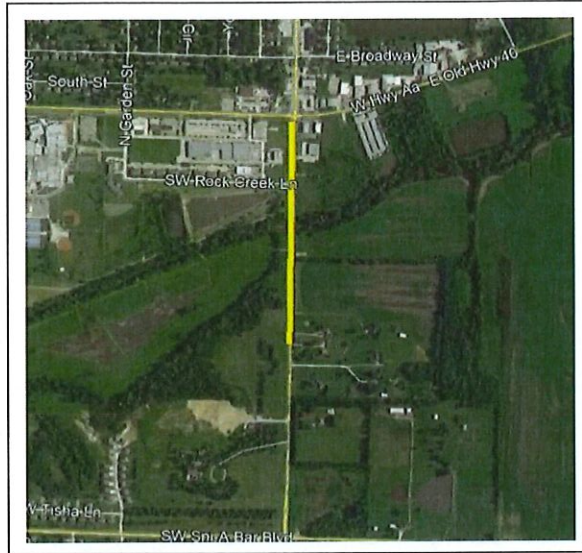
PW-23

PROJECT TYPE: Water Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 2,440 L.F. of new 10 inch water line and a pressure reducing valve (PRV).



JUSTIFICATION:

This project will provide a critical loop south of the City to provide better fire protection, constant pressures and capacity for future development south along Buckner Tarsney including the proposed Grain Valley Community Campus.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$42,000	\$0	\$0	\$0	\$0	\$0	\$42,000
Construction	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$275,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$317,000	\$0	\$0	\$0	\$0	\$0	\$317,000
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water/Sewer Fund	\$0	\$317,000	\$0	\$0	\$0	\$0	\$0	\$317,000
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$317,000	\$0	\$0	\$0	\$0	\$0	\$317,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Water Tower Upgrade

PW-24

PROJECT TYPE: Water Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves the addition of a new 1.25 Million Gallon Elevated Storage Tank next to the existing 0.5 Million Gallon storage tank including the foundation, valve vaults, controls, and yard piping.



JUSTIFICATION:

The current tank and pumping facility capacity and fire flow storage are adequate. However with the expected population growth rate along with potential for industrial development north of I-70, fire flows and fire storage will fall below the MoDNR required peak demand over the next 5 years. This storage tank and pumping facility is expected to cover demand over the next 20 years.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
Construction	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000
Total	\$0	\$0	\$0	\$0	\$400,000	\$4,200,000	\$0	\$4,600,000
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$400,000	\$4,200,000	\$0	\$4,600,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$400,000	\$4,200,000	\$0	\$4,600,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2022 Pavement Maintenance Program

PW-27

PROJECT TYPE: Street Improvements

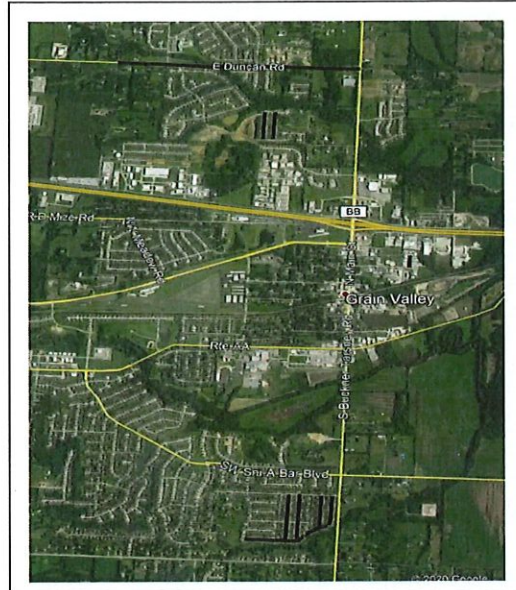
DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 15,750 L.F. of edge mill and asphalt overlay of the road surface. The project covers Duncan Road, SW Creekridge, Woodland Drive, SW Ridgeview Drive, SW Country Hill Drive, Lee Ann Drive, SW Highland Ave., Nicholas Drive, Nolan Drive and Squire Court. The cost shown is for roadway repairs. The project also includes replacing ADA ramps as needed to bring them up to current standards and provide striping for Duncan Road.

JUSTIFICATION:

This project will remove and replace the failing asphalt surface, and patches created by age and weathering. This will provide an improved ride and increase the longevity of the roadway base and surface.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$526,830	\$0	\$0	\$0	\$0	\$0	\$526,830
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$526,830	\$0	\$0	\$0	\$0	\$0	\$526,830
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$526,830	\$0	\$0	\$0	\$0	\$0	\$526,830
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$526,830	\$0	\$0	\$0	\$0	\$0	\$526,830



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2023 Street Maintenance Program

PW-28

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 14,900 L.F. of edge mill and asphalt overlay of the road surface. The project covers Ryan Road, August Lane, Tisha Lane, Gateway Court and Sni-A-Bar Blvd. from Cross Creek to Gateway Court. The cost shown is for roadway repairs, ADA ramp upgrades and striping for Sni-A-Bar Blvd. and Ryan Road.



JUSTIFICATION:

This project will remove and replace the failing asphalt surface, and potholes, redo ADA ramps that don't meet current standards and provide striping to the Collector Streets, Ryan Road and Sni-A-Bar Blvd. This will provide an improved ride and increase the longevity of the roadway base and surface.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$564,650	\$0	\$0	\$0	\$0	\$564,650
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$564,650	\$0	\$0	\$0	\$0	\$564,650
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$0	\$564,650	\$0	\$0	\$0	\$0	\$564,650
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$564,650	\$0	\$0	\$0	\$0	\$564,650



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2024 Street Maintenance Program PW-30

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 11,420 L.F. of edge mill and asphalt overlay of the road surface. The project covers Blue Branch Drive, Blue Branch Court, Blue Branch Circle, Stonybrooke Drive, Sni-A-Bar Blvd, Sni-A-Bar Pkwy, Stone Brook Drive, Pebblebrook Drive, and Rock Creek Drive. In addition this project includes concrete pavement replacement on Broadway Street east of Cypress Street. The cost shown is for roadway repairs and ADA ramp upgrades.



JUSTIFICATION:

This project will remove and replace the failing asphalt surface, concrete pavement, ADA ramps that don't meet current standards, striping for Collector streets and curb repair. This will provide an improved ride and increase the longevity to the roadway base and surface.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$505,700	\$0	\$0	\$0	\$505,700
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$505,700	\$0	\$0	\$0	\$505,700
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$0	\$0	\$505,700	\$0	\$0	\$0	\$505,700
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$505,700	\$0	\$0	\$0	\$505,700



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2025 Pavement Maintenance Program

PW-31

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 13,850 L.F. of edge mill and asphalt overlay of the road surface. The project covers NW Long Drive, Silverstone Court, Silverstone Circle, Magnolia Circle, Azalea Circle, Dillingham Road from Crestwood to Pink Hill Road, Tyler Road north of Jefferson Road, Foothill Drive, Woodbury Lane, Woodbury Place, Phelps Court, Phelps Drive, Rosewood Drive from Birch Court to Sycamore Drive, Rust Road north of Duncan, Rust Court and Royer Lane. The cost shown is for roadway repairs and ADA ramp upgrades.

JUSTIFICATION:

This project will remove and replace the failing asphalt surface, ADA ramps that don't meet current standards, striping for Collector streets and curb repair. This will provide an improved ride and increase the longevity to the roadway base and surface.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$534,400
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$534,400
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$534,400
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$534,400



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2026 Pavement Maintenance Program

PW-33

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 15,050 L.F. of edge mill and asphalt overlay of the road surface. The project covers Dillingham Road north of Pink Hill Road to Argo Road, Addie Lane, Rock Creek Lane, Cross Creek Lane, Sawgrass Drive at Barr Road, Meadow Court, Nelson Drive, Oakwood Lane, and Whitestone Drive. The cost shown is for roadway repairs and ADA ramp upgrades.

JUSTIFICATION:

This project will remove and replace the failing asphalt surface, ADA ramps that don't meet current standards, striping for Collector streets and curb repair. This will provide an improved ride and increase the longevity to the roadway base and surface.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$524,250	\$0	\$524,250
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$524,250	\$0	\$524,250
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fund	\$0	\$0	\$0	\$0	\$0	\$524,250	\$0	\$524,250
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified/Unfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$524,250	\$0	\$524,250



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: SW Eagles Parkway Phase A

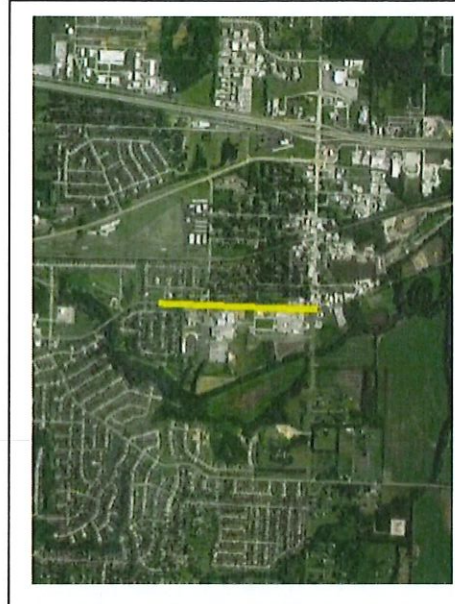
PW-34

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project is the reconstruction and addition of turn lanes, curb & gutter, under ground drainage, a bike path and sidewalks from Main Street to the schools west of Kirby Road. Status: Additional curb and gutter and sidewalk have recently been installed by a developer. Initial grant application was not approved. Next round of grant applications will be available for application in 2022.



JUSTIFICATION:

Currently, the road has discontinuous curb & gutter and sidewalk on the south side only. Grain Valley High and an Elementary School are located adjacent to the road; with the growth in the school district and planned high school expansion, turn lanes are warranted and additional sidewalks needed. Plans also include converting the south side sidewalk to a bike path.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
Design	\$0	\$0	\$0	\$0	\$0	\$210,000	\$0	\$210,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$20,000	\$210,000	\$2,200,000	\$2,430,000
Op Expense	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$20,000	\$50,000	\$50,000	\$120,000
Transportation Fund	\$0	\$0	\$0	\$0	\$0	\$160,000	\$320,000	\$480,000
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
Unidentified/Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$20,000	\$210,000	\$2,200,000	\$2,430,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle Replacement Program

VR-CD

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Community Development

DESCRIPTION:

According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles are planned to be replaced during this CIP cycle: 1) In 2023, replace 2012 Chevrolet Colorado (ID # 10480); 2) In 2025, replace 2012 Ford Escape (ID# 47184).



2012 Chevrolet Colorado

JUSTIFICATION:

The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Truck/SUV			\$29,500		\$26,000			\$55,500
Total		\$0	\$29,500	\$0	\$26,000	\$0		\$55,500
Op Expense	\$0	\$0	\$0	\$0	\$0			\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund			\$29,500		\$26,000			\$55,500
Transportation Fund								
Water/Sewer Fund								
Parks and Rec Fund								
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
Total	\$0	\$0	\$29,500	\$0	\$26,000	\$0	\$0	\$55,500



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle/Equipment Replacement Program VR-PD

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Police

DESCRIPTION:

According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles/equipment are planned to be replaced during this CIP cycle. In 2022, replace ID 4769 and ID 6105, both Ford PI Utility vehicles. In 2023, replace ID 1005 and ID 1006, both Ford PI Utility Vehicles. In 2024, replace ID 0358, Ford PI Sedan and ID 9989, Chevrolet Tahoe Police Pursuit Vehicle. In 2025, replace ID 2359 and ID 4768, both Ford PI Utility Vehicles.



2014 Ford Police Utility

JUSTIFICATION:

The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Police Utility Vehicle	\$0	\$70,400	\$72,200	\$83,000	\$75,800			\$301,400
Light/Medium Duty Truck								
Heavy Duty Trucks								
Trailers								
Mowers								
Total	\$0	\$70,400	\$72,200	\$83,000	\$75,800	\$0		\$301,400
Op Expense	\$0	\$0	\$0	\$0	\$0			\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund	\$0	\$70,400	\$72,200	\$83,000	\$75,800			\$301,400
Transportation Fund								
Water/Sewer Fund								
Parks and Rec Fund								
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
Total	\$0	\$70,400	\$72,200	\$83,000	\$75,800	\$0	\$0	\$301,400



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle/Equipment Replacement Program

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Parks and Recreation

DESCRIPTION:

According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles/equipment are planned to be replaced during this CIP cycle: 1) In 2022, replace 2007 flatbed trailer (ID# PR5) and 2007 Mower (ID# 0828). In 2023, replace 2016 Mower (ID# 20148). In 2024, replace 2012 Ford F-250 pick-up (ID#12433).



2007 Mower

JUSTIFICATION:

The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Car/SUV								\$0
Light/Medium Duty Truck								
Heavy Duty Trucks				\$37,700				\$37,700
Trailers		\$7,700						\$7,700
Mowers		\$25,700	\$22,100					\$47,800
Total		\$33,400	\$22,100	\$37,700	\$0	\$0		\$93,200
Op Expense	\$0	\$0	\$0	\$0	\$0			\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund								
Transportation Fund								
Water/Sewer Fund								
Parks and Rec Fund		\$33,400	\$22,100	\$37,700				\$93,200
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
Total	\$0	\$33,400	\$22,100	\$37,700	\$0	\$0	\$0	\$93,200



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle/Equipment Replacement Program VR-PW

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Public Works

DESCRIPTION:

According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles/equipment are planned to be replaced during this CIP cycle: In 2022, replace 2014 salt/sand spreader (ID# 29912S). In 2023, replace 2008 trailer (ID# 180) and 2015 Chevrolet Pick-up (ID# 40668). In 2024, replace 2009 trailer (ID# 182), 2014 Sewer Inspection Equipment (ID# 00363) and 2013 International 7400 dump truck (ID# 02995). In 2025, replace 2014 International 7400 Dump truck (ID# 73108) and 2015 Chevrolet pick-up (ID# 37049). In 2026, replace 2015 Chev Silverado 3500 (ID# 30273) and 2015 International 7400 (ID# 29912).



2013 International 7400

JUSTIFICATION:

The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Car/SUV								\$0
Light/Medium Duty Truck			\$31,600		\$34,000	\$36,000		\$101,600
Heavy Duty Trucks				\$216,000	\$225,000	\$234,000		\$675,000
Trailers			\$16,900	\$3,800				\$20,700
Equipment		\$20,000		\$134,700				\$154,700
								\$0
Total		\$20,000	\$48,500	\$354,500	\$259,000	\$270,000		\$952,000
Op Expense	\$0	\$0	\$0	\$0	\$0			\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
General Fund								
Transportation Fund		\$4,000	\$9,700	\$43,960	\$51,800	\$54,000		\$163,460
Water Fund		\$8,000	\$19,400	\$87,920	\$103,600	\$108,000		\$326,920
Sewer Fund		\$8,000	\$19,400	\$222,620	\$103,600	\$108,000		\$461,620
Parks and Rec Fund								\$0
Grants								\$0
Unidentified/Unfunded								\$0
TIF/TDD								\$0
MoDOT								\$0
Total	\$0	\$20,000	\$48,500	\$354,500	\$259,000	\$270,000	\$0	\$952,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Police Duty Firearm Replacement

PD-1

PROJECT TYPE:

DEPARTMENT: Police

DESCRIPTION:

This project is being undertaken to replace the department's current Glock Model 22/23 .40 caliber Gen 4 handguns with Glock Model 17/19 9mm Gen 5 handguns. These firearms are issued to all sworn members of the Police Department. In total thirty(30) Glock handguns would be purchase through this project.



JUSTIFICATION:

The department's current issued firearms will have been in service fo releven years in 2022, in addition changing to the 9mm from .40 caliber is more cost effective as 9mm is a more readily avialable ammunition and is more reasonably priced than the .40 caliber. Also this change will move us to the latest generation of Glock pistols with enhanced features and which will be supported by the company for parts and repairs further into the future than our current models

Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Glock 17/19 Gen 5		\$3,400	\$3,400	\$3,400	\$3,400	\$3,400		\$17,000
Total	\$0	\$3,400	\$3,400	\$3,400	\$3,400	\$3,400	\$0	\$17,000
Op Expense	\$0	\$0	\$0	\$0	\$0			\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund		\$3,400	\$3,400	\$3,400	\$3,400	\$3,400		\$17,000
Transportation Fund								
Water/Sewer Fund								
Bonds								
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
Total	\$0	\$3,400	\$3,400	\$3,400	\$3,400	\$3,400	\$0	\$17,000



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Police Radio Replacement

PD-2

PROJECT TYPE:

DEPARTMENT: Police

DESCRIPTION:

This project is being undertaken to replace the department's current Motorola APX 6000 Li portable radios and XTL 1500 mobile radios with the more capable APX 6000 portable radios and APX 6500 mobile radios. Portable radios are issued to all officers, supervisors, and command staff for communicating with each other, other agencies, and dispatch. Mobile radios are installed in each police vehicle, at the front desk and in the Sergeants office.

JUSTIFICATION:

In 2013 our current radios were purchased in order to have radios that would operate on the Jackson County Sheriff's Department's new 800 mhz system. The radios that were purchased (based on recommendations and system requirements at the time) were only capable of one type of encryption (ADP). Since the system has been operational the level of encryption required to communicate with all users has changed requiring a higher level of encryption (DES) to communicate with Jackson County Deputies and will continue to change as the requirements for interoperable communications include an even higher level of encryption (AES). The new radios will be equipped with both (AES/DES) and will meet the upcoming requirements for operating on the radio systems. This project will allow us to purchase thirty (30) portable radios and twenty (20) mobile radios.



Projected Five-Year Cost Schedule

Breakdown	Prior	2022	2023	2024	2025	2026	Beyond	Total
Motorola APX6000 Portable		\$24,000	\$24,000	\$24,000	\$24,000	\$24,000		\$120,000
Motorola APX6500 Mobile		\$17,800	\$17,800	\$17,800	\$17,800	\$17,800		\$89,000
Total	\$0	\$41,800	\$41,800	\$41,800	\$41,800	\$41,800	\$0	\$209,000
Op Expense	\$0	\$0	\$0	\$0	\$0			\$0
Cost Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Projected Five-Year Funding Schedule

Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Capital Improvements Fund		\$41,800	\$41,800	\$41,800	\$41,800	\$41,800		\$209,000
Transportation Fund								
Water/Sewer Fund								
Bonds								
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
Total	\$0	\$41,800	\$41,800	\$41,800	\$41,800	\$41,800	\$0	\$209,000