

2018-2022

Capital

Improvements

Program





October 5, 2017

The Honorable Mike Todd and Board of Aldermen:

I am pleased to submit the proposed 2018-2022 Capital Improvements Program (CIP). Capital improvements programming is the multi-year scheduling of large scale capital improvements. The CIP also acts as a public information document to advise residents and property owners of how the City plans to address significant capital needs over the next five years.

It is important to emphasize that the CIP is a flexible plan that can be altered as conditions, funding, priorities, and regulations change. With growing demands for project expenditures and a limited amount of Local, State and Federal resources available, it has become increasingly difficult to predict the availability of future funding for capital projects. As the population in Grain Valley continues to grow, so do the demands on City services. It is imperative that our organization plan the use of our limited dollars wisely to complete this plan and ultimately benefit all citizens of the City of Grain Valley.

The benefits of adopting a Capital Improvements Program are as follows:

- Offer a vital link between the Comprehensive Plan and the actual construction of public improvements.
- Ensure that plans for community facilities are carried out.
- Improve scheduling of public improvements that require more than one year to construct.
- Provide an opportunity to acquire needed land before costs escalate.
- Provide an opportunity for long-range financial planning and management.
- Offer an opportunity for residents and community interest groups to participate in decisions that directly impact the future of Grain Valley.

The City of Grain Valley 2018-2022 Capital Improvements Program provides general information about the CIP process and gives details regarding the funding of the projects:

- Capital Improvements Overview
- Capital Improvement Process
- Capital Improvement Program Implementation
- Capital Improvement Funding



Each of the above program areas will contain the following details of each project:

- Project Title
- Project Type
- Department
- Description
- Justification
- Projected Cost Schedule
- Projected Funding Schedule

Highlights contained in the 2018-2022 CIP include:

- Neighborhood road improvements which are needed but have a shortfall in funding
- Water/Sewer Capital Projects
- Significant Downtown Improvements
- Recreational Trail System

Preparation of the CIP and the projects reflected in it are the result of considerable effort from City staff.

Respectfully submitted,

Ryan Hunt
City Administrator

2018-2022 PROPOSED PROJECTS

| PROJECT | PROJECT NAME | TOTAL | Year | Funded/Unfunded |
|----------------|--|----------------------|-------------|------------------------|
| PR-5A | Park Trail Master Plan | \$ 217,910 | 2018 | funded/unfunded |
| PR-5B | Park Trail Master Plan | \$ 373,579 | 2019 | funded/unfunded |
| PR-5C | Park Trail Master Plan | \$ 40,082 | 2019 | unfunded |
| PR -5D | Park Trail Master Plan | \$ 191,926 | 2019 | unfunded |
| PR-5E | Park Trail Master Plan | \$ 150,546 | 2021 | unfunded |
| PR-5F | Park Trail Master Plan | \$ 52,603 | Beyond | unfunded |
| PR-5G | Park Trail Master Plan | \$ 288,000 | Beyond | unfunded |
| PR-7A | Park Trail Master Plan | \$ 90,217 | 2020 | unfunded |
| PR-7C | Park Trail Master Plan | \$ 56,411 | 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 | \$ 176,699 | Beyond | unfunded |
| PR-9 | Park Trail Master Plan | \$ 365,122 | Beyond | unfunded |
| PR-10 | Park Trail Master Plan | \$ 3,293,267 | Beyond | unfunded |
| PR-11 | Monkey Mountain Parking Lot | \$ 140,848 | Beyond | unfunded |
| PW-3 | Downtown Phase IIB Street Improvements | \$ 1,378,794 | Beyond | funded/unfunded |
| PW-4A | Downtown Phase III Street Improvements | \$ 2,321,700 | Beyond | unfunded |
| PW-4B | Downtown Phase IV Street Improvements | \$ 538,110 | Beyond | unfunded |
| PW-5 | Downtown Phase V Street Improvements | \$ 1,377,023 | Beyond | unfunded |
| PW-6 | James Rollo Sanitary Sewer Upgrade | \$ 662,810 | Beyond | funded/unfunded |
| PW-17 | Minter, Thieme, N. Capelle and Barr Rd | \$ 65,000 | 2018 | funded |
| PW-18 | SW Eagles Parkway Overlay | \$ 100,000 | 2018 | funded |
| PW-19 | Stockman Drive and Adjacent Streets | \$ 88,000 | 2018 | funded |
| PW-20 | Dillingham Water Extension | \$ 219,400 | 2019 | funded |
| PW-21 | Greystone Subdivision Road Repairs | \$ 174,935 | 2019 | funded |
| PW-22 | Jefferson Sewer Extension | \$ 491,690 | 2020 | funded |
| PW-23 | Buckner Tarsney Water Line Extension | \$ 600,520 | 2022 | funded |
| PW-24 | Water Tower Upgrade | \$ 8,716,582 | 2022 | unfunded |
| | TOTAL | \$ 22,647,707 | | |



CAPITAL IMPROVEMENTS OVERVIEW

A Capital Improvement Plan (CIP) is a major financial and public infrastructure 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. The development of a five (5) year CIP provides information regarding planned public improvements with anticipated funding. Through the presentation of the identified projects combined with funding availability, the CIP presents a systematic plan for providing the needed improvements within a prioritized framework.

The proposed five (5) year CIP for the City of Grain Valley sets the general schedule for which public improvements are proposed to be undertaken given the current circumstances. A CIP is not a static document, but rather, a fluid document that can be changed as the infrastructure requirements change, development occurs, and funding opportunities become available.

The CIP includes projects that are fully or partially 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 that are proposed for funding at this time based on the 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.

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 will provide 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.

A CIP reflects the community's assets, needs and goals. A CIP is also an extension of the various projects and plans undertaken by the City. It will provide guidelines for growth and development in the community.

CAPITAL IMPROVEMENT PROCESS

DEFINITION

A capital improvement is a necessary or desirable project that supports or improves infrastructure or facilities 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 way citizens live, travel and conduct business within our community. The projects included in this plan have been ranked by the Planning and Zoning Commission based on a list of thirteen criteria which identifies the most important projects to complete.

IDENTIFICATION

The need for capital improvements may be identified by an appropriate master plan, by changes within a growing community or by regulatory legislation. Smart capital improvement project identification provides the ability to change the appearance and make the community more desirable to existing and potential residents, businesses and industries. Projects 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 or project manager defines the scope of the project and prepares a preliminary cost estimate for the design and acquisition of property, if applicable, and construction of the project. These cost estimates are general in nature. Each phase of the project will be placed on the CIP and the City will budget funds accordingly.

CAPITAL IMPROVEMENTS PROGRAM IMPLEMENTATION

What happens when the projects gets funded?

When a project on the CIP schedule is funded, the Community Development Director will assume the oversight responsibilities. Although the City has an adopted Project Management Manual, this section will highlight the fundamentals of project management. The first phase is to secure professional engineering services and to define the exact scope, detail and cost of a project. The second phase is the actual design of the project. With the exception of small, easily defined projects, these phases typically occur over a two year period. This allows for funding to be identified and authorized for the actual construction of a project with fairly accurate engineering cost estimates.

DESIGN

The Community Development Director will negotiate an engineering services contract for the design of a defined project. Architectural and engineering services contracts are awarded to firms strictly based on the firms qualifications and expertise to perform the work. The selected consultant then submits a schedule of total hours and a scope of services needed to complete the design of the project.

Upon award of a design contract, the selected consultant completes a set of preliminary design plans and submits these plans to the Community Development Director. After reviewing the preliminary design, the engineering firm develops right of way and easements documents. The legal descriptions and related documents are transmitted to the Community Development Department for all land, right of way and easement acquisitions necessary before proceeding with the project. The consultant will complete the general conditions and requirements documentation and any remaining technical specifications and then delivers to the City a complete package ready to advertise for construction services. The project is advertised when all land, right-of-way and easement acquisitions are complete.

ADVERTISEMENT AND AWARD

The project is advertised for periods of at least two weeks, depending on the complexity of the project. Each contractor must submit with their bid a bid bond equal to five (5) percent of the contract value and certification of compliance with state prevailing wage regulations. State law requires that all labor by contractors on public improvements must be paid for at prevailing wage rates. When the contract is awarded, the contractor must provide a performance bond, which guarantees the acceptable completion of the project.

The majority of construction projects managed though the Community Development Department are unit price contracts, which define a quantity of product at a specific per unit cost. A minority of projects may result in lump sum contracts for the construction of a structure or new facility.

SCHEDULE

The project scope defines a construction duration period from the time a “Notice to Proceed” is issued to the point of substantial completion and final completion. The City Engineer will confer with the contractor to assign a construction schedule to define the development of the project within the allotted time. Consideration is given to the project scope, seasonal issues, procurement schedules, job complexity and other items, which affect the time it takes to complete a construction project. The assessment of liquidated damages is included in construction contracts for failure to meet substantial and final completion dates.

PAYMENTS

As construction of the project proceeds, the contractor will submit to the Community Development Director an application for monthly payment based upon the estimated percent of project completion. The Community Development Director and consulting engineering firm evaluates the progress and approves an appropriate payment. A percent retainage fee (typically 10 percent) is withheld to assure all tasks are completed before final payment is made.

CHANGES

When something occurs to change the scope of the construction project the contractor will request a change order. A change order is an amendment to the original contract which details the scope and cost of the change. All change orders are processed in accordance with the Cities adopted purchasing policy.

SUBSTANTIAL COMPLETION

When the contractor has delivered a usable product to the community, a request for payment for substantial completion will be made. At this time, a comprehensive inspection is performed by City staff or the engineering consultant and a punch list of outstanding items is prepared. Upon acceptance of substantial completion, the contractor will be fully paid for all work completed on the project less the 10% retainage held back until final acceptance. The punch list items and all deficiencies must be completed before final acceptance of the project, and final payment is made.

FINAL ACCEPTANCE

Final acceptance is realized when the contractor has completed all punch list and items and has provided the City with a maintenance bond (usually one to two years from final acceptance) to cover labor material expenses through this warranty period. At the same time, the resident inspector initiates the completion of “as built” drawing prepared from field records. These records will be delivered to the city.

Any un-spent moneys authorized for a project will be returned to the CIP fund for reallocation on future projects.

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, 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. Fifty percent of the tax pays the annual principal and interest payments on Community Center and Pool. The remaining 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, 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|-----------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|---------------------|---------------------|
| Parks & Rec Fund | | | | | | | | \$0 |
| General Fund | | | | | | | | \$0 |
| Cap Improvements Fund | \$123,302 | | | | | | | \$123,302 |
| Transportation Fund | | \$253,000 | \$174,935 | | | | | \$427,935 |
| Water/Sewer Fund | \$67,710 | | \$219,400 | \$491,690 | | \$600,520 | | \$1,379,320 |
| Bonds | \$67,492 | | | | | | \$1,204,484 | \$1,271,976 |
| Grants | | | \$120,000 | | | | | \$120,000 |
| Unidentified/Unfunded | | \$110,910 | \$485,587 | \$90,217 | \$150,546 | \$8,716,582 | \$9,664,332 | \$19,218,174 |
| Potential TIF/TDD/NID/Other | | \$107,000 | | | | | | \$107,000 |
| MoDOT | | | | | | | | \$0 |
| Total | \$258,504 | \$470,910 | \$999,922 | \$581,907 | \$150,546 | \$9,317,102 | \$10,868,816 | \$22,647,707 |

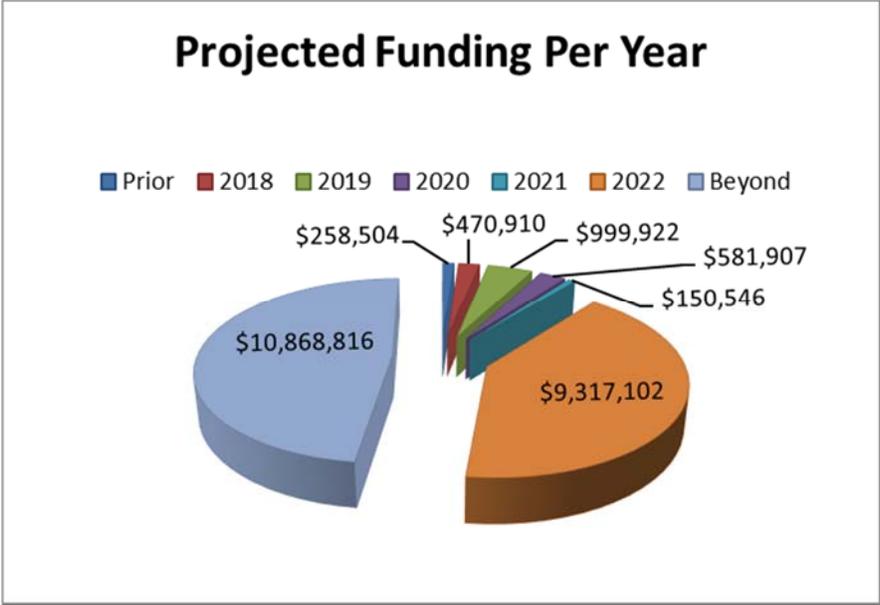
CAPITAL IMPROVEMENT FUNDING

Where Does the Money Go?

The 2018-2022 CIP reflects the City's anticipated projects. Funding and budgeting for this program assumes an increase in assessed valuation in each of the five years. 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|-------|--|------------------|------------------|------------------|------------------|------------------|--------------------|---------------------|---------------------|
| PR-5A | Park Trail Master Plan | | \$217,910 | | | | | | \$217,910 |
| PR-5B | Park Trail Master Plan | | | \$373,579 | | | | | \$373,579 |
| PR-5C | Park Trail Master Plan | | | \$40,082 | | | | | \$40,082 |
| PR-5D | Park Trail Master Plan | | | \$191,926 | | | | | \$191,926 |
| PR-5E | Park Trail Master Plan | | | | | \$150,546 | | | \$150,546 |
| PR-5F | Park Trail Master Plan | | | | | | | \$52,603 | \$52,603 |
| PR-5G | Park Trail Master Plan | | | | | | | \$288,000 | \$288,000 |
| PR-7A | Park Trail Master Plan | | | | \$90,217 | | | | \$90,217 |
| PR-7C | Park Trail Master Plan | | | | | | | \$56,411 | \$56,411 |
| PR-7D | Park Trail Master Plan | | | | | | | \$110,603 | \$110,603 |
| PR-7E | Park Trail Master Plan | | | | | | | \$174,006 | \$174,006 |
| PR-7F | Park Trail Master Plan | | | | | | | \$191,324 | \$191,324 |
| PR-7G | Park Trail Master Plan | | | | | | | \$176,699 | \$176,699 |
| PR-9 | Park Trail Master Plan | | | | | | | \$365,122 | \$365,122 |
| PR-10 | Park Trail Master Plan | | | | | | | \$3,293,267 | \$3,293,267 |
| PR-11 | Monkey Mountain Parking Lot | | | | | | | \$140,848 | \$140,848 |
| PW-3 | Downtown Phase IIB Street Improvements | \$190,794 | | | | | | \$1,188,000 | \$1,378,794 |
| PW-4A | Downtown Phase III Street Improvements | | | | | | | \$2,321,700 | \$2,321,700 |
| PW-4B | Downtown Phase IV Street Improvements | | | | | | | \$538,110 | \$538,110 |
| PW-5 | Downtown Phase V Street Improvements | | | | | | | \$ 1,377,023 | \$1,377,023 |
| PW-6 | James Rollo Sanitary Sewer Upgrade | \$ 67,710 | | | | | | \$ 595,100 | \$662,810 |
| PW-17 | Minter, Thieme, N. Capelle and Barr Rd | | \$65,000 | | | | | | \$65,000 |
| PW-18 | SW Eagles Parkway Overlay | | \$100,000 | | | | | | \$100,000 |
| PW-19 | Stockman Drive and Adjacent Streets | | \$88,000 | | | | | | \$88,000 |
| PW-20 | Dillingham Water Extension | | | \$219,400 | | | | | \$219,400 |
| PW-21 | Greystone Subdivision Road Repairs | | | \$174,935 | | | | | \$174,935 |
| PW-22 | Jefferson Sewer Extension | | | | \$ 491,690 | | | | \$491,690 |
| PW-23 | Buckner Tarsney Water Line Extension | | | | | | \$ 600,520 | | \$600,520 |
| PW-24 | Water Tower Upgrade | | | | | | \$ 8,716,582 | | \$8,716,582 |
| | Total | \$258,504 | \$470,910 | \$999,922 | \$581,907 | \$150,546 | \$9,317,102 | \$10,868,816 | \$22,647,707 |



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 PROGRAM

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5A

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail through Cross Creek Park proper running parallel with Blue Branch Creek. Construction and costs provide by SwallowTail, LLC/Terra Technologies.



Total Linear Feet of Trail: 3,010

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------|------------|------------|------------|------------|-------------------|
| Design/Construct | \$0 | \$198,217 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,217 |
| 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 | \$19,693 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,693 |
| Total | \$0 | \$217,910* |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$110,910 | \$0 | \$0 | \$0 | \$0 | \$0 | \$110,910 |
| Other | \$0 | \$107,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$107,000** |
| Total | \$0 | \$217,910 | \$0 | \$0 | \$0 | \$0 | \$0 | \$217,910* |

*Reflects contractual amount for trail design and construction with Swallow Tail.

**The amount that Swallow Tail has agreed to provide for trail construction.



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5B

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes two separate trails that merge together. This also includes the pedestrian bridge over Blue Branch Creek. One trail provides connectivity from the existing City access in Farmington Meadows Lake to the bridge and the other trail provides connectivity at the Cross Creek Drive dead end to the bridge. TAP Funds have been secured to cover the cost of the pedestrian bridge.



Total Linear Feet of Trail: 1600

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------------|------------|------------|------------|------------|------------|------------------|
| Design/Construct | \$0 | \$0 | \$227,962 | \$0 | \$0 | \$0 | \$0 | \$227,962 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bridge | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$25,617 | \$0 | \$0 | \$0 | \$0 | \$25,617 |
| Total | \$0 | \$373,579 | \$0 | \$0 | \$0 | \$0 | \$0 | \$373,579 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$253,579 | \$0 | \$0 | \$0 | \$0 | \$253,579 |
| Total | \$0 | \$0 | \$373,579 | \$0 | \$0 | \$0 | \$0 | \$373,579 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5C

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes a future trail that connects the Grain Valley High School campus property line to the pedestrian bridge at Blue Branch Creek. This project as well as its physical location is pending school district approval.



Total Linear Feet of Trail: 600

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|-----------------|------------|------------|------------|------------|-----------------|
| Design/Construct | \$0 | \$0 | \$37,584 | \$0 | \$0 | \$0 | \$0 | \$37,584 |
| 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 | \$2,498 | \$0 | \$0 | \$0 | \$0 | \$2,498 |
| Total | \$0 | \$0 | \$40,082 | \$0 | \$0 | \$0 | \$0 | \$40,082 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$40,082 | \$0 | \$0 | \$0 | \$0 | \$40,082 |
| Total | \$0 | \$0 | \$40,082 | \$0 | \$0 | \$0 | \$0 | \$40,082 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5D

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail from Buckner-Tarsney Road west to Cross Creek Park running parallel to Blue Branch Creek.



Total Linear Feet of Trail: 3,170

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------------|------------|------------|------------|------------|------------------|
| Design/Construct | \$0 | \$0 | \$179,918 | \$0 | \$0 | \$0 | \$0 | \$179,918 |
| 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 | \$12,008 | \$0 | \$0 | \$0 | \$0 | \$12,008 |
| Total | \$0 | \$0 | \$191,926 | \$0 | \$0 | \$0 | \$0 | \$191,926 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$191,926 | \$0 | \$0 | \$0 | \$0 | \$191,926 |
| Total | \$0 | \$0 | \$191,926 | \$0 | \$0 | \$0 | \$0 | \$191,926 |



CAPITAL IMPROVEMENTS PROGRAM

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.



Total Linear Feet of Trail: 1,840

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------|------------|------------------|------------|------------|------------------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$133,895 | \$0 | \$0 | \$133,895 |
| 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 | \$16,651 | \$0 | \$0 | \$16,651 |
| Total | \$0 | \$0 | \$0 | \$0 | \$150,546 | \$0 | \$0 | \$150,546 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$150,546 | \$0 | \$0 | \$150,546 |
| Total | \$0 | \$0 | \$0 | \$0 | \$150,546 | \$0 | \$0 | \$150,546 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5F

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail on the east side and running parallel to Buckner-Tarsney Road from Old 40 Highway south to Blue Branch Creek.



Total Linear Feet of Trail: 700

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, access park facilities and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------|------------|------------|------------|-----------------|-----------------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$49,273 | \$49,273 |
| 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 | \$3,330 | \$3,330 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52,603 | \$52,603 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$52,603 | \$52,603 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52,603 | \$52,603 |



CAPITAL IMPROVEMENTS PROGRAM

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.



Total Linear Feet of Trail: 3,400

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------|------------|------------|------------|------------------|------------------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$261,089 | \$261,089 |
| 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 | \$26,911 | \$26,911 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$288,000 | \$288,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$288,000 | \$288,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$288,000 | \$288,000 |



CAPITAL IMPROVEMENTS PROGRAM

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 Ryan Road in addition to sidewalk on the north side of Ryan Road to provide a pedestrian connection from the existing sidewalk on Cross Creek Drive to the South Middle School and Stony Point Elementary school campus.



Total Linear Feet of Trail: 1,150

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------|-----------------|------------|------------|------------|-----------------|
| Design/Construct | \$0 | \$0 | \$0 | \$85,895 | \$0 | \$0 | \$0 | \$85,895 |
| 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 | \$4,322 | \$0 | \$0 | \$0 | \$4,322 |
| Total | \$0 | \$0 | \$0 | \$90,217 | \$0 | \$0 | \$0 | \$90,217 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$90,217 | \$0 | \$0 | \$0 | \$90,217 |
| Total | \$0 | \$0 | \$0 | \$90,217 | \$0 | \$0 | \$0 | \$90,217 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: PARK TRAIL MASTER PLAN

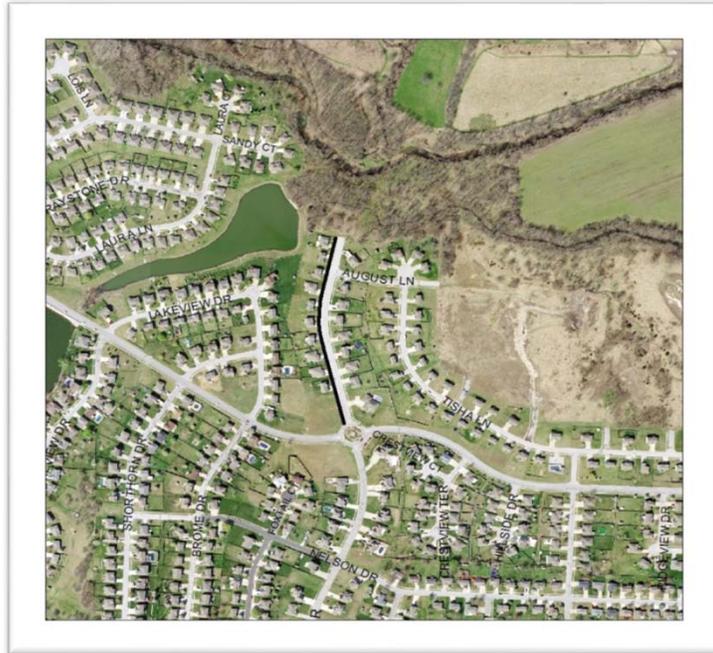
PR-7C

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------|------------|------------|------------|-----------------|-----------------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$51,221 | \$51,221 |
| 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 | \$5,190 | \$5,190 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$56,411 | \$56,411 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$56,411 | \$56,411 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$56,411 | \$56,411 |



CAPITAL IMPROVEMENTS PROGRAM

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.



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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,129 | \$11,129 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$110,603 | \$110,603 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 PROGRAM

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.



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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 PROGRAM

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.



Total Linear Feet of Trail: 3,375

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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,136 | \$16,136 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$191,324 | \$191,324 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 PROGRAM

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.



Total Linear Feet of Trail: 2,725

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$162,355 | \$162,355 |
| 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 | \$14,344 | \$14,344 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$176,699 | \$176,699 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$176,699 | \$176,699 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$176,699 | \$176,699 |



CAPITAL IMPROVEMENTS PROGRAM

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.



Total Linear Feet of Trail: 2,725

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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,641 | \$26,641 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$365,122 | \$365,122 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 PROGRAM

PROJECT TITLE: PARK TRAIL MASTER PLAN

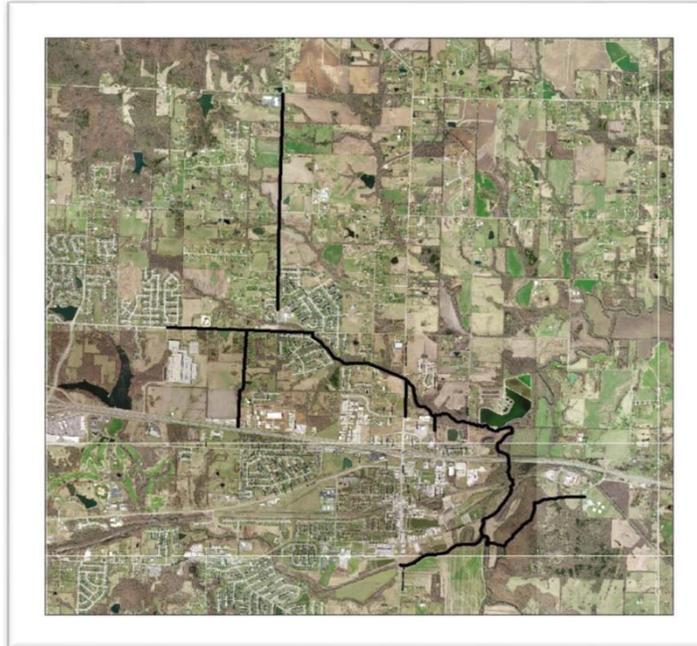
PR-10

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail providing connectivity between the north and south sides of I70. This trail also provides connectivity for those residents living between the new business development around the I70 interchange and Duncan Road west to existing trail connecting to Adams Dairy Parkway.



Total Linear Feet of Trail: 59,564

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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|------------------|------------|------------|------------|------------|------------|------------|--------------------|--------------------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,987,267 | \$2,986,267 |
| 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 | \$306,000 | \$306,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,293,267 | \$3,292,267 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$3,293,267 | \$3,293,267 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,293,267 | \$3,293,267 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: Monkey Mountain Park, Parking Lot

PR-11

Extension

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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,995 | \$4,995 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$140,848 | \$140,848 |

Projected Five-Year Funding Schedule

| Source | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$140,484 | \$140,848 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$140,484 | \$140,848 |



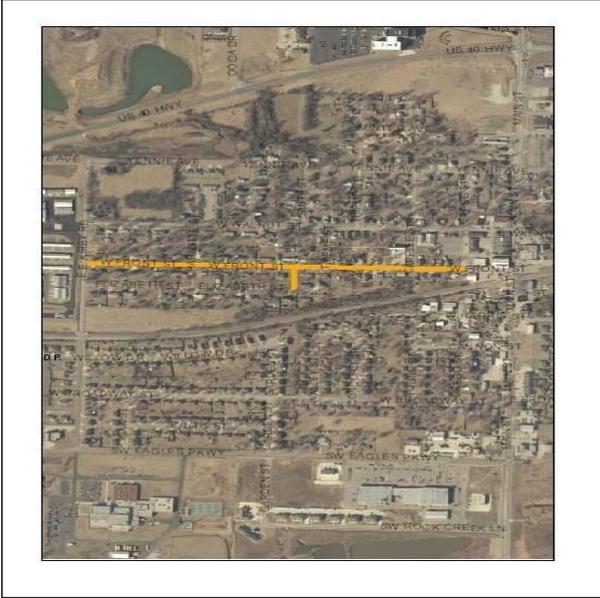
CAPITAL IMPROVEMENTS PROGRAM

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 projects is included in the Downtown Improvements Plan (Engineers Report). Revenues currently shown as unidentified may come from CDBG, CID or NID funds.**



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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------------|------------|------------|------------|------------|------------|--------------------|--------------------|
| Land | \$123,302 | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,000 | \$152,302 |
| Design | \$67,492 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,492 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$667,000 | \$667,000 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$307,000 | \$307,000 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$185,000 | \$185,000 |
| Total | \$190,794 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,188,000 | \$1,378,794 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|---------------------------|------------------|------------|------------|------------|------------|------------|--------------------|--------------------|
| Capital Improvements Fund | \$123,302 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$123,302 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 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 | \$0 | \$0 | \$0 | \$1,188,000 | \$1,188,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$190,794 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,188,000 | \$1,378,794 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: DOWNTOWN PHASE III STREET IMPROVEMENTS PW-4A

PROJECT TYPE: Streets Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves the reconstruction of Harris Street, Broadway Street (east of Garden) and Gregg Street (south of Cannon). These roads will including roadway, curb, and water improvements. **Status: This project is included in the Downtown Improvement Plan (Engineers Report). Revenues currently shown as unidentified may come from CDBG, CID or NID funds.**



JUSTIFICATION:

This project will remove and replace the existing asphalt which is in need of repair as identified by the TranSystems pavement management program study.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------|------------|------------|------------|------------|------------|--------------------|--------------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$149,350 | \$149,350 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,800 | \$129,800 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,582,000 | \$1,582,000 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$245,350 | \$245,350 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$215,200 | \$215,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,321,700 | \$2,321,700 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$0 | \$0 | \$2,321,700 | \$2,321,700 |
| 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 | \$0 | \$2,321,700 | \$2,321,700 |



CAPITAL IMPROVEMENTS PROGRAM

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). Revenues currently shown as unidentified may come from CDBG, CID or NID funds.



JUSTIFICATION:

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

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|-------|------|------|------|------|------|-----------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,960 | \$19,960 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,570 | \$15,570 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$371,040 | \$371,040 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$85,620 | \$85,620 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$538,110 | \$538,110 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$0 | \$0 | \$538,110 | \$538,110 |
| 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 | \$0 | \$538,110 | \$538,110 |



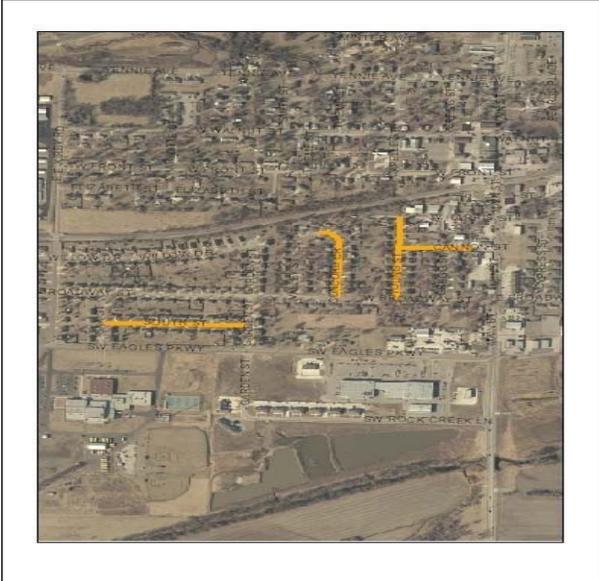
CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: DOWNTOWN PHASE V STREET IMPROVEMENTS PW-5

PROJECT TYPE: Streets Improvements

DEPARTMENT: Community Development

DESCRIPTION:
 This project involves the reconstruction of the east side of Concord Street, Young Street, Cannon Street, and mill and overlay of South Street (west of Garden). These streets include roadway and curb/gutter improvements. **Status:** This project is included in the Downtown Improvement Plan (Engineers Report). Revenues currently shown as unidentified may come from CDBG, CID or NID funds.



JUSTIFICATION:
 This project will remove and replace the existing asphalt which is in need of repair and help with storm drainage with the curb and gutter.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------|------------|------------|------------|------------|------------|--------------------|--------------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$38,349 | \$38,349 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$88,647 | \$88,647 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$912,688 | \$912,688 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$172,539 | \$172,539 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$164,800 | \$164,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,377,023 | \$1,377,023 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$1,204,484 | \$1,204,484 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$172,539 | \$172,539 |
| 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 | \$0 | \$1,377,023 | \$1,377,023 |



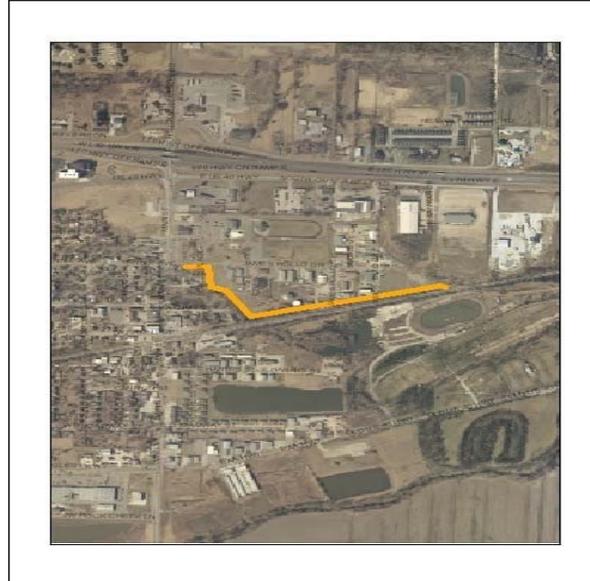
CAPITAL IMPROVEMENTS PROGRAM

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.



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

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$0 | \$541,000 | \$541,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,100 | \$54,100 |
| Total | \$67,710 | \$0 | \$0 | \$0 | \$0 | \$0 | \$595,100 | \$662,810 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$0 | \$595,100 | \$595,100 |
| 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 | \$0 | \$595,100 | \$662,810 |



CAPITAL IMPROVEMENTS PROGRAM

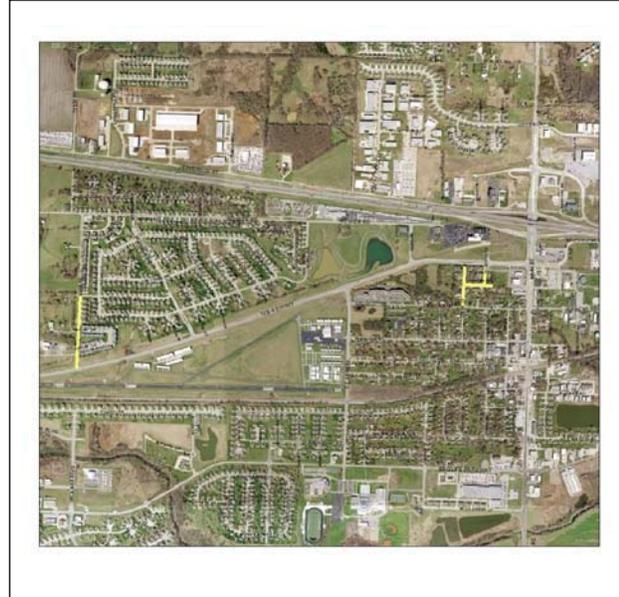
PROJECT TITLE: MINTER,THIEME, N. CAPELLE AND BARR PW-17

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 2,490 L.F. of edge mill and asphalt overlay of the road surface. The project covers a portion of Minter Ave, Thieme Street, and N. Capelle Street in the City's Downtown. The cost shown is for roadway repairs only.



JUSTIFICATION:

This project will remove and replace the failing asphalt surface, and patches created during a water main replacement in the fall of 2016. This will provide an improve ride and add longevity to the roadway base and subsurface.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|-------|----------|------|------|------|------|--------|----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|---------------------------|-------|----------|------|------|------|------|--------|----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| 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 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: SW Eagles Parkway Overlay Repair **PW-18**

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 2,700 L.F. of full mill and asphalt overlay of the road surface. The project covers SW Eagles Parkway from Buckner Tarsney to Kirby Road near the City's Downtown. The cost shown is for roadway repairs only.



JUSTIFICATION:

This project will remove and replace the failing asphalt surface, and potholes. This will provide an improve ride and add longevity to the roadway base and subsurface.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------|------------------|------------|------------|------------|------------|------------|------------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| 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 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: Stockman Drive and Adjacent Streets

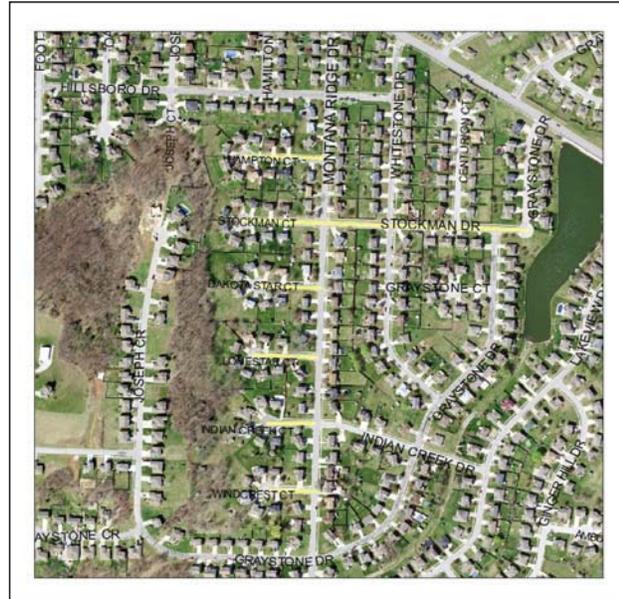
PW-19

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 2,270 L.F. of edge mill and asphalt overlay of the road surface. The project covers a portion of Stockman Drive, all of Dakota Star, Hampton Ct, Indian Creek Ct, Crest Ct, and Lone Star. The cost shown is for roadway repairs only.



JUSTIFICATION:

This project will remove and replace the failing asphalt surface, and patches created by age and weathering.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|-------|----------|------|------|------|------|--------|----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$88,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$88,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$88,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$88,000 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|---------------------------|-------|----------|------|------|------|------|--------|----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$88,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$88,000 |
| 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 | \$88,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$88,000 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: Dillingham Water Extension

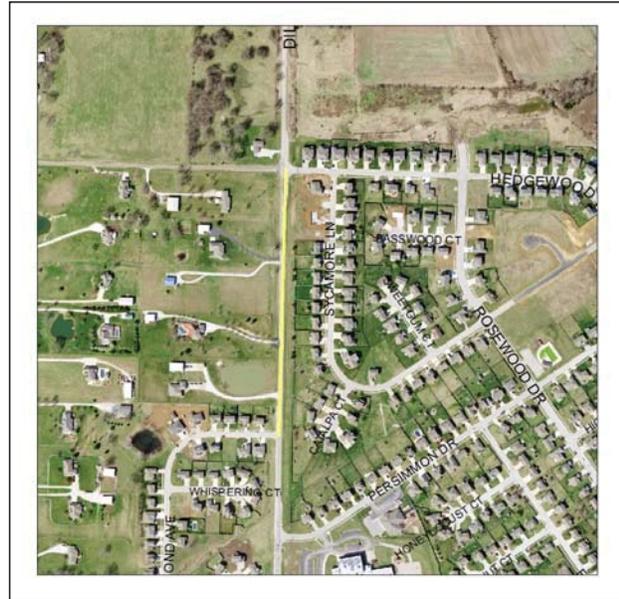
PW-20

PROJECT TYPE: Water Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves installing approximately 1320 L.F. of new 10 inch water line.



JUSTIFICATION:

The project will create an exterior water loop around the Rosewood development to provide better capacity and consistent pressures as development continues north of the City.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------|------------|------------------|------------|------------|------------|------------|------------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$28,000 | \$0 | \$0 | \$0 | \$0 | \$28,000 |
| Construction | \$0 | \$0 | \$191,400 | \$0 | \$0 | \$0 | \$0 | \$191,400 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$219,400 | \$0 | \$0 | \$0 | \$0 | \$219,400 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$219,400 | \$0 | \$0 | \$0 | \$0 | \$219,400 |
| 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 | \$219,400 | \$0 | \$0 | \$0 | \$0 | \$219,400 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: Greystone Subdivision Road Repairs **PW-21**

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 6,220 L.F. of edge mill and asphalt overlay of the road surface. The project covers all streets currently in the Greystone development including NE Greystone Blvd, Erin Ct, Mary Ct, Katie Ct, Kim Ct, Jaclyn Drive, Hannah Ct, and Amanda Jean Way. The cost shown is for roadway repairs only.



JUSTIFICATION:

This project will remove and replace the failing asphalt surface, and patches caused through age and construction activities. This will provide an improve ride and add longevity to the roadway base and subsurface.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|-------|------|-----------|------|------|------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$0 | \$174,935 | \$0 | \$0 | \$0 | \$0 | \$174,935 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$174,935 | \$0 | \$0 | \$0 | \$0 | \$174,935 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|---------------------------|-------|------|-----------|------|------|------|--------|-----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$174,935 | \$0 | \$0 | \$0 | \$0 | \$174,935 |
| 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 | \$174,935 | \$0 | \$0 | \$0 | \$0 | \$174,935 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: Jefferson Sewer Extension

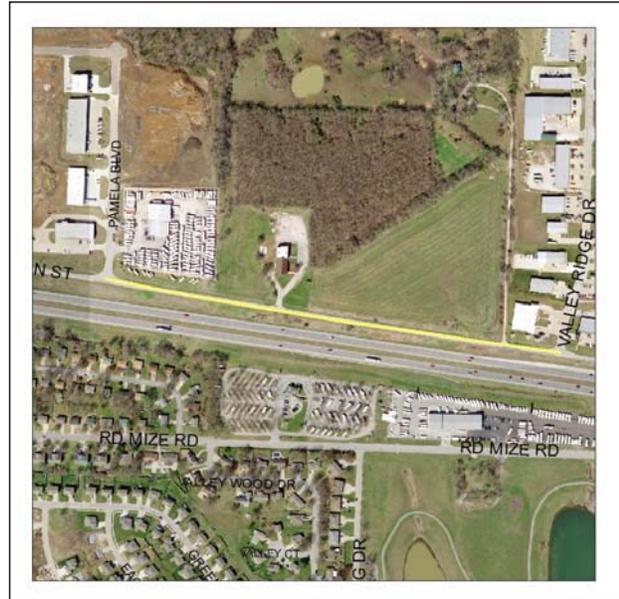
PW-22

PROJECT TYPE: Sewer Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves installing approximately 2,100 L.F. of new 10 inch sewer main.



JUSTIFICATION:

The project will provide additional sewer capacity for future development north of Jefferson by replacing an existing 8 inch sewer line with a 10 inch.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------|------------|------------|------------------|------------|------------|------------|------------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$37,000 | \$0 | \$0 | \$0 | \$37,000 |
| Construction | \$0 | \$0 | \$0 | \$454,690 | \$0 | \$0 | \$0 | \$454,690 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$491,690 | \$0 | \$0 | \$0 | \$491,690 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|---------------------------|------------|------------|------------|------------------|------------|------------|------------|------------------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$245,845 | \$0 | \$0 | \$0 | \$245,845 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$245,845 | \$0 | \$0 | \$0 | \$245,845 |
| 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 | \$491,690 | \$0 | \$0 | \$0 | \$491,690 |



CAPITAL IMPROVEMENTS PROGRAM

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.



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.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------|------------|------------|------------|------------|------------------|------------|------------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 | \$0 | \$65,000 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$535,520 | \$0 | \$535,520 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,520 | \$0 | \$600,520 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$600,520 | \$0 | \$600,520 |
| 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 | \$0 | \$0 | \$600,520 | \$0 | \$600,520 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: Water Tower Upgrade

PW-24

PROJECT TYPE: Water Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves the replacement of the existing 0.5 MGD water tower with a 2.5 MGD elevated storage tank including the foundation, valve vaults, controls, and yard piping.



JUSTIFICATION:

With the current tank and pumping facility fire flow 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 10 years. This storage tank and pumping facility is expected to cover demand over the next 30 years.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|-------|------|------|------|------|-------------|--------|-------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,307,487 | \$0 | \$1,307,487 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,409,095 | \$0 | \$7,409,095 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,716,582 | \$0 | \$8,716,582 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$0 | \$8,716,582 | \$0 | \$8,716,582 |
| 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 | \$8,716,582 | \$0 | \$8,716,582 |

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Future Projects

What about all the other projects?

The following projects have all been scored using our CIP Selection Process Guidelines which were adopted in 2008. These projects are all considered to be important but are not considered fundable within the next five years with the available funding expected during that time. Because of that, we are not including them in the official CIP. The following sheets are just an attachment to the CIP and serve as a desired collection of projects.



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: RUST ROAD IMPROVEMENTS PW-WL1

PROJECT TYPE: Street Improvements

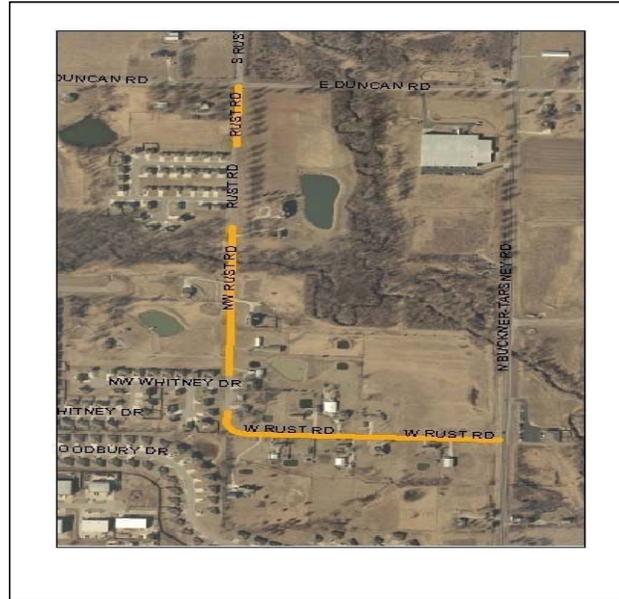
DEPARTMENT: Community Development

DESCRIPTION:

This project included the reconstruction of the unimproved portions of Rust Road . Road improvements will include roadway, curb and gutter improvements. This project is a candidate for alternative funding sources and may be constructed in phases.

JUSTIFICATION:

This project will repair the failing asphalt surface and provide needed curb repair for a safe and constant roadway width.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|-------|------|------|------|------|------|-----------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,278 | \$65,278 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,096 | \$35,096 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$703,997 | \$703,997 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$81,890 | \$81,890 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$886,261 | \$886,261 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$0 | \$0 | \$886,261 | \$886,261 |
| 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 | \$0 | \$886,261 | \$886,261 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: SW Eagles Parkway **PW-WL2**

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:
 This project is the reconstruction and addition of a turn lane, curb, gutter, sidewalks and a pedestrian bridge adjacent to the existing bridge over Blue Branch Creek.



JUSTIFICATION:
 Currently, the road has discontinuous curb & gutter and minimal sidewalk. Grain Valley High and an Elementary School are located adjacent to the road; with the growth in the school district, it will soon warrant a turn lane and a signal.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2018 | 2019 | 2020 | 2021 | 2022 | Beyond | Total |
|--------------|------------|------------|------------|------------|------------|------------|--------------------|--------------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,850,000 | \$6,850,000 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,850,000 | \$6,850,000 |
| 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 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | \$0 | \$0 | \$6,850,000 | \$6,850,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,850,000 | \$6,850,000 |