

Street Capital and Equipment Plan 2025

This plan was prepared prioritizing the replacement of the street sweeper and **preservation** of the existing streets that are not too far damaged over **rehabilitation** of the few streets that will require some form of reconstruction. We started the focus of preserving streets that are still in fair condition in 2023 to delay more expensive rehab costs. This plan continues to prioritize that effort by shifting larging funding to street sealing and smaller funding to rehabs to allow more time to determine rehab options, apply for grants, and save for large project costs.

2025 Project List:	Annual Funds Needed:
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Street Department Equipment Replacement Plan.....	\$137,000
Main Street Preservation or Rehab	\$Million+ or \$196,000
Continuation of 2023 Annual Street Sealing Plan	\$142,000
Street Rehabilitations	\$106,000 - \$750,000
<div style="margin-left: 40px;"> South Mass (COOP) Anthony (Garfield to Hayes) Grant Street (South of AES) 600&700 Block N Santa Fe 100 E Steadman and 100 E Spring (Courthouse) </div>	
Culverts/Bridges	\$259,000
Street Sweeper.....	\$300,000
Continuation of 2023 Annual Tree Trimming Plan	\$ 15,000
Lake Roads (Rock all of the lake roads. Address area on County's Road.).....	\$500,000+
Curve by the Golf Course	?
Spillway Bridge.....	?
Industrial Park Road Millings	?
Sidewalk on North LL&G (Approximate match)	\$150,000
ADA Parking Stalls and Ramps on Main	?

The following are the review comments on what to do with LL&G and Main Street in Athony:

As discussed at the prior meeting we knew Main Street needed to get on our radar because that could cost the city a fortune to rehab or resurface if not taken care of properly. So, we had Joel come and inspect the condition. We also had KDOT review it and provide recommendations and see if anything would line up with upcoming projects. The following are the inspection comments from Joel:

Main Street needs sealed now. We have already waited way passed the recommended maintenance schedule and could position ourselves for a very costly rehab if we do not address this. It is recommended to seal every 3-4 years. There are no potholes or alligator cracking currently in the business district on Main. There have been a lot of potholes patching on the east end. It's ok for now but we may want to consider slowly moving to concrete to help reduce long-term operational and replacement costs to the city over time. LL&G is in better condition than Main, but it is also passed the recommended chip seal guidelines for proper maintenance and could be subject to larger long-term cost if not maintained properly. There is one bad area on LL&G by Baptist Church, but the rest is worth protecting through proper maintenance. If we want to move toward replacing the asphalt with concrete slowly over a 10 -20-year cycle, it is recommended to start on east Main given it's condition.

Comments from AJ Wilson (KDOT):

"I'm not sure if a recycle would fix what ails that road. A recycle would most likely only touch the center 24' of the roadway, only hitting the mainline. There would be a chip seal that comes in afterward, and that could include the entire width of the asphalt. Judging from streetview pictures, it was never crack sealed after the last overlay, which is something that we try to do 2-3 years after an overlay to prevent water from intruding into the subgrade. A chip seal can be a good idea to go with if the cracks are too numerous or it was never crack sealed. Is the roadway showing signs of rutting in the wheel paths? You'd notice water pooling like the picture below if it is. If there is any significant consistent rutting (1/4" or greater), the surface should be milled and overlaid. **Otherwise a chip seal may be the best option.** It could be done for the entire width of the asphalt roadway. Of course, you'd need to add in the restriping of the intersections and parking lines as well."

Comments from Joel Krosschell (EBH):

"I have completed the 2 OPCs that we talked about when I was there. The first OPC is to seal all of K-44, and LL&G from K-44 to Garfield. This would include updating all of the sidewalk ramps that go across K-44 as required by the grant.

The second OPC is to remove and replace the existing pavement and curb on the north side of K-44 from Sante Fe to the east City Limits. This would narrow the street up to match K-44 to the west of Sante Fe. This would hopefully be the first of several projects to update the K-44 pavement to concrete.

I think the City should go ahead and use the existing bid you have for sealing K-44, and instead apply for the concrete pavement at the east end of K-44. The City share for the KDOT CCLIP for sealing would be

approximately \$171,310. Of course, that includes sealing LL&G, the sidewalk ramps, and the engineering, but it does not save a lot of money. This will also get K-44 sealed sooner too.

As we discussed, it would take about 2 years before we could get to construction if we applied for the CCLIP to seal, and it is very difficult to get 2 CCLIP projects approved in one year.”

OPC’S:



PO Box 427
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OPINION OF PROBABLE COST KANSAS HIGHWAY 44 AND LL&G CITY OF ANTHONY				
CCLIP SURFACE PRESERVATION				2/17/2025
ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1 Contractor Construction Staking	1	L.S.	\$3,000.00	\$3,000.00
2 Mobilization	1	L.S.	\$70,000.00	\$70,000.00
3 Field Office and Lab. (Type C)	1	Each	\$3,000.00	\$3,000.00
4 Clearing and Grubbing	1	L.S.	\$2,000.00	\$2,000.00
5 Chat Seal w/ Fog Seal	53200	S.Y.	\$4.15	\$220,780.00
6 Sidewalk Ramp	110	S.Y.	\$200.00	\$22,000.00
7 Pavement Marking (Paint)(White)(4")	4000	L.F.	\$2.00	\$8,000.00
8 Pavement Marking (Multi-Component)(Yellow)(4")	17500	L.F.	\$2.00	\$35,000.00
9 Pavement Marking (Multi-Component)(White)(12")	1230	L.F.	\$10.00	\$12,300.00
10 Pavement Marking (Multi-Component)(White)(24")	260	L.F.	\$20.00	\$5,200.00
11 Pvt. Mrk. (Multi-Component)(White)(Turn Arrow)	16	Each	\$1,500.00	\$24,000.00
12 Traffic Control (Initial Setup)	1	L.S.	\$15,000.00	\$15,000.00
13 Flagger (Set Price)	1	Hr.	\$30.00	\$30.00
14 Traffic Control	1	L.S.	\$20,000.00	\$20,000.00
TOTAL CONSTRUCTION COSTS				\$440,310.00
PLUS 10% CONTINGENCIES				\$45,000.00
OPIONION OF PROBABLE COST				\$485,310.00

PRELIMINARY ENGINEERING/DESIGN	\$29,000.00
CONSTRUCTION ENGINEERING/INSPECTION	\$57,000.00

TOTAL ESTIMATED COST	\$571,310.00
KDOT Share	\$400,000.00
City Share	\$171,310.00

Project Location: On Kansas Highway 44 from West Avenue east to the City Limits, and LL&G from K-44 to Garfield Street.

This proposed improvement will include a chat seal w/ fog seal. Sidewalk ramps and pavement markings will also be replaced.

NOTE: This OPC would be if we wanted to consider applying to CCLIP to pay for the chip sealing. Since it would be a KDOT grant, it would require we pay for engineering and fix all ADA ramps. It would cost us less in match than just paying for it out right, but we would have to wait at least 2 years to start and that is only IF we got funded.

OPINION OF PROBABLE COST KANSAS HIGHWAY 44 CITY OF ANTHONY				
CCLIP PAVEMENT RESTORATION				2/17/2025
ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1 Contractor Construction Staking	1	L.S.	\$10,000.00	\$10,000.00
2 Mobilization	1	L.S.	\$80,000.00	\$80,000.00
3 Field Office and Lab. (Type C)	1	Each	\$3,000.00	\$3,000.00
4 Clearing and Grubbing	1	L.S.	\$4,000.00	\$4,000.00
5 Common Excavation	1100	C.Y.	\$30.00	\$33,000.00
6 Rock Excavation	2030	C.Y.	\$40.00	\$81,200.00
7 Compaction of Earthwork (Type B)(MR-90)	685	C.Y.	\$30.00	\$20,550.00
8 Curb & Gutter, Combined (AE)	1490	L.F.	\$42.00	\$62,580.00
9 Concrete Pavement (6" Uniform)(AE)	90	S.Y.	\$110.00	\$9,900.00
10 Concrete Pavement (9" Uniform)(AE)(NRD)	6320	S.Y.	\$90.00	\$568,800.00
11 Adjustment of Valve Box (Water)	5	Each	\$2,000.00	\$10,000.00
12 Adjustment of Manhole	1	Each	\$3,000.00	\$3,000.00
13 Aggregate Base (AB-1)(6")	6320	S.Y.	\$24.00	\$151,680.00
14 Seeding (TE&PC)	1	L.S.	\$4,000.00	\$4,000.00
15 Pavement Marking (Multi-Component)(Yellow)(4")	2670	L.F.	\$3.50	\$9,345.00
16 Traffic Control (Initial Setup)	1	L.S.	\$25,000.00	\$25,000.00
17 Flagger (Set Price)	1	Hr.	\$30.00	\$30.00
18 Traffic Control	1	L.S.	\$30,000.00	\$30,000.00
TOTAL CONSTRUCTION COSTS				\$1,106,085.00
PLUS 10% CONTINGENCIES				\$111,000.00
OPIONION OF PROBABLE COST				\$1,217,085.00

PRELIMINARY ENGINEERING/DESIGN \$49,000.00
 CONSTRUCTION ENGINEERING/INSPECTION \$115,000.00

TOTAL ESTIMATED COST \$1,381,085.00

KDOT Share 100%

Project Location: On Kansas Highway 44 from Santa Fe Avenue east to the City Limits.

This proposed improvement will include full depth replacement of the existing asphalt with 9" of new concrete pavement over a 6" aggregate base. The curb & gutter, valley gutters and entrances on the north side of K-44 and pavement marking will also be replaced.

NOTE: This OPC would be if the city decided to not seal east Main but slowly start replacing it with concrete. In this direction, the city would pay to seal Main and LL&G now with city funds and use CCLIP to start moving to concrete, beginning on East Main.

FINAL RECOMMENDATION: Due to the time it takes to actually start a project with CCLIP funds (approximately 2 years), it is recommended to use our city funds to Chip Seal Main Street and LL&G now to protect this resource. If the Commission wants to support a long-term plan solution, we can also apply for the next CCLIP to start the long process of replacing the asphalt on main street with concrete, in small sections over a few decades, beginning on East Main.

Based on the planning direction of replacing the street sweeper and prioritizing preservation of existing infrastructure, combined with KDOT and EBH's recommendations on the connecting highway streets, the following plan has been prepared.

2025 PROJECT PLAN:

(Note: The amount of available funds listed below include total revenues budgeted to receive in 2025 and therefore project kick-off timelines throughout the year are dependent upon actual receipt of funds):

Municipal Equipment Fund	\$71,000
Street Sweeper (\$300,000)	-\$70,000
Fund Balance:	\$ 1,000

Capital Street Connecting Link Fund	\$199,716
Main Street Chip Seal (\$196,000)	-\$150,000
CCLIP Main & Anthony Match/Utility Commitment	-\$ 50,000

(This is committed for the current CCLIP and also dedicated for the next CCLIP app. These are funds legally committed but not expected to be spent. Grant is usually awarded at 100% but you rank higher if you commit match.)

Fund Balance:	\$ 0
	\$ 50,000

Capital Street Sales Tax Fund	\$626,207
Street Sweeper (\$300,000)	-\$230,000
Main Street Chip Seal (\$196,000)	-\$ 50,000
CCLIP East Main	-\$88,000

(If awarded it would be 2 years before project construction. Each budget year, I would transition this slowly up to the Connecting Link fund, as revenues are received each year and monies are there to fund this since it is a connecting link street.)

Continuation of 2023 Annual Street Sealing Plan (Reds in 2025)	-\$125,000
Continuation of 2023 Tree Trimming Plan	-\$ 15,000
Start Building to Replace the West Street Culvert (\$40K/ year for 5-years)	-\$ 40,000
Fund Balance:	\$ 78,000
	\$ 166,000

Special Streets and Highways Fund	\$330,000
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Build for Street Rehabilitations	-\$ 50,000
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Street Sealing LL&G (Maybe north 2 blks South Jennings)	-\$100,000
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Cost-Share Grant Match – LL&G Sidewalk	-\$150,000
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(If you decide not to pursue the sidewalk, or prioritize rehabs or over the LL&G sidewalk, then this money will shift to rehabs). This just gives you more time to decide which direction to go once we get final numbers on the sidewalk and determine which rehab methods the Commission wants to try.)

Fund Balance:	\$ 30,000
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The following project items have not been funded for 2025 but will remain on the active list as we dedicate research and option estimations for future capital plan considerations.

Lake Roads (Rock all of the lake roads. Address area on County's Road.)

Curve by the Golf Course

Spillway Bridge

Industrial Park Road Millings

ADA Parking/Ramps (Since this report is a lot to digest, we will bring ADA in on the next meeting).

Reminder: We have been saving for several years to have this kind of balances in these funds. It will not immediately regenerate like with the fund availability like you are seeing above. Therefore, keep in mind, next year you will have a lower dollar amount to work with after we have committed funds to the annual plans. Example:

CAPITAL -

\$261,000 Annual Revenue in Capital

-\$ 15,000 Annual Tree Plan (saving to build to trim every 3 years)

-\$ 40,000 Street Sealing (moving to quadrants and putting them on 10 year cycle)

~~-\$100,000~~ Transfer to Municipal Equipment (starting to fund the equipment replacement plan in 2026)

\$106,000 BALANCE for Capital Connecting Link and Sales Tax Projects.

SPECIAL STREETS –

\$ 56,000 Annual Revenue in SS&H's

-\$ Cost for Rehabs (This is why we placed \$50K in here in 2025, we will continue to use this fund to be dedicated to this effort. This could mean a bond payment or grant match.)