



DATE: September 23, 2025  
TO: Bel Aire City Council  
FROM: Ted Henry, City Manager  
SUBJECT: 53<sup>rd</sup> Street Multi-Use Path

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### Summary

In 2024, we reconstructed 53rd Street and planned for a sidewalk/multi-use path to be installed. The City issued temporary notes totaling \$2,600,000. With the completion of the road project, \$396,282 remains.

The City applied for grant funding from WAMPO in 2023 to assist with constructing a multi-use path along 53rd Street from Woodlawn to Oliver. The City was awarded the grant and accepted an agreement for this work. This agreement between the City and KDOT outlines the terms under which KDOT will administer the 53rd Street Multi-Use Path project and establishes the funding mechanisms. KDOT's award was \$292,242.

In early 2025, engineers on the project experienced delays as the City needed to ensure compliance with KDOT standards and processes.

The following table summarizes the project estimates overtime:

Date	Construction	CE	Total	KDOT Share	City Share
4/10/2025	397,776	35,734	433,510	(292,242)	141,268
7/31/2025	446,144	35,734	481,878	(292,242)	189,636
9/19/2025	589,042	37,551	626,593	(292,242)	334,351

Note: KDOT added significant work and requirements for erosion control and traffic control, which increased the estimate between April and July. The cost changes between July of last year and February of this year primarily reflect rising construction costs.

How much would it cost for the City to build itself? (not use KDOT Funds)

Garver was tasked to review the project and evaluate what cost drivers might have been involved in the higher than anticipated cost of the project. Based on a discussion with one of the contractors, there were several factors that came into play:

- 1) Working with KDOT on a project generally involves a significantly higher amount of paperwork and effort than a standard city of Bel Aire project. It was estimated that the project would be 10%-15% cheaper if it were not a KDOT project. Based on that discussion, the bid price if done by the City without KDOT involvement would have resulted in a low bid between \$500,650 and \$530,100.
- 2) Concrete pipe prices have jumped 30%-50% in the past couple months. This would likely not be more than a

\$10k change though.

- 3) The power poles in the vicinity of the proposed sidewalk represent a serious hazard for the normal pumping equipment that they would normally use when trying to get concrete across the ditch and over to the property line. The extra effort to get concrete over to the construction area was a significant cost driver.
- 4) The contractor that Garver spoke to did not confirm this, but I was told by another source that the rains in the past couple months have everyone behind schedule so any paving project bidding right now is going to be subject to higher prices.

KDOT said that we have the following options:

- 1) Accept the low bid and proceed.
- 2) Reject the bids and attempt to bid the project at a later date. This would require WAMPO support.
- 3) Reject the bids and look at a redesign of the plans based on insights gained from the bid tabulations.

Based on what the contractor told me, the city will only save around \$60k by taking on the project itself but would lose the \$290k in KDOT support for a net loss of \$230k. There might be some additional savings in value engineering once we've seen bids to evaluate other cost drivers like erosion control, but KDOT will not provide the information to give any kind of confident assessment at this time.

If the City Council chooses to accept the bid, our share would be \$335,000.

Note: the remaining \$396,282 from the temporary note would cover these costs.