

**BOA Meeting Agenda
Peculiar City Board of Aldermen
Meeting and Public Hearing
City Hall – 250 S. Main St
Monday, October 3, 2016 6:30 p.m.**

Notice is hereby given that the Board of Aldermen of the City of Peculiar will hold a regularly scheduled meeting on Monday, October 3, 2016 at 6:30 pm, in the Council Chambers at 250 S. Main St. Representatives of the news media may obtain copies of this notice by contacting the City Clerk at City Hall, 250 S. Main St Peculiar, MO 64078 or by calling 816-779-2221. All proposed Ordinances and Resolutions will be available for viewing prior to the meeting in the Council Chambers.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. City Clerk – Read the Board of Aldermen Statement
5. New Business –
 - A. Bill No. 2016-16 - AN ORDINANCE AMENDING THE CITY CODE TO EXTEND THE PERIOD FOR DISCHARGING FIREWORKS.
1st Reading
 - B. Bill No. 2016-17 - AN ORDINANCE AMENDING CHAPTER 500: BUILDING AND CONSTRUCTION CODE, ARTICLE II, SECTION 500.025 INTERNATIONAL PROPERTY MAINTENANCE CODE (2012) OF THE CODE OF ORDINANCES OF THE CITY OF PECULIAR, MISSOURI - TO ADOPT SECTION 110 DEMOLITION OF THE INTERNATIONAL PROPERTY MAINTENANCE CODE (2012).
1st Reading
 - C. Resolution No. 2016-39 - A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI, APPROVING AND ACCEPTING THE 2014 PRELIMINARY ENGINEERING REPORT SUPPLEMENT NO. 1 KANSAS CITY TRANSMISSION MAIN ALIGNMENT ANALYSIS FOR THE CITY OF PECULIAR BY LARKIN LAMP RYNEARSON.
6. Topic for Discussion –
 - A. Design-build/construction management projects presented by Carl Brooks
7. Aldermen Directives
8. Adjournment

City Administrator
Brad Ratliff

City Clerk
Janet Burlingame

City Engineer
Carl Brooks

Business Office
Trudy Prickett



Chief of Police
Harry Gurin

City Planner
Cliff McDonald

City Attorney
Joseph G. Lauber

Parks Director
Grant Purkey

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078
Phone: (816)779-5212 Facsimile: (816)779-1004

To: Board of Aldermen
From: Clifford L. McDonald
Date: October 3rd, 2016
Re: Fireworks Ordinance Amendment.

GENERAL INFORMATION

Applicant: N/A

Status of Applicant: N/A

Requested Actions: Board of Aldermen to consider the attached Ordinance to amend Chapter 240: Fireworks of the Peculiar Municipal Code to permit the discharge of fireworks on days preceding the 4th of July.

Date of Application: July 18, 2016

Purpose: Per the BOA's direction, consider an amendment to the Fireworks Ordinance to allow the discharge of Fireworks on other than July 4th.

Property Location (if applicable): City-wide

PROPOSAL

See "Requested Actions" above.

PREVIOUS ACTIONS

None.

KEY ISSUES

Peculiar's Ordinance allows for the Discharge of Fireworks on July 4th only, there is no provision for a citizen to secure permission to discharge fireworks on another date. The BOA asked Staff to present an amendment to permit the discharge of fireworks on days preceding the 4th of July to provide options for our residents.

STAFF COMMENTS AND SUGGESTIONS

The Ordinance presented for your consideration has been reviewed and approved by City Staff and the City Attorney.

STAFF RECOMMENDATION

Staff recommends the Board of Aldermen review the Ordinance to Amend Chapter 240: Fireworks, Section 240.060 to permit the discharge fireworks on other than July 4th with consideration for approval.

ATTACHMENTS

1. Ordinance to Amend Chapter 240: Fireworks, Section 240.060.
-

STAFF CONTACT: Clifford McDonald
Phone: 779-2226
E-mail: cmcdonald@cityofpeculiar.com

BILL NO. 2016-16
ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CITY CODE TO EXTEND THE PERIOD FOR DISCHARGING FIREWORKS.

WHEREAS, Chapter 240 of the Code of Ordinances of the City of Peculiar, Missouri (“City Code”) currently allows for the discharge of fireworks on the Fourth of July, and no other dates; and

WHEREAS, the City Planner has recommended amending the City Code to permit the discharge of Fireworks within the jurisdictional limits of the City of Peculiar on the days immediately preceding the Fourth of July, and

WHEREAS, the Board of Aldermen have directed City Staff to amend the City Code to permit the discharge of Fireworks within City Limits for the days immediately preceding the Fourth of July, and

WHEREAS, City Attorney has reviewed and approved the amendment to Chapter 240: Fireworks of the City Code to permit the discharge of fireworks for the days immediately preceding the Fourth of July within City Limits.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI THAT CHAPTER 240: FIREWORKS, SECTION 240.060 OF THE CODE OF ORDINANCES OF THE CITY OF PECULIAR, MISSOURI BE AMENDED AS FOLLOWS:

SECTION I: That Chapter 240: Fireworks, Section 240.060 Discharge Prohibited in Certain Areas – At Certain Times, Paragraph A be amended such that it is removed in its entirety and replaced with the following language:

240.060 DISCHARGE PROHIBITED IN

A. It shall be unlawful for any person to discharge or shoot any type of fireworks or firecrackers except for the following dates and times:

- | | |
|---|----------------------------|
| a. July 1st – July 3rd | 10:00 AM – 10:00 PM |
| b. July 4th | 10:00 AM – Midnight |

B. It shall be unlawful for any person to discharge or shoot any type of fireworks or firecrackers at any other time than listed in subsection A above, or at anytime on any public street, public sidewalk, public park, public grounds, or within the business district of the City

C. The Board of Aldermen, by resolution, may permit the discharge or shooting of special fireworks on public or private property on July fourth (4th) or such other date as the Board may authorize, if the same is a public display for which no admission charge is collected and if the same is sponsored and conducted by the City or one (1) or more local organizations.

SECTION II: The effective date of this ordinance shall be _____, 2016.

First Reading: _____ **Second Reading:** _____

BE IT REMEMBERED THE PRECEDING ORDINANCE WAS ADOPTED ON ITS SECOND READING THIS ____ DAY OF _____, 2016, BY THE FOLLOWING VOTE:

Alderman Hammack	_____	Alderman Ray	_____
Alderman Ford	_____	Alderman Roberts	_____
Alderman Dunsworth	_____	Alderman Harlan	_____

APPROVED:

ATTEST:

Holly Stark, Mayor

Janet Burlingame, City Clerk

City Administrator
Brad Ratliff

City Clerk
Janet Burlingame

City Engineer
Carl Brooks

Business Office
Trudy Prickett



Chief of Police
Harry Gurin

City Planner
Cliff McDonald

City Attorney
Joseph G. Lauber

Parks Director
Grant Purkey

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078
Phone: (816)779-5212 Facsimile: (816)779-1004

To: Board of Aldermen
From: Clifford L. McDonald
Date: October 3rd, 2016
Re: Ordinance to Adopt Section 110 Demolition of the International Property Maintenance Code (2012).

GENERAL INFORMATION

Applicant: N/A

Status of Applicant: N/A

Requested Actions: Board of Aldermen to consider the attached Ordinance to adopt Section 110 Demolition of the International Property Maintenance Code (2012)

Date of Application: October 3rd, 2016

Purpose: To consider adopting Section 110 Demolition of the International Property Maintenance Code (2012) (IPMC) to provide needed Code support for the abatement of blighted property and structures within City Limits.

Property Location (if applicable): City-wide

PROPOSAL

See “Requested Actions” above.

PREVIOUS ACTIONS

On October 19th, 2015 the Board of Aldermen approved the Second Reading of the Ordinance to Amend Chapter 500 and adopt the 2012 ICC (International Code Council) Building Codes. The adoption of the ICC Codes supported amendments previously approved by Peculiar’s Board of Aldermen; this resulted in the omission of Section 110, Demolition of the IPMC.

KEY ISSUES

When a structure deteriorates to the point that it becomes a “Blight” to a neighborhood, or the City itself, it should be either rebuilt or demolished entirely. Ordering the demolition of private property, or having the City “Abate” the problem needs all the Ordinance support we can muster should the action be challenged in court. The adoption of Section 110, Demolition, of the IPMC will provide this much needed support and justification.

STAFF COMMENTS AND SUGGESTIONS

Section 110, Demolition, of the IPMC has been reviewed by City Staff, and the City Attorney; both believe it is in the best interest of the City to adopt this to provide needed support.

STAFF RECOMMENDATION

Staff recommends the Board of Aldermen review the Ordinance to adopt Section 110, Demolition, of the International Property Maintenance Code (2012) with consideration for approval.

ATTACHMENTS

1. Section 110, Demotion, of the IPMC
 2. Ordinance to adopt Section 110 Demolition of the International Property Maintenance Code (2012)
-

STAFF CONTACT:

Clifford McDonald

Phone: 779-2226

E-mail: cmcdonald@cityofpeculiar.com

SECTION 110 DEMOLITION

[A] 110.1 General. The *code official* shall order the *owner* of any *premises* upon which is located any structure, which in the *code official* judgment after review is so deteriorated or dilapidated or has become so out of repair as to be dangerous, unsafe, insanitary or otherwise unfit for human habitation or occupancy, and such that it is unreasonable to repair the structure, to demolish and remove such structure; or if such structure is capable of being made safe by repairs, to repair and make safe and sanitary, or to board up and hold for future repair or to demolish and remove at the *owner's* option; or where there has been a cessation of normal construction of any structure for a period of more than two years, the *code official* shall order the *owner* to demolish and remove such structure, or board up until future repair. Boarding the building up for future repair shall not extend beyond one year, unless *approved* by the building official.

[A] 110.2 Notices and orders. All notices and orders shall comply with Section 107.

[A] 110.3 Failure to comply. If the *owner* of a *premises* fails to comply with a demolition order within the time prescribed, the *code official* shall cause the structure to be demolished and removed, either through an available public agency or by contract or arrangement with private persons, and the cost of such demolition and removal shall be charged against the real estate upon which the structure is located and shall be a lien upon such real estate.

[A] 110.4 Salvage materials. When any structure has been ordered demolished and removed, the governing body or other designated officer under said contract or arrangement aforesaid shall have the right to sell the salvage and valuable materials at the highest price obtainable. The net proceeds of such sale, after deducting the expenses of such demolition and removal, shall be promptly remitted with a report of such sale or transaction, including the items of expense and the amounts deducted, for the person who is entitled thereto, subject to any order of a court. If such a surplus does not remain to be turned over, the report shall so state.

BILL NO. 2016-17
ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 500: BUILDING AND CONSTRUCTION CODE, ARTICLE II, SECTION 500.025 INTERNATIONAL PROPERTY MAINTENANCE CODE (2012) OF THE CODE OF ORDINANCES OF THE CITY OF PECULIAR, MISSOURI - TO ADOPT SECTION 110 DEMOLITION OF THE INTERNATIONAL PROPERTY MAINTENANCE CODE (2012).

WHEREAS, the City Planner has recommended amending Chapter 500: Building and Construction Code to incorporate the 2012 International Property Maintenance Code, Section 110 Demolition, and

WHEREAS, the City Attorney has reviewed and approved the amendment to Chapter 500: Building and Construction Code to incorporate the 2012 International Property Maintenance Code, Section 110 Demolition into the City of Peculiar Municipal Code.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI THAT CHAPTER 500: BUILDING AND CONSTRUCTION CODE OF THE PECULIAR MUNICIPAL CODE BE AMENDED AS FOLLOWS:

SECTION I: That Chapter 500: Building and Construction Code, Article II Building and Construction Code, Section 500.025 International Property Maintenance Code (2012), Paragraph F be amended such that it is removed in its entirety and replaced with the following language:

F. Reserved

SECTION II: The effective date of this ordinance shall be _____, 2016.

First Reading: _____ **Second Reading:** _____

BE IT REMEMBERED THE PRECEDING ORDINANCE WAS ADOPTED ON ITS SECOND READING THIS ____ DAY OF _____, 2016, BY THE FOLLOWING VOTE:

Alderman Hammack _____
Alderman Ford _____
Alderman Dunsworth _____

Alderman Ray _____
Alderman Roberts _____
Alderman Harlan _____

APPROVED:

ATTEST:

Holly Stark, Mayor

Janet Burlingame, City Clerk

City Administrator
Brad Ratliff

City Clerk
Janet Burlingame

City Engineer
Carl Brooks

Business Office
Trudy Prickett



Chief of Police
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Municipal Offices – 250 S. Main Street, Peculiar, MO 64078
Phone: (816)779-5212 Facsimile: (816)779-1004

To: Mayor & Board of Aldermen
From: Carl Brooks, City Engineer (cbrooks@cityofpeculiar.com)
Date: September 28, 2016
Re: 2014 Engineering Report Supplement No. 1 on the Kansas City Transmission Main Alignment Analysis.

GENERAL INFORMATION

Applicant: City Staff
Requested Actions: Review for discussion and approval of the 2014 Engineering Report Supplement No. 1 on the Kansas City Transmission Main Alignment Analysis.
Property Location: J Hwy corridor from Raymore Elevated Tank to Branich Dr. and E. 211th Street from J Hwy to School Road (East intersection)
Purpose: To approve the alignment analysis corridor for the Kansas City Transmission Main

PROPOSAL

As you know, City staff has been made aware that the Board of Alderman would like to review all new or updated Public Works reports. Over the several months, the design engineer (Larkin Lamp Rynearson) has evaluated, reviewed and completed their evaluation of the proposed Kansas City Transmission Main Alignment Analysis; beginning just south of Huback Hill Road at Raymore's elevated water storage tank. The transmission main is proposed to be installed along the east side of J Hwy in a 30-foot wide easement to 211th Street, crossing J Hwy on the south side of 211th Street from J Hwy to School Road (east intersection), and continuing on from 211th Street on the west side of J Hwy, crossing J Hwy to Branich Drive.

Attached is a copy of the 2014 Engineering Report Supplement No. 1 on the Kansas City Transmission Main Alignment Analysis.

The Engineering Report covers:

- ❖ Introduction and Purpose
- ❖ Existing Facilities within Transmission Mains Corridor
- ❖ Kansas City Transmission Main Segments
- ❖ Decision Matrix
- ❖ Conclusion

Staff asks that you review this document, discuss and approve.

PREVIOUS ACTIONS

Approval of the 2014 Engineering Report Supplement No. 1 on the Kansas City Transmission Main Alignment Analysis.

KEY ISSUES

Upgrading of the City's water supply.

STAFF COMMENTS AND SUGGESTIONS

Approval

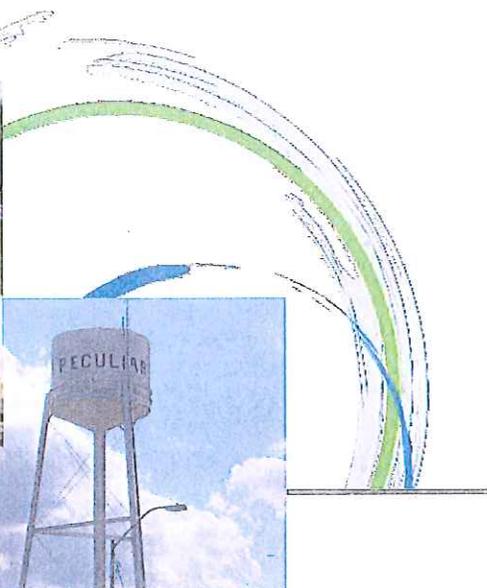
STAFF RECOMMENDATION

Approval of the resolution accepting the Kansas City Transmission Main Alignment Analysis.

ATTACHMENTS

Copy of Engineering Report: 2014 Engineering Report Supplement No. 1 on the Kansas City Transmission
Main Alignment Analysis

Resolution



2014 Preliminary Engineering Report Supplement No. 1

Kansas City Transmission Main Alignment Analysis

For

The City of Peculiar, MO

2016

Project No. 0314056.01



LARKIN
LAMP RYNEARSON

9200 Ward Parkway, Suite 200
Kansas City, Missouri 64114
[P] 816.361.0440
[F] 816.361.0045
www.LRA-Inc.com

Leaving A Legacy Of Enduring Improvements To Our Communities
Purpose Statement

**2014 Preliminary Engineering Report
 Supplement No. 1
 Kansas City Transmission Main
 Alignment Analysis
 for
 The City of Peculiar, MO**

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I. Introduction and Purpose

In 2014, Larkin Lamp Rynearson prepared a Preliminary Engineering Report on the Water Supply, Pumping, Storage, and Distribution System for the City of Peculiar (City). A portion of that report was dedicated to examining potential potable water supplies for the City. The report recommended proceeding with a connection to City of Kansas City, Missouri (KCMO) via a transmission main along Highway J. This report will examine potential alignments for this transmission main. Constructability aspects, location of existing facilities, and easement procurement issues will be evaluated. Alignment recommendations will be based upon a weighted matrix.

A. Goal

The City's goal is to identify the best transmission main alignment to facilitate a potable water source from KCMO.

B. Scope

The scope of services on this report is as follows:

1. Evaluate the four segments of the proposed Kansas City Transmission main to determine the best waterline alignment within each segment.
2. Prepare a cost estimate for each waterline alignment.
3. Determine required easements for each alignment and an associated cost.
4. Formulate a weighted decision matrix to assist in determining the most viable transmission main alignment.
5. Provide recommendations for proceeding with infrastructure improvements.

II. Existing Facilities within Transmission Main Corridor

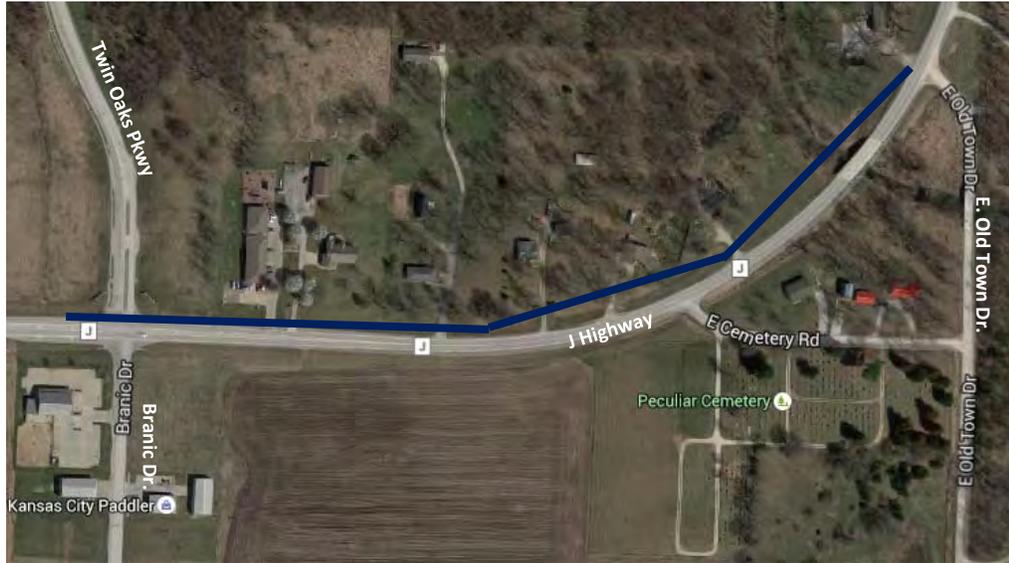
This section describes existing water distribution facilities in the area. Waterline diameters have been colored coded as follows:

- 12-inch: Magenta 
- 8-inch: Dark blue 
- 6-inch: Cyan 
- 4-inch: Green 
- 3-inch: Yellow 
- 2-inch: Red 

A Peculiar, MO

The City has several waterlines within the Transmission Main Corridor. They are as follows:

- Eight (8) inch waterline on the north side of Highway J from the west side of Twin Oaks Parkway to south of the intersection of Highway J and E. Old Town Drive



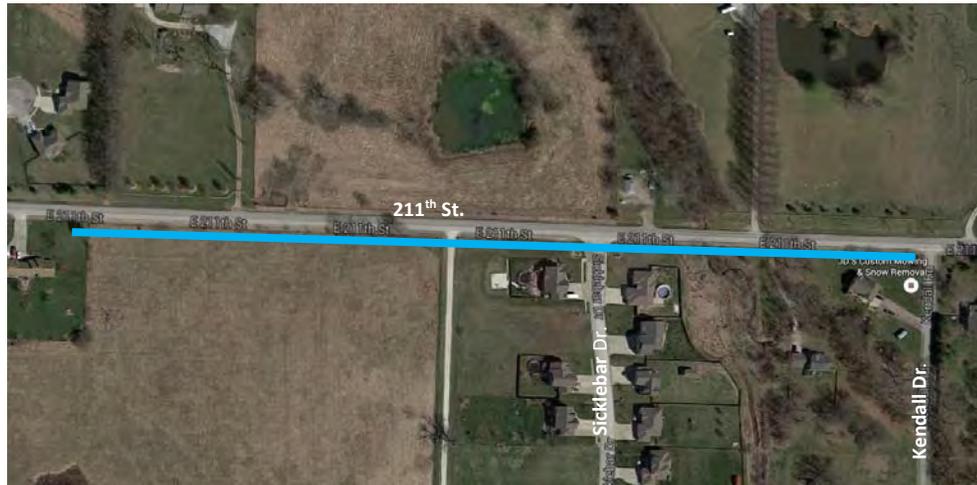
- Four (4) inch waterline on the west side of Highway J from the aforementioned eight (8) inch to 211th Street (approximately 800 feet of this line is two (2) inch south of Meadow Drive)



- Four (4) inch waterline on the south side of E. 211th Street between Highway J and the west side of Kendall Road



- 6-inch waterline on the south side of E. 211th Street between the west side of Kendall Road and approximately 12305 E. 211th Street



- 4-inch waterline on the south side of E. 211th Street between 12305 E. 211th Street and 12205 E. 211th Street (from here the waterline heads south and then west behind houses along E. 211th Street)



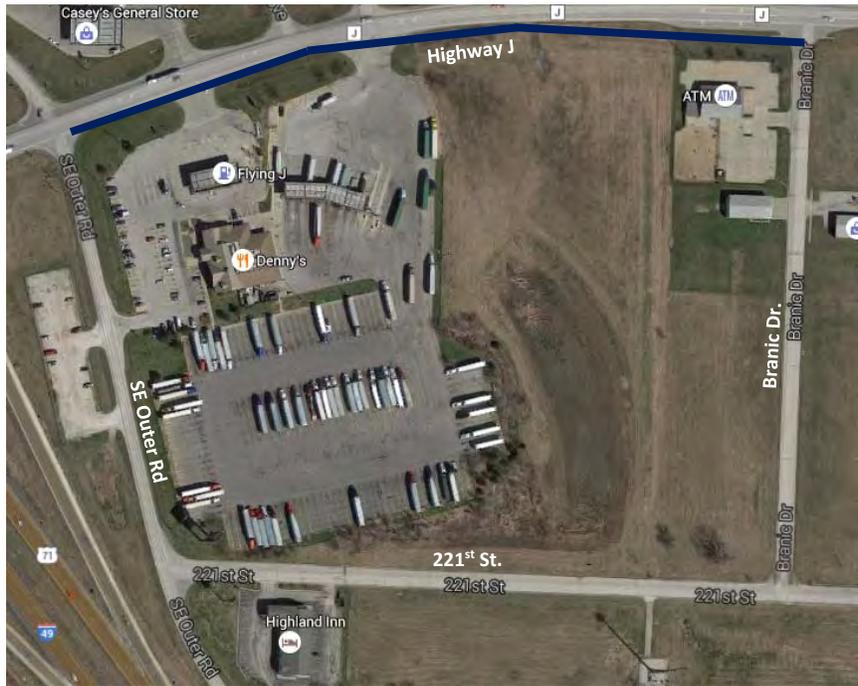
- 8-inch waterline on the south side of 221st Street between SE Outer Road and Branic Drive.



- 8-inch waterline on the west side of Branic Drive between 221st Street and Highway J



- 8-inch waterline on the south side of Highway J from the east side of Branic Drive to SE Outer Road

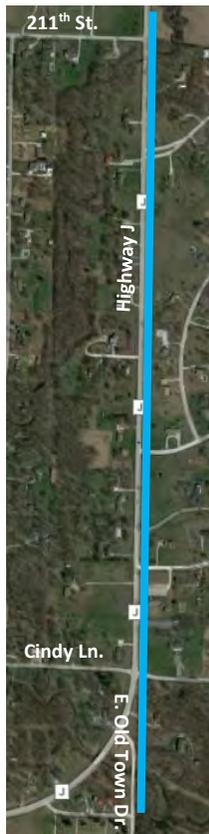


B. Cass County PWSD No. 10

Cass County PWSD No. 10 (Cass 10) has waterlines parallel to the Transmission Main Corridor along E. 211th Street and along Highway J as follows:

- Six (6) inch waterline on the east side of Highway J from 20601 Highway J (Missouri

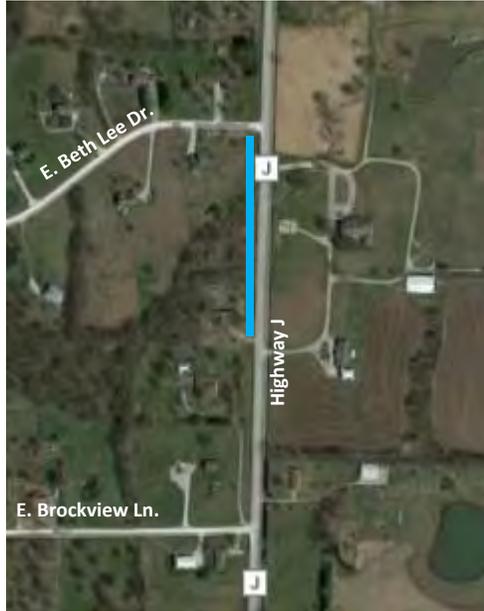
Baptist Children's Home – north side of south entrance) to E. 217th Terrace and continues south to parallel E. Old Town Drive



- Four (4) inch waterline on the east side of Highway J from E. 211th Street to 20809 Highway J (south of driveway)



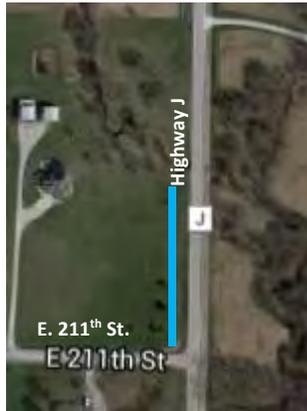
- 6-inch waterline on the west side of Highway J from E. Beth Lee Drive to 20600 Highway J (north side of driveway)



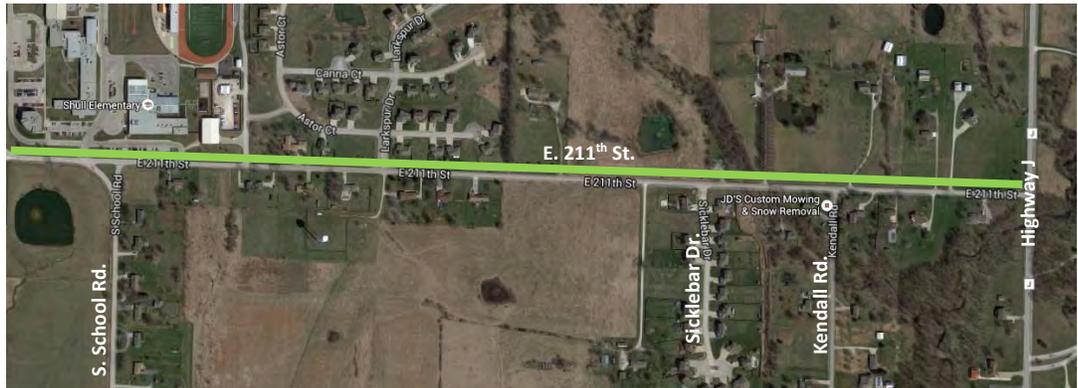
- Two (2) inch waterline on the west side of Highway J from 20600 Highway J (south side of driveway) to E. Brockview Lane (south side)



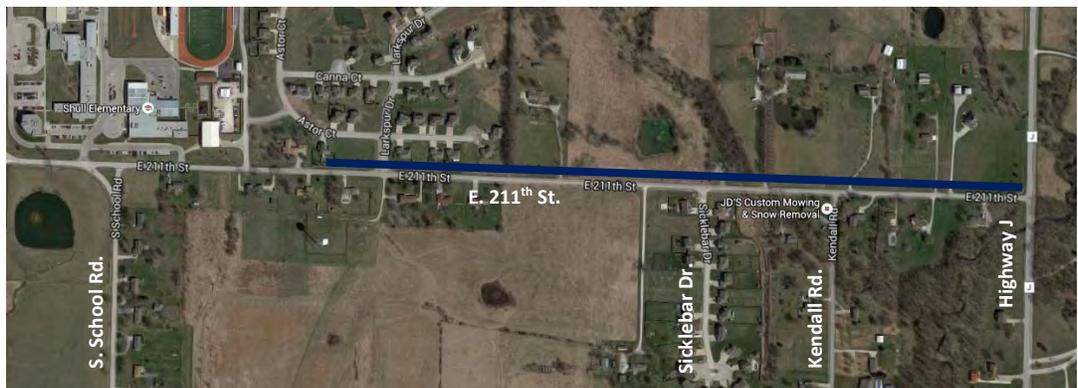
- Six (6) inch waterline along the west side of Highway J from E. 211th Street, north approximately 400 feet



- Four (4) inch waterline along the north side of E. 211th Street from the east side of Highway J to the east side of S. School Road.



- Eight (8) inch waterline along the north side of E. 211th Street from the west side of Highway J to a point across from 12101 E. 211th Street



- Two (2) inch waterline along the north side of E. 211th Street from the aforementioned eight (8) inch waterline to west edge of the Ray-Pec school site.



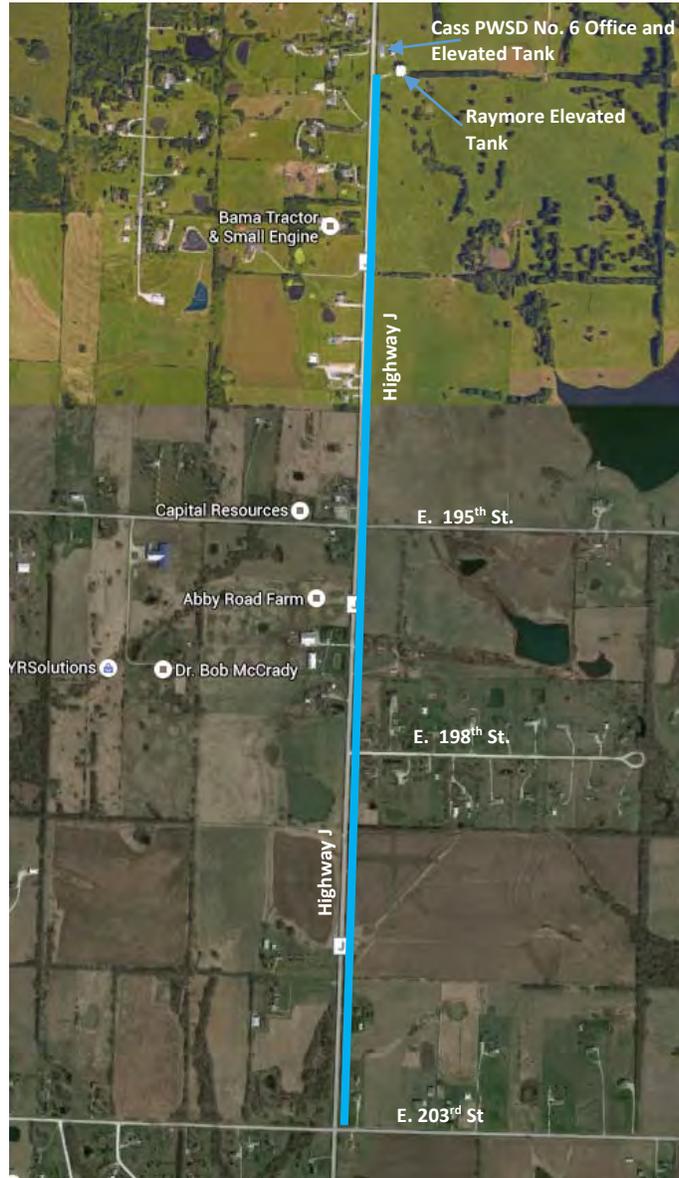
- 12-inch waterline along the north side of E. 211th Street that connects to the 8-inch waterline previously described and extends to the west edge of the Ray-Pec School site.



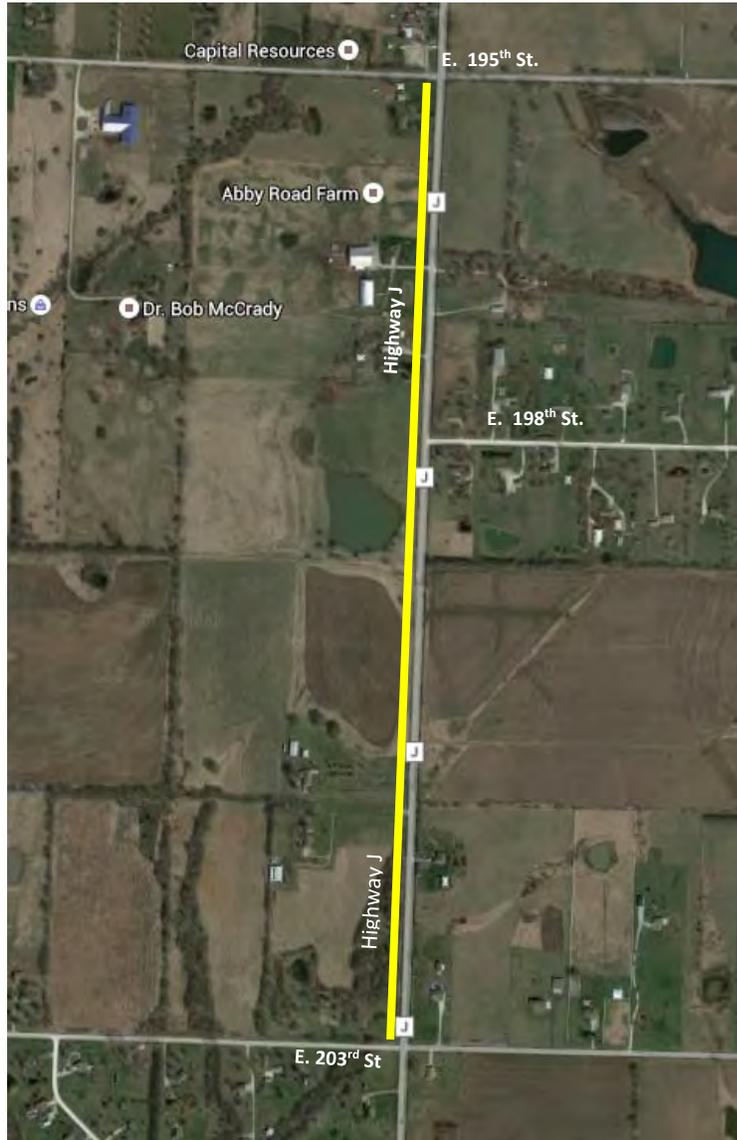
C. Cass County PWS No. 6

Cass County PWS No. 6 (Cass 6) has waterlines parallel to the Transmission Main Corridor along E. 211th Street and along Highway J as follows:

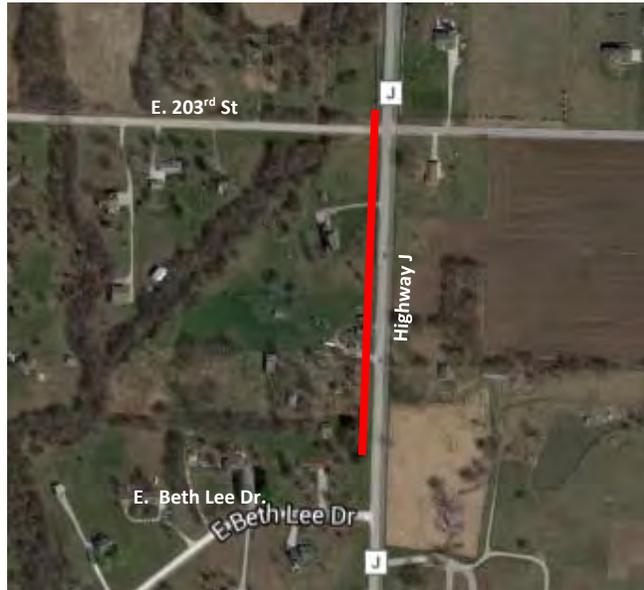
- Six (6) inch waterline along the east side of Highway J from its office and elevated tank (next to Raymore elevated storage tank) south to the north side of 203rd Street



- Three (3) inch waterline along the west side of Highway J from the south side of E. 195th Street to the north side of E. 203rd Street



- Two (2) inch waterline from the north side of E. 203rd Street south approximately 1,300 feet



III. Kansas City Transmission Main Segments

The proposed Kansas City Transmission Main was broken down into four (4) segments for this analysis. The first three segments were included in the 2014 study and the fourth was added during the preliminary design after discussions with the City staff. The segments are as follows:

- Along Highway J, south of E. 211th St.
- Along Highway J, north of E. 211th St.
- Along E. 211th St., west of Highway J
- Along Branic Dr. and 221st St.

Two alignments were then reviewed for each segment. The review includes:

- Field and aerial photo determinations of physical construction issues (such as creeks, road crossings, landscaping, etc.)
- Right-of-Way analysis
- Easement acquisition requirements
- Existing water distribution systems
- Construction Costs

The following sections discuss each segment and its individual alignments. As of the date of this report, only the east side of Highway J and the south side of E. 211th St. have been surveyed. The survey is not able to locate buried waste disposal system pipes. Discussion with property owners may be helpful in locating these systems. This may require alignments to be modified during Transmission Main design.

Highway J, south of E. 211th St.

This segment's two potential alignments were along Highway J on the west and east side of the

roadway. The analysis began with determining field construction concerns that would affect the construction costs of each potential alignment. The following table compares those concerns between the two potential alignments:

Concern:	West Alignment	East Alignment
Driveways	24	4
Creek Crossings	300 feet	300 feet
Ditch Crossings	1	1
Street Crossings	65 feet	255 feet
Highway Crossings	140 feet	N/A
Heavily Wooded Areas	180 feet	400 feet
Existing waterlines	Yes	Yes-partial

As indicated in the table, the West Alignment has more driveway crossings and requires a long Highway bore underneath Highway J (to connect to the dead-end 8-inch line on the southeast corner of Highway J and Branich Drive, which leads to the 12-inch waterline on S.E. Outer Road. However, the West Alignment has less wooded areas and street crossings. Exhibits 1 and 2 on the following pages illustrate the alignments and includes pictures of some of the construction obstacles.

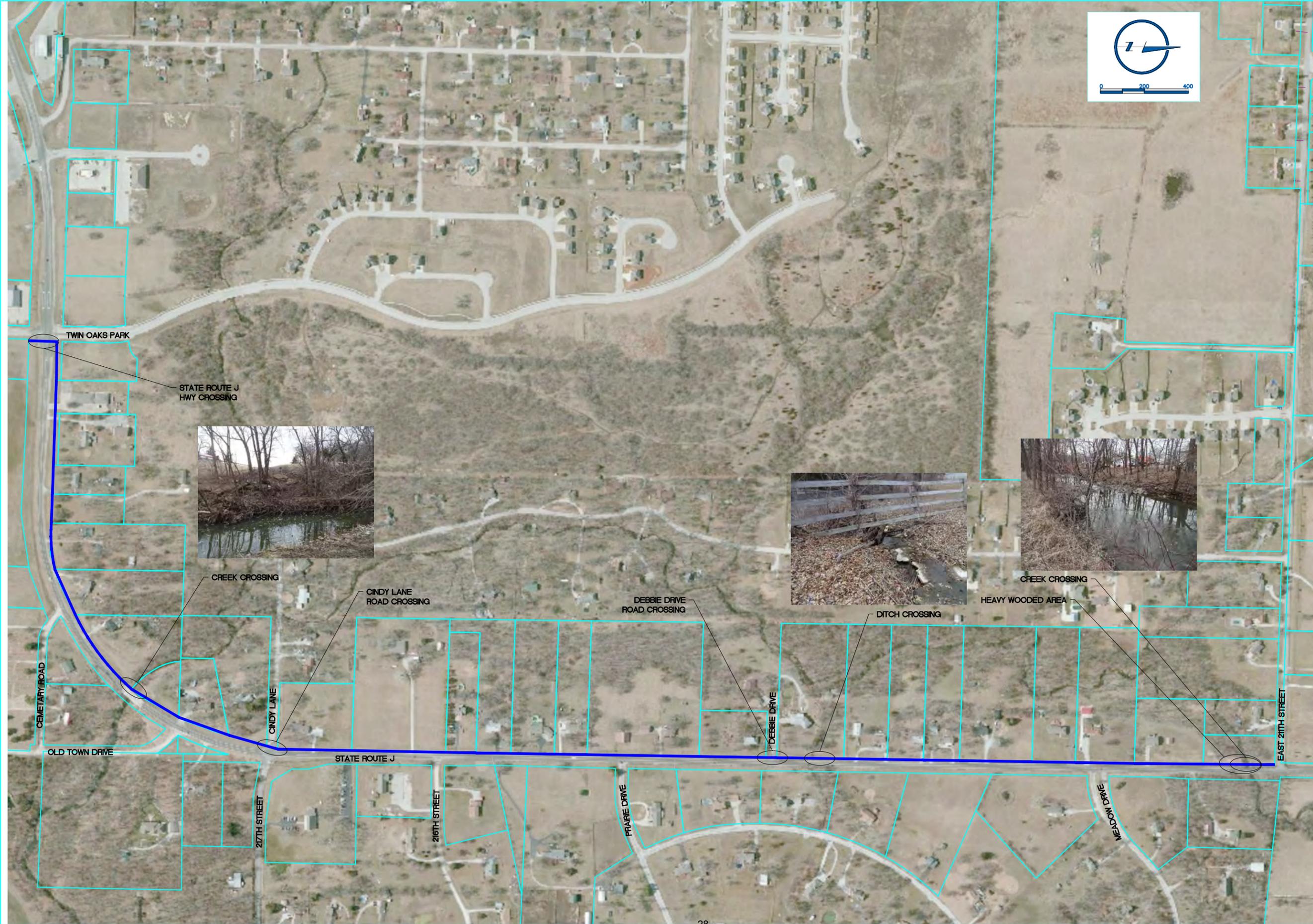
The analysis then examined the potential properties that would be crossed and the required easements needed. Utilizing GIS information from Cass County, the west alignment would cross 28 properties (27 owners) and the east crosses 20 properties (16 owners). The east alignment would require negotiating with two additional land owners for temporary construction easements near E. Old Town Dr., where the alignment is required to transverse Highway J right-of-way (due to the wide right-of-way where Highway J turns north).

The City currently has a waterline along the properties on the west side alignment. Our field measurements indicate that north of Cindy Lane, the waterline has been installed an average of 30' from the edge of asphalt. The right-of-way in this area varies between 30' and 40' from the center of the highway based upon Missouri Department of Transportation (MoDOT) plans and assuming the west right-of-way matches the surveyed right-of-way from the east side. This indicates the waterline in this area has been installed in an easement. The City will need legal counsel on whether a second water line can be installed on the easements. If not, the existing waterline will need to be abandoned and the services reconnected. South of Cindy Lane, the right-of-way begins to expand and at the intersection of Highway J and Branich Dr. it measures 135' in width (based on the surveyed right-of-way on the south side of the highway and MoDOT Plans). Between 717 Highway J and 763 Highway J, the existing waterline was installed, on average, 40' from the edge of asphalt; indicating the waterline is within the Highway J right-of-way.

Assuming that the City has easements that can be used for the transmission main, then 17 of the 28 properties on the west alignment would not need new easements. The following assumptions were utilized to analyze easement costs based on other recent City projects:

- 30' Permanent easements at \$0.10 per square foot
- 10' Temporary construction easements at \$0.05 per square foot
- Legal fees of ten percent (5%) of easement costs

Table III-2 contains a comparison of required easements and their associated costs.



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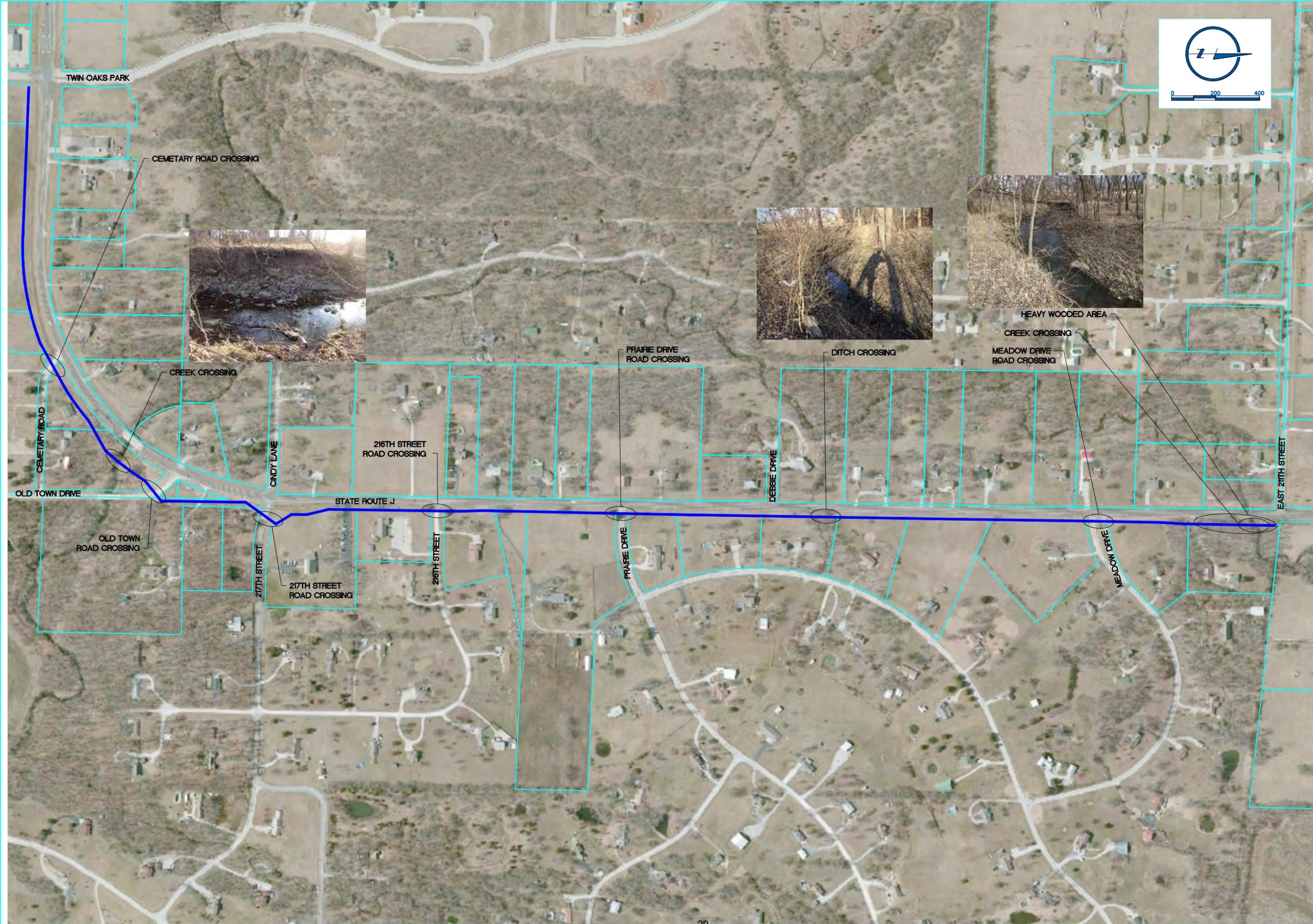
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 WEST ALIGNMENT

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 EXHIBIT 2

Table III-2: Highway J Easement Comparison, South of E. 211th St.

		West Alignment			East Alignment		
Permanent Waterline Easement	SF	70,920	\$0.10	\$ 7,092	186,840	\$0.10	\$ 18,684
Temporary Waterline Easement	SF	23,640	\$0.05	\$ 1,182	63,080	\$0.05	\$ 3,154
Legal and Appraisal Expenses	%	5%		\$ 414	5%		\$ 1,092
Total Easement Costs				\$ 8,688			\$ 22,930

As mentioned above, the west alignment would run parallel to an existing easement. On the east side, the transmission main would run parallel to a waterline owned by Cass 10 north of E. Old Town Dr. While neither of these should cause any problems with the new transmission main, we recommend that the City's existing waterline be abandoned so that the area can benefit from increased pressures and fire flows along Highway J.

The final part of the analysis was construction costs associated with both alignments. Tables III-3 and III-4 contain opinions of costs for each alignment.

Table III-3: Cost Opinion for West Alignment of Highway J, South of 211th St.

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12" PVC	LF	6,950	\$ 60	\$ 417,000
2	Locator Wire	LF	6,950	\$ 1.00	\$ 6,950
3	12" Butterfly Valve with box	EA	5	\$ 3,200	\$ 16,000
4	Test Meter w/ Valve	LS	2	\$ 3,500	\$ 7,000
5	Air Release Valve	EA	1	\$ 3,200	\$ 3,200
6	Asphalt Drives	EA	7	\$ 600	\$ 4,200
7	Gravel Drives	EA	12	\$ 250	\$ 3,000
8	Concrete Drive	EA	4	\$ 1,200	\$ 4,800
9	Concrete Lot Crossing	LS	1	\$ 3,600	\$ 3,600
10	Ditch Crossings	LS	1	\$ 3,200	\$ 3,200
11	Creek Crossing - 100'	LF	100	\$ 270	\$ 27,000
12	Creek Crossing - 200'	LF	200	\$ 270	\$ 54,000
13	Heavy Wooded Area	LF	180	\$ 20	\$ 3,600
14	Debbie Dr. Crossing – Open Cut and Case	LF	35	\$ 150	\$ 5,250
15	E. Cindy Lane Crossing - Open and Case	LF	30	\$ 150	\$ 4,500
16	Highway J Crossing - Bore and Case	LF	135	\$ 420	\$ 56,700
17	Connect to Existing 4"	LS	2	\$ 5,000	\$ 10,000
18	Connect to Existing 8"	LS	2	\$ 7,500	\$ 15,000
19	Service Reconnections	EA	25	\$ 1,500	\$ 37,500
20	Abandon Waterline	LS	2	\$ 1,600	\$ 3,200
	Total Construction Cost Opinion				\$ 685,700
	Contingency (10%)				\$ 68,570
	Total				\$ 754,270

Table III-4: Cost Opinion for East Alignment of Highway J, South of 211th St.

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12" PVC	LF	6,890	\$ 60	\$ 413,400
2	Locator Wire	LF	6,890	\$ 1.00	\$ 6,890
3	12" Butterfly Valve with box	EA	5	\$ 3,200	\$ 16,000
4	Test Meter w/ Valve	LS	2	\$ 3,500	\$ 7,000
5	Air Release Valve	EA	1	\$ 3,200	\$ 3,200
6	Asphalt Drives	LS	1	\$ 600	\$ 600
7	Gravel Drives	LS	2	\$ 250	\$ 500
8	Asphalt Parking Lot Crossing	LS	1	\$ 1,200	\$ 1,200
9	Ditch Crossings	1	1	\$ 3,200	\$ 3,200
10	Creek Crossing - 100'	LF	100	\$ 270	\$ 27,000
11	Creek Crossing - 200'	LF	200	\$ 270	\$ 54,000
12	Heavy Wooded Area	LF	400	\$ 20	\$ 8,000
13	Meadow Dr. Crossing - Bore and Case	LF	85	\$ 260	\$ 22,100
14	E. 216th St. Crossing - Bore and Case	LF	35	\$ 260	\$ 9,100
15	Prairie Dr. Crossing - Bore and Case	LF	35	\$ 260	\$ 9,100
16	E. 217th Terr. Crossing - Bore and Case	LF	30	\$ 260	\$ 7,800
17	E. Cemetery Rd. Crossing - Bore and Case	LF	35	\$ 260	\$ 9,100
18	Old Town Dr. Crossing - Bore and Case	LF	35	\$ 260	\$ 9,100
19	Connect to existing 8" waterline	LS	1	\$ 7,500	\$ 7,500
	Total Construction Cost Opinion				\$ 614,790
	Contingency (10%)				\$ 61,479
	Total				\$ 676,269

Adding construction costs and easement costs together, the costs associated with both alignments are:

- West Alignment: \$762,958
- East Alignment: \$699,199

This comparison assumes all easements must be purchased.

Highway J, north of E. 211th St.

As with the segment south of E. 211th St., the two potential alignments north of E. 211th St. are along the west and east side of the road. Field construction concerns that would affect the construction costs of each potential alignment were initially reviewed. Table III-5 contains assessments of each alignment:

Concern:	West Alignment	East Alignment
Driveways	22	11
Creek Crossings	100 feet	100 feet
Ditch Crossings	3	3
Street Crossings	230 feet	140 feet
Highway Crossings	70 feet	N/A
Heavily Wooded Areas	1,080 feet	N/A
Existing waterlines	Yes-partial	Yes-partial
Buildings near ROW	3	N/A

The East Alignment has the lowest number of concerns in each category except two where the alignments were found to be equal and where it parallels an existing waterline for a greater distance than the West Alignment does. Exhibits 3, 3.1, 4 and 4.1 on the following pages illustrate the alignments and contains pictures of some of the construction obstacles.

The west alignment would cross 28 properties (28 owners) and the east crosses 18 properties (13 owners) according to the Cass County GIS information. Two properties on the West Alignment have buildings within 20 and 30 feet of the edge of pavement. While the transmission main would need to be installed within the highway right-of-way in these areas, easements would still be required for portions of these properties. For easement acquisition, the same assumptions utilized in the first segment were used to determine required easements. Table III-6 contains a comparison of required easements and their associated costs.

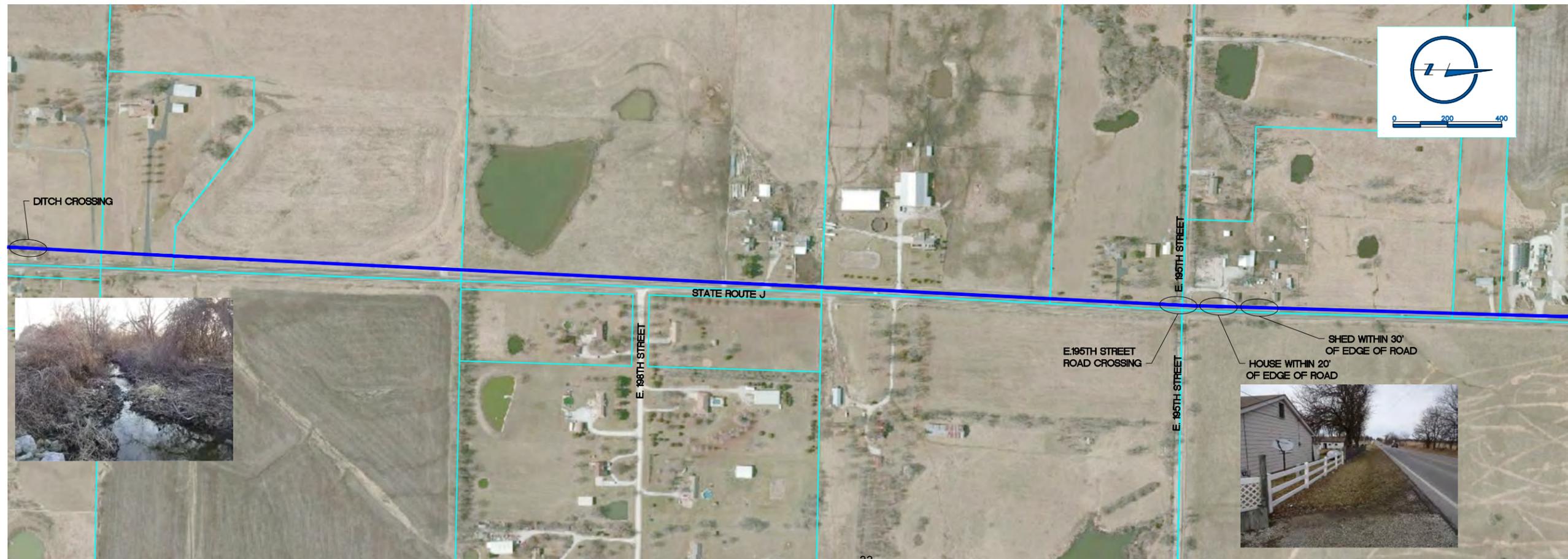
Table III-6: Highway J Easement Comparison, North of E. 211th St.

		West Alignment			East Alignment		
Permanent Waterline Easement	SF	424,650	\$0.10	\$ 42,465	427,650	\$0.10	\$ 42,765
Temporary Waterline Easement	SF	139,650	\$0.05	\$ 6,983	142,550	\$0.05	\$ 7,128
Legal and Appraisal Expenses	%	5%		\$ 2,472	5%		\$ 2,495
Total Easement Costs				\$ 51,920			\$ 52,387

While the West Alignment easement acquisition costs are estimated lower than the East Alignment, the difference is not large and the East Alignment has a smaller number of property owners that could change this costs.

Both alignments would parallel existing waterlines owned by both Cass 10 and Cass 6 for portions of the alignment. While neither of these should cause any problems with the new line, the exact location of these waterlines are not certain due to a lack of tracer wire installed within the waterline trench and the Transmission Main alignment may need to be modified in the field as these existing waterlines are found.

The final part of the analysis was construction costs associated with both waterlines. Tables III-7 and III-8 contain opinions of costs for each alignment which include a master meter, SCADA modifications, and a connection to Kansas City's supply main.



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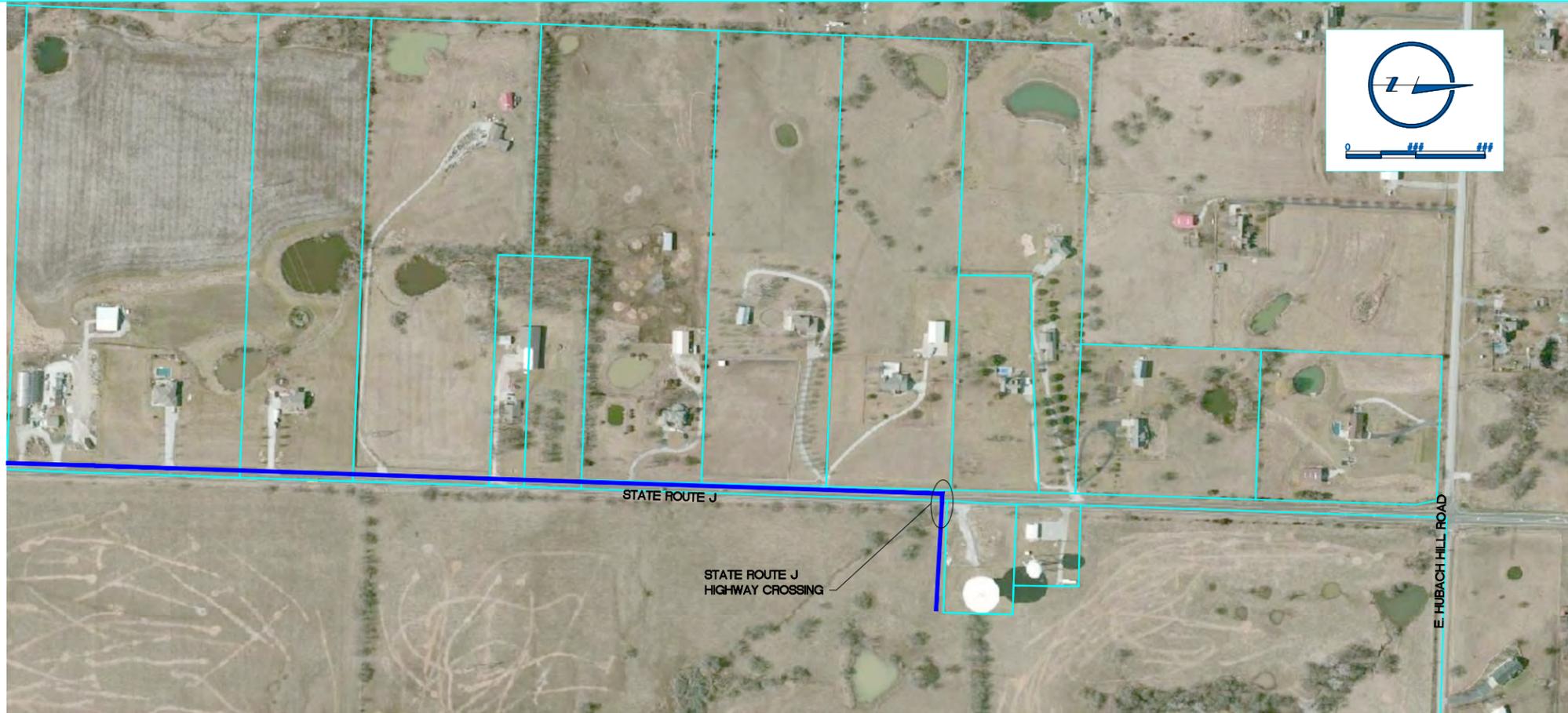
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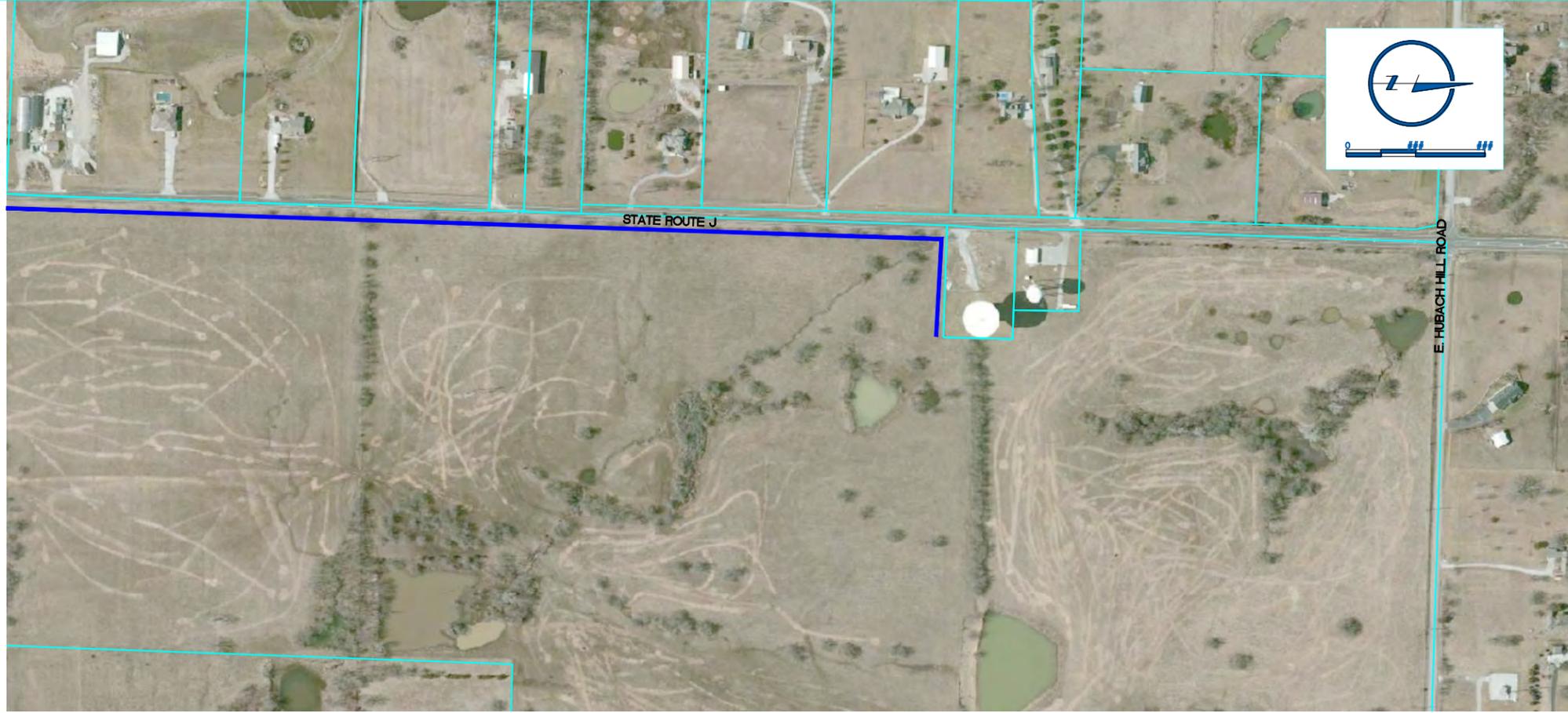
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 EXHIBIT 4.1

Table III-7: Cost Opinion for West Alignment of Highway J, North of 211th St.

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12" PVC	LF	14,800	\$ 60	\$ 888,000
2	Locator Wire	LF	14,800	\$ 1.00	\$ 14,800
3	12" Butterfly Valve with box	EA	7	\$ 3,200	\$ 22,400
4	Test Meter w/ Valve	LS	1	\$ 3,500	\$ 3,500
5	Air Release Valve	EA	3	\$ 3,200	\$ 9,600
6	Asphalt Drives	EA	4	\$ 600	\$ 2,400
7	Gravel Drives	EA	13	\$ 250	\$ 3,250
8	Wide Concrete drives	EA	1	\$ 2,400	\$ 2,400
9	Wide Asphalt drives	EA	2	\$ 1,200	\$ 2,400
10	Wide Gravel Drives	EA	2	\$ 500	\$ 1,000
11	Ditch Crossings	EA	3	\$ 3,200	\$ 9,600
12	Creek Crossing - 100'	LF	100	\$ 270	\$ 27,000
13	Heavy Wooded Area	LF	1,080	\$ 20	\$ 21,600
14	E. 195th St. Crossing - Bore and Case	LF	40	\$ 260	\$ 10,400
15	E. 203rd St. Crossing - Bore and Case	LF	60	\$ 260	\$ 15,600
16	E. Beth Lee Dr. Crossing - Bore and Case	LF	35	\$ 260	\$ 9,100
17	Brockview Lane Crossing - Bore and Case	LF	35	\$ 260	\$ 9,100
18	E. 211th St. Crossing - Bore and Case	LF	60	\$ 260	\$ 15,600
19	Highway J Crossing - Bore and Case	LF	70	\$ 420	\$ 29,400
20	Master Meter	LS	1	\$ 90,000	\$ 90,000
21	SCADA Modifications	LS	1	\$ 5,000	\$ 5,000
22	Connect to Existing 24" Waterline	LS	1	\$ 15,000	\$ 15,000
	Total Construction Cost Opinion				\$ 1,207,150
	Contingency (10%)				\$ 120,715
	Total				\$ 1,327,865

Table III-8: Cost Opinion for East Alignment of Highway J, North of 211th St.

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12" PVC	LF	14,700	\$ 60	\$ 882,000
2	Locator Wire	LF	14,700	\$ 1.00	\$ 14,700
3	12" Butterfly Valve with box	EA	7	\$ 3,200	\$ 22,400
4	Test Meter w/ Valve	LS	1	\$ 3,500	\$ 3,500
5	Air Release Valve	EA	3	\$ 3,200	\$ 9,600
6	Asphalt Drives	EA	4	\$ 600	\$ 2,400
7	Gravel Drives	EA	7	\$ 250	\$ 1,750
8	Ditch Crossings	EA	2	\$ 3,200	\$ 6,400
9	Creek Crossing - 100'	LF	100	\$ 270	\$ 27,000
10	E. 195th Crossing - Bore and Case	LF	40	\$ 260	\$ 10,400
11	E. 198th St. Crossing - Bore and Case	LF	40	\$ 260	\$ 10,400
12	E. 203rd St. Crossing - Bore and Case	LF	60	\$ 260	\$ 15,600
13	Master Meter	LS	1	\$ 90,000	\$ 90,000
14	SCADA Modifications	LS	1	\$ 5,000	\$ 5,000
15	Connect to Existing 24" Waterline	LS	1	\$ 15,000	\$ 15,000
	Total Construction Cost Opinion				\$ 1,116,150
	Contingency (10%)				\$ 111,615
	Total				\$ 1,227,765

Totaling construction costs and easement costs together, the alignment totals are:

- West Alignment: \$1,379,785
- East Alignment: \$1,280,152

As with the last segment, the comparison assumes that all easements will be purchased at the assumed unit costs.

211th St., West of Highway J

Within the E. 211th St. corridor, the north side and south side of the street represent the potential alignments. Once again, the examination began with evaluating potential construction issues. These constructability concerns can be found within Table III-9:

Table III-9: E. 211 th St. Construction Concerns		
Concern:	North Alignment	South Alignment
Driveways	9	15
Creek Crossings	40 feet	40 feet
Ditch Crossings	N/A	1
Street Crossings	180 feet	100 feet
Highway Crossings	80 feet	80 feet
Existing waterlines	Yes-multiple	Yes-partial

The North Alignment would have less driveway and ditch crossings but more street crossings (this includes crossing 211th St. on the west end to connect to the City’s existing 12-inch waterline). Exhibits 5 and 6 on the following pages illustrate the alignments and pictures of some of the construction obstacles.

When the GIS information from Cass County was examined, the North Alignment would be installed within 19 properties (17 owners) while the South Alignment would transverse 16 properties (16 owners).

Both alignments would parallel existing waterlines owned by both Cass 10 (North) and the City (South). The City’s waterline in this area appears to be within the existing street right-of-way. On the North Alignment, Cass 10 has two waterlines running parallel to E. 211th St. from Highway J to west of Lakespur Dr. From Lakespur Dr. to School Rd, Cass 10 has three waterlines running parallel to E. 211th. The right-of-way on the north side of the street has cable and power already installed. Due to this, a new waterline installed on the north side of E. 211th may have to be in the backyards of land landowners in the Olive Branch subdivision. Permanent easements in this area were thus estimated to be 25’ in width. For the rest of the properties, permanent easements were estimated to be 15 feet in width and temporary were 5 feet wide. Estimated costs remained the same. Required easements and their associated costs can be found in Table III-10.

Table III-10: E. 211th St. Easement Comparison

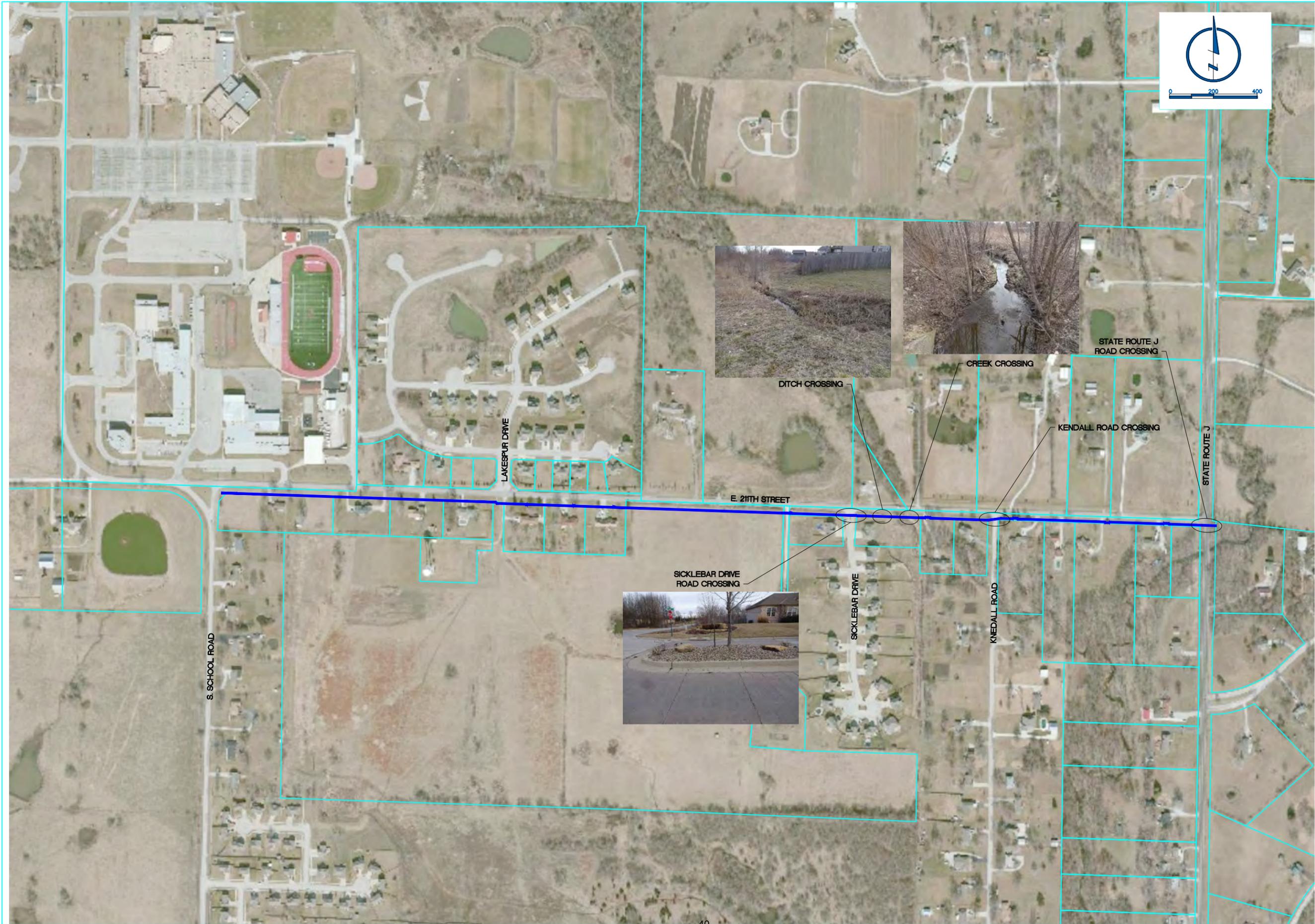
		North Alignment			South Alignment		
Permanent Waterline Easement	SF	86,765	\$0.10	\$ 8,677	64,965	\$0.10	\$ 6,497
Temporary Waterline Easement	SF	21,805	\$0.05	\$ 1,090	21,655	\$0.05	\$ 1,083
Legal and Appraisal Expenses	%	5%		\$ 488	5%		\$ 379
Total Easement Costs				\$ 10,255			\$ 7,958

The South Alignment easement acquisition costs are lower than the North Alignment. This is mainly due to the larger easements assumed on the North Alignment as previously discussed

Opinions of costs for each alignment can be found in Tables III-11 and III-12.

Table III-11: Cost Opinion for North Alignment of E. 211th St.

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12” PVC	LF	4,750	\$ 60	\$ 285,000
2	Locator Wire	LF	4,750	\$ 1.00	\$ 4,750
3	12” Butterfly Valve with box	EA	4	\$ 3,200	\$ 12,800
4	Air Release Valve	EA	1	\$ 3,200	\$ 3,200
5	Gravel Drives	EA	7	\$ 250	\$ 1,750
6	Creek Crossing	LF	40	\$ 270	\$ 10,800
7	Lakespur Dr. Crossing - Bore and Case	LF	110	\$ 260	\$ 28,600
8	Ray-Pec School Asphalt Entrance	LS	1	\$ 1,200	\$ 1,200
9	Ray-Pec School Concrete Entrance	LS	1	\$ 2,400	\$ 2,400
10	E. 211th St. Crossing - Bore and Case	LF	70	\$ 260	\$ 18,200
11	Highway J Crossing - Bore and Case	LF	80	\$ 420	\$ 33,600
12	Connect to existing 12" waterline	LS	1	\$ 10,000	\$ 10,000
13	Fire Hydrants	LS	6	\$ 4,500	\$ 27,000
	Total Construction Cost Opinion				\$ 439,300
	Contingency (10%)				\$ 43,930
	Total				\$ 483,230



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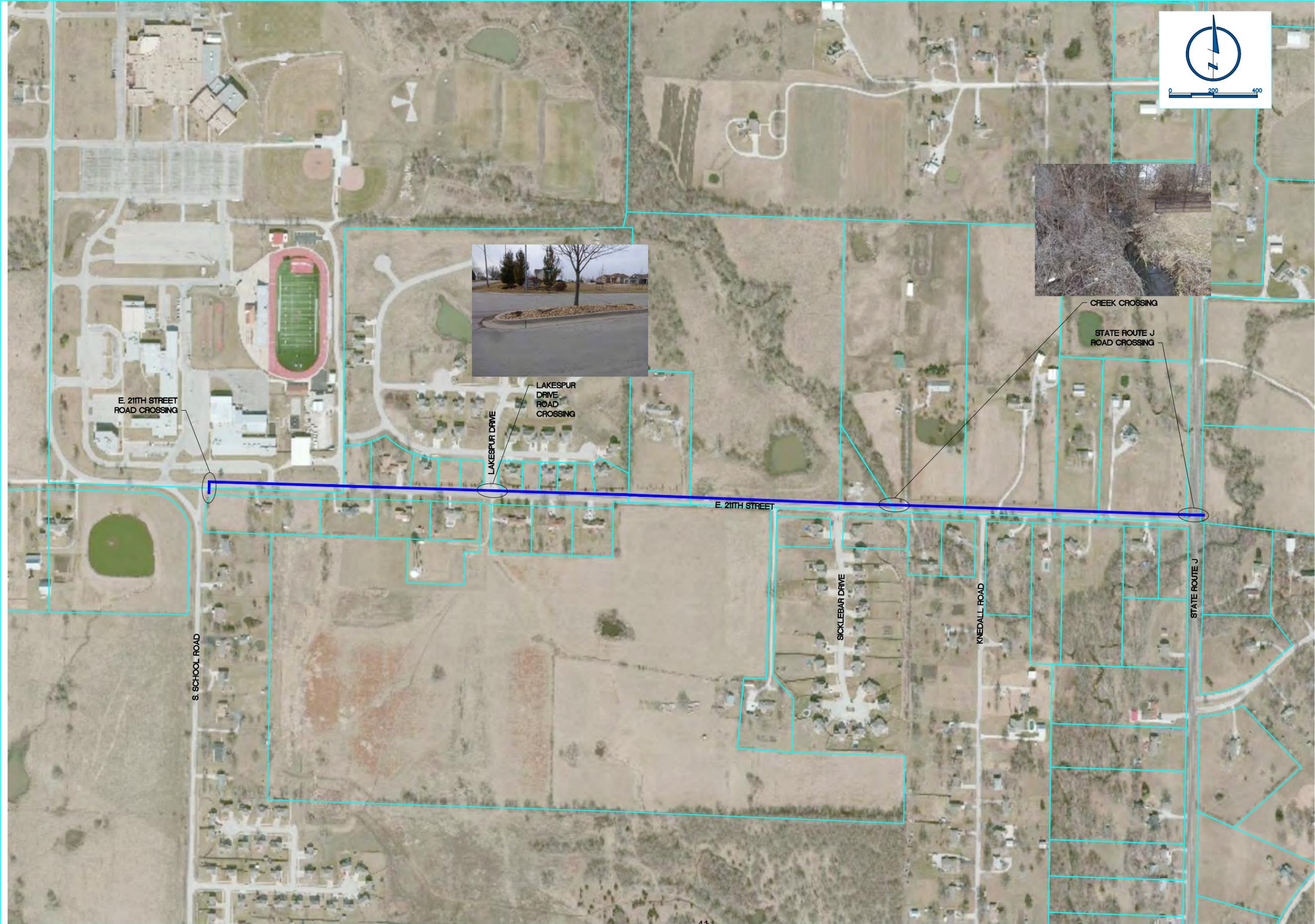
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Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12" PVC	LF	4,660	\$ 60	\$ 279,600
2	Locator Wire	LF	4,660	\$ 1.00	\$ 4,660
3	12" Butterfly Valve with box	EA	4	\$ 3,200	\$ 12,800
4	Air Release Valve	EA	1	\$ 3,200	\$ 3,200
5	Asphalt Drives	EA	1	\$ 600	\$ 600
6	Gravel Drives	EA	7	\$ 250	\$ 1,750
7	Concrete Drives	EA	7	\$ 1,200	\$ 8,400
8	Ditch Crossings	EA	1	\$ 3,200	\$ 3,200
9	Creek Crossing	LF	40	\$ 270	\$ 10,800
10	Sicklebar Dr. Crossing - Bore and Case	LF	65	\$ 260	\$ 16,900
11	Kendall Rd. Crossing – Open Cut & Case	LF	35	\$ 150	\$ 5,250
12	Highway J Crossing - Bore and Case	LF	80	\$ 420	\$ 33,600
13	Connect to existing 4" waterline	LS	3	\$ 5,000	\$ 15,000
14	Connect to existing 12" waterline	LS	1	\$ 10,000	\$ 10,000
15	Fire Hydrants	LS	6	\$ 4,500	\$ 27,000
16	Abandon Waterlines	LS	1	\$ 1,600	\$ 1,600
17	Service Reconnection	EA	4	\$ 1,500	\$ 6,000
Total Construction Cost Opinion					\$ 440,360
Contingency (10%)					\$ 44,036
Total					\$ 484,396

Totaling construction and easement expenses for the two alignments indicates similar costs for both alignments as can be seen below:

- North Alignment: \$493,485
- South Alignment: \$492,354

A. Along Branic Dr. and 221st Street

Installing a waterline along Branic Dr. and 221st St. was added after survey and design on the Kansas City Transmission Main project began. Survey has not yet been performed in this area. The two alignments examined for this segment were:

- West side of Branic Dr. and the north side of 221st St. (West Alignment)
- East side of Branic Dr. and the south side of 221st St. (East Alignment)

Table III-13 lists constructability concerns found during a field investigation:

Concern:	West Alignment	East Alignment
Driveways/Parking Lot	3	3
Sewer Crossings	2	1
Street Crossings	60 feet	35 feet
Detention Pond Dam	1	N/A

While, the West Alignment has the same number of parking lot crossings, the third one would be at the southwest corner of the Flying J and could be substantially shorter. This alignment would also contain an extra sewer crossing and a longer street crossing. Exhibits 7 and 8 on the following pages illustrate the alignments and pictures of some of the construction obstacles.

The West Alignment would cross over 10 properties (4 owners) while the East Alignment would transverse 15 properties (3 owners). The City has an existing waterline running along the west side of Branich and the south side of 221st St. that appears to be in the existing right-of-way. Permanent easements were estimated to be 25 feet in width and temporary 5 feet wide, similar to segment 3. At the southeast intersection of 221st and SE Outer Rd, a 20 feet permanent easement was utilized due to the distance between the existing building and the road. Estimated costs remained the same as the other segments. Required easements and their associated costs can be found in Table III-14.

Table III-14: Branich Dr. Easement Comparison

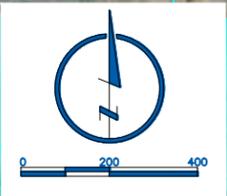
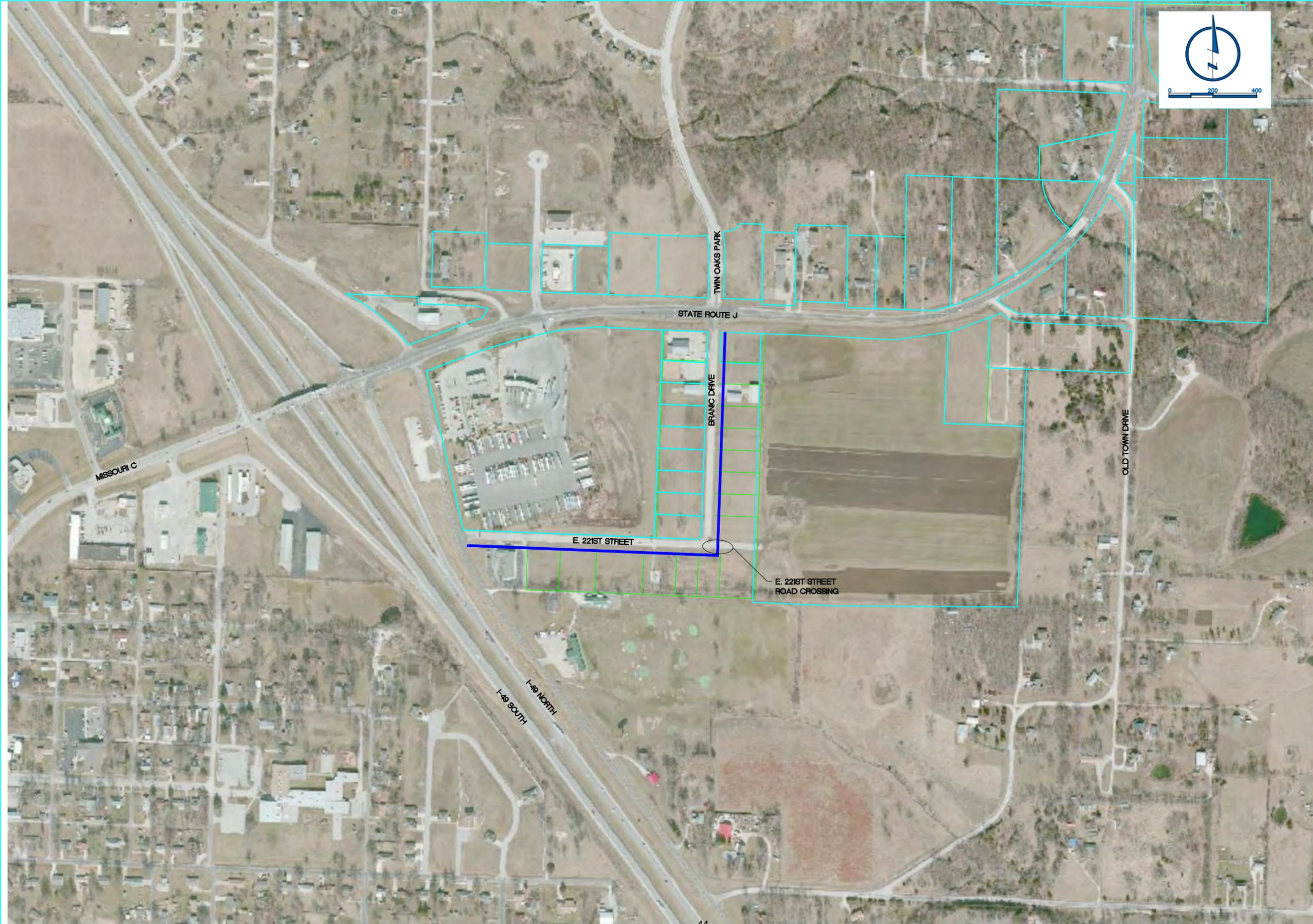
		West Alignment			East Alignment		
Permanent Waterline Easement	SF	50,175	\$0.10	\$ 5,018	50,025	\$0.10	\$ 5,003
Temporary Waterline Easement	SF	10,035	\$0.05	\$ 502	9,555	\$0.05	\$ 478
Legal and Appraisal Expenses	%	5%		\$ 276	5%		\$ 274
Total Easement Costs				\$ 5,795			\$ 5,754

Easement costs between the two options did not differ greatly.

Tables III-15 and III-16 contain opinions on probable costs for the two potential alignments.

Table III-15: Cost Opinion for West Alignment of Branich Dr.

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12" PVC	LF	2,180	\$ 60	\$ 130,800
2	Locator Wire	LF	2,180	\$ 1.00	\$ 2,180
3	12" Butterfly Valve with box	EA	2	\$ 3,200	\$ 6,400
4	Concrete Parking Lot Crossing	LS	1	\$ 7,200	\$ 7,200
5	Wide Concrete Drives	EA	1	\$ 2,400	\$ 2,400
6	Asphalt Parking Lot Crossing	LS	1	\$ 2,500	\$ 2,500
7	Connect to existing 12" waterline	LS	1	\$ 10,000	\$ 10,000
8	Branich Rd Crossing	LF	60	\$ 260	\$ 15,600
9	Sewer Crossing	LS	2	\$ 2,500	\$ 5,000
10	Reconnect to existing Fire Hydrant	LS	6	\$ 2,500	\$ 15,000
11	Abandon Waterlines	LS	2	\$ 1,600	\$ 3,200
12	Service Reconnection	EA	4	\$ 1,500	\$ 6,000
	Total Construction Cost Opinion				\$ 206,280
	Contingency (10%)				\$ 20,628
	Total				\$ 226,908



drawn by	JDA	reference	0314056-100
designed by	CAH		
reviewed by	APC		

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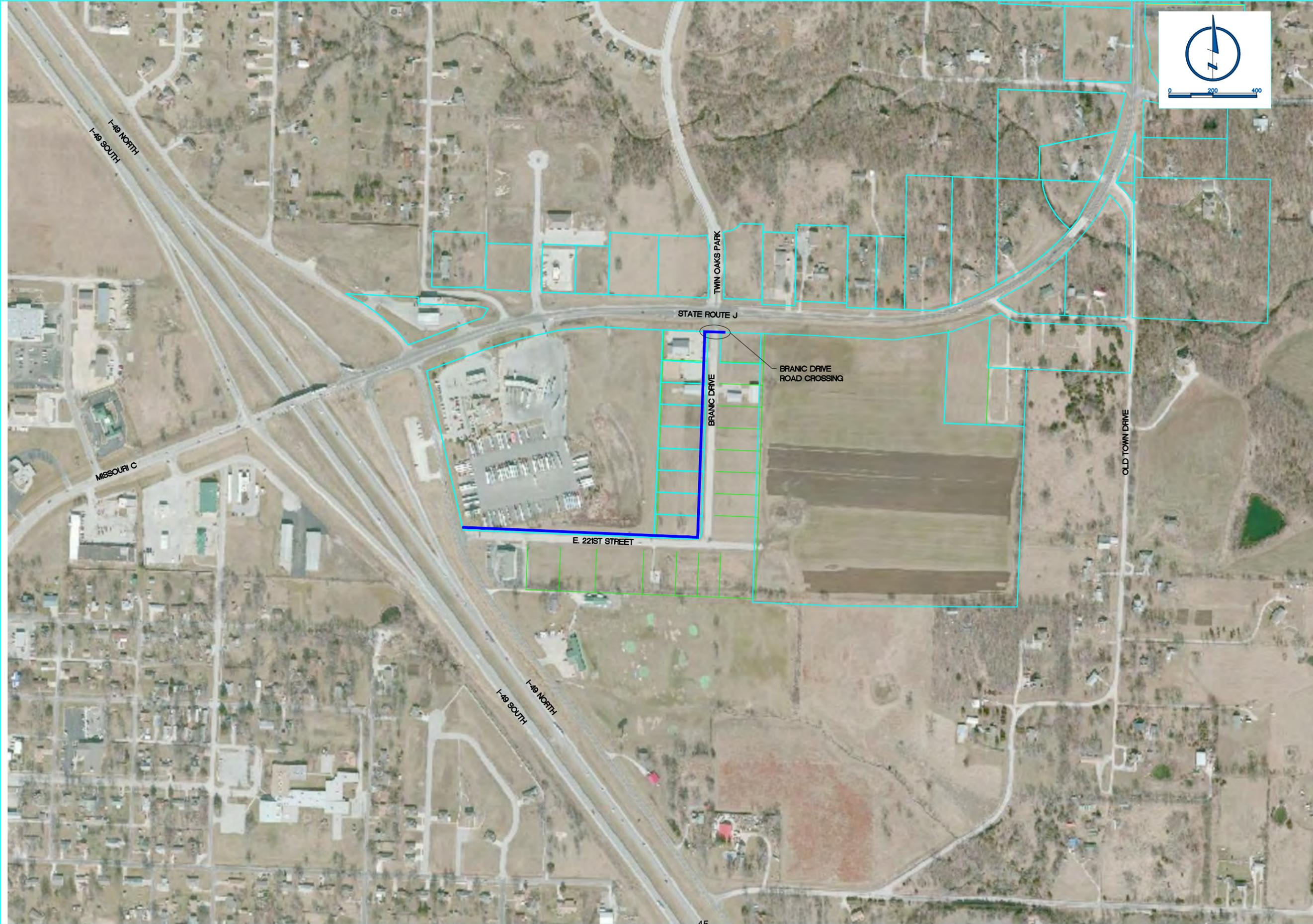
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TRANSMISSION MAIN
 HIGHWAY J
 SOUTH OF STATE ROUTE J
 EAST & SOUTH ALIGNMENT

job number-task
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 date
 2015

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 EXHIBIT 7



drawn by	JDA	reference	0314056-100
designed by	CAH		
reviewed by	APC		

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 PECULIAR, MISSOURI

TRANSMISSION MAIN
 HIGHWAY J
 SOUTH OF STATE ROUTE J
 WEST & NORTH ALIGNMENT

job number-task
 0314056.01
 date
 2015

sheet
 EXHIBIT 8

Table III-16: Cost Opinion for East Alignment of Branice Dr.

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1	12" PVC	LF	2,200	\$ 60	\$ 132,000
2	Locator Wire	LF	2,200	\$ 1.00	\$ 2,200
3	12" Butterfly Valve with box	EA	2	\$ 3,200	\$ 6,400
4	Asphalt Drives	EA	1	\$ 600	\$ 600
5	Concrete Drives	EA	1	\$ 1,200	\$ 1,200
6	Asphalt Parking Lot Crossing	LS	1	\$ 3,600	\$ 3,600
7	221st St. Crossing	LF	35	\$ 150	\$ 5,250
8	Connect to existing 12" waterline	LS	1	\$ 10,000	\$ 10,000
9	Sewer Crossing	LS	1	\$ 2,500	\$ 2,500
10	Reconnect to existing Fire Hydrant	LS	6	\$ 2,500	\$ 15,000
11	Abandon Waterlines	LS	2	\$ 1,600	\$ 3,200
12	Service Reconnection	EA	4	\$ 1,500	\$ 6,000
Total Construction Cost Opinion					\$ 187,950
Contingency (10%)					\$ 18,795
Total					\$ 206,745

Easement and construction costs totals are as follows:

- West Alignment: \$232,703
- East Alignment: \$212,499

The costs difference between the two alignments is approximately \$20,000. Since this segment parallels two different streets, the alignments could be easily mixed for additional options. The comparison assumes all easements must be purchased as with all other segment cost opinions.

IV. Decision Matrix

The following decision matrix was created in order to aid in selecting the appropriate transmission main alignment for each segment. Points are awarded to each alignment and the one with the most points is the recommended solution. Table IV-1 shows a breakdown of the matrix. A description of each "consideration" is listed after the table. The second alignment for each consideration is a percentage based on a comparison against the top ranked alignment in each evaluation category.

Table IV-1: Route Decision Matrix

Item	Consideration	Percent
1	Capital Cost	50
2	Easement Acquisition - Costs	20
3	Easement Acquisition – Owners	10
4	Constructability	10
5	Permitting	5
6	Community Disruption	5
		100

- *Capital Costs* relates to Cost Opinions for each Alignment found in Section IV. An Option gets higher points for having a lower initial capital cost.
- *Easement Acquisition-Costs* is related to the costs associated with obtaining easements as estimated in Section IV. Higher points in this category equate to lower easement costs.
- *Easement Acquisition-Owners* is based upon the number of Property Owners within the alignment. Higher point values signify a lower number of Owners.
- *Constructability* relates ease of construction for each alignment. Lower point values represent a greater number of construction concerns (such as utility conflicts, creek crossings, etc.) and an increase in construction time and difficulty of the work.
- *Permitting* correlates to the number of permits required for an alignment. Higher point values relate to less required permits. This is largely based on the number of county road and highway crossing permits.
- *Community Disruption* represents the affect construction will have personal property. A higher value here indicates smaller effect of the construction on the community, including driveways, landscaping, fences, and yards.

Table IV-2 contains a summary of the rankings for the Highway J segment south of E. 211th St.

Table IV-2: Weight Decision Matrix - Highway J, South of E. 211th St.

			West Alignment	East Alignment
1	Initial Capital Cost	50	44.5	50
2	Easement Acquisition - Costs	20	20	8
3	Easement Acquisition - Owners	10	5.9	10
4	Constructability	10	10	10
5	Permits	5	5	4
6	Community Disruption	5	1.3	5
		100	86.7	86.6

The results of this decision matrix are very close with only a 0.1 difference in point totals. This is mainly a result of the differences in Capital Costs and Easement Costs. The East Alignment has the cheaper construction, has less property owners to obtain easements from, and disrupts the community the least while the West Alignment may require a smaller area of new easements and has lets permits to obtain.

Table IV-3 contains a summary of the rankings for the Highway J segment north of E. 211th St.

Table IV-3: Weight Decision Matrix - Highway J, North of E. 211th St.

			West Alignment	East Alignment
1	Initial Capital Cost	50	46	50
2	Easement Acquisition - Costs	20	20	19.8
3	Easement Acquisition - Owners	10	4.6	10
4	Constructability	10	7	10
5	Permits	5	2	5
6	Community Disruption	5	2.2	5
		100	81.8	99.8

Based on the results of the decision matrix, the East Alignment is recommended in this comparison. This

matrix had the greatest difference between alignments within a segment. The alignment was more favorable in all categories except easement costs where it was slightly higher than the West Alignment.

Table IV-4 contains the matrix results for the E. 211th St. segment.

Table IV-4: Weight Decision Matrix - E. 211th St., West of Highway J

			North Alignment	South Alignment
1	Initial Capital Cost	50	49.9	50
2	Easement Acquisition - Costs	20	15.6	20
3	Easement Acquisition - Owners	10	9.4	10
4	Constructability	10	4	10
5	Permits	5	5	5
6	Community Disruption	5	2.9	5
		100	86.8	99.5

While the Alignments had relatively close construction cost estimates, the South Alignment was the top scorer in all other categories. The South Alignment would also avoid paralleling three waterlines on the north side of the street.

The Branich Drive segment matrix results can be seen in Table IV-5.

Table IV-5: Weight Decision Matrix - Branich Dr.

			East Alignment	West Alignment
1	Initial Capital Cost	50	50	45.5
2	Easement Acquisition - Costs	20	20	19.8
3	Easement Acquisition - Owners	10	10	7.5
4	Constructability	10	10	8
5	Permits	5	5	5
6	Community Disruption	5	5	2.5
		100	100.0	88.3

Estimated easement costs were similar for both alignments. The East Alignment scored higher points in every category in this matrix.

V. Conclusion

This report began by examining the existing water utilities in the proposed Kansas City Transmission Main Corridor before moving into an evaluation of four segments of this Corridor. Two alignments within each segment were then compared for constructability, easements, costs, and community. This information was input into a weighted decision matrix that was developed to help determine the best alignment within each segment. In three cases, the matrix indicated a clear preferred option:

- Highway J north of E. 211th, the East Alignment is recommended
- E. 211th, the South Alignment is recommended

Along Branich Dr. and 221st St., the City already has an 8-inch waterline installed that connects to an existing

12-inch main on SE Outer Rd. The City also has an 8-inch waterline along Highway J between Branic Dr. and SE. Outer Road. This 8-inch waterline continues from Highway J south to the existing 12-inch waterline. These waterlines create an 8-inch loop that can feed the existing 12-inch on SE Outer Rd from the proposed transmission main. Due to this loop, we recommend the City not install a new 12-inch waterline on the Branic Segment.

The last segment was Highway J, south of E. 211th St. The West alignment may allow the City to utilize existing easements over a portion of the alignment and may provide fire flow to existing customers, but will be more expensive to construct. The East alignment has lower construction costs and has fewer land owners to obtain easements from, but has higher potential easement costs based upon square footage. Based upon discussions with City personnel, we recommend the City install the waterline within the west alignment to provide additional flow to existing City customers and the presence of existing easements on this alignment.

RESOLUTION NO. 2016-39

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI, APPROVING AND ACCEPTING THE 2014 PRELIMINARY ENGINEERING REPORT SUPPLEMENT NO. 1 KANSAS CITY TRANSMISSION MAIN ALIGNMENT ANALYSIS FOR THE CITY OF PECULIAR BY LARKIN LAMP RYNEARSON

WHEREAS, the Board of Aldermen previously approved the 2014 Preliminary Engineering Report Water Supply, Pumping Storage and Distribution Facilities for the City of Peculiar, MO in 2014, and

WHEREAS, the Board of Aldermen previously approved execution of the Engineering Design, Advertisement and Construction Phase Services Contract (engineering contract) on the Kansas City Source Transmission Main for the City of Peculiar, MO in 2014, and

WHEREAS, the engineering contract on the Kansas City Source Transmission Main has been awarded in the amount not to exceed \$378,344.00,

NOW THEREFORE, be it ordained by the Board of Aldermen of the City of Peculiar, Missouri as follows:

**THE 2014 PRELIMINARY ENGINEERING REPORT SUPPLEMENT NO. 1
KANSAS CITY TRANSMISSION MAIN ALIGNMENT ANALYSIS FOR THE
CITY OF PECULIAR BY LARKIN LAMP RYNEARSON**

Section 1. That the Mayor is hereby authorized to execute on behalf of the City of Peculiar the above referenced RESOLUTION and the 2014 Preliminary Engineering Report Supplement No. 1 Kansas City Transmission Main Alignment Analysis for the City of Peculiar.

Section 2. The effective date of the resolution shall be _____.

BE IT REMEMBERED THE PRECEDING RESOLUTION WAS ADOPTED ON THIS _____ DAY OF _____, 2016, BY THE FOLLOWING VOTE:

Alderman Ford	_____	Alderman Ray	_____
Alderman Hammack	_____	Alderman Roberts	_____
Alderman Harlan	_____	Alderman Dunsworth	_____

APPROVED:

ATTEST:

Holly J. Stark, Mayor

Janet Burlingame, City Clerk

City Administrator
Brad Ratliff

City Clerk
Janet Burlingame

City Engineer
Carl Brooks

Business Office
Trudy Prickett



Chief of Police
Harry Gurin

City Planner
Cliff McDonald

City Attorney
Joe Lauber

Parks Director
Grant Purkey

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078
Phone: (816)779-5212 Facsimile: (816)779-1004

To: Mayor & Board of Aldermen
From: Carl Brooks, City Engineer (cbrooks@cityofpeculiar.com)
Date: September 28, 2016
Re: Design-build/construction management projects

GENERAL INFORMATION

Applicant: City Staff
Requested Actions: Review for discussion design-build/construction management projects to be allowed by the City of Peculiar Purchasing Policy.
Property Location: City wide
Purpose: To allow the use of design-build/construction management projects

PROPOSAL

Currently the City's Purchasing Policy provides for the solicitation for construction services through a competitive bidding process method where the lowest and most responsible/responsive bidder receives the award; and in a separate section provides for the solicitation of architectural and engineering services through a request for qualifications (RFQ) method where the most qualified firm for the project is selected and then price is negotiated. Design-build projects allow an owner to obtain both design and construction services under one single contract; and letting a project as design-build under one contract as opposed to two separate engineering/design and construction contracts in certain situations can be more cost effective and beneficial to the City as a project owner; and in certain situations the City can benefit from engaging a firm to act as a construction manager on projects; and the City's Purchasing Policy does not address a solicitation method for design-build projects and procurement of construction management services; and City staff desires to revise the City's Purchasing Policy to provide for a solicitation method for design-build projects and a method of procurement for construction management services.

Staff asks that you review this document, and discuss.

PREVIOUS ACTIONS

None.

KEY ISSUES

To save time and money of CIP projects.

STAFF COMMENTS AND SUGGESTIONS

The Missouri Municipal League (MML) supports design-build/construction management projects for fourth class cities such as the City of Peculiar

STAFF RECOMMENDATION

Approval of a future resolution allowing for design-build/construction management projects for the City of Peculiar

ATTACHMENTS

Proposed Resolution

RESOLUTION NO. 2016-xx

A RESOLUTION REVISING THE CITY'S PURCHASING POLICY TO PROVIDE FOR DESIGN-BUILD AND CONSTRUCTION MANAGEMENT AGREEMENTS.

WHEREAS, the City of Peculiar ("City") amended the City of Peculiar Purchasing Policy on October 6th, 2014, pursuant to Resolution 2014-xx, in order to set forth policy guidelines for City purchases in order to obtain necessary goods and services at the most economical prices, while ensuring compliance with all applicable laws and policies, and maintaining confidence in government expenditures; and

WHEREAS, from time to time the City's Purchasing Policy has been revised in order to meet the needs of the City and to stay current with procurement practices; and

WHEREAS, currently the City's Purchasing Policy provides for the solicitation for construction services through a competitive bidding process method where the lowest and most responsible bidder receives the award; and in a separate section provides for the solicitation of architectural and engineering services through a request for qualifications (RFQ) method where the most qualified firm for the project is selected and then price is negotiated; and

WHEREAS, design-build projects allow an owner to obtain both design and construction services under one single contract; and

WHEREAS, letting a project as design-build under one contract as opposed to two separate engineering/design and construction contracts in certain situations can be more cost effective and beneficial to the City as a project owner; and

WHEREAS, in certain situations the City can benefit from engaging a firm to act as a construction manager on projects; and

WHEREAS, the City's Purchasing Policy does not address a solicitation method for design-build projects and procurement of construction management services; and

WHEREAS, the Board of Aldermen desires to revise the City's Purchasing Policy to provide for a solicitation method for design-build projects and a method of procurement for construction management services.

WHEREAS, the Board of Aldermen further desires to revise Article X., entitled "Professional Services Contracts – Engineering, Architectural and Land Surveying Services", so the language coincides with current City purchasing practices.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI, AS FOLLOWS:

SECTION 1. That the definition of "Construction" as it appears in section IV. of the City of Peculiar Purchasing Policy is hereby amended to read as follows:

CONSTRUCTION - the process of building, altering, repairing, improving or demolishing any public structure or facility or other public improvement of any kind. The term

RESOLUTION NO. 2016-xx

“construction” as used herein shall not include projects or contracts for design-build as defined in section XI.A.1. of this Policy.

SECTION 2. That Article X. of the City of Peculiar Purchasing Policy is hereby amended to read as follows:

- X. PROFESSIONAL SERVICES CONTRACTS-
ENGINEERING, ARCHITECTURAL AND LAND
SURVEYING SERVICES
- A. As used in the Article unless the context specifically requires otherwise:
1. “Architectural services” means any service as defined in Section 327.091, RSMo.
 2. “Engineering services” means any services as defined in Section 327.181, RSMo.
 3. “Firm” means any individual, firm, partnership, corporation, associates or other legal entity permitted by law to practice the profession of architecture, engineering or land surveying and provide said services;
 4. “Land surveying services” means any service as defined in Section 327.272, RSMo.
 5. “Protest” means any capital improvement project or any study, plan, survey or program activity of the City, including development of new or existing programs.
- B. Contracts for architectural, engineering and land surveying services shall be negotiated on the basis of demonstrated competence and qualifications for the type of services required and at fair and reasonable prices.
- C. Whenever architectural, engineering or land surveying services are needed, except for those cases in which the required services may be provided through an existing indefinite delivery (aka “on call”) contract, the Department Director or designated representative shall prepare a Request for Qualifications (RFQ) designed to ascertain the following qualifications of firms that may be interested in providing services for the proposed project,

RESOLUTION NO. 2016-xx

1. The specialized experience and technical competence of the firm with respect to the typed of services required;
2. The capacity and capability of the firm to perform the work in question. Including specialized services, within the time limitations fixed for the completion of the project;
3. The past record of performance of the firm with respect to such factors as control of costs, quality of work, and ability to meet schedules;
4. The firms' proximity to and familiarity with the area in which the project is located.

When an RFQ is used, a selection committee shall be established by the Department Director or designated representative to review the qualifications.

Each committee member will rank each firm according to the criteria set forth in section C (1-4) of this Article. The composite rating of the committee will be used to determine the three top rated firms, which may be interviewed at the discretion of the Department Director or their designated representative. If interviews are conducted, the firms are again individually rated after the interviews according to the criteria contained in section C (1-4) of this Article and a second composite of the committee's rating of the firms.

The Department Director, or their designated representatives, shall list three highly qualified firms as determined by the process set forth in this section. They shall then select the firm considered best qualified and capable of performing the desired work and negotiate a contract for the project with the firm selected. If an RFQ is used, the committee's composite rating shall be used to determine the best qualified firm. If the Department Director, or their designated representatives, is unable to negotiate a satisfactory contract with the firm selected, negotiations with that firm shall be terminated. Negotiations shall then commence with another of the qualified firms selected. If there is a failing of accord with the second firm, negotiations with such firm shall be terminated. Negotiations shall then commence with the third qualified firm. If there is a failure to negotiate a contract with any of the selected firms, the Department Director, or their designated representatives, shall reevaluate the necessary architectural, engineering, design-build or land surveying services, including the scope and reasonable fee requirements again and compile a list of

qualified firms and proceed in accordance with the provisions of the subsection.

SECTION 3. That a new article, entitled "Design-Build Services" be added to the City's Purchasing Policy as Article XI, which shall read as follows:

XI. DESIGN-BUILD SERVICES

- A. As used in this Article unless the context specifically requires otherwise:
1. "Design-build" means any project for the design, construction, alteration, remodeling or improvement of any buildings, facilities or other public improvements for which the design and construction services are furnished under one contract.
 2. "Design-Build Team" is comprised of the Design-Builder, the Design Consultant, and key Subcontractors identified by the Design-Builder.
 3. "Design-Builder" is any individual, partnership, corporation, associates or other legal entity providing both design and construction services to the City for a design-build project.
 4. "Design Consultant" is a qualified, licensed design professional who is not an employee of Design-Builder, but is retained by Design-Builder, or employed or retained by any firm under contract with Design-Builder, to furnish design services required under the Contract Documents. A Design Sub-Consultant is a qualified, licensed design professional who is not an employee of the Design Consultant, but is retained by the Design Consultant or employed or retained by any firm under contract to Design Consultant, to furnish design services required under the Contract Documents. Design services include architectural, engineering and land surveying services.
 - a. "Architectural services" means any service as defined in Section 327.091, RSMo.
 - b. "Engineering services" means any services as defined in Section 327.181, RSMo.
 - c. "Land surveying services" means any service as defined in Section 327.272, RSMo.
 - d. "Firm" means any individual, firm, partnership, corporation, associates or other legal entity permitted by law to practice the profession of architecture, engineering or land surveying and provide said services.

5. "Project" means any capital improvement project or any study, plan, survey or program activity of the City, including development of new or existing programs.
- B. Whenever design-build services are needed, the Department Director, or designated representative, shall prepare a Request for Qualifications (RFQ) designed to ascertain the qualifications of design-build teams that may be interested in providing services for the proposed project. Qualifications may include, but are not limited to,
1. The specialized experience and technical competence of the team with respect to the types of services required including experience in design-build projects of similar function and scope;
 2. The capacity and capability of the firm to perform the work in question, including specialized services, within the time limitations fixed for the completion of the project;
 3. The past record of performance of the firm with respect to such factors as estimating accuracy and meeting project budgets, quality of work, and ability to meet schedules;
 4. List of people available to provide required design and construction services including the Licensed Professional Engineer, Architect and/or Land Surveyor, who will be responsible for Professional Services associated with this project.
- A selection committee shall be established by the Department Director, or designated representative, to review the qualifications. Each committee member will rank each firm according to the criteria set forth in the RFQ. The composite rating of the committee will be used to determine the top rated teams, which may be interviewed at the discretion of the Department Director. If interviews are conducted, the teams are again individually rated after the interviews according to the criteria contained in the RFQ and a second composite of the committee's rating of the teams will determine the team considered best qualified and capable of performing the desired work.
- C. Contracts for preliminary and final design-build services shall be negotiated for the types of design and construction services required at fair and reasonable prices.

If the Department Director and/or designated representative is unable to negotiate a satisfactory preliminary contract with the selected team, negotiations with that team shall be terminated. Negotiations shall then commence with the second rated team until agreement has been reached or negotiations are terminated. This process will continue until an agreement has been reached with one of the teams or no selected teams remain. If no agreement is reached with any of the selected teams, the Department Director, or designated representative, shall reevaluate the scope of design-build services, project schedule, and other requirements outlined in the RFQ, and make revisions if appropriate. The selection process may be initiated again based on the revised RFQ or other project delivery systems may be considered.

SECTION 4. That a new article, entitled "Construction Management Services" be added to the City's Purchasing Policy as Article XII, which shall read as follows:

XII. CONSTRUCTION MANAGEMENT SERVICES

- A. "Construction management services" means those services as defined in Section 8.675, RSMo.
- B. Solicitation and award of contracts for construction management services shall be in compliance with the provisions of Sections 8.679 – 8.681, RSMo.
- C. Whenever construction management services are needed, the Department Director, or designated representative, shall prepare a Request for Proposal (RFP) requesting the following from each construction manager that may be interested in providing services for the proposed project,
 - 1. Fees for overhead and profit;
 - 2. Reimbursable costs for reimbursable items as defined in the City's request for proposal;
 - 3. Qualifications;
 - 4. Demonstration of ability to perform projects comparable in design, scope and complexity;
 - 5. Demonstration of good faith efforts to achieve compliance with federal, state and local affirmative action requirements, if applicable;
 - 6. References of owners for whom construction management services have been performed;
 - 7. Financial strength;

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- 8. Qualifications of in-house personnel who will manage the project;
 - 9. Demonstration of successful management systems which have been employed for the purposes of estimating, scheduling and controlling costs.
- D. A selection committee shall be established by the Department Director, or designated representative, to review the proposals. Each committee member will rate each firm according to the criteria set forth in the RFP. The composite rating of the committee will be used to determine the top rated respondents, which may be interviewed at the discretion of the Department Director. If interviews are conducted, the respondents are again individually rated after the interviews according to the criteria contained in the RFP and a second composite of the committee's rating of the respondents will determine the most responsive and qualified construction managers capable of performing the desired construction management work.
- E. The City Staff may negotiate a contract for construction management services with one or more construction managers thus selected. If City Staff is unable to negotiate a contract for the type of services required with any of the construction managers selected for a project at a price determined by City Staff, subject to City Council approval, to be fair and reasonable, City Staff shall reevaluate the necessary construction management services, including the scope and reasonable fee requirements, and again advertise and solicit proposals from construction managers complying with the terms of the revised request for proposal.

SECTION 5. That the current **Articles XI to XXIII** of the City of Peculiar Purchasing Policy shall remain in full force and effect, but be renumbered accordingly to account for the inclusion of the two new articles set forth herein.

SECTION 6. This resolution shall be in full force and effect upon the date of its adoption, passage, and approval by the Mayor.

SECTION 7. The effective date of the resolution shall be _____, 2016.

BE IT REMEMBERED THE PRECEDING RESOLUTION WAS ADOPTED ON THIS ____ DAY OF _____, 2016, BY THE FOLLOWING VOTE:

Alderman Ford _____
Alderman Hammack _____

Alderman Ray _____
Alderman Roberts _____

RESOLUTION NO. 2016-xx

Alderman Harlan _____

Alderman Dunsworth _____

APPROVED:

ATTEST:

Holly J. Stark, Mayor

Janet Burlingame, City Clerk