

March 2, 2011

**FEASIBILITY REPORT  
STORM DRAINAGE IMPROVEMENTS**

**STANLEY STORM DRAINAGE IMPROVEMENTS,  
151<sup>ST</sup> TERRACE AND METCALF  
CITY OF OVERLAND PARK  
JOHNSON COUNTY, KANSAS**

DESCRIPTION: This report relates to the construction of a public flood control project along Negro Creek between Metcalf Avenue and Glenwood Street, south of 151<sup>st</sup> Terrace, to benefit various properties adjacent to Negro Creek, including the following locations: part of Section 8, Township 14 South, Range 25 East, including but not limited to, land in LIGON'S 1<sup>ST</sup> ADDITION, a subdivision, all of which lies within the City of Overland Park, Johnson County, Kansas, which will include but not be limited to storm sewer improvements consisting of excavation, storm sewer and inlet installation, grade control measures, roadway repairs, restoration, utility relocations, retaining wall construction, design, inspection, and easement acquisition (the "Improvements"). The Improvements would be constructed as an improvement district under the Governing Body policy established by Resolution No. 3326.

USE: The Improvements would be designed to help reduce the flooding of building and streets during periods of intense rainfall across the affected properties.

HISTORY: The official Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Maps, adopted in 2009, confirm that eight (8) commercial buildings adjacent to Negro Creek between Metcalf Avenue and Glenwood Street, from 151<sup>st</sup> Terrace and 152<sup>nd</sup> Terrace, are within the 100-year floodplain. These structures are presently viable commercial businesses within the City. In addition, Broadmoor Street, located between Metcalf Avenue and Glenwood Street, experiences flooding as frequently as the 2-year design storm event thereby restricting access to property owners and emergency vehicles.

In November 2009, an informal petition was submitted by ten (10) of the property owners, requesting that the City create an improvement district for a potential flood control project. The City held several meetings with the property owners in the project area, the most recent in November, 2009. Preliminary engineering work was commissioned by the City with the initial report submitted in January 2004 and a revised estimate of probable cost completed in December 2009.

EASEMENTS AND PROPERTY ACQUISITION: Permanent drainage easements and temporary construction easements will be required from the property owners within and adjacent to the improvement district. The remainder of the project occurs on City right-of-way or City-owned park land.

ZONING: The adjacent properties are presently zoned for a variety of purposes, including CP-2 (Commercial – 2) and MP-1 (Light Industrial).

PROPERTY OWNERS: There are 12 tracts within the proposed improvement district.

DESIGN: The Improvements will be designed in accordance with chapter 15.10 of the City of Overland Park Municipal Code. It is the intent that flood elevations be sufficiently reduced to remove all buildings, from the FEMA Special Flood Hazard Area (SFHA) under the maps adopted by FEMA in 2009.

The proposed Improvements include the enclosure of approximately 1,500 linear feet of Negro Creek from Metcalf Avenue to the back lot line of 15301 Broadmoor Street with a reinforced concrete box (RCB). Energy dissipation and erosion control measures are proposed along Negro Creek, located within City park land, just downstream of the proposed enclosed system. Also proposed as a flood control measure is the enclosure of approximately 600 linear feet of a tributary of Negro Creek, connecting from the northwest and Metcalf Avenue. In addition, the low point of Broadmoor Street would be raised and the road crossing improved to reduce the occurrence of street flooding.

The removal of the natural stream would be exempt from the City's stream preservation ordinance because the Improvements are a public flood control project. However, the stream enclosure involves work in Waters of the U.S. and within a Federal Emergency Management Agency (FEMA) designated floodplain. Permits and coordination with the Department of Army, Corps of Engineers; Kansas Department of Agriculture, Division of Water Resources; and Federal Emergency Management Agency are required.

ESTIMATE OF PROBABLE COST: The estimated total cost for the proposed Improvements is \$4,500,000.00, as detailed in **Attachment B**. Of that, approximately \$1.33 million is expected as the City-at-large share. The remainder would come from SMAC funding and improvement district assessments. This cost estimate is based on projected 2009 construction costs, rounded to the nearest dollar, and includes storm sewer improvements consisting of excavation, storm sewer and inlet installation, grade control measures, roadway repairs, restoration, utility relocations, retaining wall construction, design, inspection, and easement acquisition. Easement costs are based on property valuation of the easements being acquired. These estimates were calculated without the services of a professional land appraiser and should be considered accordingly.

IMPROVEMENT DISTRICT: The proposed improvement district to accomplish these Improvements will include all property lying within the following described boundaries:

All that part of the Northwest Quarter of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows:

Beginning at a point on the South line of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, and 60 feet East of the Southwest corner thereof, as measured along said South line, said point also being on the Easterly right-of way line of Metcalf Avenue, as now established; thence N  $0^{\circ}$  E along said Easterly right-of way line and parallel to the West line of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$

of said Section 8, a distance of 100 feet (this and all other bearings refer to the West line of the Northwest Quarter of the Northwest Quarter of said Section 8 as being North 0° East); thence N 90° W, continuing along said Easterly right-of way line and along the line parallel to the South line of the Northwest ¼ of the Northwest ¼ of said Section 8, a distance of 30 feet; thence N 0° E, continuing along said Easterly right-of way line and parallel to the West line of the Northwest ¼ of the Northwest ¼ of said Section 8 a distance of 511.60 feet to a point on the centerline of the Kansas City, Clinton and Springfield Railroad, as now established; thence N 88°27' East, along the centerline of said Kansas City, Clinton and Springfield Railroad, 357.14 feet; thence S 0° E, a distance of 50.02 feet, to a point on the Southerly right-of-way line of the Kansas City, Clinton and Springfield Railroad; thence N 88° 27' E, along the Southerly right-of-way line of said Kansas City, Clinton and Springfield Railroad, a distance of 12.76 feet, to a point of curvature; thence Easterly, along the South right-of-way line of said Kansas City, Clinton and Springfield Railroad, said line being on a curve to the right, having a radius of 1860.08 feet, a distance of 8.16 feet; thence S 0° E, a distance of 162.09 feet; thence N 90° E, a distance of 258.08 feet, to a point on the Southerly extension of the East line of Lot 11, Block 6, LIGON'S 1ST ADDITION, a subdivision of land in Johnson County, Kansas, thence North 0° East along the southerly extension of the East line of said Lot 11, a distance of 150 feet to a point on the southerly right-of-way line of the abandon Kansas City, Clinton and Springfield Railroad, thence Easterly, and Southeasterly, along the southerly right-of-way line of said Kansas City, Clinton and Springfield Railroad, said line being on a curve to the right having a radius of 1860.8 feet, a central angle of 1° 51' 53" and whose initial tangent bearing is S 83° 20' 02" E, a distance of 60.54 feet, to a point on the Southerly extension of the West line of Lot 1, Block 7, LIGON'S 1ST ADDITION, a subdivision in Johnson County, Kansas; thence S 0° E, along the Southerly extension of the West line of said Lot 1, a distance of 100 feet, to a point; thence N 90° E, a distance of 175 feet; thence N 0° E, a distance of 116.59 feet to a point on the centerline of the Kansas City, Clinton and Springfield Railroad, as now established; thence Southeasterly, along the centerline of said Kansas City, Clinton and Springfield Railroad, said line being on a curve to the right having a radius of 1910.08 feet, a central angle of 13°34'27" and whose initial tangent bearing is S 76° 20' 42" E, a distance of 452.53 feet to a point; said point being on the East line of the Northwest Quarter of the Northwest Quarter of said Section 8; thence S 0° 07'56" W, along the East line of the Northwest Quarter of the Northwest Quarter, a distance of 415.51 feet to the Southeast corner thereof; thence N 89° 50' 44" W, along the South line of the NW ¼ of the NW ¼ of said Section 8, a distance of 943.09 feet to a point; thence S 65° 18' 44" W, a distance of 190.42 feet; thence S 89° 50' 32" W, a distance of 80.93 feet; thence S 64° 56' 13" W, a distance of 95 feet to a point on the West line of Lot 1 of the RESURVEY OF FRYE INDUSTRIAL PARK, a subdivision in the City of Overland Park, Johnson County, Kansas; said point also being on the Easterly right-of-way of Metcalf Avenue; thence N 0° E, along said right-of-way, a distance of 120.48 feet to the Northwest corner of said Lot 1; thence East, along the North line of said Lot 1, and along the South line of the Northwest ¼ of the Northwest ¼ of said Section 8, a distance of 20 feet to the Point of Beginning (the "Improvement District").

Total area within this Improvement District, excluding the area within existing public right-of way is 15.66 acres, more or less.

Included in the above tract, is the following described real property:

#### **TRACT 1**

All the part of the Northwest Quarter of the Northwest Quarter of Section 8, Township 14, Range 25, Johnson County, Kansas, described as follows: Commencing at the Southwest corner of the Northwest Quarter of the Northwest Quarter of said Section 8; thence North 0 degrees East, along the West line of the Northwest Quarter of the Northwest Quarter of said Section 8, 261.96 feet; thence North 90 degrees East, along a line perpendicular to the West line of the Northwest Quarter of the Northwest Quarter 341 feet, to the true point of beginning of subject tract; thence continuing North 90 degrees East, 325 feet; thence South 0 degrees East 85 feet; thence North 90 degrees West, 325 feet; thence North 0 degrees East, 85 feet, to the true point of beginning of subject tract.

#### **TRACT 2**

All that part of the Northwest Quarter of the Northwest Quarter of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Commencing at a point on the South right-of-way line of the Kansas City, Clinton and Springfield Railroad as now located at its intersection with the Southerly extension of the West line of Lot 1, Block 7, LIGON'S 1ST ADDITION, a subdivision in Johnson County, Kansas; thence South 0 degrees East (this and all other bearings refer to the West line of the Northwest Quarter of the Northwest Quarter of said Section 8 as being North 0 degrees East), 160 feet, to the true point of beginning of subject tract; thence continuing South 0 degrees East, along the Southerly extension of the West line of said Lot 1, 215 feet; thence North 90 degrees East, 200 feet; thence North 0 degrees East, 215 feet; thence North 90 degrees West, 200 feet, to the true point of beginning of subject tract.

#### **TRACT 3**

All that part of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Beginning at a point on the South line of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of said Section 8 and 726 feet East of the Southwest corner thereof, as measured along said South line, said point also being on the Southerly extension of the West line of Lot 1, Block 7, LIGON'S 1ST ADDITION, a subdivision of land in Johnson County, Kansas; thence N 0° E, along the Southerly extension of the West line of said Lot 1, and along a line parallel to the West line of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of said section 8, a distance of 179.99 feet; thence N 90° E, a distance of 200 feet; thence N 0° E, a distance of 58.63 feet; thence N 70° 12' 49" E, a distance of 73 feet; thence N 79° 43' 26" E, a distance of 112.39 feet; thence S 75° 43' 13" E, a distance of 165.14 feet; thence S 57° 01' 08" E, a distance of 69.44 feet, to a point on the East line of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of said Section 8; thence S 0° 07' 56" W, along the East line of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of said Section 8, a distance of 206.46 feet, to the Southeast corner thereof; thence N 89° 50' 44" W, along the South line of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of said Section 8, a distance 597.09 feet, to the point of beginning.

#### **TRACT 4**

All that part of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Beginning at a point on the South line of Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, and 341 feet East of the Southwest corner thereof, as measured along said South line; thence North 0 degrees East along a line parallel to the West line of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, a

distance of 176.96 feet; thence North 90 degrees East, a distance of 325 feet to a point on the Southerly extension of the East line of Lot 11, Block 6, LIGON'S 1ST ADDITION, a subdivision of land in Johnson County, Kansas; thence South 0 degrees East along the Southerly extension of the East line of said Lot 11, a distance of 177.84 feet, to a point on the South line of the Northwest ¼ of the Northwest ¼ of said Section 8; thence North 89 degrees 50' 44" West, along the South line of the Northwest ¼ of the Northwest ¼ of said Section 8, a distance of 325 feet, to the point of beginning.

#### **TRACT 5**

All that part of the Northwest 1/4 of the Northwest 1/4 of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest ¼ of the Northwest ¼ of said Section 8, thence North 0 degrees East, along the West line of the Northwest ¼ of the Northwest ¼ of Section 8, a distance of 346 feet, thence South 89 degrees 50' 44" East along a line parallel to the South line of the Northwest ¼ of the Northwest ¼ of said Section 8, a distance of 341 feet to the True Point of Beginning of Subject tract; thence continuing South 89 degrees 50' 44" East a distance of 66.92 feet, thence North 0 degrees East, a distance of 66.14 feet, thence North 90 degrees East a distance of 258.08 feet, to a point on the Southerly extension of the East line of Lot 11, Block 6, LIGON'S 1ST ADDITION, a subdivision of land in Johnson County, Kansas, thence South 0 degrees East along the Southerly extension of the East line of said Lot 11, a distance of 150 feet, thence North 90 degrees West a distance of 325 feet, thence North 0 degrees East, a distance of 84.04 feet to the True Point of Beginning of Subject Tract, subject to the rights of the public to use any part in public roads.

#### **TRACT 6**

Part of the Northwest Quarter of the Northwest Quarter of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest Quarter of the Northwest Quarter of Section 8; thence North 0° East, along the West line of the Northwest Quarter of the Northwest Quarter of Section 8, 612.13 feet, to a point on the centerline of the Kansas City, Clinton and Springfield Railroad, as now established; thence North 88°27' East, along the centerline of said Kansas City, Clinton and Springfield Railroad, 398.55 feet, to a point of curvature; thence Easterly, and Southeasterly, along the centerline of said Kansas City, Clinton and Springfield Railroad, said line being on a curve to the right having a radius of 1910.08 feet and a central angle of 15°12'18", 506.90 feet, to the true point of beginning of subject tract; thence continuing, Southeasterly, along the centerline of said Kansas City, Clinton and Springfield Railroad, said line being on a curve to the right having a radius of 1910.08 feet, a central angle of 13°34'27" and whose initial tangent bearing is South 76° 20' 42" East, 452.53 feet, to a point on the East line of the Northwest Quarter of the Northwest Quarter of said Section 8; thence South 0°07'56" West, along the East line of the Northwest Quarter of the Northwest Quarter 209.05 feet; thence North 57°01'08" West, 69.44 feet; thence North 75°43'14" West, 165.14 feet; thence South 79°43'26" West, 112.39 feet; thence South 70°12'49" West, 73 feet; thence North 0° East, 156.37 feet; thence North 90° West, 200 feet; thence North 0° East, 60 feet; thence North 90° East, 175 feet; thence North 0° East, 116.59 feet, to the True Point of Beginning of subject tract, except that part in streets and roads.

**TRACT 7**

Part of the Northwest ¼ of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Beginning at the Northwest corner of the Southwest 1/4 of the Northwest 1/4 of said Section 8; thence North 346 feet; thence East 341 feet; thence South 346 feet; thence West 341 feet; to the point of beginning, except the south 100 feet, and subject to any part thereof in street or road.

**TRACT 8 (A)**

Part of the Northwest Quarter of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Beginning at the Northwest corner of the Southwest Quarter of the Northwest Quarter of said Section 8; thence North 100 feet; thence East 341 feet; thence South 100 feet; thence West 341 feet to the point of beginning, subject to any part thereof in streets, roads or highways.

**TRACT 8 (B)**

Beginning at the N.W. corner of Lot 1 of the RESURVEY OF FRYE INDUSTRIAL PARK, a subdivision in the City of Overland Park, Johnson County, Kansas; thence S. 89° 50' 43" E., along the N. line of said Lot 1, a distance of 340.00 feet to a point; thence S. 65° 18' 44" W. a distance of 190.42 feet to a point; thence N. 89° 50' 32" W. a distance of 80.93 feet to a point; thence S. 64° 56' 13" W., a distance of 95.00 feet to a point in the Easterly right-of-way of Metcalf Avenue; thence N. 0° 00' 00" E., along the said Easterly right-of-way, a distance of 120.48 feet to the point of beginning.

**TRACT 9**

All that part of the Northwest Quarter of the Northwest Quarter of Section 8, Township 14, Range 25, in the City of Overland Park, Johnson County, Kansas, more particularly described as follows: beginning at a point on the West line of the Northwest Quarter of the Northwest Quarter of said Section 8, and 346 feet North of the Southwest corner thereof; thence North 0° East, along the West line of the Northwest Quarter of the Northwest Quarter of said Section 8, a distance of 133.60 feet; thence South 68° 23' 38" East, a distance of 366.77 feet; thence North 89° 50' 44" West, a distance of 341 feet, to the point of beginning, subject to that portion thereof now being used, dedicated or condemned for highway purposes.

**TRACT 10**

All that part of the Northwest Quarter of the Northwest Quarter of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Commencing at a point on the West line of the NW ¼ of the NW ¼ of said Section 8, and 479.60 feet North of the Southwest corner thereof; thence North 0 degrees East, along the West line of the NW ¼ of the NW ¼ of said Section 8, a distance of 132 feet, to a point on the centerline of the Kansas City, Clinton and Springfield Railroad, as now located; thence North 88 degrees 27 minutes East, along the centerline of said Kansas City, Clinton and Springfield Railroad, a distance of 387.14 feet; thence South 0 degrees East, a distance of 50.02 feet, to a point on the Southerly right-of-way line of the Kansas City, Clinton and Springfield Railroad; thence North 88 degrees 27 minutes East, along the South right-of-way line of said Kansas City, Clinton and Springfield Railroad, a distance of 12.76 feet, to a point of curvature; thence Easterly, along the South right-of-way line of said Kansas City, Clinton and Springfield Railroad, said line being

on a curve to the right, having a radius of 1860.08 feet, a distance of 8.16 feet; thence South 0 degrees East, a distance of 228.23 feet; thence North 89 degrees 50 minutes 44 seconds West, a distance of 66.92 feet; thence North 68 degrees 23 minutes 38 seconds West, a distance of 366.77 feet, to a point of beginning, subject to that portion thereof now being used or dedicated or condemned for highway purposes.

#### **TRACT 11**

All that part of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Beginning at a point on the South line of Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, and 666 feet East of the Southwest corner thereof, as measured along said South line; said point also being on the Southerly extension of the East line of Lot 11, Block 6, LIGNON'S 1ST ADDITION, a subdivision of land in Johnson County, Kansas, thence North 0 degrees East along a line parallel to the West line of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, and along the Southerly extension of the east line of said Lot 11, a distance of 177.84 feet; thence North 88 degrees 05 minutes 27 seconds East, a distance of 60.03 feet to a point on the Southerly extension of the West line of Lot 1, Block 7, LIGON'S 1ST ADDITION, a subdivision of land in Johnson County, Kansas; thence South 0 degrees East along the Southerly extension of the West line of said Lot 1, a distance of 179.99 feet, to a point on the South line of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8; thence North 89 degrees 50 minutes 44 seconds West, along the South line of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, a distance of 60 feet, to the point of beginning.

#### **TRACT 12**

All that part of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of Section 8, Township 14, Range 25, Johnson County, Kansas, more particularly described as follows: Beginning at a point on the South line of Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, and 666 feet East of the Southwest corner thereof, as measured along said South line; thence North 0 degrees East along a line parallel to the West line of the Northwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 8, a distance of 177.84 feet to the True Point of Beginning; thence continuing North 0 degrees East, a distance of 385.00 feet, said point being on the southerly right-of-way line of the abandon Kansas City, Clinton and Springfield Railroad, said point also being on the Southerly extension of the East line of Lot 11, Block 6, LIGNON'S 1ST ADDITION, a subdivision of land in Johnson County, Kansas, thence Easterly, and Southeasterly, along the southerly right-of-way line of said Kansas City, Clinton and Springfield Railroad, said line being on a curve to the right having a radius of 1860.8 feet, 60.54 feet, to a point on the Southerly extension of the West line of Lot 1, Block 7, LIGON'S 1ST ADDITION, a subdivision in Johnson County, Kansas; thence South 0 degrees West (this and all other bearings refer to the West line of the Northwest Quarter of the Northwest Quarter of said Section 8 as being North 0 degrees East), along the Southerly extension of the West line of said Lot 1, a distance of 375 feet, to a point; thence South 88 degrees 05 minutes 27 seconds West, a distance of 60.03 feet to the True Point of Beginning.

METHOD OF ASSESSMENT: If the Improvement District is created, the City-at-large will pay 95% of the total cost of the construction of the Improvements. The Improvement District shall pay 5% of the total cost of the construction of the Improvements. Each of the benefited tracts within the Improvement District shall be assessed its proportionate share of the total cost of the Improvements based upon a percentage determined by the amount the assessed valuation of each benefited tract as recorded in the Johnson County Kansas Appraiser's office on January 1, 2011, bears to the assessed valuation of all benefited tracts located within the Improvement District on such date.

The proposed Improvement District assessment for each tract is detailed in **Attachment E**.

APPORTIONMENT OF COSTS: The apportionment of costs between the Improvement District and City-at-Large will be as follows:

- a. The properties in the Improvement District shall pay 5% of the total cost of the construction of the Improvements.
- b. The City-at-Large shall 95% of the total cost of the construction of the Improvements.

MAP: Attachments A, B, and C display the general scope of work and cost for the Improvements. Attachment D shows the Improvement District and the individual tract boundaries.

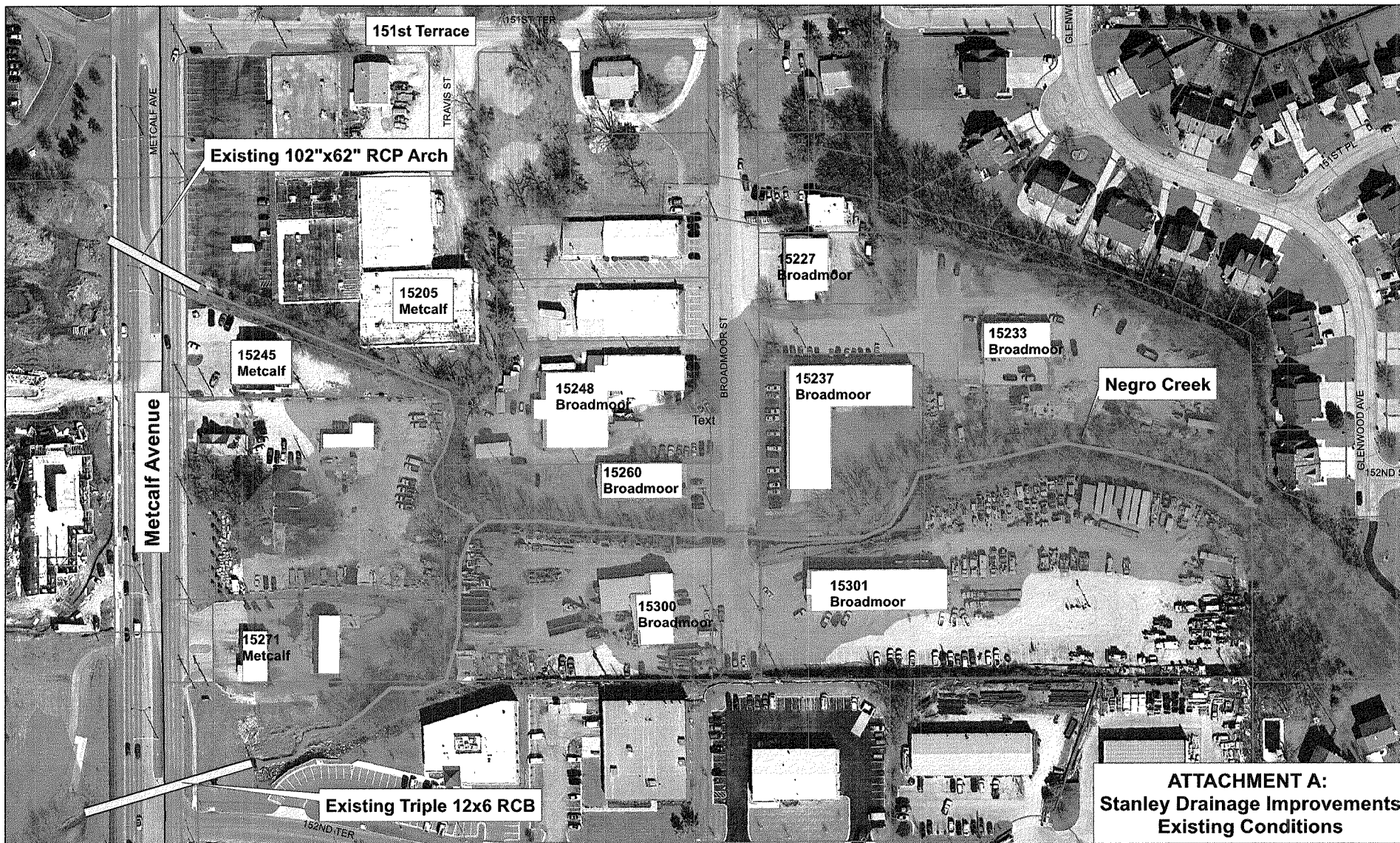
SUMMARY: This feasibility report has been prepared by the Engineering Staff of the Public Works Department at the direction of the Public Works Committee and represents the best information available to the City Engineer. Decisions or further recommendations based on this report or on any other criteria or information available should be made after due deliberation by the Public Works Committee and/or the Governing Body.



Eric Keenan, P.E.  
Civil Engineer II, Public Works

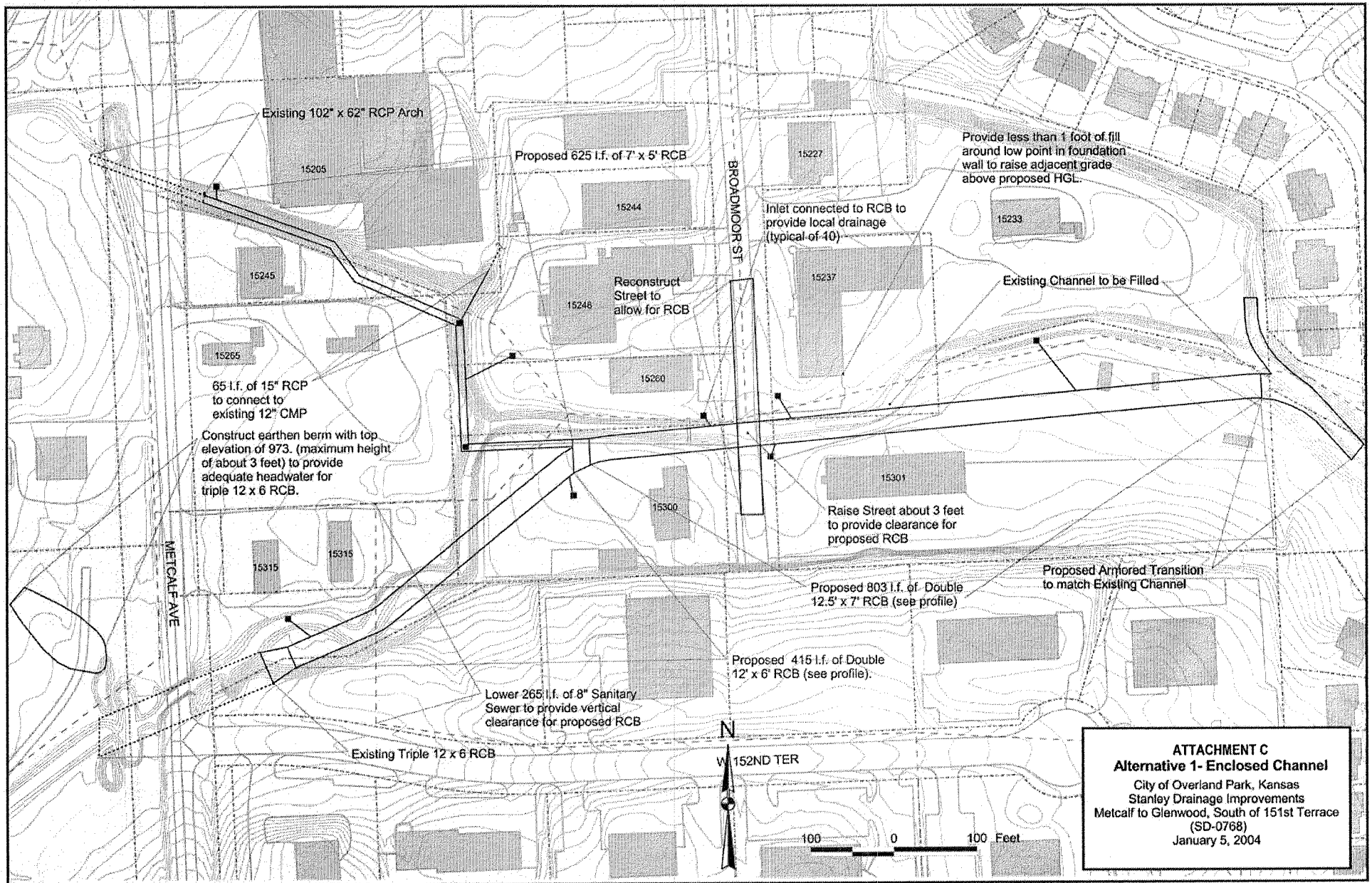
ATTACHMENTS





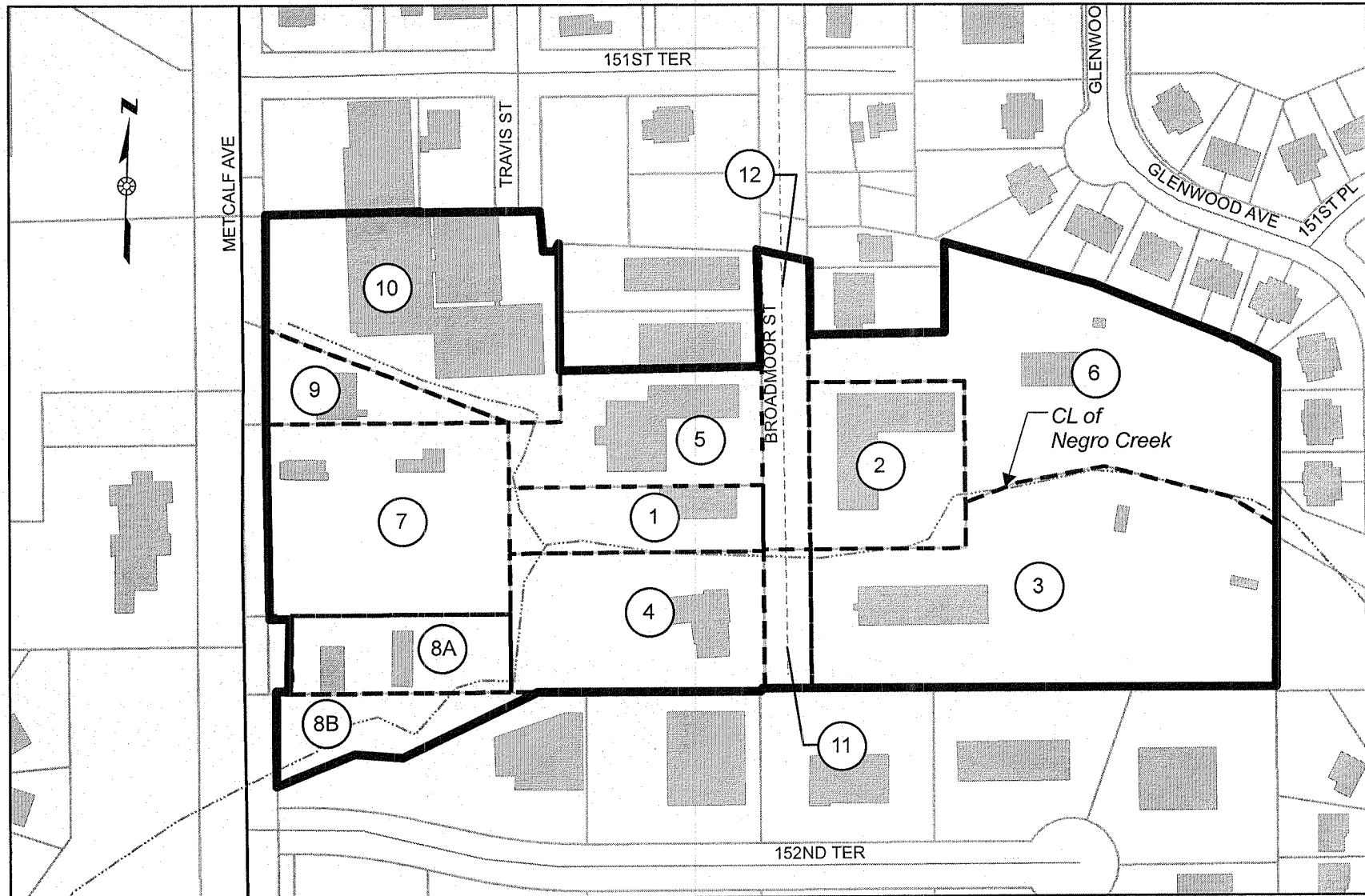
Attachment B  
Estimate of Project Costs

Item No.	Description	Unit	Amount	Cost/Unit	Cost
1	Mobilization	LS	1	\$115,000	\$115,000
2	Site Prep/Demo/Grading	LS	1	\$115,000	\$115,000
3	Traffic Control	LS	1	\$2,500	\$2,500
4	Inlets	EA	10	\$3,500	\$35,000
5	15" RCP	LF	128	\$90	\$11,520
6	18" RCP	LF	157	\$100	\$15,700
7	21" RCP	LF	52	\$110	\$5,720
8	Sodding	SY	15000	\$6	\$90,000
9	Structural Concrete Walls	CY	968	\$571	\$552,728
10	Structural Concrete Top Slab	CY	1458	\$685	\$998,730
11	Concrete Flatwork	CY	1442	\$343	\$494,606
12	8" PVC Sanitary Pipe	LF	265	\$45	\$11,925
13	Sanitary Manhole	EA	1	\$3,300	\$3,300
14	Sanitary Connection	EA	4	\$1,800	\$7,200
15	Riprap	SY	500	\$80	\$40,000
16	Wire TRM	SY	667	\$70	\$46,690
17	Asphalt Pavement	SY	8700	\$35	\$304,500
18	Chain Link Fence	LF	1200	\$22	\$26,400
19	Stream Mitigation	LF	1400	\$230,000	\$230,000
Subtotal Construction Costs					\$3,106,519
Construction Contingency					\$621,481
Engineering, Utility Relocation & Construction Engineering					\$568,000
Project Administration					\$23,000
R/W and Easement Acquisition					\$175,000
<b>Total Project Costs</b>					<b>\$4,494,000</b>



**ATTACHMENT C**  
**Alternative 1- Enclosed Channel**  
City of Overland Park, Kansas  
Stanley Drainage Improvements  
Metcalfe to Glenwood, South of 151st Terrace  
(SD-0768)  
January 5, 2004

ATTACHMENT D  
IMPROVEMENT DISTRICT AND TRACT BOUNDARIES  
STANLEY STORM DRAINAGE IMPROVEMENTS

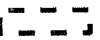


LEGEND

Parcel Boundary

Improvement District Boundary

Tract Number



3

**Attachment E**  
**Ownerships and Estimated Assessments**

Tract No.	Parcel ID	Property Address	Property Owner	2010 County Appraisal	Estimated Special Assessment	% of Assessed Valuation of ID
1	NF251408-1019	15260 Broadmoor Street	Nelson, Ralph L. Co-Trustee And Nelson, Loris V. Co-Trustee	\$165,950	\$9,534	4.2%
2	NF251408-1016	15237 Broadmoor Street	AMNI Group LLC	\$383,000	\$22,004	9.8%
3	NF251408-1027	15301 Broadmoor Street	ODonnell & Sons Construction Company	\$419,760	\$24,115	10.7%
4	NF251408-1028	15300 Broadmoor Street	Bair, Floyd M. Trustee And Bair, Bessie L. Trustee	\$211,890	\$12,173	5.4%
5	NF251408-1015	15248 Broadmoor Street	Stanley Wood Products, Inc.	\$391,000	\$22,463	10.0%
6	NF251408-1022	15233 Broadmoor Street	Concrete Properties, L.L.C.	\$189,960	\$10,913	4.9%
7	NF251408-1006	15265 Metcalf Avenue	S-H Holdings, Ltd, Etal	\$246,500	\$14,162	6.3%
8A	NF251408-1023	15271 Metcalf Avenue	JAJA,LLC	\$418,590	\$24,048	10.7%
8B	NP21000000 0001A	Vacant Land	JAJA,LLC	\$0	\$0	0%
9	NF251408-1018	15245 Metcalf Avenue	Pourmemar, Mohsen	\$384,770	\$22,105	9.8%
10	NF251408-1013	15205 Metcalf Avenue	Orman, Timothy J.	\$1,105,000	\$63,483	28.2%
11	NF251408-1005	Private Street/Road	Bair, Floyd M. And Bair, Bessie L.	\$0	\$0	0%
12	NF251408-1013	Non-Deeded Right of Way	Harry and Brenda Sharp	\$0	\$0	0%
<b>TOTAL</b>				<b>\$3,916,420</b>	<b>\$225,000</b>	<b>100%</b>