

December 2018 Council Workshop

December 3rd, 2018 at 5:15 pm

City Hall

1. Street Department Pages: 2-3
 - a. 5 Year Street Replacement
 - i. Cash or Debt
 - b. 2019 ADA Ramps Project
 - c. Street and Curb Survey/Priority List
 - d. 2019 Chip and Seal
 - e. 2019 Equipment

2. Water/Sewer Department Page: 4
 - a. 5 Year Water/Sewer Projects
 - b. Lagoon Sludge Removal – Cell 1
 - c. New Water/Sewer Shop
 - d. 2019 Equipment

3. Parks Page: 5
 - a. 5 Year Playground Equipment
 - b. 2019 Equipment

4. Police Department Page: 5
 - a. Scheduled Projects
 - b. 2019 Equipment

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6. Airport – Taxi Lane Reconstruction Page: 6

7. Vehicle Bids – What will be the process with only one dealer in town? Page: 6

Street Department

5 Year Street Replacement

Included are the streets we are recommending to be replaced in order of priority. I also included options for how we can pay for them and an engineer's estimate on what they might cost. One option is to take out debt to pay for all the projects to be done at once, ideally between April and October of 2019. This would substitute for doing three or four major projects each year over the next five or six years. The benefit to doing all of these projects in a short time frame is that it could possibly reduce the cost in mobilization and inflationary cost adjustments over the years. The negative is that we will have a significant portion of our Sales Tax revenues tied up in debt payments, as well as we would be paying interest and fees on top of the costs of the project.

The other option is to spread the projects over the next five years. One of the positives to proceeding this way is that if something were to come up that would need our attention, we would have the ability to put some projects on hold to utilize the sales tax money. A negative would be that prices would increase as time goes on, but we would not be paying interest and fees associated with debt.

Some of these projects have water/sewer projects that would be good to complete before or while we have the streets under construction. Below is a list of the street projects with the waterline projects. These water/sewer projects would be paid for out of their respective funds.

Street	Project
Spring, 12 th to 13 th	Install new valves
Walnut, 8 th to trail	Replace Waterline
7 th , Elm to Walnut	Set new fire hydrant
Walnut, 4 th to 6 th	Install 8" waterline, replacing existing
18 th , Carolina to Center (By Casey's)	Replace waterline
Elm, 4 th to 5 th	Complete loop, replace valves
Jenkins, 8 th to 11 th	Set manhole

If we were spread the projects over the next five years it would look something like this:

Year	Project	Amount
2019	Payment for CCLIP	\$600,000
	7 th , Elm to Walnut	\$115,069
2020	Broadway, 14 th to 15 th -15 th , Center to Broadway	\$187,190
	Spring, 12 th to 13 th -12 th , Walnut to Spring	\$224,366
	Walnut, 8 th to Trail	\$87,780
2021	18 th , Center to Carolina	\$128,665
	Walnut, 4 th to 6 th	\$320,395
2022	Elm, 4 th to 6 th	\$282,176
	Jenkins, 8 th to 11 th	\$395,587
2023	Frank Marshall Drive	\$193,116

Pages: Appendix 1-12 and Map 1

2019 ADA Ramp Project

Included is a list of locations for next year's ADA ramp project. In 2018 we included 17 locations for the project, and next year we are proposing to do 11 locations. Some of these locations can be included into the street projects, as they are adjacent.

We have already contracted with CES to do the engineering on 50 locations. We paid the initial fee and now we just pay the \$176 per site engineering fee for the rest of the locations. They are doing the engineering for each year's project.

Pages: Appendix 13

Street and Curb Survey/Priority

The street crew went and evaluated every street and curb in the city and gave it a ranking based on if work needs to be done. The highlighted streets are the ones proposed to be chip and sealed next year. Also included is what was prioritized this year for projects. With all the street work, sewer projects as well as the city projects there was a lot to complete. Our crew is still working to complete this list of projects.

Pages: Appendix 14-28 and Map 2

2019 Chip and Seal

Included is a request for three to four shoots of chip and seal for next year. There is a map showing where each shoot is located and a description of each shoot. The cost to do four shoots looks to be about \$58,140 for oil and \$42,720 for the chips. This does not include the crack sealing, which will depend on the severity of each street prior to chip and sealing.

Pages: Appendix 29-33 and Map 3

2019 Budgeted Equipment

These are items that are scheduled to come out of the Street budget:

Pickup 1-ton, (1/2 from MER)	\$25,500
Paint Machine	\$10,000

Water/Sewer Department

5 Year Water Projects

Included is the plan for main replacements that started in 2017. We completed four blocks from 12th to 16th on North Street in 2018 and are completing almost nine blocks of main replacement from 7th to 12th on North Street and adjacent streets. We are proposing three blocks in 2019 and 2020, and a smaller project in 2021. In 2022 we can complete upgrading the water main to 10 inches on Broadway. If we get the grant for the brick street in front of the grocery store, that block can be completed during that project. For 2023 we are proposing a new water main to replace the four inch main on 12th Street from Carolina to North, which is six blocks.

Pages: Appendix 34

Lagoon Sludge Removal– Cell 1

We recently had KRWA check the depth on all of the lagoon cells. Cell 1 had some excessive buildup on the west corners that they were concerned about. Charlie Schwindamann thought that sludge removal might be warranted, specifically on the west side. KDHE recommends sludge removal at a depth of 18 inches. With the excess sludge on the west side of cell 1, the sludge depth is at 22.99 inches; five inches over the recommended depth. If you don't take into consideration the large amount of sludge on the west side, the sludge depth of cell 1 is at 9.46 inches; a little over half of what the KDHE recommended depth at 18 inches. If we were to dredge the deep parts of the lagoon it would bring our average back down. Charlie is getting me some contractors that remove sludge from lagoons; he felt that the price per gallon might be a little higher than \$.05. I can use the sludge profile to get a price for removing the sludge and Charlie has said he can come out and get a more defined description of where we should probably have the lagoon dredged.

Charlie also recommends we start a conversation about making the lagoons non-discharging. Whether it be adding another cell, adding an irrigation system, or developing a marsh land. We do have land designated for expansion.

The sludge levels in cells 2 and 3 were well below the recommended 18 inches at 10.7 inches for cell 2, and 8.03 inches for cell 3.

Pages: Appendix 35-37

New Water/Sewer Shop

Attached is a request to build a new 80' x 120' water shop. Since we are building a new salt shed on a location that houses water supplies, and our current shop is maxed out on storage, we are proposing building a new water shop. A new shop would allow us to better store our equipment in multiple departments and be able to put a roof over some of the equipment we store outside.

Pages: Appendix 38

2019 Budgeted Equipment

These are items that are scheduled to come out of the Water/Sewer budget:

Pickup 1-ton, (1/2 Water, 1/2 Sewer)	\$60,000
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Parks Department

5 Year Playground Equipment

Attached are some playground we would like to purchase to replace some older equipment at Dargatz, and Lyon's Park over the next five years. For Dargatz Park we would like to install something like the "Burke Rev8" in place of the jungle gym; ABCreative quotes it at \$16,615. For Lyon's Park we propose installing something like the "Burke Ropeventure Vertex" or "Berliner Venus" in place of one of the existing teeter totters; they are quoted by ABCreative at \$15,500 and \$15,194 respectively. I have been looking through the list of grants that we can apply for; I haven't found one that will fit yet.

I have also included equipment for the playground at Lakeview. I have talked with Jeff Crist, as his family donated the equipment that is currently there, and he said that he wanted to be involved in getting new equipment at Lakeview.

Pages: Appendix 39-41

2019 Budgeted Equipment

These are items that are scheduled to come out of the Park's budget:

Pickup 3/4-ton (1/2 from MER)	\$20,000
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Police Department

2019 Projects

This year we plan to replace the HVAC systems in the Police Department. We budgeted about \$18,000 for its replacement. We also plan to replace the computers in the Police Department; this was scheduled in the capital improvement plan. Another item we have budgeted is a camera system for the exterior of the building.

2019 Budgeted Equipment

These are items that are scheduled to come out of the Police budget:

Police Truck	\$38,000
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Fire Department

Washer Grant

The fire department has applied for a grant, for a Groves Ready Rack Extractor/Washer. We should know by the meeting night if we were accepted or not. This washer can wash 1-2 sets of turnout gear per load. The cost for the washer is \$3,800.00.

To get a Grove Ready Rack, 4 gear dryer cabinet it costs \$7,524.71.

Pages: Appendix 42-43

Personal Protective Gear

The Fire Department needs to create a plan to start upgrading our Personal Protective Clothing. We need to start replacing 3 or 5 sets a year. The cost for a coat and pants runs \$2,992.78, Helmets are \$249.90, Boots run \$180 to \$350, Hoods are \$81, and a pair of Gloves are \$60.90. We only need to replace the Personal Protective Clothing right now. This will run, 3 sets \$9,000 and 5 sets \$15,000, at 3 sets a year it will take 11years to outfit everyone, 5 sets 7 years, we need to discuss a plan for the replacements. Helmets, boots, gloves, and hoods we replace as needed though out the year.

New Fire Station

We have been working on creating a plan for the new fire station; proposed location on 20th Street. We have not received and dollar figures for a station at this time.

City Pumpers

Replacement of City Pumpers; the ages are, truck 602 is a 1985 and pumps 750 GPM, 601 is a 1991 and it pumps 1,000 GPM, 603 is a 2002 and pumps 1,250 GPM. Truck 602 had \$7,200 in pump and transfer case improvements this year, it passed the annual certification on the pump. 603 passed its annual pump test. 601 failed its test due to a vacuum leak which is cause by the packing of the seal on the pump it also needs the transfer switch looked at and an air leak on the brake system that Truck Plus is looking into. These problems should not be of big expense and all will be fixed. None of the problems will at this time cause us not to be able to use the truck and we will fix the problems. If the pumps met their certifications each year, we can make plans to replace them one by one at any time.

Airport

For fiscal year 2020 (Mid 2019-Mid 2020) we have scheduled the reconstruction of the two taxiways that go to the hangers. We have entitlement funds that will pay for 90% of the project, as well as \$16,000 that was donated to help with the project. Olson Associates submitted an application for supplemental funding which is in addition to our entitlement funds in that we could pay less for this project and it would leave some of our entitlement funds for future projects. We should know before the Summer if we have been approved for the supplemental funding.

I am planning an Airport Advisory committee meeting to discuss future projects for consideration.

Pages: Appendix 44-46

Vehicle Bids

With the possibility of losing a car dealership, what will be the process of bidding out for new vehicles? Normally we would have the two dealerships (Boss and Nordhus) submit bids for new vehicles to have a fair comparison of local dealerships. With Boss motors going out of business, and the possibility of them not finding someone to buy their dealership, how are we going to bid? Are we going to use the closest Ford dealership?

Another option is to use State contracts, but that means going away from using a local dealership because the state contracts are usually much lower than a dealership who doesn't have the state contract.

Street replacement list

10/16/2018

Broadway 14 th to 15 th	Brick (recommend changing to Concrete)	1 block
15 th Center to Broadway	Concrete	½ block
Spring 12 th to 13 th	Concrete	1 block
12 th Walnut to Spring	Concrete	1 block
Walnut 8 th to trail	Asphalt (recommend changing to Concrete)	1 block
7 th Elm to Walnut	Rock (recommend changing to Concrete)	1 block
18 th street Carolina to Center	Asphalt (recommend changing to Concrete)	1 block
Walnut 4 th to 6 th	Concrete	2 blocks
Elm 4 th to 6 th	Concrete	2 blocks
Jenkins 8 th to 11 th	Concrete	3 blocks
Frank marshal Drive	Asphalt (recommend Changing to Concrete)	2.5 blocks

City Administrator

From: Rick Ensz <rensz@cmmci.com>
Sent: Wednesday, November 28, 2018 9:35 AM
To: Austin St. John
Subject: Marysville, KS - 2019 Street Funding Plan
Attachments: 2018-11-27 Marysville, KS - TN DSS - 1.5 yrs.pdf; 2018-11-27 Marysville, KS - GO DSS - 5 yrs.pdf; 2018-11-27 Marysville, KS - GO DSS - 6 yrs.pdf

Hi Austin,

Attached are the preliminary debt service schedules using the parameters you identified in our meeting last month and subsequent emails and phone calls we had. You will note I have attached one Temporary Note debt service schedule and two GO Bond debt service schedules, all anticipated to be competitively bid. I will summarize each as follows:

1. 2019 Street Impr. - Temp Notes, Series 2019 - \$2,645,000: These notes would be issued at the start of the project, i.e. March/April 2019 and would have an 18-month maturity. Although the project is schedule to be completed at the end of October 2019, weather and/or unanticipated discoveries during construction could cause delays. With winter approaching, any delays could result in a temporary shutdown over the winter with work not resuming until the spring or summer of 2020, thus the reason for an 18-month maturity. However, we would identify the call date on the notes to be 1 November 2019 so that if the project is completed on schedule, or any time after the call date through maturity, the Notes could be called and retired with the issuance of bonds.
 - a. Notes have been identified because , particularly with reconstruction street work and prior to firm contractor prices, the total cost of the project could vary up or down. Per your engineer's the opinion of probable project cost, the opinion has a contingency to cover potential increases in cost, but the final cost could be under the engineer's opinion of probable project cost. Having the flexibility to issue bonds to retire the notes for only the amount of the final project cost could save the City interest costs on monies not needed to be borrowed.
 - b. Interest rates, we believe, used in the analyses are conservative based on today's market, but notes are not anticipated to be issued for approximately another 4-5 months. To identify rates, or even guess at rates, this far in advance is impossible. The Federal Reserve has stated they anticipate increasing rates in December 2018 and several times next year. Rates could also go down. Rates would be identified at the time of bond sale.
2. 2019 Street Impr. – GO Bds, Series 2019 over 5 years - \$2,815,000: These bonds would be issued at the conclusion of the construction to retire the notes. Issuance is tentatively identified at 1 November 2019, subject to the note call. The issue size is based on the assumption that all note proceeds were expended, a worse-case scenario. If less monies are used to complete the project then bonds would only be issued for what is required to pay final project costs, i.e. a bond issue size less than \$2,815,000. This option has a five-year maturity and averages approximately \$620,000 for annual principal and interest payments, slightly more than the \$500,000 - \$600,000 payment range you identified.
 - a. Interest rates, we believe, used in the analyses are conservative based on today's market, but bonds are not anticipated to be issued for approximately another 11 months (or longer). To identify rates, or even guess at rates, this far in advance is impossible. The Federal Reserve has stated they anticipate increasing rates in December 2018 and several times next year. Rates could also go down. Rates would be identified at the time of bond sale.

3. 2019 Street Impr. – GO Bds, Series 2019 over 6 years - \$2,815,000: These bonds would be issued at the conclusion of the construction to retire the notes. Issuance is tentatively identified at 1 November 2019, subject to the note call. The issue size is based on the assumption that all note proceeds were expended, a worse-case scenario. If less monies are used to complete the project then bonds would only be issued for what is required to pay final project costs, i.e. a bond issue size less than \$2,815,000. This option has a six-year maturity and averages approximately \$537,000 for annual principal and interest payments, within the \$500,000 - \$600,000 payment range you identified.
 - a. Interest rates, we believe, used in the analyses are conservative based on today's market, but bonds are not anticipated to be issued for approximately another 11 months (or longer). To identify rates, or even guess at rates, this far in advance is impossible. The Federal Reserve has stated they anticipate increasing rates in December 2018 and several times next year. Rates could also go down. Rates would be identified at the time of bond sale.

So we would anticipate issuing notes, to be followed up with GO bonds with either a five- or six-year maturity. After you review this information please give me a call to discuss any questions you might have and my attendance at Monday's work study session.

Rick

Rick D. Ensz, PE
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CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - Temp Notes, Series 2019

\$2,645,000

April 1, 2019

Sources & Uses

Dated 04/01/2019 | Delivered 04/01/2019

Sources Of Funds

Par Amount of Bonds	\$2,645,000.00
Reoffering Premium	19,334.95
Total Sources	\$2,664,334.95

Uses Of Funds

Costs of Issuance	41,997.00
Deposit to Project Construction Fund	2,622,337.95
Total Uses	\$2,664,334.95

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - Temp | SINGLE PURPOSE | 11/27/2018 | 3:11 PM

Cooper Malone McClain, Inc.
Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - Temp Notes, Series 2019

\$2,645,000

April 1, 2019

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	Fiscal Total
04/01/2019	-	-	-	-	-
10/01/2019	-	-	39,675.00	39,675.00	-
12/31/2019	-	-	-	-	39,675.00
04/01/2020	-	-	39,675.00	39,675.00	-
10/01/2020	2,645,000.00	3.000%	39,675.00	2,684,675.00	-
12/31/2020	-	-	-	-	2,724,350.00
Total	\$2,645,000.00	-	\$119,025.00	\$2,764,025.00	-

Yield Statistics

Bond Year Dollars	\$3,967.50
Average Life	1.500 Years
Average Coupon	3.0000000%
Net Interest Cost (NIC)	2.5126667%
True Interest Cost (TIC)	2.5004308%
Bond Yield for Arbitrage Purposes	2.5004308%
All Inclusive Cost (AIC)	3.5918302%
IRS Form 8038	
Net Interest Cost	2.4944324%
Weighted Average Maturity	1.500 Years

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - Temp | SINGLE PURPOSE | 11/27/2018 | 3:11 PM

Cooper Malone McClain, Inc.

Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - Temp Notes, Series 2019

\$2,645,000

April 1, 2019

Pricing Summary

Maturity	Type of Bond	Coupon	Yield	Maturity Value	Price	Dollar Price
10/01/2020	Serial Coupon	3.000%	2.500%	2,645,000.00	100.731%	2,664,334.95
Total	-	-	-	\$2,645,000.00	-	\$2,664,334.95

Bid Information

Par Amount of Bonds	\$2,645,000.00
Reoffering Premium or (Discount)	19,334.95
Gross Production	\$2,664,334.95
Bid (100.731%)	2,664,334.95
Total Purchase Price	\$2,664,334.95
Bond Year Dollars	\$3,967.50
Average Life	1.500 Years
Average Coupon	3.0000000%
Net Interest Cost (NIC)	2.5126667%
True Interest Cost (TIC)	2.5004308%

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - Temp | SINGLE PURPOSE | 11/27/2018 | 3:11 PM

Cooper Malone McClain, Inc.

Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - GO Bds, Series 2019 over 5 yrs

\$2,815,000

November 1, 2019

Sources & Uses

Dated 11/01/2019 | Delivered 11/01/2019

Sources Of Funds

Par Amount of Bonds	\$2,815,000.00
Reoffering Premium	29,158.40
Total Sources	\$2,844,158.40

Uses Of Funds

Costs of Issuance	50,975.00
Deposit to Project Construction Fund	2,793,183.40
Total Uses	\$2,844,158.40

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - GO Bd | SINGLE PURPOSE | 11/27/2018 | 3:12 PM

Cooper Malone McClain, Inc.
Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - GO Bds, Series 2019 over 5 yrs

\$2,815,000

November 1, 2019

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	Fiscal Total
11/01/2019	-	-	-	-	-
05/01/2020	565,000.00	4.000%	56,300.00	621,300.00	-
11/01/2020	-	-	45,000.00	45,000.00	-
12/31/2020	-	-	-	-	666,300.00
05/01/2021	530,000.00	4.000%	45,000.00	575,000.00	-
11/01/2021	-	-	34,400.00	34,400.00	-
12/31/2021	-	-	-	-	609,400.00
05/01/2022	550,000.00	4.000%	34,400.00	584,400.00	-
11/01/2022	-	-	23,400.00	23,400.00	-
12/31/2022	-	-	-	-	607,800.00
05/01/2023	575,000.00	4.000%	23,400.00	598,400.00	-
11/01/2023	-	-	11,900.00	11,900.00	-
12/31/2023	-	-	-	-	610,300.00
05/01/2024	595,000.00	4.000%	11,900.00	606,900.00	-
12/31/2024	-	-	-	-	606,900.00
Total	\$2,815,000.00	-	\$285,700.00	\$3,100,700.00	-

Yield Statistics

Bond Year Dollars	\$7,142.50
Average Life	2.537 Years
Average Coupon	4.0000000%

Net Interest Cost (NIC)	3.5917620%
True Interest Cost (TIC)	3.5634750%
Bond Yield for Arbitrage Purposes	3.5634750%
All Inclusive Cost (AIC)	4.3312387%

IRS Form 8038

Net Interest Cost	3.5527483%
Weighted Average Maturity	2.539 Years

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - GO Bd | SINGLE PURPOSE | 11/27/2018 | 3:12 PM

Cooper Malone McClain, Inc.

Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - GO Bds, Series 2019 over 5 yrs

\$2,815,000

November 1, 2019

Pricing Summary

Maturity	Type of Bond	Coupon	Yield	Maturity Value	Price	Dollar Price
05/01/2020	Serial Coupon	4.000%	3.000%	565,000.00	100.492%	567,779.80
05/01/2021	Serial Coupon	4.000%	3.200%	530,000.00	101.162%	536,158.60
05/01/2022	Serial Coupon	4.000%	3.400%	550,000.00	101.426%	557,843.00
05/01/2023	Serial Coupon	4.000%	3.600%	575,000.00	101.304%	582,498.00
05/01/2024	Serial Coupon	4.000%	3.800%	595,000.00	100.820%	599,879.00
Total	-	-	-	\$2,815,000.00	-	\$2,844,158.40

Bid Information

Par Amount of Bonds	\$2,815,000.00
Reoffering Premium or (Discount)	29,158.40
Gross Production	\$2,844,158.40
Bid (101.036%)	2,844,158.40
Total Purchase Price	\$2,844,158.40
Bond Year Dollars	\$7,142.50
Average Life	2.537 Years
Average Coupon	4.0000000%
Net Interest Cost (NIC)	3.5917620%
True Interest Cost (TIC)	3.5634750%

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - GO Bd | SINGLE PURPOSE | 11/27/2018 | 3:12 PM

Cooper Malone McClain, Inc.
Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - GO Bds, Series 2019 over 6 yrs

\$2,815,000

November 1, 2019

Sources & Uses

Dated 11/01/2019 | Delivered 11/01/2019

Sources Of Funds

Par Amount of Bonds	\$2,815,000.00
Reoffering Premium	30,275.75
Total Sources	\$2,845,275.75

Uses Of Funds

Costs of Issuance	50,975.00
Deposit to Project Construction Fund	2,794,300.75
Total Uses	\$2,845,275.75

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - GO Bd | SINGLE PURPOSE | 11/27/2018 | 3:13 PM

Cooper Malone McClain, Inc.

Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - GO Bds, Series 2019 over 6 yrs

\$2,815,000

November 1, 2019

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	Fiscal Total
11/01/2019	-	-	-	-	-
05/01/2020	-	-	56,300.00	56,300.00	-
11/01/2020	425,000.00	4.000%	56,300.00	481,300.00	-
12/31/2020	-	-	-	-	537,600.00
05/01/2021	-	-	47,800.00	47,800.00	-
11/01/2021	440,000.00	4.000%	47,800.00	487,800.00	-
12/31/2021	-	-	-	-	535,600.00
05/01/2022	-	-	39,000.00	39,000.00	-
11/01/2022	460,000.00	4.000%	39,000.00	499,000.00	-
12/31/2022	-	-	-	-	538,000.00
05/01/2023	-	-	29,800.00	29,800.00	-
11/01/2023	480,000.00	4.000%	29,800.00	509,800.00	-
12/31/2023	-	-	-	-	539,600.00
05/01/2024	-	-	20,200.00	20,200.00	-
11/01/2024	495,000.00	4.000%	20,200.00	515,200.00	-
12/31/2024	-	-	-	-	535,400.00
05/01/2025	-	-	10,300.00	10,300.00	-
11/01/2025	515,000.00	4.000%	10,300.00	525,300.00	-
12/31/2025	-	-	-	-	535,600.00
Total	\$2,815,000.00	-	\$406,800.00	\$3,221,800.00	-

Yield Statistics

Bond Year Dollars	\$10,170.00
Average Life	3.613 Years
Average Coupon	4.0000000%
Net Interest Cost (NIC)	3.7023033%
True Interest Cost (TIC)	3.6749176%
Bond Yield for Arbitrage Purposes	3.6749176%
All Inclusive Cost (AIC)	4.2251151%
IRS Form 8038	
Net Interest Cost	3.6691907%
Weighted Average Maturity	3.607 Years

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - GO Bd | SINGLE PURPOSE | 11/27/2018 | 3:13 PM

Cooper Malone McClain, Inc.
Investment Bankers - Securities Broker/Dealer

CITY OF MARYSVILLE, KANSAS

2019 Street Impr. - GO Bds, Series 2019 over 6 yrs

\$2,815,000

November 1, 2019

Pricing Summary

Maturity	Type of Bond	Coupon	Yield	Maturity Value	Price	Dollar Price
11/01/2020	Serial Coupon	4.000%	3.000%	425,000.00	100.977%	429,152.25
11/01/2021	Serial Coupon	4.000%	3.200%	440,000.00	101.537%	446,762.80
11/01/2022	Serial Coupon	4.000%	3.400%	460,000.00	101.697%	467,806.20
11/01/2023	Serial Coupon	4.000%	3.600%	480,000.00	101.477%	487,089.60
11/01/2024	Serial Coupon	4.000%	3.800%	495,000.00	100.902%	499,464.90
11/01/2025	Serial Coupon	4.000%	4.000%	515,000.00	100.000%	515,000.00
Total	-	-	-	\$2,815,000.00	-	\$2,845,275.75

Bid Information

Par Amount of Bonds	\$2,815,000.00
Reoffering Premium or (Discount)	30,275.75
Gross Production	\$2,845,275.75
Bid (101.076%)	2,845,275.75
Total Purchase Price	\$2,845,275.75
Bond Year Dollars	\$10,170.00
Average Life	3.613 Years
Average Coupon	4.0000000%
Net Interest Cost (NIC)	3.7023033%
True Interest Cost (TIC)	3.6749176%

The above rates are estimated and final rates will not be determined until bonds are offered for sale.

2019 Street Impr. - GO Bd | SINGLE PURPOSE | 11/27/2018 | 3:13 PM

Cooper Malone McClain, Inc.

Investment Bankers - Securities Broker/Dealer

Proposed ADA Curb Replacement 2019

Standard curbs

4 th Carolina NW corner	1
13 th Carolina SW corner	1
13 th Carolina NW corner	1
13 th Carolina NE corner	1
4 th Elm SE corner	1
4 th Elm NE corner	1
8 th Elm SE corner	1

Laydown curbs

8 th Elm SE corner	1	To steep
9 th Elm SW corner	1	Bad condition
13 th Elm NE corner	2	Bad condition
15 th Elm SE corner	2	Bad condition

Street & Curb Survey

October 4th 2018

Street Surface & Current Curb Conditions

This is a updated street and Curb Survey .
We Checked each block and graded them as follows.

1 =Beyond repair (Full Replacement)

2 = Major Repairs Needed

3 = Minor Repairs Needed

4 = Very minor Repairs Needed

5 = No work Needed at this time

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
1st	Calhoun - 1/2 block N	Seal / Rock	2	None
2nd	Broadway - Carolina	Asphalt	5	5
2nd	Carolina - Alston	Asphalt	4	3
2nd	Alston - Calhoun	Asphalt	4	2
2nd	Calhoun - Laramie	Asphalt	4	3
2nd	Laramie - Jenkins	Asphalt	5	5
3rd	Carolina-1/2 block S.	Asphalt	4	3
3rd	Carolina - Alston	Asphalt	4	3
3rd	Alston - Calhoun	Asphalt / Concrete	4	3
3rd	Calhoun - Laramie	Asphalt	4	2
3rd	Laramie - Jenkins	Asphalt	2	3
3rd	Jenkins - May	Asphalt	4	2
3rd	May - North	Asphalt	4	2
4th	Center - Carolina	Brick	2	4
4th	Carolina - Alston	Brick	2	2
4th	Alston - Calhoun	Brick	2	4
4th	Calhoun - Laramie	Concrete	2	2
4th	Laramie - Jenkins	Asphalt	5	3
4th	Jenkins - May	Asphalt	5	3
4th	May - North	Asphalt	5	3
5th	Center - Carolina	Brick	3	2
5th	Carolina - Alston	Brick	3	2
5th	Alston - Calhoun	Brick	2	2
5th	Calhoun - Laramie	Brick	2	2
5th	Laramie - Jenkins	Brick	2	2
5th	Jenkins - May	Brick	2	2
5th	May - North	Brick	3	3
6th	Center - Carolina	Asphalt	4	3
6th	Carolina - Alston	Asphalt	2	3
6th	Alston - Calhoun	Asphalt	2	2
6th	Calhoun - Laramie	Asphalt	3	2
6th	Laramie - Jenkins	Asphalt	3	3
6th	Jenkins - May	Concrete	5	3
6th	Center - Carolina	Brick / Asphalt	2	2



STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
Carolina	2nd - 3rd	Asphalt	5	2
Carolina	3rd - 4th	Concrete	5	5
Carolina	4th - 5th	Concrete	5	5
Carolina	5th - 6th	Asphalt	5	2
Carolina	6th - 7th	Asphalt /Brick	5	4
Alston	1st - 2nd	Asphalt	3	3
Alston	2nd - 3rd	Asphalt	2	3
Alston	3rd - 4th	Asphalt	3	3
Alston	4th - 5th	Concrete	2	3
Alston	5th - 6th	Asphalt	4	2
Alston	6th - 7th	Asphalt	4	1
Calhoun	1st - 2nd	Brick	3	4
Calhoun	2nd - 3rd	Brick	3	3
Calhoun	3rd - 4th	Brick	2	2
Calhoun	4th - 5th	Brick	3	4
Calhoun	5th - 6th	Brick	4	4
Calhoun	6th - 7th	Brick	1	1
Laramie	2nd - 3rd	Asphalt	5	2
Laramie	3rd - 4th	Concrete	2	3
Laramie	4th - 5th	Asphalt	2	3
Laramie	5th - 6th	Asphalt	2	3
Jenkins	2nd - 3rd	Asphalt	5	5
Jenkins	3rd - 4th	Asphalt	5	2
Jenkins	4th - 5th	Asphalt	5	1
Jenkins	5th - 6th	Concrete	4	3
May	3rd - 4th	Asphalt	5	3
May	4th - 5th	Asphalt	5	3
May	5th - 6th	Concrete	5	5
North	3rd - 4th	Seal / Rock	4	None
North	4th - 5th	Seal / Rock	4	None

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
Broadway	2nd - 3rd	Asphalt	5	4
Broadway	3rd - 4th	Asphalt	5	2
Broadway	4th - 5th	Red Concrete	5	5
Broadway	5th - 6th	Brick	1	2
Broadway	6th - 7th	Brick	4	4
Elm	2nd - 3rd	Asphalt	1	None
Elm	3rd - 4th	Asphalt	3	2
Elm	4th - 5th	Concrete	1	2
Elm	5th - 6th	Concrete	1	2
Elm	6th - 7th	Brick	3	4
Walnut	2nd - 3rd	Asphalt	3	None
Walnut	3rd - 4th	Asphalt	4	None
Walnut	4th - 5th	Concrete	1	2
Walnut	5th - 6th	Concrete	1	2
Walnut	6th - 7th	Concrete	4	4
Spring	4th - 5th	Asphalt	5	3
Spring	5th - 6th	Asphalt	5	4
Spring	6th - 7th	Asphalt	5	2
Oak	5th - 6th	Asphalt	5	None
Oak	6th - 7th	Asphalt	4	None
Jackson	6th - 7th	Asphalt	3	None
Jackson	7th - 8th	Asphalt	3	None
Jackson	8th - 9th	Asphalt	3	None
Jackson	9th - 10th	Asphalt	3	None
Jackson	10th - 11th	Asphalt	3	3
South	6th - 7th	Asphalt	3	None
Koester	6th - 7th	Asphalt	3	None

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
8th	Center - Broadway	Brick	5	4
8th	Broadway - Elm	Brick	2	3
8th	Elm - Walnut	Asphalt	5	3
8th	Walnut - City Park	Concrete	5	5
9th	Center - Broadway	Brick	5	5
9th	Broadway - Elm	Brick	2	3
9th	Elm - Walnut	Asphalt	4	3
11th	Center - Broadway	Brick	3	3
11th	Broadway - Elm	Brick	3	3
11th	Elm - Walnut	Concrete	2	3
11th	Oak - Jackson	Asphalt	5	3
12th	Center - Broadway	Brick	3	4
12th	Broadway - Elm	Brick	3	3
12th	Elm - Walnut	Concrete	3	3
12th	Walnut - Spring	Concrete	2	3
13th	Center - Broadway	Brick	2	3
13th	Broadway - Elm	Brick	3	2
13th	Elm - Walnut	Concrete	3	3
13th	Walnut - Spring	Concrete	3	3
13th	Spring - Oak	Concrete	3	4
Upper 13th	To top of hill	Asphalt	3	none
13th	Oak - Jackson	Asphalt	3	3
13th	Jackson - 1/2 block south	Asphalt	3	4
14th	Center - Broadway	Brick	2	3
14th	Broadway - Elm	Concrete	4	4
14th	Elm - Walnut	Concrete	2	3
14th	Walnut - Spring	Concrete	3	3
14th	Spring - Oak	Concrete	4	4
14th	Oak - Jackson	Asphalt	5	3
14th	Jackson - 1/2 block south	Asphalt	5	3
15th	Center - Broadway	Concrete	1	3
15th	Broadway - Elm	Brick	3	1
15th	Elm - Walnut	Brick	3	2
15th	Walnut - Spring	Asphalt	3	2
15th	Spring - Oak	Asphalt	3	1
15th	Oak - Jackson	Concrete	3	2
15th	Jackson - South	Concrete	3	3
15th	South - Koester	Concrete	3	3
16th	Center - Broadway	Asphalt		None
17th	Center - Spring	Asphalt	3	4

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
Broadway	7th - 8th	Brick	4	3
Broadway	8th - 9th	Brick	4	3
Broadway	9th - 10th	Brick	4	3
Broadway	10th - 11th	Brick	2	2
Broadway	11th - 12th	Brick	2	2
Broadway	12th - 13th	Brick	2	2
Broadway	13th - 14th	Brick	4	3
Broadway	14th - 15th	Brick	1	1
Broadway	15th - 16th	Concrete	2	3
Elm	7th - 8th	Brick	3	2
Elm	8th - 9th	Brick	3	3
Elm	9th - 10th	Brick	3	2
Elm	10th - 11th	Brick	4	2
Elm	11th - 12th	Brick	3	2
Elm	12th - 13th	Brick	3	2
Elm	13th - 14th	Brick	4	2
Elm	14th - 15th	Brick	4	1
Elm	15th - 16th	Brick	4	3
Walnut	7th - 8th	Asphalt	2	4
Walnut	8th - 9th	Asphalt	4	3
Walnut	9th - 10th	Asphalt	4	2
Walnut	10th - 11th	Brick	2	2
Walnut	11th - 12th	Brick	2	2
Walnut	12th - 13th	Brick	3	2
Walnut	13th - 14th	Brick	3	1
Walnut	14th - 15th	Brick	4	2
Walnut	15th - 1/2 block East	Asphalt	2	None
Spring	12th - 13th	Concrete	3	3
Spring	13th - 14th	Concrete	3	3
Spring	14th - 15th	Concrete	3	2
Spring	15th - East of Indust park Dr.	Asphalt	2	3
Oak	12th - 13th	Concrete	4	3
Oak	13th - 14th	Concrete	3	2
Oak	14th - 15th	Asphalt	4	2
Oak	15th - 1/2 block East	Rock	2	None
Jackson	13th - 14th	Asphalt	3	4
Jackson	14th - 15th	Asphalt	3	None
Jackson	15th - 1/2 block East	Asphalt	1	None
South	14th - 15th	Asphalt	3	None

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
7th	Center - Carolina	Asphalt	2	3
7th	Calhoun - Laramie	Asphalt	2	2
7th	Laramie - Jenkins	Asphalt	2	None
7th	Jenkins - May	Asphalt	2	None
7th	May - North	Asphalt	2	None
Hendrix	Carolina - Calhoun	Asphalt	4	3
8th	Center - Carolina	Brick	2	3
8th	Carolina - Alston	Brick	3	2
8th	Alston - Calhoun	Brick	3	2
8th	Calhoun - Laramie	Asphalt /Concrete	3	3
8th	Laramie - Jenkins	Asphalt /Concrete	3	3
8th	Jenkins - May	Asphalt /Concrete	3	3
8th	May - North	Asphalt /Concrete	3	3
8th	North - Ann	Concrete	2	3
8th	Ann - Otoe	Asphalt	4	3
8th	Otoe - N. to end of pavement	Asphalt	3	2
9th	Center - Carolina	Brick	2	3
9th	Carolina - Alston	Asphalt	2	3
9th	Alston - Calhoun	Concrete	2	3
9th	Calhoun - Laramie	Asphalt	3	3
9th	Laramie - Jenkins	Asphalt	4	3
9th	Jenkins - May	Asphalt	3	3
9th	May - North	Asphalt	4	3
9th	North - Ann	Asphalt	3	3
10th	Center - Carolina	Brick	2	4
10th	Carolina - Alston	Brick	4	4
10th	Alston - Calhoun	Brick	3	5
10th	Calhoun - Laramie	Brick	3	5
10th	Laramie - Jenkins	Brick	4	5
10th	Jenkins - May	Asphalt	3	2
10th	May - North	Asphalt	4	3
10th	North - Ann	Asphalt	3	4
10th	Ann - Otoe	Asphalt	3	3
11th	Center - Carolina	Brick	3	4
11th	Carolina - Alston	Brick	3	3
11th	Alston - Calhoun	Brick	3	2
11th	Calhoun - Laramie	Brick	3	3
11th	Laramie - Jenkins	Brick	2	2
11th	Jenkins - May	Brick	2	3
11th	May - North	Brick	2	3
11th	North - Ann	Asphalt	2	3
11th	Ann - Otoe	Asphalt	2	3

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
15th	Center - Carolina	Asphalt	4	2
15th	Carolina - Alston	Asphalt	4	3
15th	Alston - Calhoun	Asphalt	4	4
15th	Calhoun - Laramie	Asphalt	4	2
15th	Laramie - Jenkins	Asphalt	4	3
15th	Jenkins - May	Asphalt	2	2
15th	May - North	Asphalt	2	2
15th	North - Ann	Asphalt	2	2
15th	Ann - Otoe	Asphalt	4	4
15th	Otoe - Zelpha Drive	Asphalt	4	3
Zelpha Drive	Zelpha Drive	Asphalt	4	3
16th	Carolina - Alston	Asphalt	2	2
16th	Laramie - 1/2 block S.	Asphalt	1	2
16th	Laramie - Jenkins	Asphalt	3	3
16th	Jenkins - May	Asphalt	4	3
16th	May - North	Asphalt	3	2
16th	North - Ann	Asphalt	3	3
16th	Ann - Otoe	Asphalt	3	3
16th	Otoe - Debbie Lane	Asphalt	3	3
16th	Debbie Lane - Park Place	Asphalt	3	3
16th	Park Place - Jayhawk Road	Asphalt	3	3
17th	Center - Carolina	Asphalt	4	None
17th	Carolina - Alston	Asphalt	2	3
17th	Alston - Calhoun	Asphalt	2	3
17th	Calhoun - Laramie	Asphalt	2	3
17th	Laramie - Jenkins	Concrete	2	2
17th	Jenkins - May	Asphalt	3	3
18th split	Carolina - Calhoun	Asphalt	5	3
Veterans Mem Dr	Center - Carolina	Asphalt	2	3
Veterans Mem Dr	Carolina - Feld Field	Asphalt	5	3
18th	Alley - Laramie	Asphalt	2	3
18th	Laramie - Jenkins	Asphalt	4	3
18th	Jenkins - May	Asphalt	4	3
18th	May - North	Asphalt	2	3
19th	Feld Field - Laramie	Concrete	5	3
19th	Jenkins - North	Asphalt	3	2
20th	Center - Carolina	Asphalt	5	3
20th	Carolina - Laramie	Asphalt	4	3
20th	Laramie - Jenkins	Asphalt	3	3
20th	Jenkins - May	Asphalt	2	3
20th	May - North	Asphalt	3	3
20th	North - Airport road	Asphalt	5	4
Frank Marshall Dr.	Frank Marshall Drive	Asphalt	1	4

STREET	BLOCK	SURFACE	STREET	CURB
		TYPE	CONDITION	CONDITION
Carolina	7th - 8th	Brick	3	4
Carolina	8th - 9th	Brick	3	2
Carolina	Alston - 10th	Asphalt	1	None
Carolina	10th - 11th	Asphalt	4	4
Carolina	11th - 12th	Brick	3	1
Carolina	12th - 13th	Concrete	3	3
Carolina	13th - 14th	Concrete	3	3
Carolina	14th - 15th	Asphalt	4	4
Carolina	15th - 16th	Asphalt	4	3
Carolina	16th - 17th	Asphalt	4	3
Carolina	17th - 18th	Asphalt	4	3
Carolina	18th - 20th	Concrete	5	5
Alston	Hendrix - 8th	Asphalt	4	3
Alston	8th - 9th	Brick	3	2
Alston	9th - 10th	Concrete	2	2
Alston	10th - 11th	Asphalt	4	3
Alston	11th - 12th	Brick	4	2
Alston	12th - 13th	Asphalt	3	3
Alston	13th - 14th	Asphalt	3	2
Alston	14th - 15th	Asphalt	4	4
Alston	15th - 16th	Asphalt	2	2
Alston	16th - 17th	Asphalt	2	3
Calhoun	7th - 8th	Asphalt	3	2
Calhoun	West of 9th - 10th	Concrete	3	3
Calhoun	10th - 11th	Asphalt	3	3
Calhoun	11th - 12th	Brick	4	3
Calhoun	12th - 13th	Asphalt	3	3
Calhoun	13th - 14th	Asphalt	4	3
Calhoun	14th - 15th	Asphalt	4	3
Calhoun	15th - 17th	Asphalt	5	3
Calhoun	17th - 18th (split)	Asphalt	5	2
Laramie	7th - 8th	Asphalt	5	2
Laramie	9th - 10th	Asphalt	4	4
Laramie	10th - 11th	Concrete	3	3
Laramie	11th - 12th	Brick	3	3
Laramie	12th - 13th	Asphalt	3	2
Laramie	13th - 14th	Asphalt	3	3
Laramie	14th - 15th	Concrete	3	3
Laramie	15th - 16th	Asphalt	3	3
Laramie	16th - 17th	Concrete	3	3
Laramie	17th - 18th	Concrete	3	2
Laramie	18th - 20th	Concrete	3	3

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
Hillcrest	9th - 10th	Brick	2	3
Jenkins	7th - 8th	Concrete	3	3
Jenkins	8th - 9th	Concrete	2	2
Jenkins	9th - 10th	Concrete	2	2
Jenkins	10th - 11th	Concrete	2	2
Jenkins	11th - 12th	Brick	3	2
Jenkins	12th - 13th	Brick	3	2
Jenkins	13th - 14th	Brick	3	4
Jenkins	14th - 15th	Brick	3	3
Jenkins	15th - 16th	Brick	3	4
Jenkins	16th - 17th	Brick	3	3
Jenkins	17th 18th	Brick	3	2
Jenkins	18th - 19th	Asphalt	4	3
Jenkins	19th - 20th	Asphalt	4	2
Jenkins	20th - East to turn around	Asphalt / Millings	3	3
May	7th - 8th	Asphalt	2	None
May	8th - 9th	Asphalt	3	3
May	9th - 10th	Asphalt	4	3
May	10th - 11th	Concrete	3	3
May	11th - 12th	Brick	3	2
May	12th - 13th	Asphalt	3	3
May	13th - 14th	Asphalt	3	3
May	14th - 15th	Asphalt	3	3
May	15th - 16th	Asphalt	3	3
May	16th - 17th	Asphalt	3	3
May	17th 18th	Asphalt	3	3
May	19th - 20th	Asphalt	4	3
North	7th - 8th	Concrete	2	3
North	8th - 9th	Asphalt - Concrete	3	2
North	9th - 10th	Asphalt - Concrete	3	2
North	10th - 11th	Asphalt - Concrete	2	3
North	11th - 12th	Asphalt - Concrete	2	3
North	12th - 13th	Asphalt - Concrete	5	3
North	13th - 14th	Asphalt - Concrete	5	2
North	14th - 15th	Asphalt - Concrete	5	2
North	15th - 16th	Asphalt - Concrete	5	2
North	16th - 18th	Asphalt	3	3
North	18th - 19th	Asphalt	3	3
North	19th - 20th	Asphalt	3	3
North	20th - East of Frank Marshall Dr.	Concrete	4	3
North East of FMD	North 11th Road	Asphalt	2	NONE

STREET	BLOCK	SURFACE TYPE	STREET CONDITION	CURB CONDITION
Ann	7th - 8th	Asphalt	3	NONE
Ann	8th - 9th	Concrete	3	3
Ann	9th -10th	Concrete	2	3
Ann	10th - 11th	Asphalt	2	3
Ann	11th - 12th	Asphalt	2	3
Ann	12th - 13th	Asphalt	3	3
Ann	13th - 14th	Concrete	4	2
Ann	14th - 15th	Concrete	3	3
Ann	15th - 16th	Asphalt	3	2
Otoe	9th -10th	Asphalt	3	3
Otoe	10th - 11th	Asphalt	3	3
Otoe	11th - 12th	Asphalt	3	3
Otoe	12th - 13th	Asphalt	2	2
Otoe	13th - 14th	Asphalt	2	2
Otoe	14th - 15th	Asphalt	3	1
Otoe	15th - 16th	Asphalt	3	3
Airport road	16th - 20th	Asphalt	2	3
Airport road	20th - Airport	Asphalt	2	3
Debbie Lane	12th - 14th	Asphalt	4	3
Debbie Lane	14th - 16th	Asphalt	3	2
Park Place	12th - 13th	Asphalt	4	3
Park Place	13th - 14th	Asphalt	4	3
Park Place	14th - 15th	Asphalt	4	3
Jayhawk Road	8th - 16th	Rock	2	None
11th Street	N. of Jayhawk Road	Rock	4	None
Wst Heights	US 36 - Gravel	Asphalt	3	None
N. 11th Road	US 36 - North Street	Asphalt	3	None
S. 11th Road	US 36 - Keystone Road	Seal / Rock	1	None
Keystone road	S. 11th Road - S. 11th Terrace	Asphalt	1	None
S. 12th Road	US 36 - Keatings South line	Seal / Rock	1	None
Hometown drive	All	Concrete	5	?
Ashbury Dr.	All	Concrete	3	?
Ashbury Lane	All	Concrete	2	?
Timber Creek Drive	All	Concrete	2	?/3
Dawson Drive	11th terrace - Concrete	Rock	3	None
Dawson Drive	All concrete	Concrete	2	?
Prairie Lane	All	Sealed rock	3	None
Levee Road	S. 10th Bridge - NW End	Rock	3	None
levee road	Right away - Rock	Asphalt	4	None
8th road	Hwy to end of concrete	concrete	5	None



Priority list

Sewer projects Loiseau construction

- ~~3rd street Laramie to Jenkins (Asphalt 1 large hole 1 smaller)~~
- ~~5th street Laramie to Jenkins (Brick street, West alley approach & East alley approach)~~
- ~~9th street Walnut to Elm (sidewalk replacement and repair alley)~~
- ~~12th Street Walnut to Elm (Alley approach)~~

AHRS

- ~~4th Carolina Street Approach~~
- ~~5th Carolina Street Approach~~
- ~~3rd Carolina ADA sidewalks~~
- ~~Brick project at city hall~~
- ~~12th & Elm SW corner (Brick)~~

City projects

- ~~Sewer Main break (2nd Broadway) by 7th Sept~~
- ~~Squirrel pad (city hall) by 1st of Nov~~
- Jayhawk road & N. 8th St. (re rock) before winter
- 13th street Ann to North 3 sections of curb and driveway approaches
- 20th Street Laramie to Calhoun Curb replacement
- 4th street south of Calhoun (sink hole) Snow route
- North street West of 11th road (Asphalt rutting and pushing up)
- Airport Entrance by new concrete
- Clean out ditches and tubes 16th Jayhawk & along 12th road by Ashbury Dr.
- Clean out Ditch on S. 14th street (Before winter)

City of Marysville

Street Dept

Request Approval to order Chips for sealing 2019

I was asked to plan for 3 to 4 loads of Oil for sealing in 2019 I Have made up 3 shoots. The 4 shoot I would like to wait till spring to make up because of the damage incurred by the freeze/thaw cycles of winter weather. They recommend ordering the chips as soon as possible after the first of the year. To make sure they are available when we need them.

Last years oil price was \$2.39 a gallon delivered

They are looking at an increase to Approx. \$2.55 a gallon

They deliver approx. 5700 gallons per tanker

Last year's price approx. \$13,623.00 per tank

This year's price approx. \$14,535.00 per tank

Last years chip price was \$50.60 a cubic yard delivered

They are looking at an increase to approx. \$56.96 a cubic yard delivered.

We averaged approx. 225 cubic yards per tank last year

Last year's price Approx. \$11,385.00 per tank of oil

This year's price Approx. \$12,816.00 per tank of oil

We average about 17 blocks per shoot

2018 = approx. \$1471.06 per Block

2019 = approx. \$1608.88 per block

We estimate we will need approx. 900 Cy of chips for 4 loads of oil.

We are guessing we have approx. 150 CY of chips on hand from last year.

Would like your approval to order approx. 750 Cubic yards of chips after January 1st 2019.

Total for the chip order is approx. \$42,720.00

This should cover 4 tanks of oil.

Seal list 2019

Tanker 1

North street 8 th – 12 th	4 blocks
11 th street North – Otoe	2.5 blocks
Ann St. 10 th -12 th	2 blocks
Otoe St. 12 th -14 th	2 blocks
15 th St. Ann – Jenkins	3.5 Blocks
20 th St. North – Jenkins	2 blocks
18 th St. May – North St.	1 block

	17 blocks

Seal list 2019

Tanker 2

7 th St. North – Calhoun	4 blocks
May St. 7 th - dead end	.5 block
9 th Carolina- Alston	1 block
6 th Carolina – Calhoun	2 blocks
Laramie 6 th -4 th	2 blocks
3 rd Jenkins - Laramie	1 block
Alston 2 nd – 4 th	2 blocks
6 th Center - Elm	1.5 blocks
5 th Walnut – Spring	1 block
Elm 2 nd - 3 rd	1 block
Walnut 2 nd - 3 rd	1 block

	17 blocks

Seal list 2019

Tanker 3

Airport 16 th - Parking lot	6 blocks
16 th St. Laramie – Dead end	.5 blocks
18 th St. Laramie – Dead end	.5 blocks
17 th Laramie – Carolina	3 blocks
16 th Carolina to Alston	1 block
Alston 15 th – 17 th	2 blocks
Walnut 15 th – East to end	.5 blocks
Spring 15 th – 17 th	3 blocks
Jackson 15 th East to end	.5 blocks

17 blocks

Main Replacement Plan

As of 10-18-2018

1) ~~North St. 12th to 16th~~—Install new 8" main, replace main valves, replace all services that need it, install meter pits where there are none, replace fire hydrants. **Completed in 2017**

2) ~~North St. 7th to 12th~~~~—Including a tie in on Ann St. and a tie in at the alley South of May St. both of which will be on N. 10th St.~~—Install new 8" main, replace main valves, replace all services that need it, install meter pits where there are none, replace fire hydrants. **Completed in 2018**

3) **Laramie St. 17th to 20th**----Install new 6" main, replace main valves, replace all services that need it, install meter pits where there are none, replace fire hydrants

4) **Jenkins St. 17th to 20th**---- Install new 6" main, replace main valves, replace all services that need it, install meter pits where there are none, replace fire hydrants

5) **Jackson St. 13th to 14th**----Loop the line, install new fire hydrants, service lines and install pit where there are none, this I believe is a 4" main.

6) At one time we discussed completing the water main on Broadway, there are still four blocks that have not been upgraded to at least 10" water main (5th to 6th, 10th to 11th, 11th to 12th, 12th to 13th). Most of this has been done in conjunction with brick street projects in the past except for the 1400 and 1500 blocks.

7) At one time we also discussed taking a new water main all the way up N. 12th street from Carolina St. to North St.



KANSAS
RURAL
WATER
association

Quality water, quality life

P.O. Box 226 • Seneca, KS 66538 • 785/336-3760
FAX 785/336-2751 • <http://www.krwa.net>

September 11, 2018

Kent Bargman
City of Marysville
209 North 8th
Marysville, KS 66508

RE: Sludge Profile

Dear Kent;

As requested, I assisted Damon O'Brien in conducting a sludge profile of the city's wastewater stabilization ponds on September 10. The enclosed report summarizes my findings.

In Cell No. 1, the north cell, we took 93 measurements, and 33 additional measurements being visual as the sludge was at the top of pond along the west dike and part of the northwest and southwest corners. The average sludge depth in this cell was 22.99 inches. This cell was being operated at a total depth of 5.25 feet. The loss of capacity due to sludge accumulation is 36.48 percent. Using the 93 measurements the average sludge depth was 9.46 inches with loss of capacity of 15 percent.

In Cell No. 2, the middle southwest cell, we took 83 measurements. The average sludge depth in this cell was 10.7 inches. This cell was being operated at a total depth of 6.5 feet. The loss of capacity in this cell was 13.7 percent. If this cell was at normal operating depth of 5.25 feet the loss of capacity would be 16.98 percent. The added depth was due to a line that had been plugged. This plug was removed several days prior to my arrival as I understood.

In Cell No. 3, the middle southeast cell, we took 61 measurements. The average sludge depth in the cell was 8.03 inches. This cell was also being operated at a depth of 6.5 feet. Loss of capacity due to sludge accumulation was 10.3 percent. At normal operating depth, the loss of capacity would be 12.8 Percent

There was a large amount of sludge buildup in the west, northwest, and southwest corner of Cell No. 1 that was not measured due to the amount of sludge. This buildup is not uncommon and is usually due to condition called "turnover" this occurs when the water temperature changes and the lighter sludge floats to the surface due to nitrogen gas. The light sludge floats on the surface and is blown to the edges and corners of the cells where it breaks apart and settles to the bottom of the cell again. In most cases this will float again and settle through the cells. This does not appear to be doing so and the sludge has been there for several years.

Sludge removal may be warranted in Cell No. 1 along the west end. Sludge removal is usually only necessary when the effluent fails to meet discharge permit limits or when the system has constant odor problems. The constant odors will usually only occur when approximately 25 percent or more of lagoon capacity is lost due to sludge accumulation. Other factors include system design, operation and capacity. Also the lighter sludge will be consumed by anaerobic bacteria, resulting in more heavy sludge. It is this heavy sludge that can cause problems and often requires removal. Sludge removal projects can be very expensive. That is why KRWA often recommends that a reserve fund be created for when the sludge removal is needed in the future.

A budget estimate price of \$0.05 per gallons was provided to me by a contractor several years ago that removes sludge. Using this budget cost estimate and estimated 2 feet of sludge accumulation when the needed to be removed, your system would need to save an estimated \$32,600 per acre for the sludge removal. Marysville lagoon cells are 13.4 acres each for the first three cells, using the above estimated cost and size of the lagoons it will cost approximately \$437,000 to remove the sludge in just one cell at a depth of 2 feet. This estimate does not include an increase of cost due to inflation. KDHE is recommending that sludge be removed when the capacity reaches 18 inches.

I understand that the City has recently, or will in the near future, pay off the loans for the lagoon project. Due to failure of discharge permit limits at times, I recommend the city consider adding an additional cell or cells to the lagoons for longer detention time to meet permit limits or adding enough capacity to become a non-discharging system. There was also what I believed a short-circuiting issue in the original design and this could be corrected when a new lagoon cell is constructed. The short-circuiting was found several years ago and corrected by splitting the flow between Cell No. 2 and Cell No. 3 to operate them in parallel instead of in series.

I do not believe anything operational will allow the city to consistently meet permit discharge limits without changes to the lagoons piping or adding additional cells.

Call KRWA at 785-336-3760 or me at 785-799-6105 if you have any questions or need other assistance. The Kansas Rural Water Association receives funding through USDA Rural Development and KDHE to provide assistance to public water and wastewater systems in Kansas. This letter is being copied to agencies for that reason. And for news, information, training session schedules and more about KRWA programs, visit the KRWA Web site at www.krwa.net.

Sincerely,



Charlie Schwindamann
Wastewater Tech

CS: ejr

Enclosure

C: Austin St. John, City Administrator

Rod Geisler, KDHE, Topeka

Nick Reams, KDHE, Topeka

Helen Holm, KDHE, Lawrence

Dan Fisher, USDA Rural Development, Topeka

Randy Stone, USDA Rural Development, Topeka

Sludge Profile

City of Marysville

September 10, 2018

Top is North		Cell #1			Cell #2			Cell #3		
60"	60"	14"	22"	18"	8"	10"	10"	8"	10"	12"
60"	12"	14"	12"	18"	10"	10"	8"	10"	10"	10"
60"	14"	14"	12"	18"	10"	10"	8"	10"	8"	10"
60"	14"	12"	10"	18"	8"	8"	8"	10"	10"	10"
60"	12"	12"	10"	18"	10"	10"	8"	10"	8"	10"
60"	12"	10"	8"	18"	8"	8"	8"	10"	10"	10"
60"	14"	10"	8"	18"	10"	10"	8"	10"	8"	10"
60"	12"	10"	10"	18"	10"	10"	8"	10"	8"	10"
60"	12"	10"	10"	18"	10"	10"	8"	10"	8"	10"
60"	10"	8"	8"	16"	10"	10"	8"	10"	12"	8"
60"	10"	8"	6"	14"	10"	10"	10"	10"	10"	12"
60"	8"	10"	8"	12"	10"	10"	8"	10"	8"	10"
60"	6"	6"	8"	12"	10"	10"	8"	10"	10"	10"
60"	8"	6"	8"	12"	10"	10"	8"	10"	10"	10"
60"	8"	8"	8"	12"	8"	8"	10"	10"	10"	8"
60"	8"	8"	8"	12"	8"	8"	10"	10"	12"	8"
60"	6"	6"	6"	12"	10"	10"	10"	10"	12"	10"
60"	10"	6"	6"	14"	10"	10"	10"	10"	10"	10"
60"	8"	6"	8"	12"	10"	10"	10"	8"	10"	8"
60"	8"	6"	8"	12"	10"	10"	10"	10"	10"	10"
60"	10"	10"	10"	12"	10"	10"	10"	8"	10"	8"
60"	8"	10"	10"	12"	10"	10"	10"	10"	8"	10"
60"	8"	10"	10"	12"	10"	10"	10"	10"	8"	10"
60"	14"	10"	10"	12"	10"	10"	10"	8"	10"	10"
60"	14"	8"	10"	12"	10"	10"	10"	8"	10"	10"
60"	60"	14"	14"	12"	10"	10"	10"	10"	8"	8"

Cell Operating Depth: 5.25 Feet
 Average Sludge Depth: 22.99 Inches
 Cell Operating Depth: 6.5 Feet
 Average Sludge Depth: 10.7 Inches
 Cell Operating Depth: 6.5 Feet
 Average Sludge Depth: 8.03 Inches

October 18, 2018

Subject: New Water Department Shop

Mayor, City Council, City Administrator,

I have had an Idea which I have told several people about and they have all told me to write it up and present it to you all, so here is my proposal.

Since storage space either outdoor or indoor will be at a minimum when the new salt shed is constructed in the block where the street department and water department share I am proposing a completely new building for the water/sewer department. We could take all the items stored outside and inside the shed across the alley from the street shop and put them in the shop we now occupy with our vehicles and equipment. Doing this would get everything out of the public view for both cleanliness and security. This also would give the street department full use of the metal building that we share also they would have all the space from where the water department staff parks to S. 3rd street to use for parking of any equipment since they are losing space also with the salt shed construction.

Step 1: Locate land that will best fit the building being proposed. Currently, we only own one piece of land that will fit the proposed building with enough ground for a yard, and it is located South of CJ East on 11th Road. This would be an adequately sized property, but it would be up to the consideration of council whether or not it is a good location, or if we should purchase another property.

Step 2: We are requesting a building that would be 20' larger than the street shop building which would make our new building 80' x 120'. This should be sized well enough that we could get all our equipment and vehicles inside, including our sewer truck which is now stored in the street shop (this also would give them more parking and storage room) our dump truck and the bucket truck which both sit outside. We could also bring things like barricades, pumps and other tools which will free up more space in our existing shop for more parts from outside and from the storage shed.

Step 3: We would also like to put up a new bulk water system by the new shop which on that property there should be plenty room.

Here is a list of vehicles from just the Street Department that would be affected by this request and the place where they could be stored once everything is moved around.

Crack Seal Machine (Shop/Shed), Concrete Screed (Shop/Shed), Trailer of form boards and concrete blankets (Shop/Shed), 2 Large Dump Trucks (Shop), Chip Spreader (Hedstrom/Outside), Oil Distributer (Shop/Shed), Truck #521 1 Ton (Shop), Motor Grader (Hedstrom/Outside), Steel Roller (Shop/Shed), Rubber Tire Roller (Shop/Shed), Lay Down Machine (Shop/Shed, Hedstrom), Paint Machine Trailer (Shop/Shed), Water Tank (Shop/Shed, Hedstrom)

On behalf of myself and Street Supervisor Gundelfinger we appreciate your consideration of this proposal, we think this will help with both the storage issue and the cleanliness of the City Property.

Kent Bargman, Supervisor
Water/Sewer Department

Marysville – Playground Equipment



Burke Rev8

Kid capacity 25

\$16,615

Does NOT Include Freight

ABCREATIVE

Marysville – Playground Equipment



Burke Ropeventure Vertex

Kid capacity 35

\$15,500

Does NOT Include Freight

ABCREATIVE

Marysville – Playground Equipment



Berliner Venus
Kid capacity 35
\$15,194

Does NOT Include Freight

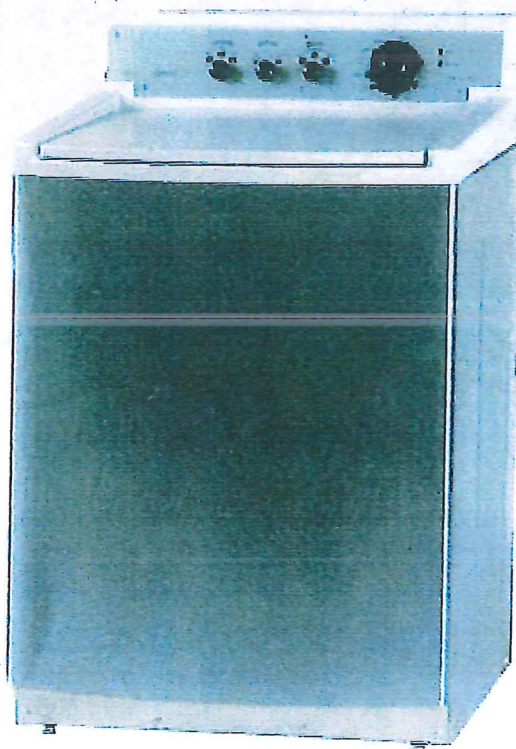
ABCREATIVE

Need Help? Call 888-681-1009



(1)
Groves Ready Rack Extractor / Washer

★★★★★ (0) No Reviews yet



\$3,799.99

SKU: GR-PPE-EW

Need Help? Call 888-681-1009



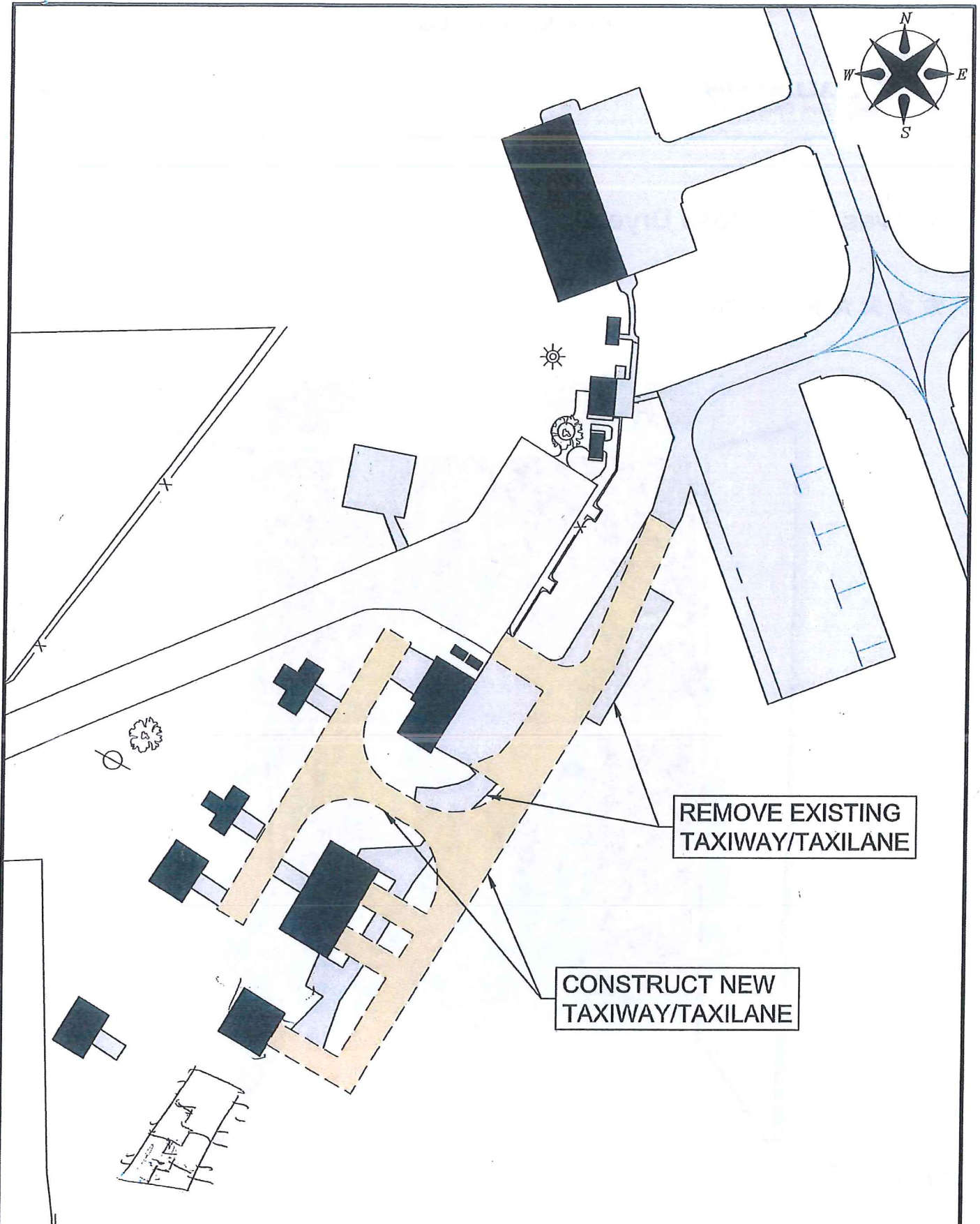
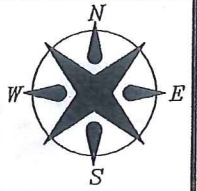
(1)
Groves PPE / Hose Dryer

★★★★★ (0) No Reviews yet



\$7,994.99

SKU: GR-PPEHD



REMOVE EXISTING
TAXIWAY/TAXILANE

CONSTRUCT NEW
TAXIWAY/TAXILANE

PROJECT NO: --
DRAWN BY: JDB
DATE: 10/09/2018

PROJECT LAYOUT
MARYSVILLE MUNICIPAL
AIRPORT



601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
TEL 402.474.6311
FAX 402.474.5160

EXHIBIT

1

Cost Estimate

Taxilane Reconstruction

Marysville Municipal Airport - Marysville, Kansas
(Based on Opinion of Probable Cost)

Item No.	Spec	Description	Unit	Quantity	Unit Price	Total Amount
1	GP-105	Mobilization	LS	1	\$73,420.00	\$73,420.00
2	P-101	Pavement/Millings Removal	SY	2,500	\$10.00	\$25,000.00
3	P-152	Unclassified Excavation	CY	3,000	\$12.00	\$36,000.00
4	P-156	Erosion Control Blanket Class 1, Type D (Double Net)	SY	1,500	\$2.50	\$3,750.00
5	P-156	Silt Fence Installation and Removal	LF	300	\$5.00	\$1,500.00
6	P-156	Wattle Barrier Installation and Removal	LF	80	\$12.00	\$960.00
7	P-156	Temporary Seeding	LS	1	\$5,000.00	\$5,000.00
8	P-301	12" Cement Treated Subgrade	SY	3,770	\$14.00	\$52,780.00
9	P-301	Cement Material Delivered	TON	151	\$120.00	\$18,120.00
10	P-209	Crushed Aggregate Base Course	SY	3,590	\$18.00	\$64,620.00
11	P-501	6" Portland Cement Concrete Pavement	SY	3,420	\$80.00	\$273,600.00
12	P-620	Permanent Pavement Marking	SF	750	\$4.00	\$3,000.00
13	P-620	Temporary Pavement Marking	SF	750	\$3.00	\$2,250.00
14	D-701	Storm Sewer	LS	1	\$20,000.00	\$20,000.00
15	D-705	Subsurface Drainage	LS	1	\$20,000.00	\$20,000.00
16	T-901	Seeding	LS	1	\$6,000.00	\$6,000.00
17	T-908	Mulching	LS	1	\$4,000.00	\$4,000.00
Total Construction						\$610,000.00

Project Budget Summary	
Total Construction	\$610,000.00
Engineering and Administration	\$180,000.00
Grand Total	\$790,000.00

MINZ
AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)
AIRPORT IMPROVEMENT PROGRAM (AIP) PLAN

THIS IS FOR PLANNING PURPOSES ONLY. Funding is NOT guaranteed for these years of the amount listed and the timeline is always subject to revision. The AIP FY planned is based upon a combination of factors including: the sponsor's submittal of AIP Data Sheet and supporting engineer's cost estimate, project's NRP, competing projects, projected available entitlement funds, and possible discretionary and/or state apportionment funds that may be available. Discretionary funds and state apportionment funds are limited and very competitive and go to the highest rated projects in the Region. Because the grants are reimbursements, any land acquisition projects shown are typically reimbursed one year AFTER the actual purchase year is expected.

LOGID	YR	STANDARD DESCRIPTION	OVERALL DEVELOPMENT OBJECTIVE (ODO) DESCRIPTION	PHASE DESC	PHASE	NPR	TOTAL ASSIGNED	ODO TOTAL ASSIGNED
MINZ	2020	Reconstruct Taxiway	Reconstruct Taxiway This project will fund the reconstruction of approximately 500 linear feet of the failed east hangar taxiways. The reconstruction will also allow the airport to meet design standards for this taxiway.	Design/Construct		62	\$ 292,500	\$ 292,500
MINZ	2020	Reconstruct Taxiway	Reconstruct Taxiway This project will reconstruct approximately 300 linear feet of the failed west hangar taxiways.	Design/Construct		62	\$ 148,500	\$ 148,500
CITY WOULD LIKE TO COMPLETE THE DESIGN, BIDDING AND CONSTRUCTION OF BOTH EAST AND WEST TAXIWAYS IN 2020								
FUTURE PROJECTS								
LOGID		STANDARD DESCRIPTION	REMARKS	NPR	RWY	ELIGIBLE	MAX FED SHARE	
MINZ		Acquire Snow Removal Equipment	Bidirectional tractor/carrier vehicle with blade.	44		175,000	157,500	
MINZ		Construct Snow Removal Equipment Building	Building for eligible SRE.	36		300,000	270,000	
MINZ		Construct Building	4 space t-hangar. Per FAA Order 5100.38D Table O-3 f. hangar projects may be eligible at nonprimary airports using entitlements. The sponsor must make adequate provisions for financing higher priority airfield projects that are currently required before this revenue-producing work.	29		700,000	630,000	
MINZ		Construct Fuel Farm	Construct 10000 gallon Self Serve Fuel System w/ containment. Per FAA Order 5100.38D Table D-1. c. fuel farm projects may be eligible at nonprimary airports using only entitlements. The sponsor must make adequate provisions for financing higher priority airfield projects that are currently required before this revenue-producing work.	17		400,000	360,000	
MINZ		Rehabilitate Runway	Mill/overlay Runway	66	16/34	850,000	765,000	
MINZ		Install Perimeter Fencing not Required by 49 CFR 15.42	Install perimeter fence - Current AIP generally limits participation for perimeter fencing to available NPE funds for NEW 5 strand barbed wire fences with manual gates per FAA Order 5100.38D Table L-2. r. This type of fence is not a wildlife or security fence.	38		270,000	243,000	
MINZ		Widen Runway	Widen Runway 16-34 to 75'. Justification based on aircraft operations is required.	45	16/34	850,000	765,000	

Updated: 9/26/2017

NPE Balances (FY19-20 unknown pending legislation - Planning purposes only)				
FY17	FY18	FY19	FY20	Total
Expires FY20	Expires FY21	Expires FY22	Expires FY23	
\$83,526	\$150,000	\$150,000	\$150,000	\$533,526

*Table pulled from email dated 8/13/2018

BEYOND REPAIR

MAJOR REPAIRS

MINOR REPAIRS

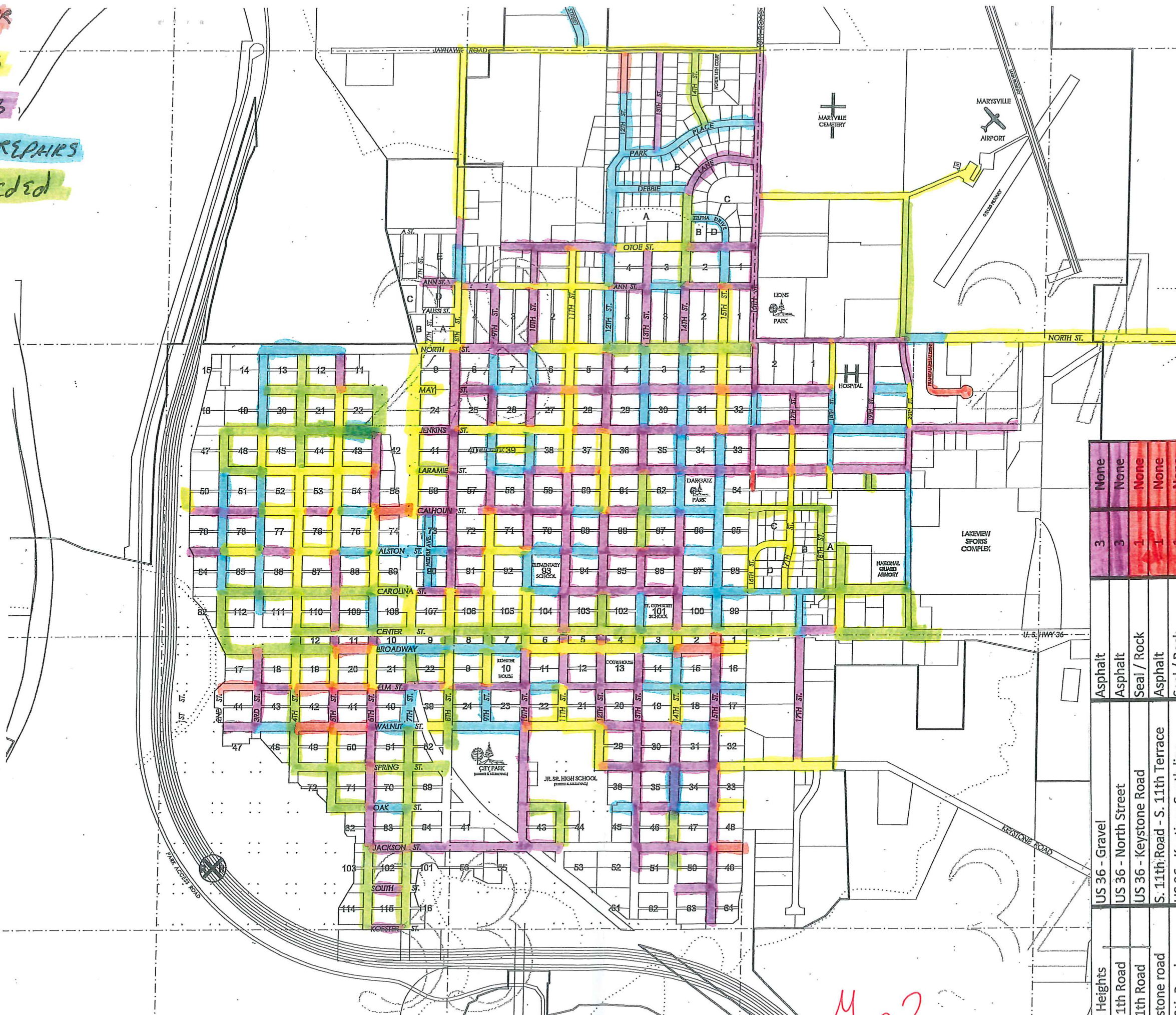
VERY MINOR REPAIRS

NO WORK NEEDED

UPPER 9th

UPPER 13th

Street Conditions
10-4-2018



West Heights	US 36 - Gravel	Asphalt	None
N. 11th Road	US 36 - North Street	Asphalt	None
S. 11th Road	US 36 - Keystone Road	Seal / Rock	None
Keystone road	S. 11th Road - S. 11th Terrace	Asphalt	None
S. 12th Road	US 36 - Keatings South line	Seal / Rock	None
Hometown drive	All	Concrete	?
Ashbury Dr.	All	Concrete	?
Ashbury Lane	All	Concrete	?
Timber Creek Drive	All	Concrete	?/3
Dawson Drive	11th terrace - Concrete	Rock	None
Dawson Drive	All concrete	Concrete	?
Prairie Lane	All	Sealed rock	None
Levee Road	S. 10th Bridge - NW End	Rock	None
levee road	Right away - Rock	Asphalt	None
8th road	Hwy to end of concrete	concrete	None
4th street	End of Asphalt to Jawhoush	Rock	None

Map 2

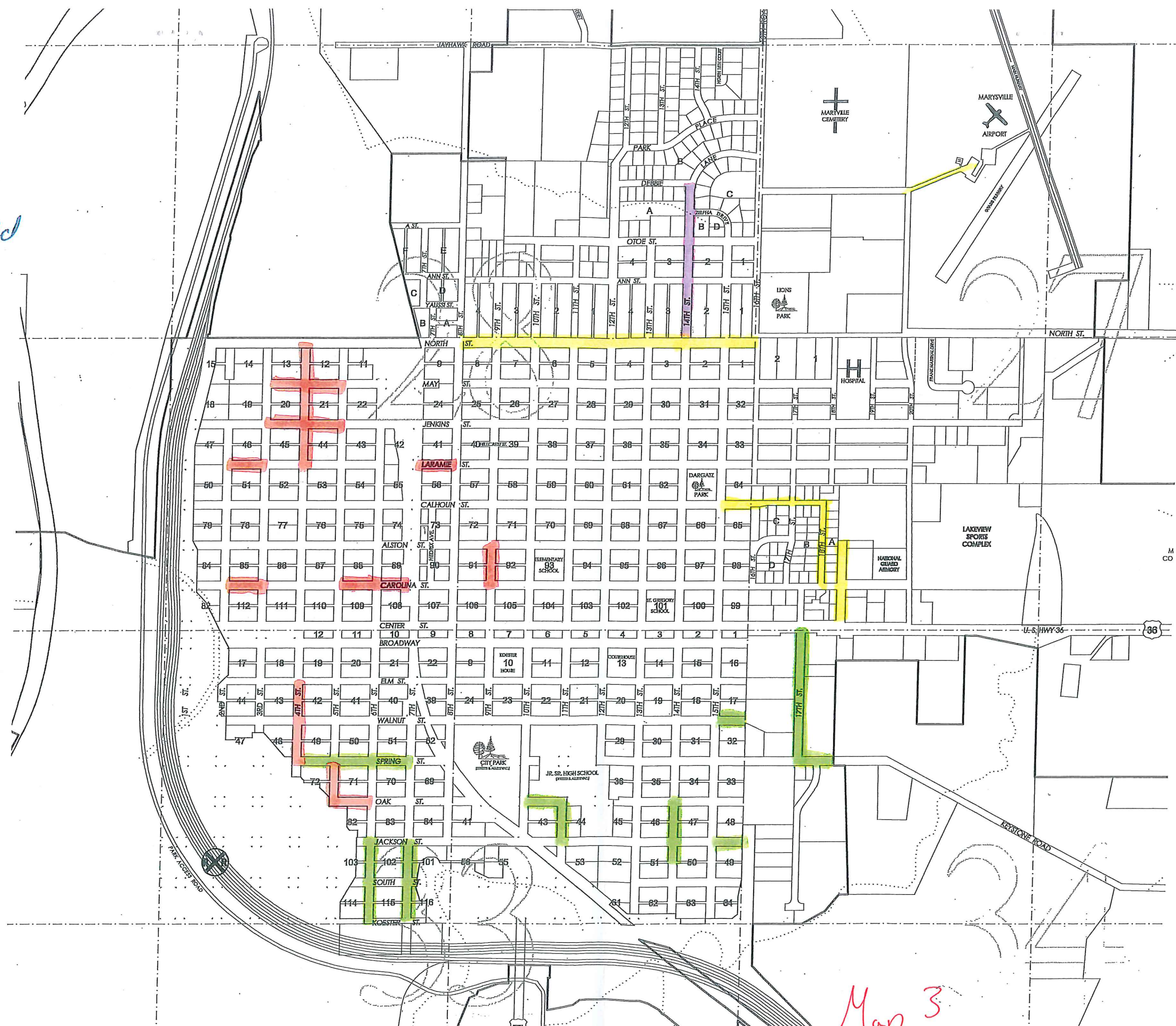
SHOOT 1

SHOOT 2

SHOOT 3

ALTERNATIVE

2018 PROPOSED SEALING



Map 3