



City of Smithville, Missouri

Board of Aldermen - Work Session Agenda

August 2, 2022

5:00 p.m. – City Hall Council Chambers and Via Videoconference

Anyone who wishes to view the meeting may do so in real time as it will be streamed live on the City's FaceBook page through FaceBook Live.


For Public Comment via Zoom, please email your request to the City Clerk at ldrummond@smithvillemo.org prior to the meeting to be sent the meeting Zoom link.

1. Call to Order
2. Main Street District Update
3. Discussion of Downtown Design Guidelines
4. Discussion of Overlay Program
5. Follow Up Discussion of Sidewalk Program
6. Follow Up Discussion – Mayor and Aldermen Term of Office
7. Adjourn

Join Zoom Meeting
<https://us02web.zoom.us/j/88007392955>

Meeting ID: 880 0739 2955
Passcode: 642717



	<div>STAFF</div> <div>REPORT</div>
Date:	August 2, 2022
Prepared By:	Anna Mitchell, Assistant City Administrator
Subject:	Main Street District Update

In 2021, the Board of Aldermen directed staff to create an agreement between the City and the Smithville Main Street District (SMSD) that would allocate \$75,000 of ARPA funds to the SMSD over a period of time. On October 19, 2021, the Board approved an agreement with SMSD. Per the agreement, SMSD is to provide the following services:

- SMSA Director – work jointly with the City to develop a job description and promote the position and conduct the search process.
- Organization – provide like support and aid for all businesses in the Downtown Area.
- Marketing and Tourism Promotion – develop and update a consistent promotion and advertising program for the Downtown Area.
- Design – work with the City to help initiate and develop design proposals for façade, signage, lighting, landscapes and the overall aesthetic look of the Downtown Area.
- Economic Vitality – strengthen the existing economic asset of the Downtown Area while diversifying its economic base, including recruiting new businesses, marketing empty space and strengthening the management capabilities of Downtown Area merchants.

In response to the services listed above, the City agreed to pay \$40,000 for the first annual payment which was given directly following the approval of the agreement. The following years installments will decrease by fifty percent (50%) each year as follows: year one - \$40,000; year two - \$20,000; year three - \$10,000; year four - \$5,000.

In this presentation, Alyssa Sanders, the SMSD Executive Director will address the progress of the services above as well as talk through the upcoming year's goals and action plans.

Date:	July 15, 2022
Prepared By:	Jack Hendrix
Subject:	Merchant Use of Sidewalks – 2022 Updates

In 2019, the Board of Aldermen adopted new rules for Merchant Use of Sidewalks in the Downtown area. The boundaries of that area coincided with the area of Streetscape Phase I – Main Street from Mill to Commercial and Bridge Street from Church to Meadow. At the inception, the plan was to bring the downtown businesses together to discuss the rules on an annual basis and determine what works and what doesn't work, then make recommendations to the Board. Obviously, summer of 2020 and 2021 were not the best times to bring business owners together to discuss potential changes.

Since the implementation of these guidelines, the Main Street Organization has been funded and become operational for guiding the businesses to revitalize downtown. That group met with city staff in June to discuss what works and what doesn't work. The goal of the meeting was to give staff some understanding of the potential changes the group sought and then prepare draft changes to the current guidelines for presentation to the Board on August 2.

As a result of this meeting, certain issues were presented to staff, with various recommendations. Those changes are discussed below:

Furniture/Fixtures

There are two separate issues that need to be reviewed as a result of this recommendation. First, there was the desire to "decorate" the area in front of each business, whether or not it had a sidewalk café permit (non-restaurant businesses). Second are the desire to have more flexibility to place these furniture/fixtures/decorations in front of businesses, with the specific understanding that the ADA compliance is still required.

The particular issue on ADA compliance is that the current location of the ADA pathway is adjacent to the buildings. Many businesses want the ability to put out furniture/decorations up against their building and leave at least 3' of clear path for ADA compliance. Staff has drafted a provision that would require that each business would not obstruct the last 3' of the business frontage if the adjacent business did not locate their decorations in the same pathway. While this may cause the pathway to weave back and forth, as long as the 3' pathway is maintained, ADA requirements are met.

The decoration/furniture on non-restaurant/café properties poses a slightly different issue. The current guideline structure is that café' permits are required, but only for restaurants. There is no specific method to obtain a permit to decorate or place furniture in the right of way. Staff has drafted a change that would create a separate "permit" for non-restaurants that is outside the sidewalk sale permits. This new permit would require the business owner to prepare a site plan of the decorations and show that the ADA path in front of their business and the adjacent businesses remains continuous. The recommendation that this "permit" be for no more than \$10.00 per year; be renewable without changes to the site plan without charge; or have a \$5.00 charge for changes to the site plan. The purpose of the different costs is to cover the cost of staff time reviewing the applications. If no changes are made to the site plan, no review is needed, hence no fee.

Sidewalk Signs

This topic also generated much discussion. While there was again some discussion concerning our permitting requirement for signs (Weston Missouri ordinance was brought up) and the desire to stop requiring permits, the most significant discussion related to type/design of the actual signs. Initially, the sign design was driven to make the structures of the sign matching the design aesthetic of the new streetscape (black material) with the ability for a business to express individual needs with a protected text area. This would allow a business to use it like a chalkboard or apply posters or other decorative logos to be placed under a plastic protective shield.

The current sign design is large, rather heavy, and it is not considered very creative. The business owner requested the ability to use different signs. Staff has drafted changes that would allow different sign types to be presented to the city for including in the inventory of signs available for lease.

After discussion with counsel, changing the process and allowing signs in the right of way without a permit isn't workable. However, opening up the types of sign designs can maintain the integrity of the existing system and provide more options for the design aesthetic.

Sidewalk Sales

There was no discussion.

Use of Streetscape Banners

This item was not discussed with the Main Street members but there have been recent requests for the ability to place separate banners upon the existing streetlight poles installed as a result of the various Streetscape projects. Staff requests that the Board discuss the willingness to allow this to occur; the parameters of the scope of banners; and several items of staff concern. Those concerns are as follows:

1. That any banner to be installed must meet the design specifications used by the city in order to facilitate the safest and most secure installation and removal of the banners.
2. That ONLY city staff be authorized to install or remove the banners.
3. That the Board set time and other limits/constraints for the installation of separate banners. Considerations should include the following:
 - a. Priority of installation – should it apply only to festivals and events in the Courtyard area? What about other events or issues not reserving the courtyard?
 - b. Should the banners be for an entity to provide to the city and donate them to the city?
 - c. What occurs if two events overlap in time? Festival X is on the first weekend of the month, Festival Y is on the second or third weekend of the same month?
 - d. Should there be a permit fee to do this to reimburse the city for staff time installing if the banners are not donated?

The attached, revised Sidewalk Design and Use Guidelines document includes a process to authorize the use of city streetlights for banner placement in accordance with the above principles.



Sidewalk Design and Use Guidelines



Table of Contents

Authority	1
Purpose	1
Definitions	1
Overview	1
Sidewalk Cafés	3
Sidewalk Café Permit Process	6
Sidewalk Sales	9
Sidewalk Sign Leasing	9

Authority

These Sidewalk Design and Use Guidelines are promulgated in accordance with Section 520.200 of the City of Smithville Code of Ordinances.

Purpose

Sidewalk cafés, merchant use areas and merchant sale areas contribute to a vibrant urban culture and make Smithville streets more dynamic places to walk, socialize, dine and shop. Sidewalk cafés, use areas and sales are temporary uses that occupy only a part of the public right-of-way ~~during establishment hours of operation~~. This document is a guide to creating temporary sidewalk cafés, merchant use areas and sidewalk sales that are safe and attractive to patrons and pedestrians.

These guidelines provide acceptable dimensions for sidewalk café, merchant use areas and sales access and for public rights-of-way, sidewalk café barriers and the layout of outdoor service areas. Smithville encourages the use of durable and high-quality outdoor furnishings and materials to increase the safety and comfort of residents and visitors of sales and sidewalk café areas as well as merchant use areas.

Sidewalk cafés merchant use areas and orderly sidewalk sales enhance the public realm and motivate city and regional residents to patronize Smithville establishments. Restaurant and other business owners who offer sidewalk cafés, merchant use areas and sales shall comply with these guidelines, which are applicable to all areas identified in Section 520.140 of the Code of Ordinances.

Definitions

For purposes of these guidelines, the terms defined in Section 520.150 of the Code shall have the same meanings in this document, with the additional information as this document shall provide.

Overview

Each block and each side of the street in the Central Business District (CBD) have different total widths measured from the building façade to the face of the street curb. There are areas as well where two different ADA Pathways are required to access a business and to allow access to the street crossings, which substantially reduce any effective area for merchant use of the sidewalks. **See Fig. 1**



Fig. 1 Two ADA Pathways Required

Depending upon the location of the business that seeks to use a portion of the sidewalk, the size of the usable area may be smaller or larger in order to meet certain access requirements. With on-street parking adjacent to the fronts of buildings, passengers need space to open the vehicle door and exit the vehicle, as well as an unobstructed ADA pathway. (The space to open the vehicle door is labeled “3’ Passenger Access” below.) **See Fig. 2**

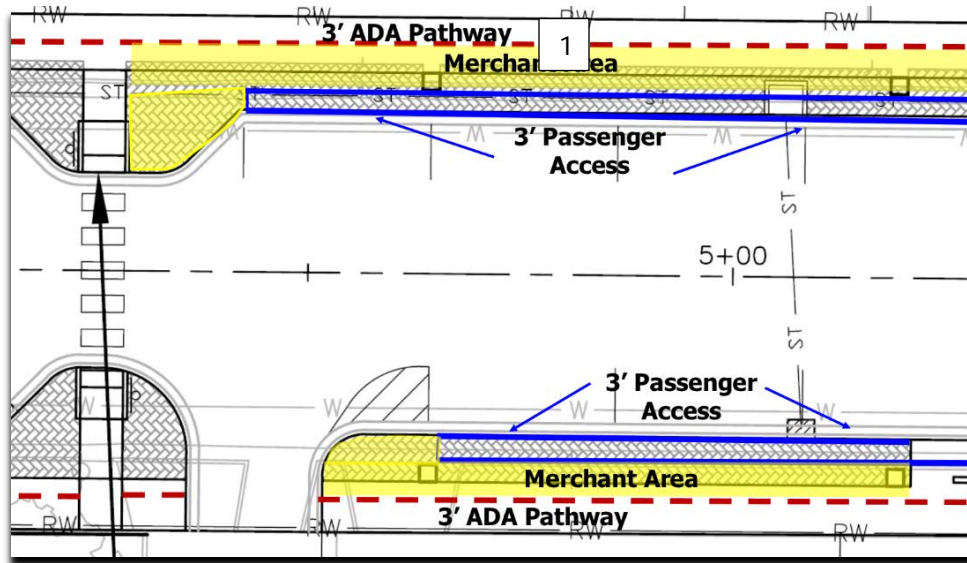


Fig. 2. Without Installed Guards.

With these conditions in mind, the ADA pathway is defined as an area not less than 36" wide. The location of this pathway can be varied from business to business but should remain continuous throughout the block. In order to maintain the continuous nature, each merchant must omit any potential obstructions in the final 3 feet of its' façade width if the ADA path is different on the adjacent property. In no event can the pathway be located within 3' of the face of the street curb to allow passengers to exit vehicles parked at the curb. In areas where a guard is constructed as a part of the City sidewalk, the merchant area may not extend beyond the guard. An example is shown below, **See Fig. 3**

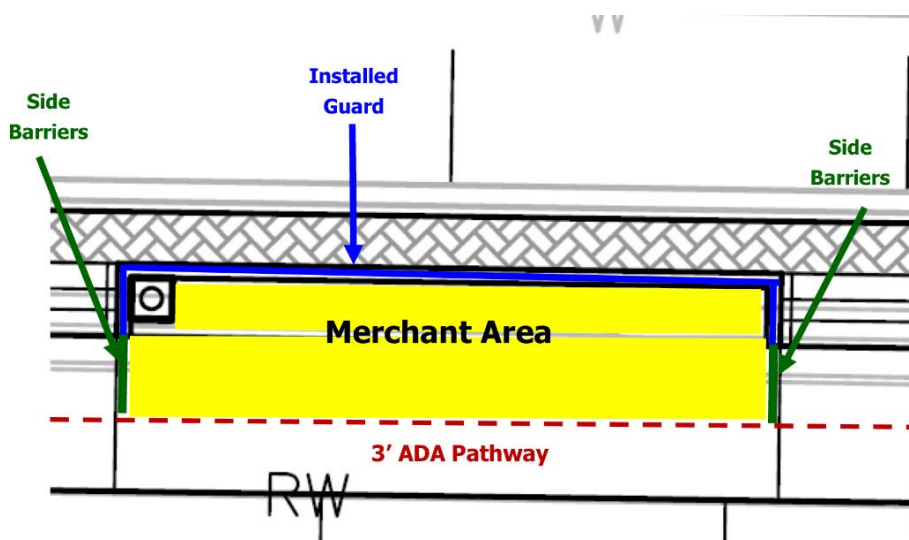


Fig. 3 Merchant Area with Installed Guards

The usable area of the sidewalks applies to any merchant use in the Central Business District, including Sidewalk Cafés, Merchant Use areas, Sidewalk Sales and Sidewalk Signs. **See Fig. 4**



Fig. 4 Depiction of Merchant Areas

Sidewalk Cafés

All sidewalk cafés are limited to the usable space in front of the business that holds the restaurant license from Clay County Health Department, and any area in front of an adjacent business, so long as that business provides consent in writing. In order to promote both vibrant business activity in the sidewalk areas of the CBD and maintain a safe and ADA compliant area, there are certain other requirements. ~~First of those requirements are the barriers needed to delineate the sidewalk café area.~~

~~The barriers that are perpendicular to the travel path of the sidewalk are called side barriers and should clearly delineate that a separate sidewalk café area exists to prevent pedestrian encroachment. In all sidewalk cafés, side barriers are required. Side barriers can be either substantial visual barriers (**Fig. 5**) or may be in the form of planters (**Fig. 6**). Planters must be not less than 36" in height with either live plants or plastic or "fake" foliage or flowers. Planters as barriers should be placed at the corner of the sidewalk café area to delineate the pedestrian path and the sidewalk café location.~~



Fig. 5 Substantial Visual Barrier

Fig. 6 Planter Barrier

In areas where guards are permanently installed in the sidewalks, those guards constitute the curbside edge of the sidewalk café. If no guards are permanently installed, the permit holder shall create a separation between the sidewalk café and the street with temporary moveable barriers. Those could be cables or ropes, wooden lattice or fabric panels mounted on a stand-alone moveable fence or barrier. With all barriers, they must be free standing and not mounted or affixed to the sidewalk or any street light or pole.

Cable or rope style barriers (**Fig. 7**), chain style barriers (**Fig. 8**), or other limited visual barriers are to be placed at the opening of business and removed at the close of business.



Fig. 7 Cable or Rope Barrier

Fig. 8 Chain Barrier

If, however, the barrier is more substantial in its visual barrier such as fabric panel barriers, the barriers need not be removed daily. Examples of "substantial barriers" can be found in **Fig. 9**, or fabric panel barrier systems (**Fig. 10**), lattice style (**Fig. 11**) or wrought iron look (wrought iron, steel or aluminum) **See Fig. 12**

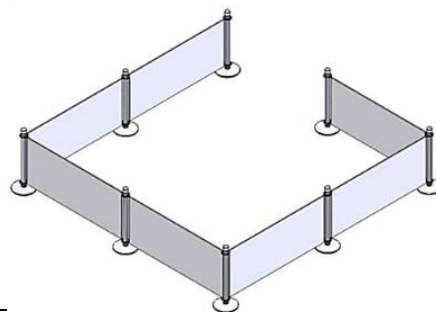


Fig. 9 Fabric Panel Barrier

Fig. 10 Fabric Panel Barrier System



~~**Fabric Panel Barriers** must be of a single color and may include one business logo on each panel (max logo size is 25% of panel size). In sidewalk cafés with alcohol sales, the entire perimeter of the sidewalk café area must be enclosed in a visible barrier in order to comply with State Liquor Control regulations. In addition, there should be one entry and exit point into a sidewalk café that serves alcohol of a width of 40" and no more than 48".~~

All **furniture** may be of wood, metal or composite materials of a commercial grade and quality that will withstand the weather and usage. All aspects of a sidewalk café must comply with any ADA requirements, including furniture.

Umbrellas may be used in conjunction with tables but shall be made of fire-retardant materials and shall be of one color for the body but may have the restaurant logo affixed. The restaurant logo must be for the business, and not for any products that the business may sell. The location of any umbrella shall be consistent with ADA requirements.

No tables, chairs or any other parts of sidewalk cafés shall be attached, chained or in any manner affixed to any tree, post, sign or other fixture, curb or sidewalk in or near the permitted area. Sidewalk café seating shall be included when determining the requirements for bathroom facilities of the restaurant. No cooking or fire apparatus shall be allowed on the public sidewalk.

The sidewalk café permit holder is responsible for cleaning and maintenance of the entire sidewalk area in front of its place of business, and any adjacent area used with the written consent of the owner. Such cleaning shall include pressure cleaning if necessary. If the area covered by the permit is not maintained in a neat and orderly appearance after five (5) days' written notice, the City may then take steps necessary to place the property in a neat and clean order and charge the permittee with the reasonable cost of repairs. Such action by the City does not create a continuing obligation on the part of the City to make further repairs or to maintain the property and does not create any liability against the City for any damages to the property if such repairs were completed in good faith.

During business hours, the area, and more particularly the ADA pathway shall be kept clear of obstructions as well as clean and safe. It is encouraged that plates and cups be shatterproof, and in no event shall glass bottles be allowed in a sidewalk café area. IF alcohol is served, the business is responsible for not allowing open containers to be outside the sidewalk café area, and that no outside alcoholic beverages are brought in to the area in accordance with state and city liquor licenses.

There shall be no live entertainment or speakers placed in the permit area. The hours of operation for a sidewalk café shall be from the start of business until 11:00 P.M. or thirty (30) minutes after last food service, whichever is earlier, unless the sidewalk café is completely enclosed by fencing or barricades in which case the hours of operation for the sidewalk café shall cease at 1:00 A.M.

No permanent storage of ~~chairs, tables~~, dishes, silverware or other sidewalk café equipment shall be allowed in the permit area, in any portion of the public right-of-way or outside the structural confines of the building in which the restaurant is located; however, the permittee

may maintain such non-permanent structures as rolling service stations in the permit area during hours of operation.

No advertising signage may be placed in the sidewalk café area except allowed logos on Fabric Panel Barriers and Umbrellas, if present. The only exceptions to such signage are: one Sidewalk Sign leased from the City of Smithville, and all other advertising must be attached to the building and have been issued a permit in accordance with the Sign Code.

Any sidewalk café permit may be transferred to a new owner only for the location and area listed on the permit, but subject to the new owner providing an application for such permit. Any transfer of an existing permit does not extend the term of such permit.

The City may require the temporary removal of sidewalk cafés for special events, or when street, sidewalk or utility repairs necessitate such action and may order the immediate removal or relocation of all or parts of a sidewalk café in emergency situations or for safety considerations, without notice. The City and its officers and employees shall not be responsible for sidewalk café fixtures relocated during emergencies.

Sidewalk Café Permit Process

A. No person shall establish a sidewalk café on any public right-of-way or sidewalk until a permit to operate the sidewalk café has been issued. Sidewalk cafés shall only be located where permitted by the City's zoning regulations and the Sidewalk Design Standards Policy. Sidewalk café permit applications shall be reviewed and approved in the manner as set forth in this Section.

B. General Application Criteria. Application for a sidewalk café permit shall be made to the City on a form provided by the Director of Development. The application shall include, but not be limited to, the following information and attachments:

1. The name, address, email address, and telephone number of the applicant;
2. The name and address of the restaurant;
3. A copy of a valid occupancy permit for the building where the proposed sidewalk café will be located;
4. A copy of a current certificate of insurance in the following categories and amounts:
 - a. Commercial general liability insurance in the amount of no less than the minimum amount stated in Section 537.610.1, RSMo., and as adjusted annually as determined pursuant to Section 537.610.5, RSMo., for all claims arising out of a single occurrence and for any one (1) person in a single accident or occurrence. All insurance shall be from companies duly authorized to do business in the State of Missouri. All liability policies shall provide that the City, its elected officials and employees are an additional insured as to the operation of the sidewalk café and shall provide the severability of interest provision.
5. A detailed site plan that is in compliance with the Sidewalk Design Standards Policy, including but not limited to, the following:

- a. The proposed use, materials, colors and design;
 - b. Relationship of the sidewalk café to the adjacent existing building and their uses and entrance locations;
 - c. The location of any utilities that might affect or be affected by the proposal;
 - d. The relationship of the sidewalk café to the centerline of the adjacent street, if applicable, and to any existing or proposed public improvements including, but not limited to, benches, fire hydrants, light standards and landscaping;
 - e. A drawing or aerial photograph (to scale) showing the layout and dimensions of the existing sidewalk area and adjacent private property, existing fire hydrants, utility and above ground fixtures, proposed location, size and number of tables, chairs, steps, planters, umbrellas, location of doorways, sidewalk benches, trash receptacles and any other sidewalk obstructions, either existing or proposed, within the pedestrian area;
 - f. Photographs, drawings or manufacturer's brochures fully describing the appearance of all proposed tables, chairs, umbrellas or other objects related to the sidewalk café;
 - g. A description of the property and the total square footage and exact dimensions of the proposed sidewalk café;
 - h. The existing and proposed pedestrian circulation pattern; and
 - i. Floor plan of the existing building and any proposed modification showing the relationship of food preparation areas to the sidewalk café.
6. Plans for the operation of the sidewalk café including, but not limited to, hours of operation, maintenance of the sidewalk café and services to be provided; and
7. A written, signed consent form from any adjacent business operator that allows the use of its' sidewalk area.

C. Application Review. The Department of Development shall review the application and approve or deny the permit. The Department may deny an application for a sidewalk café permit where:

- 1. The applicant has failed to comply with any of the submission requirements contained in this Section or with the Sidewalk Design Standards Policy;
- 2. The sidewalk café, as the applicant represents how it will be operated, fails to comply with the criteria set forth in this Section;
- 3. Any information submitted by the applicant is found to be incorrect; or
- 4. Staff review indicates that the sidewalk café would create an obstruction to or cause congestion of pedestrian or vehicular traffic due to existing conditions on the surrounding public right-of-way so as to represent a danger to the health, safety or

general welfare of the public. In the event the Department of Development denies a permit, the applicant may within ten (10) days of the date of the denial appeal the denial to the Board of Aldermen. Notice of denial shall be sent to the applicant by United States mail, certified mail, return receipt requested at the address shown on the permit application. Upon an appeal of the denial of a permit, the Department of Development shall prepare a report to the Board. The Board shall hear the appeal at the next regularly scheduled meeting. The Board may affirm, reverse or reverse with conditions the decision of the Department of Development.

D. Permit Issuance. A sidewalk café permit shall be subject to the following conditions:

1. Effective period. Each permit shall be effective for one (1) year subject to annual renewal as provided below.
2. Hold harmless provision. The permit shall include an explicit hold harmless provision holding the City harmless from any and all liability arising out of the issuance of a sidewalk café permit and the operation of the sidewalk café.
3. Site plan controlled. The permit shall be specifically limited to the area shown on the exhibit attached to the application and made part of the permit.

E. Permit Renewal. The permit renewal fee will become due and payable thirty (30) days prior to the expiration of the permit. Together with such fee, the permittee shall provide the Department of Development with a renewal application on a form provided by the department containing the location of the sidewalk café. An application for renewal must include a new site plan if any changes are being made to the previously approved sidewalk café's structure or layout. Failure to pay the renewal fee or submit the renewal application with supporting documentation (where applicable) at least thirty (30) days prior to the expiration of the existing sidewalk café permit shall be grounds to reject the renewal application. In the event of rejection, the permittee shall remove the sidewalk café upon the expiration of the existing sidewalk café permit.

F. Permit Suspension or Revocation. The City may, as deemed necessary, inspect sidewalk cafés to determine compliance to the criteria set forth in this Section and the Sidewalk Design and Use Guidelines. The City may revoke or suspend a permit for any sidewalk café if it is found that:

1. Any necessary business or health permit has been suspended, revoked or canceled;
2. Permittee does not have insurance which is correct and effective in the minimum amount as required in this Section;
3. Changing conditions of pedestrian or vehicular traffic cause congestion necessitating the removal of the sidewalk café. Such decisions shall be based upon findings that the existing conditions represent a danger to the health, safety or general welfare of the public;
4. Permittee fails to maintain or keep the sidewalk safe and clean; or

5. Permittee has failed to correct violations of the City Code of Ordinances within five (5) working days of receipt of the official's notice of same delivered in writing to the permittee. Upon revocation or suspension of a permit, the Department of Development shall give notice of such action to the permittee in writing stating the action which has been taken and the reason therefor. The revocation or suspension shall become effective within fifteen (15) days following receipt of the notice by the permittee unless appealed as provided in this Code.

G. Fee. The annual fee for a sidewalk café permit is Fifty dollars (\$50.00) and shall not be prorated.

Merchant Use Areas

All merchants in the Central Business District are eligible to obtain a Merchant Use area Permit in the area in front of the business premises. The purpose of the Merchant Use area Permit is to allow the merchant to place furniture, statutes, potted plants, or other similar decorations associated with the business. The usable sidewalk area described above is the only areas available for use, and any permit holder is responsible for maintaining any displayed decorations above in the usable area in a safe manner.

Merchant Use Permit Process

A. General Application Criteria. Application for a merchant use permit shall be made to the City on a form provided by the Director of Development. The application shall include, but not be limited to, the following information and attachments:

1. The name, address, email address, and telephone number of the applicant;

2. The name and address of the business;

3. A copy of a current certificate of insurance in the following categories and amounts:

Commercial general liability insurance in the amount of no less than the minimum amount stated in Section 537.610.1, RSMo., and as adjusted annually as determined pursuant to Section 537.610.5, RSMo., for all claims arising out of a single occurrence and for any one (1) person in a single accident or occurrence. All insurance shall be from companies duly authorized to do business in the State of Missouri. All liability policies shall provide that the City, its elected officials and employees are an additional insured as to the operation of the sidewalk café and shall provide the severability of interest provision.

4 . A detailed site plan that is in compliance with the Sidewalk Design Standards Policy, including but not limited to, the following:

a. The proposed use, materials, colors and design;

b. Relationship of the use area to the adjacent existing building and their uses and entrance locations;

c. The location of any utilities that might affect or be affected by the proposal;

d. A drawing or aerial photograph (to scale) showing the layout and dimensions of the existing sidewalk area and adjacent private property, existing fire hydrants, utility and above ground fixtures, proposed location, size and number of tables, chairs, steps, planters, umbrellas, location of doorways, sidewalk benches, trash receptacles and any other sidewalk obstructions, either existing or proposed, within the pedestrian area; and,

e. The existing and proposed pedestrian circulation pattern.

B. Application Review. The Department of Development shall review the application and approve or deny the permit. The Department may deny an application for a Merchant Use Area permit where:

1. The applicant has failed to comply with any of the submission requirements contained in this Section or with the Sidewalk Design Standards Policy;

2. Any information submitted by the applicant is found to be incorrect; or

4. Staff review indicates that the sidewalk merchant use area would create an obstruction to or cause congestion of pedestrian or vehicular traffic due to existing conditions on the surrounding public right-of-way so as to represent a danger to the health, safety or general welfare of the public. In the event the Department of Development denies a permit, the applicant may within ten (10) days of the date of the denial, resubmit the application with corrections as indicated on the notice of denial. If the applicant is denied after corrections are submitted, the applicant may appeal the denial to the Board of Aldermen. Final Notice of denial shall be sent to the applicant by United States mail. The applicant may within ten (10) days of the date of the Final Notice of Denial file an appeal of the denial of a permit. Upon receipt, the Department of Development shall prepare a report to the Board. The Board shall hear the appeal at the next regularly scheduled meeting. The Board may affirm, reverse or reverse with conditions the decision of the Department of Development.

D. Permit Issuance. A Merchant Use Area permit shall be subject to the following conditions:

1. Effective period. Each permit shall be effective for one (1) year subject to annual renewal as provided below.

2. Hold harmless provision. The permit shall include an explicit hold harmless provision holding the City harmless from any and all liability arising out of the issuance of the permit and the use of the area.

3. Site plan controlled. The permit shall be specifically limited to the area shown on the exhibit attached to the application and made part of the permit.

E. Fee. The permit is Ten dollars (\$10.00) and shall not be prorated.

E. Permit Renewal. In the event the existing permit design does not change from the initial submittal, the permit shall be renewed for an additional year at no cost by submitting an updated Certificate of Insurance. If any changes are being made to the previously approved structure or layout, an application for renewal must be submitted and include all changes as well as updated Certificates of Insurance. A permit renewal with changes is Five Dollars (\$5.00) and must be submitted at least thirty (30) day prior to expiration of the original permit.

Failure to pay the renewal fee or submit the renewal application with supporting documentation (where applicable) or the updated insurance certificate at least thirty (30) days prior to the expiration of the existing permit shall be grounds to reject the renewal application. In the event of rejection, the renewal application is subject to the same appeal process as if it was an original submittal, above.

F. Permit Suspension or Revocation. The City may, as deemed necessary, inspect the permit area to determine compliance to the criteria set forth in this Section and the Sidewalk Design and Use Guidelines. The City may revoke or suspend a permit if it is found that:

1. Permittee does not have insurance which is correct and effective in the minimum amount as required in this Section.

2. Changing conditions of pedestrian or vehicular traffic cause congestion necessitating the removal of the permit area. Such decisions shall be based upon findings that the existing conditions represent a danger to the health, safety or general welfare of the public.

3. Permittee fails to maintain or keep the sidewalk safe and clean; or

4. Permittee has failed to correct violations of the City Code of Ordinances within five (5) working days of receipt of the official's notice of same delivered in writing to the permittee. Upon revocation or suspension of a permit, the Department of Development shall give notice of such action to the permittee in writing stating the action which has been taken and the reason therefor. The revocation or suspension shall become effective within fifteen (15) days following receipt of the notice by the permittee unless appealed as provided in this Code.

Sidewalk Sales

All merchants in the Central Business District are eligible to obtain a Sidewalk Sale Permit in the area in front of the business premises. The usable sidewalk area described above is the only areas available for use, and the permit holder is responsible for maintaining any merchandise on display inside the usable area only. No merchandise may be left outside the premises when the business isn't open, and all items on display must be for sale from the permit holder. All merchandise for sale must be placed such that the ADA pathway and the curb area are clear and safe for passage.

Sidewalk sales are limited to three consecutive days and 45 cumulative days in any calendar year for any premises for no charge. The business must apply for the sale permit to provide the City with the dates of such sales and maintain count for the cumulative total. One application may contain multiple dates (e.g. every Wednesday from May to August) for such sales. In the event the business or premises exceeds 45 days in any calendar year, or three consecutive days the business must obtain a separate permit in accordance with 520.100 of the Code of Ordinances and subject to the fees for such permit.

During a permitted sidewalk sale, no advertising is allowed except price tags for the items for sale, and one Sidewalk Sign leased from the City of Smithville. All other signage must be attached to the building and have been issued a permit in accordance with the sign code.

Sidewalk Sales Permits may be obtained by completing an application on a form provided by the City of Smithville. Each application must contain all the information necessary to insure compliance with these guidelines and the city code.

Sidewalk Sign Leasing

The City of Smithville offers for lease to any business in the Central Business District a Sidewalk Sign for daily placement in the usable area of the sidewalk in front of their building. IF the applicant desires a sign other than the existing approved stock of the City, the applicant shall submit to the Main Street District with purchasing information for such sign, including the size and description of the sign. The Main Street District, or a committee of its' members selected for the purpose of reviewing potential sign bases to be placed in the city stock.

The Main Street District shall review the submission and, if the proposed sign is of sufficient weight to withstand being blow down by a significant wind, and meets the general standards of design aesthetic that the District shall set, the District shall submit the proposed sign for addition to the available city stock.

The city will provide forms for applying to lease a sidewalk sign which will include the terms of the lease agreement. The terms of this lease will require that the owner provide a deposit in the amount stated on the application, agree to store the sign inside the premises outside open hours of the business and maintain the sign.

The lease shall terminate upon closing the business, and the sign must be returned to city hall in reusable condition. If the sign cannot be reused, or is not returned upon closing the business, the customer agrees to forfeit its deposit. At any time, the customer may agree to terminate the lease by returning the sign to the city. The deposit will be returned if it is capable of reuse or forfeited as stated above.

The customer must also acknowledge that no other signs are allowed in the sidewalk area other than those described in these guidelines.

~~See Fig. 13~~

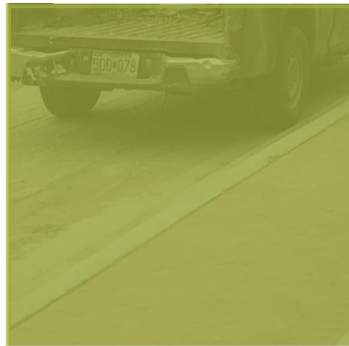
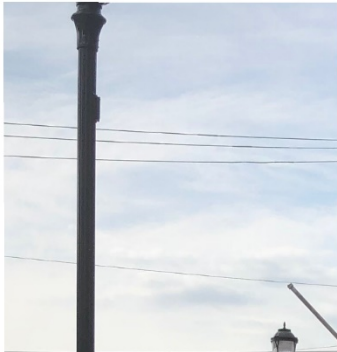
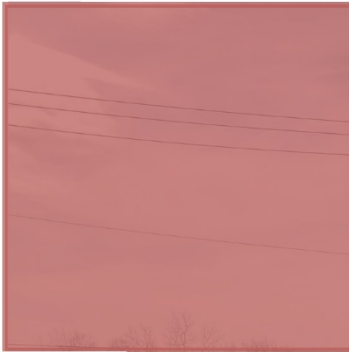


~~Fig. 13 Sign Examples~~

Use of Streetscape Banner hangers

Throughout the downtown areas with Streetscape improvements the streetlights have incorporated hangers for Banners. If a festival or event is scheduled in the Courtyard Park area, it may apply to use the streetlights to place banners of its' event on such streetlights. The installation of banners must be by city staff, and all banners must meet the design specifications of existing city banners in order to be installed. Any such banners may only be placed 14 days prior to the scheduled event, unless there is a prior event that will occur less than 14 days prior to proposed event.

The applicant must provide the city with the proposed design of the banners and provide assurance that the vendor making the banners understands the city's design specifications and will submit compliant banners. The applicant must also provide the proposed number of banners. No more than 20 banners may be installed (4 at the intersection of Bridge and Church, Bridge and Main, Main and Mill, Main and Commercial, as well as two at Main and 169 and two at Bridge and Meadow) and if the applicant seeks a different placement, the locations of the 20 banners must also be provided. Once the city is assured that the signs meet the design specifications, the applicant will be released to order the banners. The completed banners must be delivered to the city no later than five (5) business days prior to the proposed installation date. Once the city removes the banners, the applicant shall come pick up the banners within five (5) days of notification that the banners have been removed.



Date:	August 2, 2022
Prepared By:	Charles F. Soules, PE – Director of Public Works
Subject:	2022 PCI and Street Maintenance Program

The Pavement Condition Index (PCI) is a rating / score given to a segment of pavement that provides a comparable condition of City street infrastructure. The PCI is determined by visually observing pavement areas and evaluating the condition based on several criteria. Those criteria include: potholes, debonding, raveling, utility cuts/patching, crack sealing, shoving, bleeding, rutting, settlement, alligator cracking, edge cracking, traverse / longitudinal cracking, and block cracking. The severity or extent of the distress is determined and the PCI is calculated. There are 16 distresses for asphalt pavement and 12 distresses for concrete pavement that are evaluated on the severity of the distress (low, medium, high) and extent of distress (occasional, frequent, extensive).

The PCI is one factor that is used in determining street maintenance needs. Additional factors used when selecting streets for maintenance include traffic volume, speed, safety, road classification, affordability, and location.

Streets typically should have a design life of 20 years. This does not mean that some maintenance will not be required. Keeping roads in serviceable condition can extend the life of a pavement. Crack sealing, pothole repair and resurfacing of pavement can save money in the long term. A dollar spent on maintenance to keep a road in good condition can potentially save \$4 to \$5 in costly reconstruction if timely maintenance is delayed.

Maintenance techniques include crack seal, patching, micro-surfacing and mill and overlay. It is important to do the correct maintenance on a pavement section in order to extend the life of a pavement.

In 2020, staff completed the City's first PCI. Staff evaluated 517 segments of pavement. The average PCI at that time was 72.9.

Staff has recently completed the second evaluation of Smithville's Pavement Condition Index (PCI). The average PCI for 2022 is 72.8.

From 2020 – 2022 the City spent approximately:

- \$850,000 in mill and overlay including Rock Creek and Coulter Additions, Tillman Road and Hospital Drive.
- \$252,000 other mill and overlay including Streetscape, Liberty Road, and Highland Circle

This totals \$1,102,000 for 3.2 center line miles of streets, an average of \$350,000 per center line mile. Of note, the Rock Creek addition needed significant base repair. The goal is to make

sure roads are built correctly and maintained so we do not have to make these costly repairs. In comparison Tillman Road cost \$238,000 per center line mile.

Over the last couple years, the City has made improvements to street design including subgrade and base treatment, excavations in the street, and material specifications (requiring a better grade of concrete and asphalt). The City also has inspectors to ensure that projects are built to the required specifications. Over time the community will see the benefits of better streets and lower maintenance costs, but it will take a number of years.

The City maintains 42 centerline miles of streets. In the last two years the City has repaired 7.6% (3.2 mi. of 42 mi.) of the streets we maintain.

A reasonable goal is to have an average PCI of 75 or better. Sixty percent (60%) of Smithville's streets have a PCI less than 75. Therefore 23.4 center line miles of streets need some type of maintenance treatment.

Using an average between 2020 (\$350,000) and 2022 (\$238,000) costs per lane mile, we have a deficit of nearly \$7 million in street maintenance needs.

In the past, the City has budgeted \$300,000 per year in the mill and overlay program. Over the last couple years, the City has actually spent significantly more in overall Street Maintenance.

If the City spends \$400,000 in Street Maintenance / Mill and Overlay program, it would take approximately 17.5 years to touch every street. This does not take into account any inflationary costs. It is recommended that the Street Maintenance / Mill and Overlay Program be budgeted at \$400,000 per year in order to make progress towards this goal of obtaining a PCI of 75 or better.

The 2023 proposed budget includes \$300,000 in the Mill and Overlay Program. It is recommended that Spellman Dr (PCI average 65) receive a micro-surfacing treatment.

In addition to the Mill and Overlay Program, the following streets will be rehabilitated with other projects:

- Quincy Blvd. – Hawthorne Street to Maple Lane (PCI Hawthorne to Owens-39, Owens to Highland-42, Highland to Pine-56) – Approx. \$100,000
- 4th Terrace PCI 49: 4th St. PCI 64 Approx. \$150,000
- Bridge St Streetscape- Church to First St PCI-45 Approx. \$200,000

MARC (Mid America Regional Council) received an additional \$8 million in ARPA funding which will be divided to member Cities. Smithville's share is estimated to be \$60,000 which will be used to mill and overlay:

- Winner Avenue – Woods Street to the dead end – sewer line replaced 2022
- Woods Street – Winner Avenue to Commercial-34.6

In 2023 the total amount that will be spent on street maintenance / improvements is approximately \$810,000.

Area			Overall PCI Scores	
<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>2020</u>	<u>2022</u>
Cliff Dr.	15808 Cliff Dr.	End	26	18.6
Pope Ln	Corner at Winnery Dr.	End	19.95	19.95
N. Bridge St.	The Bridge	E. First St.	53.95	45
Manzanola Ln.	Fourth St. Terr	5th St.	54	30
Maple Ave.	First St.	Second St.	73	30.1
Hilltop St.	2nd Terr	End	35.9	34.3
E. Woods St.	Winner Ave.	Commercial Ave.	75.8	34.6
2nd Terr.	Hilltop St.	End	36.9	36.2
Third St. Terr.	Spellman Dr.	West end	77.6	38.6
Cliff Dr.	169 Hwy.	15808 Cliff Dr.	45.3	38.8
Quincy Blvd	Hawthorne St.	Owens Ave.	50.75	39.2
5th St.	Manzanola Ln.	Spelman Dr.	58.8	40
Prairie Rose	Second Creek	End	45.95	40.95
Quincy Blvd	Owens Ave.	Highland Dr.	46.05	42.2
Maple Ln.	Manzanola Ln.	Spellman Dr.	76.4	43.6
Cedar St.	Pine St.	End	47.7	43.8
Fourth St. Terr	Spelman Dr.	Manzanola Ln.	70.8	44.1
N Bridge St.	E. Second St.	Owens Ave.	45.2	45.2
Liberty St.	Liberty Road	92 Hwy.	64.6	45.8
Hilltop St.	E. First St.	E. Second St.	47	47
134th	169 Hwy.	End	57	48.6
E. Second St.	169 Hwy	Bridge	56.75	48.95
Wright Valley Rd.	Amaryllis Cir	End of concrete	49.15	49.15
Fourth St. Terr	Spellman Dr.	West end	68.65	49.5
Sixth St.	Spellman Dr.	Manzanola Ln.	67.8	50
Harborview Dr.	Nantucket Ct	Bar Harbor Ct	54.3	52
Portsmouth Ct	Harborview Dr.	End	75.75	52.3
Killarney Ln	Shamrock Way	Derryhale Way	53.65	53
Hawthorn St.	E. First St.	E. Second St.	54.2	53.2
Sexton Circle	Essex Dr.	End	75	53.2
Wright Valley Rd.	Jasmine Cir	Wisteria Ct	53.55	53.5
E. Second St.	Hilltop St.	End	62.25	53.5
Fletcher Dr.	Fletcher Circle	Amesbury Dr.	73.05	53.65
Amaryllis Cir	Wright Valley Rd.	End	57.9	53.8
Hilltop St.	E. Second St.	2nd Terr	55.75	55
Maple Ln (E. Second St)	Maple Ave.	Spellman Dr.	68.8	55.2
Harborview Dr.	Bar Harbor Ct	Portsmouth Ct.	64.7	55.3
Aspen Dr.	Virginia (Entrance)	Aspen Cir	71	55.45
Wisteria Ct	Wright Valley Rd.	End	57.4	56
Quincy Blvd	Highland Dr.	Pine St.	64.05	56.05
Harborview Dr.	Portsmouth Dr.	End	71.25	56.1
Village Lane	169 Hwy	Center St.	78.75	56.7
Porter Dr.	Marina Dr.	Newport Dr.	65	56.9
Dundee	E. Summit	End	58.85	57
Sumac	Asher Bay	Second Creek Rd.	58.55	57

Owens Ave	Quincy Blvd	Hawthorne St.	61.4	57.55
Spellman Dr.	172nd	Maple Ln.	58.85	58
N Bridge St.	E. First St.	E Second St.	58.95	58
Woodhaven Dr.	Newport Dr.	Spinnaker Dr.	74.95	58.1
Owens Ave	Owen Crt	Quincy Blvd	64.75	58.15
Asher Bay	Prairie Rose	Sumac	59.2	58.6
Highland Ave.	Woods St.	End	72.45	58.7
S. Mill St.	W. Wood St.	End (south)	65.1	58.95
Wright Valley Rd.	Wisteria Ct	Amryllis Cir	59.1	59
Rock Creek Terr	Rock Ridge North	Rock Ridge South	59.8	59
Mesa Dr.	Newport Dr.	Marina Dr.	64.95	59.2
Pine St.	Quincy Blvd	Maple Ln	61.35	59.4
Prairie Rose Cir.	Second Creek Rd.	All (End)	65.2	59.45
Lowman Rd.	Second Creek Rd.	Sewer Dept. Dr.	61.35	59.5
Old Jefferson Hwy.	Bridge Port Dr.	Watertower Dr.	60.2	60
Maple Ln.	Maple Ave.	Pine St.	60.65	60
Kelly Dr.	Galway St.	Tipperary S.	60.75	60
Kelly Dr.	S. Commercial	Galway St.	60.75	60
Marcus Rd.	180 St.	18108	73	60
Horseshoe Ln	Wright Valley Rd.	End	70.1	60.15
Highland Dr.	Quincy Blvd	End	61.35	60.35
Spinnaker Dr.	Hampton Dr.	End at cul-de-sac	68.5	60.55
Lowman Rd.	Sewer Dept. Driveway	Maintenance Sign	61.25	60.75
Diamond Ln.	194th Terr. NE	Paradise Ln.	74.65	60.85
Fletcher Dr.	Marina Dr.	Bayside Ct.	71.8	60.95
Rollins Dr.	180th Terr	181st St	72.45	61.1
Lakeview Dr.	Newport Dr.	Hampton Dr.	74.8	61.25
Nantucket Ct	Harborview Dr.	End	71.95	61.35
172nd St.	Old Jefferson Hwy.	Pope Ln.	64.4	61.4
Bayside Ct.	Fletcher Dr.	End	72.25	61.4
Newport Dr.	Amesbury Dr.	Woodhaven Dr.	77.3	61.5
Bridgeport Dr.	Essex Dr.	Old Jefferson Hwy	78	61.5
Amesbury Dr.	Fletcher Dr.	East End	73.55	61.8
Porter Dr.	Old Jefferson Hwy.	Marina Dr.	62.95	61.95
Wright Valley Rd.	Asher Bay	Second Creek Rd.	63.05	62.05
Shamrock Way	Gilliland Cir.	Killarney	63.1	62.1
Surrey Ct	Wright Valley Rd.	East End	63.15	62.15
Hampton Dr.	Lakeview Dr.	Bridgeport Dr.	85.4	62.2
Marina Ct.	Marina Dr.	End	66.1	62.25
Owens Ave	N Bridge St.	Carver Pl	62.45	62.45
Carver Pl	Owens Ave.	End	62.45	62.45
S Bridge	Woods St.	South End	63.8	62.6
N. Maple Ln	Pine St.	End	62.7	62.7
Highland Dr.	169 Hwy	Highland Cir	63.45	62.75
Lora St.	Amory	(Betsy Ct (End)	72.1	62.82
180th St.	Eagle Pkwy	Jefferson Hwy.	77.4	62.95
Maple Ave.	3rd St.	Maple Ln.	64.05	63.05

Jolisa	Summit	End	64.15	63.15
Jasmine Cir	Wright Valley Rd	End	65.3	63.15
DD Hwy	Litton Way	Parks Dept. (Bridge)	73.1	63.15
Rock Creek Dr.	Rock Creek Terr.	North end	63.2	63.2
Shasta Daisy Dr.	Second Creek Rd.	Asher Bay	63.25	63.25
Surrey Ct	Wright Valley Rd.	West End	68.6	63.4
Jims Crt	Aspen	End	70.6	63.45
Highland Dr.	Highland Cir	Quincy Blvd	63.55	63.55
Rock Creek Terr	Rock Ridge South	Rock Creek Dr.	63.65	63.65
Owens Ave	Carver Pl	Owens Crt	64.7	63.7
Kindred Dr.	S Woodland St.	End	64.75	63.75
Wright Valley Rd.	Asher Bay	Jasmine Cir	63.9	63.9
Shamrock Way	169 Hwy	250' east	64	64
Eagle Pkwy.	W Hwy.	195th St. NE	64.15	64.15
Dublin Cir	Killarney Ln	End	65.15	64.15
Shamrock Way	Hudson Ln.	Gilliland Cir.	66.25	64.25
Cape Cod Ct	Fletcher Dr.	End	65.3	64.3
Shamrock Way	Killarney Ln	End	65.4	64.4
Barharbor Ct	Harborview Dr.	End	77.4	64.45
Bainbridge Rd.	Marcus	Murphy Rd.	72.3	64.5
NewPort Dr.	Fletcher Dr.	Harborview Dr.	64.6	64.6
Newport Dr.	Harborview Dr.	180th St.	71.95	64.65
180th St.	Eagle Pkwy	Rollins Dr.	78	64.7
Fourth St.	Spellman Dr.	End	74	64.8
Tradewinds Dr.	1104	1102	72.45	64.95
144th St.	169 Hwy.	End	65	65
Derryhale Way	Shannon Ave.	Killarney Ln	66.35	65
Kelly Dr.	Tipperary St.	S. Commercial	66.45	65
Newport Dr.	Spinnaker Dr.	Amesbury Dr.	78.2	65.25
Marina Dr.	Mesa Dr.	Fletcher Dr.	73.45	65.3
Wright Valley Rd.	Horseshoe Ln	End	69.95	65.4
Wright Valley Rd.	Surrey Ct	Coachlight Cir	69.5	65.45
Rollins Dr.	180th Terr	180th St.	77.7	65.45
Doubletree Ln	Coachlight Cir	End	72.15	65.5
Richardson St.	169 Hwy.	James St.	65.6	65.6
Hampton Dr.	Bridgeport Dr.	Spinnaker Dr.	77.9	65.7
Shannon Ave.	Killarney Ln	Shamrock Way	66.75	65.75
Fletcher Ct	Bay Side Ct	Cape Cod Ct	69.55	65.8
Coachlight Cir	Wright Valley Rd.	West End	72.7	65.85
180th St.	N. Main	169 Hwy.	77.6	65.95
Fletcher Dr.	Cape Cod Ct	Newport Dr.	67.2	66
Essex Dr.	Sexton Circle	Bridgeport Dr.	76.85	66.1
First St.	Spellman Dr.	Hawthorne St.	67.2	66.2
182nd St.	Belinda Dr.	End	74.9	66.25
Lakeview Dr.	Hampton Dr.	End	79.4	66.4
Second Creek Rd.	169 Hwy.	Lowman Rd.	67.5	66.5
Murphy Rd.	180th St.	Bainbridge Rd.	72.85	66.5

Carriage Ct	Coachlight Cir	End	75.9	66.5
Spinnaker Dr.	Hampton Dr.	Woodhaven Dr.	77	66.5
Essex Dr.	Spinnaker Dr.	Sexton Circle	76.9	66.55
DD hwy	Parks Dept.	Grace Church Entrance	67.6	66.6
Newport Dr.	Porter	Spinnaker Dr.	75.9	66.65
194th Terr. NE	concrete	Paradise Ln.	66.7	66.7
Forest Oaks Dr.	Aspen Dr.	Hickory Dr.	67.75	66.75
180th St.	Greyhawke Ridge Dr.	Bridge	74.35	66.9
Pine St.	Maple Ln.	End	67.95	66.95
Redwood Ln	Walnut Dr.	Cherry Ln (Aspen)	75.45	66.95
Eagle Pkwy.	Drive at 19310	Lakeview Cir.	67.05	67
Eagle Pkwy.	Lakeview Cir.	Tradewinds Dr.	67.05	67
180th St.	Jefferson Hwy.	Greyhawke Ridge Dr.	68.65	67
Redwood Ln	Cherry Ln	Aspen Dr.	68.15	67.15
NE 159th St.	Mt. Olivet	End	69.3	67.15
196th St. NE	Cul-de-sac	End	74.85	67.25
Dundee	Summit	toward Brasfield	67.2	67.3
Richardson St. (West)	169 Hwy.	End	68.3	67.3
Rock Creek South	Rock Creek Terr.	End	68.4	67.4
Rock Creek Dr.	Rock Creek Terr.	South end	68.4	67.4
Newport Dr.	Porter Dr.	Mesa Dr.	76.6	67.45
Paradise Ln.	194th Terr. NE	Paradise Circle	68.5	67.5
Marina Dr.	Fletcher Dr.	180th St.	68.5	67.5
Harborview Dr.	Newport Dr.	Nantucket Ct	68.55	67.55
Eagle Pkwy.	Tradewinds Dr.	188th	68.55	67.55
Bainbridge Rd.	Murphy Rd.	Eagle Pkwy	73.75	68
Woodruff St.	188th St.	18615	69.1	68.1
Eagle Pkwy.	195TH St. NE	Pump Station	69.15	68.15
Maple Dr.	Maple Ave.	Maple Cir.	69.25	68.25
Harbor Dr.	196th St.	Lake Dr.	69.3	68.3
179th St.	169 Hwy.	H & H Lake Rd.	73.55	68.5
188th St.	Eagle Pkwy	Wildflower Dr.	69.55	68.55
Eagle Pkwy.	Pump Station	Drive at 19310	69.6	68.55
Marcus Rd.	18108	Bainbridge Rd.	69.85	68.95
Diamond Ln.	Paradise Ln.	W Hwy,	75.95	69
Spinnaker Dr.	Woodhaven Dr.	Newport Dr.	74.95	69.1
Spellman Dr.	Sixth St.	Fifth St.	70.2	69.2
Spellman Dr.	Third St. Terr.	Second St.	70.2	69.2
Spellman Dr.	Second St.	First St.	70.2	69.2
Shamrock Way	S. Commercial	Shannon Ave.	70.2	69.2
Old Jefferson Hwy.	Watertower Dr.	172nd St.	70.2	69.2
DD Hwy	Grace Church Entrance	Bridge	70.4	69.4
180th Terr	Belinda Dr.	Rollings Dr.	73.4	69.45
Fletcher Circle	Fletcher Dr.	End	77.9	69.55
Craig Ct	Cherry Ln	End	70.6	69.6
Belinda Dr.	Sophie Dr.	180th Terr	73.75	69.6
188th St.	701	411	70.65	69.65

Shannon Ave.	Wicklow St.	Derryhale Way	70.65	69.65
Shannon Ave.	Derryhale Way	Killarney Ln	70.65	69.65
Dundee	No curb top Brasfield		71	69.65
Tipperary St.	S. Commercial	Kelly Dr	70.7	69.7
Sunflower St.	Indigo St.	Wildflower Dr.	70.7	69.7
Galway St.	Kelly	S. Commercial	70.7	69.7
197th Terr.			70.7	69.7
James St. (South)	Richardson St.	End	70.85	69.85
West Summit	Commercial	End	70.95	69.95
Basswood Ct	S Commercial	End	70.95	69.95
144th Martin R	169 Hwy	Bridge	72.55	70
Asher Bay	Shasta Daisy Dr.	Wright Valley Rd.	73.3	70
Switchgrass Dr.	193rd St.	192nd Terr	75.1	70
Virginia	Aspen	13315 Mailbox (Amory)	75.75	70
Amesbury Dr.	Newport Dr.	End to west(short side)	75.8	70.1
Shamrock Way	Shannon Ave.	Hudson Ln	71.15	70.15
Newport Dr.	Mesa Dr.	Fletcher Dr.	71.25	70.15
Tradewinds Dr.	1102	Windward Crt.	78.8	70.2
Liberty Rd.	E. Brasfield St.	E. Wood St.	71.25	70.25
Killarney Ln	Derryhale Way	Wicklow St.	71.25	70.25
Primrose St.	Viola	188th St.	76.3	70.3
Virginia	13904 Mailbox	Amory	71.35	70.35
Forest Oaks Dr.	Hickory Dr.	Cherry Ln	71.4	70.4
South Bridge St.	W. Brasfield	W. Meadow	71.45	70.45
Eagle Pkwy.	NE 183rd St.	180th St.	74.5	70.5
197th Ct.	197th Pl. NE	197th Terr.	78.4	70.5
Killarney Ln	Shamrock Way	Dublin Cir	71.55	70.55
Killarney Ln	Dublin Cir	Shannon Ave.	71.55	70.55
Pope Ln	Old Jefferson Hwy.	Corner at Winnery Dr.	74.9	70.55
Woodland	E. Summit	End	71.65	70.65
Old Jefferson Hwy.	Porter Dr.	Bridge Port Dr.	71.7	70.7
NE 158th St.	DD Hwy	N Wabash st.	75.75	70.7
Coachlight Cir	Doubletree Ln	End	71.1	70.75
Leatha's Ct.	Walnut Dr.	End	71.75	70.75
Rollins Dr.	Sophie Dr.	End	75.35	70.8
NE 157th Terr	N Chestnut St.	End	77.45	70.8
Corbyn Ln	192nd St.	192 Terr	79.75	70.8
West Side Shamrock Way	169 Hwy.	End	71.85	70.85
N.W. 173rd Ct.	Thomas Ln.	End	74.8	70.85
194th Terr. NE	Paradise Ln.	End of concrete	77.6	70.9
Wicklow St.	Donegal Dr.	Killarney St.	71.95	70.95
Forest Oaks Dr.	Cherry Ln	Walnut Dr. (End)	72	71
Fletcher Dr.	Newport Dr.	Fletcher Circle	85.2	71.05
188th St.	411	N. Main	64.05	71.1
Second Creek Rd.	Lowman Rd.	Maintenance Sign	72.8	71.15
E. Summit	Helvey Park	Jolisa	72.4	71.4
S. Bridge St.	Wood St.	W Brasfield	71.45	71.45

Park Drive	169 Hwy.	End	71.5	71.5
Bridgeport Dr.	Essex Dr.	Hampton Dr.	76.9	71.5
180th St.	Bridge West	N. Main	75.2	71.55
Rollins Dr.	181st Terr	Sophie Dr.	75.55	71.55
Sherry Ct	Lora St.	End	72.6	71.6
Craig Ct.(West)	Cherry Ln	End	72.6	71.6
Newport Dr.	Woodhaven Dr.	Lakeview Dr.	77.3	71.6
Second St.	Spellman Dr.	Maple Ave.	72.65	71.65
194th Terr. NE	Thomas Ln.	Diamond Ln.	72.65	71.65
Wright Valley Rd.	Coachlight Cir	Horseshoe Ln	72.7	71.7
Killarney Ln	Wicklow	Derby Rd.	72.7	71.7
East Meadow St.	Main	Liberty	72.7	71.7
196th St. NE	Harbor Dr.	Cul-de-sac	72.7	71.7
Spellman Dr.	Fifth St.	Third St. Terr	72.75	71.75
Old Jefferson Hwy.	180th St.	Porter Dr.	72.75	71.75
Forest Oaks Dr.	Ash Dr.	Aspen Dr.	72.75	71.75
Stone Bridge Lane	Commercial	169 Hwy	72.9	71.9
Liberty Rd.	Liberty St.	End	67.15	72
Sunflower St.	Primrose	Indigo St.	73	72
Coneflower	Primrose	Wildflower Dr.	73.05	72.05
Aspen Dr.	Aspen Cir	Jims Crt	73.05	72.05
Winner Ave.	E. Meadow St.	East Woods	73.15	72.15
Wildflower Dr.	Coneflower	Viola	73.15	72.15
Marina Dr.	Porter Dr.	Mesa Dr.	73.15	72.15
188th St.	Primrose St.	701 188th St.	73.25	72.15
Second St.	Maple Ave.	Hawthorne St.	73.3	72.3
181st St.	Rollins Dr.	End	73.3	72.3
Aspen Dr.	Jims Crt	Forest Oaks Dr.	73.45	72.45
Aspen Dr.	Forest Oaks Dr.	Redwood Ln	72.5	72.5
Belinda Dr.	182nd Terr	182nd St.	76.6	72.5
Greyhawke Ridge Dr.	Falcon	Eagle Ct	78.8	72.55
Sophie Dr.	Martha Cir		73.6	72.6
Eagle Pkwy.	188th st.	183rd St.	72.75	72.7
Betsy Ct	Lora St.	End	75.7	72.75
Wright Valley Rd.	End of concrete	Surrey Ct	73.8	72.8
Corbyn Ln	193rd St.	Lake Meadows Dr.	73.8	72.8
188th St.	Wildflower Dr.	Primrose St.	73.8	72.8
S. Commercial	Shamrock Way	169 Hwy	73.9	72.9
Primrose St.	Coneflower	Viola	73.9	72.9
Indian Trail	Mission Ridge	End	73	73
Paradise Ln.	Paradise Circle	End of concrete	74	73
Greyhawke Ridge Dr.	180th	Tomahawk Ct	74	73
Diamond Ct.	Diamond Ln.	End	74	73
192nd St.	Switchgrass Dr.	Corbyn Ln	74	73
Wildflower Dr.	Sunflower St.	Coneflower	74.2	73.2
Guinevere Ct.	Sophie Dr.	End	74.2	73.2
First St.	Hawthorne St.	Hilltop St.	74.2	73.2

Amesbury Dr.	Newport Dr.	Fletcher Dr.	77.2	73.2
Buttercup St.	Indigo St.	Wildflower Dr.	74.35	73.35
Woodland Ave.	Woods St.	E. Summit	74.5	73.5
Aspen Cir	Aspen Dr.	End	76.95	73.5
Asher Bay	Sumac	Shasta Daisy Dr.	73.6	73.6
Sophie Dr.	Guinevere Ct.	Martha Cir	75	73.65
Coachlight Cir	Wright Valley Rd.	Doubletree Ln	78	73.85
S. Mill St.	W. Brasfield	W Woods St.	74.9	73.9
Maple Ave.	Second St.	3rd St.	75	74
Aspen Dr.	Ash Dr.	End	75.15	74.15
E. Summit	Lakeland	Dundee	75.2	74.2
Spellman Dr.	Maple Ln.	Sixth St.	75.2	74.2
Ash Dr.	Aspen Dr.	Forest Oaks Dr.	75.45	74.2
N. Chestnut St.	NE 158th St.	End	75.25	74.25
197th Pl. NE			75.25	74.25
Lakeview Dr.	Newport Dr.	End	75.4	74.35
Belinda Dr.	182nd St.	Sophie	74.55	74.4
Lake Meadows Dr.	Corbyn Ln	Switchgrass Ct	75.2	74.55
196th Ct. NE	196th St. NE	End	75.55	74.55
Owens Ct.	Owens Ave.	End	75.7	74.7
Lake Meadows Dr.	169 Hwy	Corbyn Ln	75.7	74.7
Lee Cir	183rd St.	End	77.65	74.7
Harbor Dr.	Lake Dr.	End	75.85	74.85
Viola	Wildflower	End	75.9	74.9
Killarney Ln	Ashmont Dr.	Shannon Ave.	75.9	74.9
Donegal Dr.	Wicklow St.	End	75.95	74.95
Garnet Cir.	Diamond Ln.	End	76.05	75.05
Corbyn Ln	191st Terr	192st St.	79.4	75.05
Corbyn Ln	192nd Terr	193rd St.	77.6	75.1
Green Castle St.	Derby Rd.	Sunny St.	76.25	75.25
Liberty St.	E. Woods St.	Liberty Rd.	76.25	75.26
Lakeland Dr.	E. Summit	South to end	76.25	75.26
Viola	N. Main	Cul-de-sac	76.3	75.3
Indigo St.	Sunflower St.	End	76.3	75.3
193rd St.	Aster Ct	Switchgrass Dr.	76.3	75.3
192nd Terr	Corbyn Ln	Switchgrass Dr.	76.3	75.3
Lora St.	Sherry Ct	Betsy Ct	75.35	75.35
Corbyn Ln	191st Terr	South end	79.1	75.35
Maple Dr.	Maple Cir.	End	76.4	75.4
Paradise Circle	Paradise Ln.	End	76.5	75.4
Sunset	Center St.	169 Hwy	88.3	75.4
191st Terr	Switchgrass Dr.	Corbyn Ln	76.5	75.5
Tradewinds Dr.	Eagle Pkwy.	1104	78.7	75.5
W. Brasfield St.	S. Mill St.	S Bridge St.	76.65	75.65
Rock Bridge Ct	Mission Ridge	End	79.8	75.65
Walnut Dr.	Redwood Ln	Leatha's Ct (End)	76.7	75.7
Sophie	Belinda Dr.	Guinevere Ct.	78	75.75

Cherry Ln	Forest Oaks Dr.	Redwood Ln	76.8	75.8
197th Ct.	Harbor Dr.	197th Pl. N.E.	77.25	75.9
Wildflower Dr.	Viola	188th St.	76.95	75.95
Belinda Dr.	183rd St.	End	77	75.95
Mission Ridge	End	Indian Trail	78.3	76.05
Lake Meadows Dr.	Switchgrass Ct.	Woodhaven Dr.(End)	77.1	76.1
GreenCastle St.	Sunny St.	Shannon Ave.	77.1	76.1
Primrose St.	Sunflower St.	Coneflower	77.2	76.2
Hudson Ln	Shamrock Way	End - West	77.2	76.2
Hudson Ct. or Ln East	Shamrock Way	End - East	77.2	76.2
Gilliand Cir	Galway St.	West End	77.2	76.2
Switchgrass	Lake Meadows Dr.	193rd St.	77.3	76.3
Lakeland Cir	Lakeland Dr.	End	77.3	76.3
Ironwood Dr.	195th Terr. NE	194thTerr. NE	77.3	76.3
Rollins Dr.	181st St.	181st Terr	77.6	76.35
Greyhawke Ridge Dr.	Red Oak Dr.	Mission Ridge Dr.	79.2	76.35
Tomahawk Ct	Greyhawke Ridge Dr.	End	77.6	76.6
Derby Rd.	Killarney Ln	Shannon Ave.	77.7	76.7
Paradise Ln.	End of concrete	Diamond Ln.	77.8	76.8
Cherry Ln	Craig Ct	End	77.85	76.85
S. Commercial	S. Kelly Dr.	Basswood Ct.	77.9	76.9
West Woods St.	S. Mill St.	End	77.95	76.95
Lake Dr.	Harbor Dr.	End	77.1	77
Sunflower St.	Woodruff St.	Primrose St.	78	77
S Mill St.	W. Meadow St.	W Brasfield	78	77
Manzanola Ln.	Sixth St.	Maple Ln	78	77
Martha Cir	Sophie Dr.	End	78.1	77.1
Cherry Ln	Redwood Ln	Craig Ct.	78.1	77.1
183rd St.	Eagle Pkwy	Lee Cir.	78.1	77.1
Harbor Dr.	W Hwy.	196th St.	78.15	77.15
195th St. NE	Eagle Pkwy.	Ironwood Dr.	78.2	77.2
N. Wabash St.	NE 158th St.	End	78.35	77.2
Mission Dr.	Rock Bridge Ct	End	79.6	77.25
NE 181st Terr	Rollins Dr.	End	78.35	77.35
Derby Rd.	Killarney Ln	Green Castle St.	78.45	77.45
Walnut Dr.	Forest Oaks Dr.	Redwood Ln	78.5	77.5
Switchgrass Ct	Lake Meadows Dr.	North end	78.6	77.6
Wildflower Dr.	Buttercup St.	Sunflower St.	78.7	77.7
E. Summit	S Woodland St.	Commercial	78.7	77.7
193rd St.	Corbyn Ln	Aster Ct	78.7	77.7
193rd St	Corbyn Ln	West end	78.7	77.7
192nd St.	Corbyn Ln	West end	78.7	77.7
Shannon Ave.	Derby Rd.	Wicklow St.	78.75	77.75
Helvey Park Dr.	Lakeland	Office gate	78.75	77.75
Lakeland Dr.	DD Hwy, Main	East Summit	85.15	77.75
Switchgrass Dr.	192nd St.	191st Terr	78.95	77.9
Falcon Dr.	Greyhawke Ridge Dr.	End	87	78

Wicklow St.	ShannonAve.	Donegal St.	79.05	78.05
E. Summit	Jolisa Ct.	Lakeland	79.25	78.25
195th Terr. NE	Ironwood Dr.	End	79.25	78.25
Greyhawke Ridge Dr.	Tomahawk Ct	Red Oak Dr.	79.3	78.3
Wildflower Dr.	Buttercup St.	End	79.4	78.4
Maple Cir.	Maple Dr.	End	79.4	78.4
Ironwood Dr.	W Hwy.	195th Terr. NE	79.4	78.4
E. Summit	Highland	Liberty Rd.	79.5	78.5
Aspen Dr.	Redwood Ln	Ash Dr.	79.5	78.5
Ashmont Dr.	Ashmont Ln	Kilarney Ln	79.55	78.55
Rock Creek Terr	169 Hwy	Rock Ridge North	79.6	78.6
Belinda Dr.	183rd St.	182nd Terr	79.2	78.65
183rd St.	Anna Cir	Mary Cir	79.8	78.7
Windward Crt.	Tradewinds Dr.	End	78.8	78.8
Switchgrass Dr.	192nd Terr	192nd St.	79.8	78.8
Park Ln	Deer Run	Tillman	89.45	79
Mary Cir	183rd St.	End	79.8	79.05
Woodruff	18615	End	85.7	79.75
183rd St.	Lee Cir	Anna Cir	85.1	80.45
Switchgrass Dr.	191st Terr	South end	86	80.45
Anna Cir	183rd St.	End	86.2	80.8
Woods St.	Commercial	S.Bridge St.	87.05	81.56
182nd Terr	Belinda	End	86.7	81.7
Brook Dr.	Tillman	Deer Run	90.2	81.9
H & H Lake Rd.	179th St.	176th St.	85.8	82.2
Deer Run	Brook Dr	Park Ln	90.2	82.77
Greyhawke Ridge Dr.	Mission Ridge Dr.	Falcon Dr.	86.8	83.5
197th Ct.	Harbor Dr.	West to cul-de-sac	86	83.55
S. Commercial Ave.	Basswood Ct.	Shamrock Way	86	83.7
Mission Ridge	Indian Trail	Rock Bridge Ct	87.6	84
183rd St.	Mary Cir	Belinda Dr.	88.3	84.1
Shannon Ave.	Green Castle St.	Derby Rd.	85.2	84.2
188th St.	N. Main	169 Hwy	66.85	84.25
West Brasfield	S. Mill St.	End (west)	85.3	84.3
Ashmont Ct	Ashmont Ln	End	85.45	84.45
Aster Ct	193rd St.	End	85.5	84.5
E. Woods St.	Liberty St.	Winner Ave.	85.65	84.65
S. Commercial Ave.	Tipperary St.	Galway St.	85.8	84.8
S Commercial Ave.	Galway St.	S. Kelly Dr.	85.8	84.8
Eagle Ct	Greyhawke Ridge Dr.	End	85.8	84.8
S. Commercial Ave	Kelly Dr. (North)	Tipperary St.	86	85
E. Brasfield St.	E. Meadow St.	Liberty Rd	86	85
Virginia	13605 Mailbox	13904 Mailbox	86.1	85.1
Smith Mill Rd.	176th St.	End	97	85.55
Virginia	13315 Mailbox	13605 Mailbox	86.75	85.75
Hawthorne St.	3rd St.	Owens Ave.	95.1	85.8
Sunny St.	Green Castle St.	Apache Ct	87	86

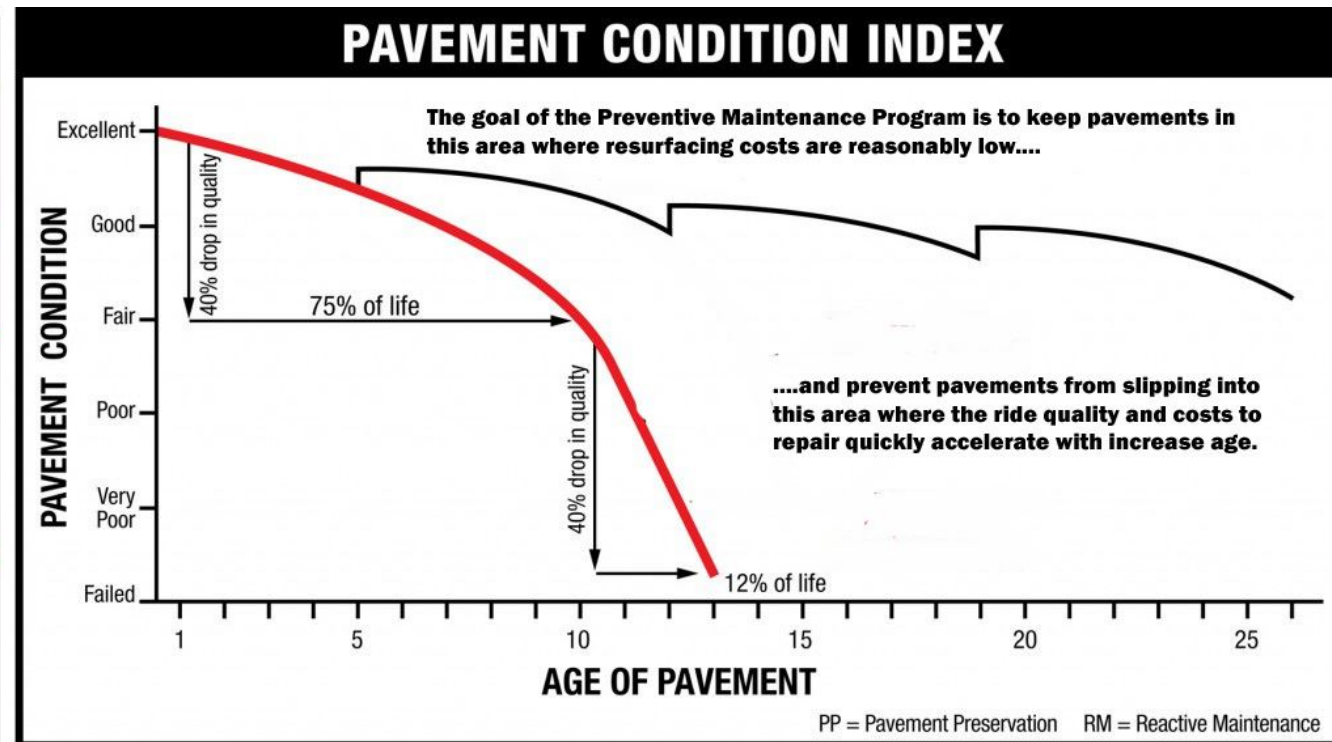
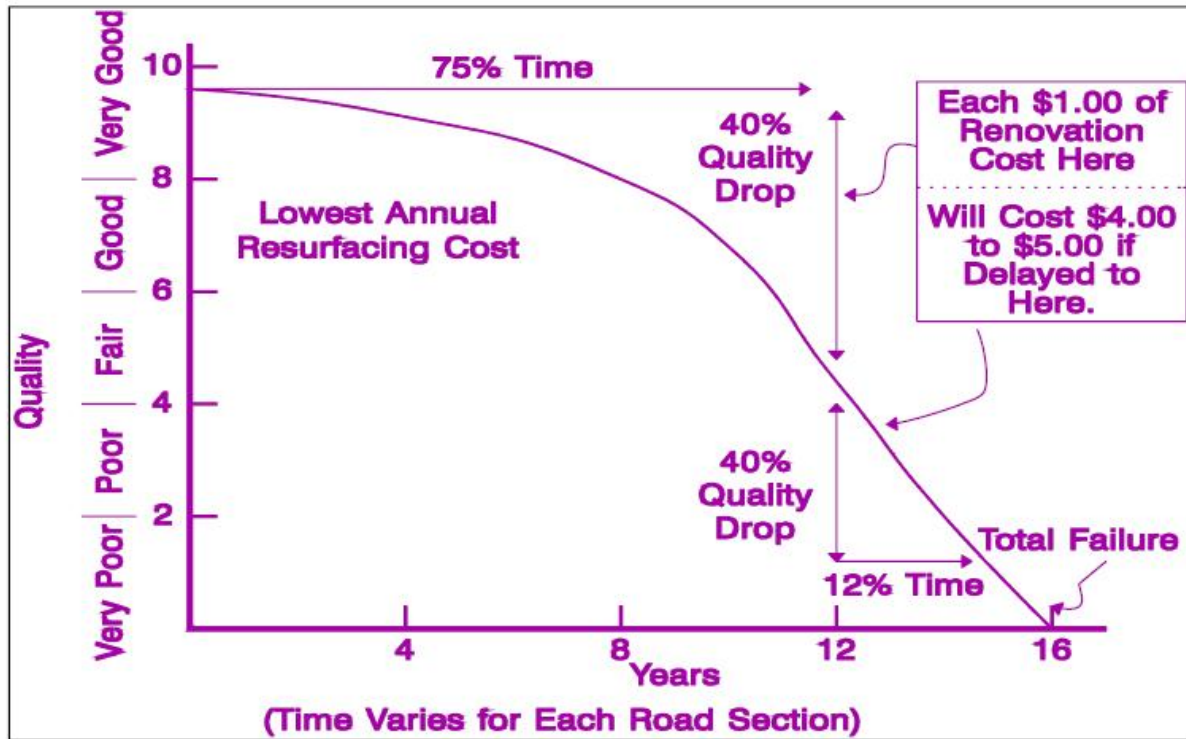
Greyhawke Ridge Dr.	Eagle Ct	Apache Ct	87	86
Ct	Basswood Ln	Ashmont Ct	87	86
Basswood Ln	Commercial	Ashmont Ln	87	86
196th Pl.	Lake Dr.	End	87	86
Center St.	Village Ln	Sunset	96.1	86.35
S. Commercial	92 Hwy	Kelly Dr.	87.5	86.5
E. Woods St.	Liberty Rd.	Liberty St.	87.5	86.5
S Commercial	Woods St.	W. Summit	89.3	86.65
W. Brasfield St.	S Bridge St.	Commercial St.	87.7	86.7
Hawthorne	E. Second St.	3rd St.	93	86.85
Hawthorne St.	Owens Ave.	End	88.2	87.2
Highland	E. Brasfield St.	E. Woods St.	88.25	87.25
Commercial (west)	169 Hwy.	End	88.25	87.25
Liberty Rd.	E. Wood St.	E. Summit	88.5	87.5
E. Woods	Highland Ave.	Liberty Rd.	88.5	87.5
E. Brasfield St.	Liberty Rd.	Winner Ave.	88.5	87.5
Smith St.	Main St.	Meadow	88.55	87.55
S. Commercial	Hospital Dr.	High School entrance	89.2	88.2
Red Oak	Graykaw	End	N/A	88.25
S. Commercial	Stonebridge Ln	92 Hwy.	89.3	88.3
N. Mt. Olivet Rd.	Clay Cnty Maint. Sign	Clay Cnty Maint. Comp.	94.6	88.3
Commercial Ave.	Meadow St.	Wood St.	90.8	88.35
Lakeview Cir.	Eagle Pkwy.	End	96	88.4
Winner Ave.	E. Woods	End	89.5	88.5
Liberty Rd.	E. Summit	Liberty St.	89.5	88.5
W. Meadow St.	Mill St.	Fairway	89.75	88.75
Meadow St.	S Bridge St.	Mills	89.75	88.75
Warrior Dr.	Main	End	89.8	88.8
Warrior Cir.	Warrior Dr.	End	89.8	88.8
Smith St.	Main St.	Church St.	89.8	88.8
S. Commercial	High School entrance	Stonebridge Ln.	89.8	88.8
Fairway St.	Main St.	W. Meadow	89.8	88.8
N Main (DD Hwy)	Bridge St.	Mill St.	95.2	88.9
Meadow St.	Commercial	Bridge St.	90	89
Meadow St.	Smith St.	Commercial	90	89
N Main (DD Hwy)	Mill St.	169 Hwy	96	89
Amory	Bridge	Woods Ct	90.1	89.1
W. Meadow St.	Fairway	169 Hwy.	89.75	89.35
E. Meadow St.	Liberty Rd.	Smith St.	90.5	89.5
Ashmont Ln	Basswood Ln	Ashmont Ct	N/A	89.5
Shamrock Way	McDonald's parking	Commercial	90.8	89.8
Commercial	Main St.	Meadow St.	90.8	89.8
Wise Rd.	NE 144th St.	Tillman	97	90
Liberty St.	E. Brasfield St.	E. Woods St.	94	90.85
Stone Bridge Ln.	S Commercial	Stonebridge Ln West	93.5	91.1
Stone Bridge Ln South	Stonebridge Ln West	Cul-de-sac	93.5	91.1
Stone Bridge Ln North	Stone Bridge West	End	93.5	91.1

S. Commercial	W. Summit	Hospital Dr.	94	91.1
N Main (DD Hwy)	Commercial Ave.	Bridge St.	97	91.2
Ashmont Ln	Ashmont Ct	End	90	92
N Commercial	Church St.	Main St.	93	92
Church St.	Bridge St.	Mill St.	93	92
Church St.	Commercial St.	Bridge St.	93	92
Church St.	Smith St.	N. Commercial	93	92
Bridgeport Dr.	Greyhawke Dr.	End	93.5	92.5
		Cul-de-sac	93.6	92.6
Mill St.	Main	Meadow	93.75	92.75
Mill St.	Church St.	Main st.	94.2	93.2
136th	169 Hwy	End	95	94
Mulberry Ct.	Corbyn Ln.	End	95.35	94.35
Lake Meadows	Cul-de-sac	at East end	94.6	94.4
Amory	Virginia	New patch (bridge)	96.1	94.5
Hill St.	Hillcrest Dr.	End	48.5	95
Amory	New patch	Bridge	96.1	95.1
S. Bridge St.	Meadow	Main St.	96	96
194th Terr.	Corbyn	Mulberry Ln.	97	96
N.W. 174th Ct.	Smith Mill Rd.	End	97	96
Corbyn Ln.	W Hwy.	Mulberry Ln.	97	96
Creek Valley Terr.	Rock Creek Dr.	End	66.3	96.5
Derby Ct	Derby Rd.	End	97	97
RockCreek Cr.			N/A	97
Rock Creek Terr.	Rock Creek Dr.	East end	44.1	98
DD (Main)	Liberty Rd	Commercial Ave.	58.25	98
RockRidges			N/A	98
Corbyn Ln	W	End	N/A	98.75
Mulberry Ln			N/A	98.75
NW 174th Ct	Smiths Mill Rd	End	N/A	99
DD Hwy	Bridge	Liberty Rd	65.7	99.1
Hillcrest St.	169 Hwy.	Hill St.	38.2	100
Hillcrest Dr.	Bridge	Raintree Ln	38.8	100
Hillcrest Dr.	Hill St.	Bridge	41	100
Raintree Ln.	Hillcrest Dr.	End North	36	100
Raintree Ln	Hillcrest Dr.	End going south	40	100
Tillman Rd.	92 Hwy	144th St.	41	100
Hospital Dr.	169 Hwy.	Commercial Ave.	58.05	100
Rock Ridge North	Rock Creek Terr.	North end	60.4	100
Liberty Rd.	Main St.	E. Brasfield St.	73.8	100
Corbyn Ln.	Mulberry Ln.	End	97	100
Cattle Ranch Dr.	NE 144th	End	97	100
Apache Ct.	Greyhawke Ridge Dr.	End	97	100
3rd St.	Maple Ave.	Hawthorne St.	97	100
Sparrowhawke	Grayhawk	Blackhawke	N/A	100
Blackhawke	Sparrowhawke	End	N/A	100
Whitetail Ct	Blackhawke	End	N/A	100

Rock Creek Terr			N/A	100
Highland Cir	Highland Dr.	End	70.95	100
			37699.4	37661.07
			72.9195358	72.8454

Goal: Keep good pavements in good condition

Pavement life cycle



FLEXIBLE PAVEMENT DISTRESS SURVEY FORM - CONDITION KEY

Route ID: _____ Stationing From: _____ To: _____ *Segment Length Factor: (5280 ft / _____) = (_____) x No. of occurrences _____

Street Name: _____ From: _____ To: _____

Rater: _____ Date: _____ Notes: _____

	DISTRESS		DISTRESS WEIGHTED VALUE	SEVERITY LEVEL OF DISTRESS			EXTENT LEVEL OF DISTRESS - (*No. of occurrences within one mile or % of pavement segment surface area or length affected)			Structural Deduct (X)
				LOW	MEDIUM	HIGH	OCCASIONAL	FREQUENT	EXTENSIVE	
SURFACE DEFECTS	POTHoles		10	Depth < 1" and Area < 1sy	< 1", > 1sy or > 1", < 1sy	Depth >1" & Area >1sy	< 5 / mile	5-10 / mile	> 10 / mile	X
	DEBONDING		5	Depth < 1" and Area < 1sy	< 1", > 1sy or > 1", < 1sy	Depth >1" & Area >1sy	< 5 / mile	5-10 / mile	> 10 / mile	---
	RAVELING/ WEATHERING		10	Some loss of fine aggregate	Loss of fines & some coarse	Very rough & pitted	< 20%	20-50%	> 50%	---
	BLEEDING		5	Not Considered	Agg. & excess bitumen visible	Shiny, black surface	< 10%	10-30%	> 30%	---
	PATCHING/ UTILITY CUTS		5	Area < 1sf	Area 1sf - 1sy	Area > 1sy & < 15 sy	< 10 / mile	10-20 / mile	> 20 / mile	---
	CRACK SEALING DEFICIENCY		5	Not Considered			< 50% not effectively sealed	> 50% not effectively sealed	No Cracks Sealed	---
SURFACE DEFORMATION	RUTTING		10	Depth > 1/8" & < 3/8"	Depth 3/8"-3/4"	Depth > 3/4"	< 20%	20-50%	> 50%	X
	CORRUGATIONS/ SHOVING		5	Noticeable effect on ride	Bumpy ride, some discomfort	Very bumpy ride, speed reduction	< 10%	10-30%	> 30%	---
	SETTLEMENTS/ DEPRESSIONS		5	Noticeable effect on ride	Some discomfort & correction	Poor ride & correction needed	< 2 / mile	2-4 / mile	> 4 / mile	---
CRACKING	WHEEL TRACK/ FATIGUE/ ALLIGATOR CRACKING		15	Single/multiple cracks < 1/4", no raveling of fracturing blocks	Single/multiple cracks 1/4"-1", slight raveling of fracturing blocks	Multiple cracks > 1", raveling of alligator blocks, small potholes	< 20% of wheel track length within segment	20-50% of wheel track length within segment	> 50% of wheel track length within segment	X
	EDGE CRACKING		5	Width < 1/4", no raveling	Width 1/4"-1", raveled over 1/2 length of crack	Width > 1", raveled over 1/2 length of crack	< 20%	20-50%	> 50%	X
	TRANSVERSE CRACKING		10	Width < 1/4", no raveling	Width 1/4"-1", raveled over 1/2 length of crack	Width > 1", raveled over 1/2 length of crack	Avg. Crack Spacing (CS) > 100'	100' ≥ CS ≥ 50'	CS < 50'	---
	LONGITUDINAL CRACKING		5	Width < 1/4", no raveling	Width 1/4"-1", raveled over 1/2 length of crack	Width > 1", raveled over 1/2 length of crack	Crack Length (CL) < 50' per 100' of segment surveyed	50' ≤ CL ≤ 150' per 100'	CL > 150' per 100'	---
	BLOCK CRACKING		5	> 6'x6' & < 10'x10' blocks formed	3'x3' to 6'x6' blocks formed	< 3'x3' blocks formed	< 20%	20-50%	> 50%	---
B & TER	** CURB & GUTTER	GOOD - Curb not	FAIR - Minimal	POOR - Multiple	Not Applicable,	** CURB & GUTTER	GOOD - Curb not	FAIR - Minimal	POOR - Multiple	Not Applicable,

FLEXIBLE PAVEMENT DISTRESS

Wheel Track/ Fatigue/ Alligator Cracking (Cont.)



Low Severity



Low Severity



Medium Severity



High Severity

FLEXIBLE PAVEMENT DISTRESS

Rutting (Cont.)



Low Severity



Medium Severity



High Severity

FLEXIBLE PAVEMENT DISTRESS

Crack Sealing Deficiency (Cont.)



Effectively Sealed Cracking



Cracking Not Effectively Sealed



Pope Lane
PCI 19

Rock Creek Terrace
PCI 40



STREET REHABILITATION PROGRAM 2023

- Micro – Surface Spellman / old Jefferson / Eagle Parkway approx. 6 miles ave PCI 65
- Mill and Overlay – MARC Funds
 - Winner - Woods to end –replaced sewer main
 - Woods – Winner to Commercial PCI 34
- Additional Street Improvements :
 - Bridge Street
 - Quincy
 - 4th St and 4th Terrace



	<div>STAFF</div> <div>REPORT</div>
Date:	August 2, 2022
Prepared By:	Gina Pate, Management Analyst – Public Works
Subject:	Follow Up Discussion – Sidewalk Improvement Program

Background Information

The current Sidewalk Improvement Program is managed by the Development Department and Public Works Streets Division. The program allows for a property owner to have the sidewalks on their property inspected and rated to determine the need for replacement. Code Enforcement advertises this program as an opportunity for residents with a sidewalk violation to fix their sidewalk, most of the applicants for the program are referred. If determined that the sidewalk needs to be replaced, the property owner pays for all the materials and supplies necessary to complete the sidewalk construction prior to being placed on the work list. The Street Division will provide the labor and construct the sidewalk based upon priority. Once the applications have reached capacity of the street division for repair, applications will not be accepted.

Currently, there are five pending applications that have not been paid for, so they are not accounted for on the work list. In total, there are fifteen outstanding applications on the work lists, which will be completed this summer or early fall. Seven applications have been on the work list for over one year.

When evaluating the Sidewalk Improvement Program, staff discovered that the outstanding applications are primarily due to the locations being in different areas in the City. Additionally, due to the concrete materials, it is an inefficient use of resources to only do one sidewalk in a specific area. Based on this evaluation of the current program, staff recommends revising the program.

To provide a more adequate response time, staff recommends using a contractor to perform the labor and materials for this program. The program would focus on one specific area each year. The program would have a 50/50 cost-share between the City and property owners. The cost share was derived from the current program, which is a 50/50 cost share. Staff would look at the various residential areas in Smithville and determine the area with the most need during the specific construction year. Property owners would be notified of the project if their property is affected and would be able to enroll in the program or would be required to make the improvements themselves. Neighborhoods would also be able to use this program as a cost-share to improve gaps in sidewalk access. This change would allow the cost to be more accurate and prevent delays in construction since all the improvements would be in a similar area. The current budget is \$25,000 for the program. In FY24 and FY25, staff is proposing \$75,000 for the program budget. This will be discussed at the August 16th Work Session.

Upcoming Sidewalk Improvements Outside of Sidewalk Improvement Program:

- FY23: Quincy Blvd Sidewalk – approximately \$200,000
- FY23: Streetscape Phase III (Bridge St) – approximately \$200,000
- FY24: S Commercial Ave – approximately \$700,000
- *Pending Grant Award:*
 - Diamond Crest Multi-Use Trail
 - Second Creek Sidewalk

Prior Board Discussion and Direction

At the June 21 Work Session, staff asked for the Board of Aldermen's feedback on the program's priority areas, budget, and enforcement. Based on feedback, staff has prepared additional information for the Board of Aldermen's consideration.


Staff received comments on promoting the current Sidewalk Improvement Program. The program has been advertised in a "Did You Know" post and in the August Newsletter.

The two Public Works Engineering Technicians are receiving training on the new City GIS platform to start recording the conditions of sidewalks around the City. The sidewalk condition map will allow the Board of Aldermen, staff, and the public to see the greatest need for improvements throughout the City each year.

The Board asked for follow-up on a cut-off date for the program enrollment in a specific area. It is the intent of the revised program to address an entire residential area at one time. Residents would be notified in advance of construction to enroll in the program for the cost share if their sidewalk needs repair. If a resident does not wish to enroll and they have a hazardous sidewalk, they would be issued a 30-day notice to repair their sidewalk. If they do not make the necessary improvements, Codes Enforcement will issue them an abatement letter in the amount of the repair for their sidewalk improvements. The cost for the sidewalk repairs varies by property. The past material costs have been approximately \$200 but vary on the total amount of sidewalks being repaired. Staff expects a similar pricing for the contractor price per property. The goal of the program is to address all repair needs in an area, so there should not be any missing improvements. If a need for the program arises in a previously repaired area, Staff will review on a case-by-case basis.

Action Required/Requested

Staff is seeking Board direction to move forward with the Sidewalk Improvement Program revisions for FY23.

	<div>STAFF</div> <div>REPORT</div>
Date:	August 2, 2022
Prepared By:	Linda Drummond
Subject:	Discussion of Changes to Terms of Office

At the June 19 work session, the Board reviewed the possibility of changing terms of office.

Per Missouri State Statutes Section 79.050 (RSMo) the Board of Aldermen may approve an Ordinance to pose the question of term of Mayor and/or Alderman to the voters at a municipal election. The question must pass by a majority vote.

The position of Mayor can be extended to the term of three or four years with majority voter approval.

The position of Alderman may also be extended to a term of four years with majority voter approval.

The Board expressed an interest in extending the term of both Mayor and Alderman to four years. An Ordinance calling for elections has been included on the agenda for the August 2 regular session.

At the work session, the Board also directed staff to work with legal staff in exploring the possibility of term limits. Following research by the city's legal counsel it has been determined that state statute does not give cities of the fourth class the ability to take term limits to the voters for approval.