2008 Blue Springs Bond Issues Fact Sheet

Question 2: Streets

What sections of Woods Chapel will be involved?

- The intersection of Duncan and RD Mize Road/ Woods Chapel Road
- Woods Chapel Road from I-70 to Valley View Place
- Woods Chapel Road from Valley View Place to the railroad crossing

If funds remain after these phases are complete, work will be done on Woods Chapel Road south of the railroad crossing - which is south of Applewood Court, as far as the funds allow.

How were these four projects identified for the street improvements bond proposal?

The four projects were selected as a result of input from the Blue Springs citizens visioning group Renew the Blue, the annual Blue Springs Citizen Survey, the City's Capital Improvement Program (CIP), the comprehensive plan and general public comment.

When are the above listed street improvements estimated to be completed?

The street improvements will be completed as the funds from the bonds become available. The City expects to issue these bonds in 2009, 2011, and 2013 in order to coordinate the debt service schedule with the City's current outstanding debt and to keep the property tax levy level at $.15.

In addition to the funding requirements, there are two more major components that must be completed before construction can begin. The projects must be designed so that an alignment can be finalized. After the alignment is set, then right of way may be acquired to accommodate the design. When funding is secured, design is complete, and right of way has been acquired construction can begin. The table below shows the projected schedule for each project by milestone.

How were the project schedules for these street improvements prioritized?

In order to build, or expand, a road many things have to happen. The road has to be designed to determine the final alignment and width of the project. Once the alignment and width are set, then right of way and easements can be acquired. Typically, the utilities, phone, gas, cable, and electric are located in the right of way next to the existing road. These utilities have to be relocated into the area outside of the curb lines. When the preceding steps are complete the project can be bid and subsequently constructed.

The design of Moreland School Road is nearing completion and the process of right of way acquisition is about to begin. The improvements to Route 7 and Colbern Road have been designed and right of way is being acquired. Woods Chapel Road between Valley View Place and Applewood Court (R/R crossing) is in the design phase and the portion from I-70 to Valley View Place is in preliminary design. The intersection of Duncan and Woods Chapel Roads is still in the conceptual phase.

The priority of the projects is determined by where each project is in the road construction process. The projects that can move forward first were selected for funding first. The other projects will be moving through the process on a parallel track until construction is completed on each.

When is the current debt service set to expire? Is it 20 years? When does it begin?

The City's current outstanding General Obligation debt is scheduled to be fully paid in 2019. If this bond issue is approved, the $28 million in general obligation bonds will be fully paid in 2033, which is 20 years after the final issuance in 2013.

Would the city be able to use the money for any other road projects?

No, these funds are for projects specifically listed on the August 5 election ballot.

Project	Funding	Design	Right of Way Acquisition	Bid Project*	Construction Completion
Moreland School Road Construction and Overlay	2009	80% Complete	2009	2009	2011
Route 7 and Colbern Road	2009	Complete	2009	2009	2012
Woods Chapel Road - I-70 to Valley View Place	2010	2009-2010	2009-2010	2010	2013
Woods Chapel Road - Valley View Place to the Railroad Crossing just south of Applewood Court	2011	2009-2010	2009-2010	2011	2014
Intersection of Duncan and Woods Chapel Roads	2011	2009-2010	2010-2011	2011	2013

*** Construction bid dates are dependent on right of way acquisition and utility relocation.**