



## **PUBLIC WORKS COMMITTEE**

**Meeting Agenda for  
Wednesday, April 3, 2019  
7:30 AM to 9:00 AM**

Leawood City Hall-Main Conference Room  
(4800 Town Center Drive  
Leawood, Kansas 66211

### **MISSION STATEMENT**

To recommend to the Governing Body how to support and enhance the high quality of life for the City's residents and businesses by providing a public forum to address issues such as transportation, safety, and infrastructure maintenance.

**ANDREW OSMAN, COMMITTEE CHAIR – COUNCILMEMBER WARD 1**

**JULIE CAIN, VICE-CHAIR- COUNCILMEMBER WARD 4**

**CHUCK SIPPLE, - COUNCILMEMBER WARD 3**

**JIM RAWLINGS, COUNCILMEMBER WARD 2**

**DREW ALINGH**

**LORI AMES**

**KEN CONRAD**

**ABBAS HAIDERI**

**TODD ALAN HARRIS**

**MARSHA MONICA**

**CHRISTOPHER WHITE**

**WELCOME- Introductions –**

**OLD BUSINESS:**

1. Approve previous meeting Minutes of December 5, 2018.

**NEW BUSINESS:**

2. Review request from Siena of Leawood to participate in Leawood's privately owned street light LED Replacement Program

**ADJOURN**

**MINUTES OF THE  
PUBLIC WORKS COMMITTEE**

Meeting held: Wednesday, December 5, 2018  
Leawood City Hall- Main Conference Room, 7:30 AM

**COMMITTEE MEMBERS PRESENT:**

Andrew Osman, CHAIR and Councilmember Ward 1  
Julie Cain, Vice Chair, Councilmember Ward 4  
Drew Alingh  
Ken Conrad  
Abbas Haideri  
Todd Alan Harris  
Marsha Monica  
Jim Rawlings, Councilmember Ward 2  
Chuck Sipple, Councilmember Ward 3  
Christopher White

**ABSENT:**

**STAFF PRESENT:**

David Ley, P.E., Director of Public Works  
Brian Scovill, P.E., City Engineer  
Julie Stasi, Public Works Admin. Services Manager, Sr.

**GUESTS:** (by order of sign in sheet)

Randy Kancel, 2231 W 97<sup>th</sup> Street, Leawood, KS 66206  
Andrew & Jamie Swisher, 2229 W 97<sup>th</sup> Street, Leawood, KS 66206  
Marianne James, 9631 Sagamore, Leawood, KS 66206  
Jon Blumb, 9631 Sagamore, Leawood, KS 66206

Chair Osman called the meeting to order at 7:30 AM. Meetings & Introductions of staff, members and guests.

**FIRST ITEM OF BUSINESS (OLD BUSINESS):** Review/approve the previous meeting Minutes.

**ACTION:** Marsha Monica- Motioned to approve the Minutes of the Public Works Meeting held September 5, 2018.  
Ken Conrad-Seconded the motion to approve the Minutes. All members were in favor. Motion passed.  
Minutes Approved.

**SECOND ITEM OF BUSINESS (NEW BUSINESS):** Review Traffic Calming Request-97<sup>th</sup> Street from Lee Boulevard to State Line Road.

David Ley-Public Works received a traffic calming request a few months ago for the section of 97<sup>th</sup> Street between Lee and State Line Road. The roadway is 26 feet wide and was reconstructed within the early 2000's so the roadway is 26' in width. After we did the calculations on the speed and volume the area ended up with 29.3 points. The minimum for traffic calming is 30 points to bring it forward. After discussion with the City Administrator, he felt that the scores were close enough that we should bring the request forward to this Committee for discussion. We have only had one other traffic calming petition that was brought forward to the PW Committee and that was on 85<sup>th</sup> Terrace between Lee Boulevard and State Line. That group actually came to the Committee twice; once in 2005 and then in 2011.

The process for the traffic calming has quite a few steps in it. The first step is the Traffic Calming Petition is brought by the local residents and it is not something the City pushes. The residents are to obtain 75% of the abutting property owners sign a petition requesting traffic calming. Once a petition is received, we review and collect the speed volume, accident data and verify that the roadway area has 30 points (according to the criteria established). If the street scores 30 or more points or if approved by the City Administrator, the request is referred by the City Council to the Public Works Committee for review. The Public Works Committee then discusses potential options and costs with the residents to get their input. This could take several meetings. 85<sup>th</sup> Terrace had several meetings throughout their whole process. Once we get through that, Public Works Committee will make a recommendation to the City Council on what traffic calming devices are to be installed. That is only a recommendation and the City Council makes the decision to approve or not. If approved and moved forward, the next step is for the residents to complete a

Benefit District. They will need a Petition for that and 100% of the property owners abutting the street will need to sign for the Benefit District. The traffic calming devices, the cost of those, the design and construction is assessed back onto the property owners. After that Benefit District Petition is received by Public Works we will place that on a City Council Agenda for review. If approved, then the City moves forward with the design and construction of the project. We are looking at 26 properties for this Petition.

Julie Cain asked how many are “No” votes? A few were not able to be contacted; but more than half.

Chuck Sipple-asked how many traffic tickets have been given in the area and how many accidents have occurred?

David Ley-Did not know the number of tickets, but as part of the traffic calming review, there were two accidents over a three year period. We do not look at the traffic calming to solve that, the number of accidents adds points to the criteria found. The number of points is just under 30 at 29.3 points with the City Administrator saying okay to review. The 85<sup>th</sup> percentile speed (the speed limit posted is 25 mph) is 33 miles per hour. We took the speed count between High Drive and Sagamore. There is a steeper grade coming into about 2208 W 97<sup>th</sup>, that is more than likely the highest speed area.

David Ley-Explaining the 85<sup>th</sup> percentile. A calculation where 85 percent of the traffic is traveling at 33 mph or slower. So the average speed is probably 29 mph, or less. The maximum speed counts we do have, but David Ley would have to pull those up to find them. On 85<sup>th</sup> Terrace, that area had a lot of cut-through traffic. We have not completed any travel studies to determine how much traffic is traveling through and not going to a property along 97<sup>th</sup> Street. That does take a considerable amount of staff time.

Ken Conrad asked about volume numbers.

David Ley- advised the volume on 97<sup>th</sup> Street was 855 vehicles per day. We take the count on a Tuesday, Wednesday or Thursday. Every street is different. 85<sup>th</sup> Terrace had significantly more traffic and at higher speeds.

Chair Osman-85<sup>th</sup> Terrace is where the stop light is at Water Way and Chic Fil-A Restaurant on State Line Road.

The residents there came to us multiple times and we worked with them multiple times over years to try to figure out the process from start to finish. This is a lengthy process. We just happened to be doing street improvements in 2015 on 85<sup>th</sup> Terrace, so in 2011 when they approached the City a second time and in 2013, that is when we approved it and decided with the residents to wait. Waiting a year and a half until the street improvements reached the budget year and then do the streets, sidewalks, curbs & gutters and it all was being torn up at the same time. Not sure what the plan is for 97<sup>th</sup> Street.

David Ley-97<sup>th</sup> Street has already been reconstructed so there are no plans to going back other than just a mill and overlay when needed (in 10 years or so).

Chuck Sipple-Do you monitor any speeder calls our help desk gets for this area?

David Ley-We have not received any calls, however those would mostly go to the Police Department.

Chris White-How does this compare to other areas-are there neighborhood averages as far as the speed?

Chair Osman-Sorry to interrupt, can you go back and show the calculations of the 30 points?

David Ley-Example is 85<sup>th</sup> Terrace. Taken in 2011, when we looked at that street we were comparing it as a collector street or as a local street. Both of those it got 30 points for both types. On the local street classification which is what we did for 97<sup>th</sup>, the 85<sup>th</sup> percentile was 33 ½ miles per hour. They had at the time 1900 vehicles a day and they were similar, there was no sidewalks. They had 1 accident per year. No school crossing, no pedestrians generated. They ended up with 42 points. We have had several requests come to Public Works and this was the only one besides 97<sup>th</sup> Street that actually had a point criteria. The volume was significantly higher. The volume really bumps up the points. For 97<sup>th</sup> we had 33 mph, posted speed is 25. So you get 5 points for every mph above. I think it is 5 over the posted speed limit, so if the 85<sup>th</sup> percentile is at 30, you have not had any points for the speed at this point. On the volume it is just divided by 100 and they received 8.6. Five points given for no sidewalks. Accident is .7 per year. There is no school crossing or pedestrian generator. So they ended up with 29.3.

Resident-Mentioned that he knows Burns & McDonnell a large nearby company does have people that cut through the area. They are also planning on adding at least 1,000 more employees within a year and a half. So there is potential for the volume to increase in that time line.

Ken Conrad-What would be the approximate cost?

David Ley-We have not gotten that far yet. If we look at 85<sup>th</sup> Terrace and look at a similar solution, the difference on that street is it is a little bit shorter and we just did raised intersections at three locations. 97<sup>th</sup> Street has 4 intersections and then typically you will want to install the rises every 300 feet to maintain that slow speed. Otherwise if you get too much of a distance between them, people driving down the street till tend to accelerate. We looked at estimated costs of about \$400,000 to do that along 97<sup>th</sup> Street. Assessments are over a 10 year period. So for 4 raised intersections and 2 speed tables-a rough estimate. That comes to about \$15,000.00 per property or \$1500 a year for 10 years. That is pretty expensive. The other option is to use radar speed limit signs (which the City has installed on a couple other streets). That will not reduce cut-through traffic but it does alert drivers to the speed of the roadway. Once you start driving above the posted speed limit the radar will start flashing at them.

Chair Osman-We just did that and have we need a reduction at Belinder and Somerset?

David Ley-It has reduced the speed. They had asked about traffic calming, but did not have the numbers. They were calling all the time with speeders and now have called to thank us for putting them up.

Resident-Has noticed a couple times while on walks with their child, speeders turn down to some of the cul-de-sacs and we actually went up and knocked on their doors to talk to them to say, you know you were going a little bit faster than what the speed is. And both times they said "oh I wasn't even paying attention". So with saying that, we live at the very bottom of the hill and if you are coming from State Line headed west, if you are going 25 mph at the top of the hill and you coast to the bottom, (in admitting I'm speeding) I've been to 40 mph at the bottom of the hill. So if you are not actively breaking down that hill you are going to be speeding. I've taken pictures of people speeding and measure tracks of over 30 feet long. That is not enough time to stop if a kid jumps out. If you have to slam on your breaks someone will get hit. You spoke about raised intersections, but if we have a localized spot on that street that is the problem, could we do something as putting in a couple speed bumps on the hill to defray the costs? Is that a possibility?

David Ley-That is a possibility. On 85<sup>th</sup> Terrace there was concern for the residents to the south of 85<sup>th</sup> Terrace that people may start cutting through their streets. So between Sagamore and State Line there is quite a distance (over 600 feet) where there are no traffic calming devices. We had someone come to us that said they were having to pay for the devices but they were not getting a benefit from them because they were picking up speed. But as long as you get that petition signed that could be possible.

Jim Rawlings-Regarding the flashing speed signs. There is a school in Overland Park on 133<sup>rd</sup> (Overland Trail) that has a permanent radar sign-a small one. But when you go through there, it lights up with your speed. It is permanent and it really makes you think. Is that what you are thinking about?

Resident-asked about the difference between a speed bump and a hump regarding jarring as we drive.

David Ley-advised Leawood does speed tables. They have a raised intersection. They rise up about 4 to 5 inches over a six foot length. This goes over the entire intersection. Speed table typically will have a 25 foot flat top. We do not want something that is suddenly jarring. The Fire Department has to be able to get over them also.

David Ley-Locations could be at the low point between High Drive and Sagamore. A table approximately 25' in length with a 6' ramp on either side for vehicles to ramp up.

Chair Osman-The best example is to drive over to 85<sup>th</sup> Terrace to see what those are like; between State Line and Lee.

Marsha Monica-asked the residents what their primary concern is.

Residents-Responded "Speed". There are many children in the area and it is very unnerving as a parent to see people flying past the houses all day long and we feel we need to do something.

David Ley-For the radar signs, we would put those for west bound put them east of the low point as you are approaching down the hill. And for east bound would be on the west side because that is probably where everyone is picking up speed (going down the hill). The radars do start hitting the vehicles a couple hundred in advance.

Chris White-asking for a clarification on what we are trying to accomplish. Are we trying to determine whether we think anything should be done? Or are we trying to determine what is best for the homeowner to decide on what to agree on. Are we all in agreement that something should be done and if the cost is 100% going to the resident, I'd like to know is there any reason why the City wouldn't approve them doing whatever they are willing to pay for? Is there some basis to say we shouldn't do it even if they are willing to pay the costs?

Chair Osman-If you are going with the first option, with let's just say \$400,000.00. That is another conversation where we have to go back and re-request and inform every resident that has signed the petition and that is on the street. For and against, and explain what it is that we are going to do. In the case of 85<sup>th</sup> Terrace, we had to consider many different options. One of the options was having a cul-de-sac. That was off the table very quickly. The next option was narrow the streets. The third option was speed tables. So we looked at it before we made that decision of the best option. We voted and that was the speed tables in conjunction with sidewalks on that street. Same thing here I think would happen. We probably would not have seven meetings (that was a unique circumstance) being near Ward Parkway Shopping Center, but there would be several meetings going forward.

Chris White-Is there anything from the City's side that says we have some aversions to putting something in this place? I do not. But am wondering if there is any place to say.

Julie Cain-I wondered that because it did not meet the 30 points to start with. We cannot do this all over the City and you end up with a reverse liability of some sort. Is there some sort of risk we are assuming?

David Ley-No because there is a policy that does allow the City Administrator to overrule that if requested.

Chuck Sipple-Asked for a review from David of the other various options.

David Ley-Did review the radar with Scott Lambers, the City Administrator and he advised the City would be willing to purchase the radars. They are permanent as far as they are on posts. But maybe a year or two down the road the City could look at moving them to a different street or somewhere else. The signs are solar. They are strong enough to work in a shaded area as well. They are LED lit. It is about an \$8,000.00 cost for two signs; City installation.

**ACTION:** Jim Rawlings-Motioned to recommend that Council consider the installation of two radar speed limit signs (with the LED readout of drivers speed) on 97<sup>th</sup> Street between Lee Boulevard and State Line Road (with locations approved by the Police and Public Works Departments) at the City's expense (no cost to the direct property owners). And that for a period of time (1 to 2 years) monitor the traffic volumes and report back the results.

Chris White-Seconded the motion. All members were in favor. Motion passed.

Chair Osman advised this recommendation will go to City Council next. At that point, the Council will vote on if to do this and to allocate funds. Staff can send a note to notify the 97<sup>th</sup> Street residents of the outcome of this meeting.

Chair Osman adjourned the meeting at 8:15 A.M.

Summary report submitted by: Julie Stasi, Admin. Services Manager, Sr.  
Leawood Public Works Department

**CITY OF LEAWOOD**

***INFORMATION FOR  
PUBLIC WORKS COMMITTEE  
April 3, 2019***

**TO: Andrew Osman, CHAIR  
Committee Members**

**FROM: David Ley, P.E.  
Director of Public Works**

**SUBJECT: See attached agenda**

**APPROVAL OF MINUTES**

Approve Minutes from the December 5, 2018, Committee Meeting

**NEW BUSINESS**

**REQUEST FROM SIENA of LEAWOOD HOMES ASSOCIATION FOR LED STREET LIGHTS**

Attached is a letter from Mario Sylvestri, President of the Siena of Leawood Homes Association, requesting the City cost share in the conversion of high pressure sodium private streetlights on public streets to LED lighting. Siena of Leawood received a bid from Total Electric Company to replace their existing bulbs at an estimated cost of \$6,521.79.

Included with this Memo is the Resolution 4504, establishing a privately owned street light LED replacement policy; reimbursing homes associations for their cost to convert private street lights on public streets to LED's and a map of the Siena subdivision. The Resolution states the Public Works Committee shall review the request and make a recommendation to the Governing Body.

Staff has worked with Siena for the past six months on determining a compatible LED fixture. Staff agrees with their proposal that the light levels will be the same or better with the LED conversion.

If this request is approved by the Governing Body the City will reimburse Siena HOA annually the savings in electricity between the past two year average and the future electricity costs. The City will reimburse Siena up to the cost for the conversion.



March 25, 2019

Mr. David Ley, P.E., Public Works Director  
City of Leawood  
4800 Town Center Drive  
Leawood, KS 66211

Mr. Ley,

I am writing to you as the President of the Siena Homes Association, a neighborhood of 43 homes at approximately 140<sup>th</sup> Street and Mission Road in southern Leawood. Our Board is interested in changing over our streetlights from high pressure sodium bulbs to LEDs. Our neighborhood HOA owns 38 streetlights. We regularly maintain the poles, the bulbs and the fixtures; the City pays for the electricity.

The Siena Homes Association would like to participate in the City of Leawood's Privately Owned Street Light LED Replacement Program where the City encourages privately owned street light owners to convert to LEDs in an effort to conserve electricity and reduce the City's energy costs. We understand that, under the program, the annual energy savings realized by the City would be rebated back to the Homes Association annually until the conversion costs were recouped.

We have received a bid from Total Electric Company and the replacement of the existing bulbs with 55-watt, 7500 lumen, 2700K LEDs will cost an estimated to be \$6,521.79 for parts & labor for 38 LED lights. See attached proposal for 34 new LEDs and a previously paid invoice for four test LEDs. With a reduction in electricity consumption estimated to be approximately 63%, we expect an annual savings for the City to be \$1500.00 per year resulting in a payback for the LED conversion to be 4.4 years. We understand that the ongoing maintenance of the poles, bulbs and fixtures will continue be the responsibility of the Siena Homes Association.

We respectfully request that this request be forwarded to the Governing Body for their review and approval.

Please contact me at 913-231-9667 if your need further information on this LED conversion and our proposal to be considered for the City's Privately-Owned Street Light LED Replacement Program. I am available to discuss this proposal with you at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Mario Sylvestri".

Mario Sylvestri, President  
Siena Homes Association

Attachments (2)

cc. Mr. Lambers, City Administrator

# Total Electric

Contractors Inc.  
PO Box 13247  
109 ½ South 4<sup>th</sup> Street  
Edwardsville, KS 66113  
Phone: (913) 441-0192  
Fax: (913) 441-1243

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## Proposal

February 28, 2019

Siena LED Change out

Total Electric can perform the following work to change out the existing Street lights from HPS to LED as follows;

34 2700 K LED s	\$90.00ea	\$3060.00
34 Labor, equipment, misc. supplies	\$69.00ea	\$2346.00
	SUBTOTAL	\$5406.00
	Sales Tax 9.1%	\$491.95
	Total	\$5897.95

If you should have any questions please call. Thanks- Jim

Prices firm for 30 days of bid, or a new quote may be required.

Additional cost if bond is required unless specified in quote.

No tax, staking, sod, seed included.

No prevailing wage unless specified in quote.

Payment net 30 days upon receipt of invoice.

If you should have any question please call.

**Total Electric Contractors Inc.**

PO Box 13247  
 Edwardsville, KS 66113

Voice: 913-441-0192  
 Fax: 913-441-1243

**INVOICE**

Invoice Number: 9441  
 Invoice Date: Feb 21, 2019  
 Page: 1

<b>Bill To:</b>
Siena Homes Association Attn: Mr. Chad King, Treasurer 3608 W. 140th Street Leawood, KS 66224

<b>Ship to:</b>
Siena Homes Association Attn: Mr. Chad King, Treasurer 3608 W. 140th Street Leawood, KS 66224

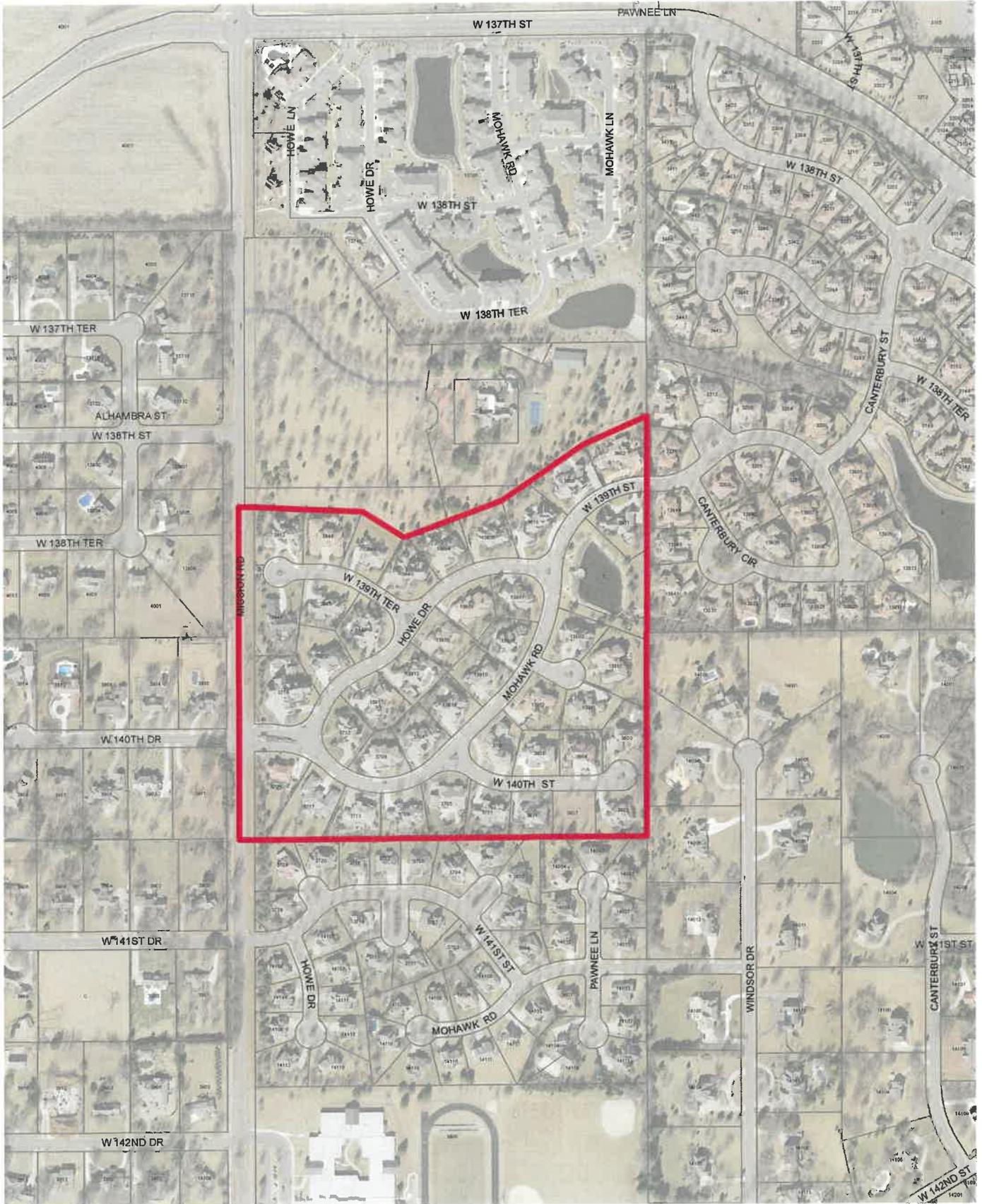
<b>Customer ID</b>	<b>Customer PO</b>	<b>Payment Terms</b>	
Siena Home Assoc.		Net 1 Day	
<b>Sales Rep ID</b>	<b>Shipping Method</b>	<b>Ship Date</b>	<b>Due Date</b>
	Job Order		2/22/19

Quantity	Item	Description	Unit Price	Amount
4.00		Siena Homes Association - Street Lights Replace existing HPS Lamps with LED Lamps.	155.00	620.00
8.00	037	Install test LED - Phillips #473652 2700 LED Wirenuts	0.48	3.84
Homes Association Contact: Chuck Sipple Questions regarding this invoice, please contact Jim Leonard @ 913-441-0192				
Subtotal				623.84
Sales Tax				
Total Invoice Amount				623.84
Payment/Credit Applied				
<b>TOTAL</b>				<b>623.84</b>

Check/Credit Memo No:

Please remit to:  
 Total Electric Contractors Inc.  
 PO Box 13247  
 Edwardsville, KS 66113

# Siena HOA



RESOLUTION NO. 4504

**A RESOLUTION ESTABLISHING A PRIVATELY OWNED STREET LIGHT LED REPLACEMENT POLICY.**

WHEREAS, LED street lighting is more efficient, providing energy and cost savings; and

WHEREAS, certain street lights in the City are owned and maintained by private subdivisions; and

WHEREAS, the City desires to establish a policy to cooperate with private street light owners in the replacement of LED street lights.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:

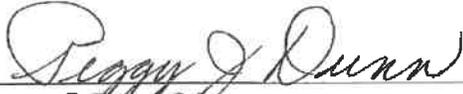
SECTION ONE: The City of Leawood, Kansas, hereby approves the attached Privately Owned Street Light LED Policy.

SECTION TWO: This resolution shall become effective upon passage.

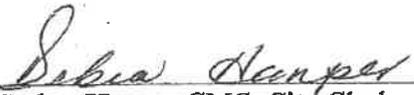
PASSED by the Governing Body this 5<sup>th</sup> day of October, 2015.

APPROVED by the Mayor this 5<sup>th</sup> day of October, 2015.

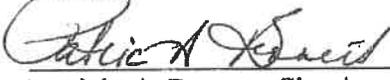
[SEAL]

  
Peggy J. Dunn, Mayor

ATTEST:

  
Debra Harper, CMC, City Clerk

APPROVED AS TO FORM:

  
Patricia A. Bennett, City Attorney

# Privately Owned Street Light LED Replacement Policy

The City of Leawood Kansas, owns the vast majority of street lights in the City. However, a few subdivisions own and maintain their own street lights where the City pays for the electricity of these street lights.

The City would like to encourage the use of LED lighting to the extent possible to provide for energy savings, cost savings and a more appealing street scape. In order to promote the use of LED lighting, associations representing developments with privately owned street light poles along Public Streets may request reimbursement for only the cost to install LED lights on the privately owned poles lighting the roadway. Such associations may be eligible for reimbursement of the cost of the installation dependent upon the cost savings to the City.

## Eligibility criteria

- Pre-approval by the City of Leawood, Kansas.
- Project is for replacement of High Pressure Sodium or Metal Halide light fixtures with new privately owned LED lighting fixtures on public roadways within residential developments.
- Installation and purchase of the LED lighting fixtures is the responsibility of the HOA.
- Continued Maintenance of the LED fixtures is the responsibility of the HOA.
- The lighting shall meet the City's Standard lighting requirements based on the classification of the road as defined in the City's Public Works Standard Specifications latest addition, or exceed the existing light levels and average to minimum ratios.
- Payments will be made annually over a period of years determined by the City using the calculated annual savings in electrical consumption from going to LED's.

10/05/2015 Adopted by Governing Body; Reso. No. 4504

### **How to apply**

- The Homes Association shall send a letter to the City requesting a review by the Public Works Committee.
- The HOA in its request shall provide the appropriate information showing the lighting output and distribution of the existing system and using LED's. This shall be equal to the current lighting or meet the City's requirement for Residential Lighting.
- HOA shall provide information on their maintenance costs.
- The City's Public Works Department will perform a review of the annual electric cost for the streetlights within the subdivision.
- Determination of reimbursement shall be made by the Governing Body after review and recommendation of the Public Works Committee.

### **For more information**

Contact the City Engineer for the City of Leawood, Kansas.

# 24 Month Report for

8974272524 - 13990 MOHAWK RD

Current Year				Previous Year			
Mth/Year	Days	Bill	Avg kWh/Day	Mth/Year	Days	Bill	Avg kWh/Day
Feb 19	30	\$231.63	90.57	Feb 18	29	\$228.67	92.69
Jan 19	32	\$266.09	98.34	Jan 18	33	\$270.44	96.21
Dec 18	31	\$250.14	95.57	Dec 17	34	\$271.81	93.59
Nov 18	32	\$232.77	85.42	Nov 17	29	\$209.82	85.28
Oct 18	29	\$192.09	77.71	Oct 17	29	\$185.70	74.48
Sep 18	30	\$180.21	71.08	Sep 17	30	\$173.31	67.43
Aug 18	29	\$156.95	63.69	Aug 17	31	\$167.94	62.19
Jul 18	32	\$173.15	62.53	Jul 17	30	\$157.75	61.30
Jun 18	28	\$161.45	65.17	Jun 17	30	\$161.43	63.53
May 18	31	\$184.25	65.58	May 17	31	\$184.43	71.03
Apr 18	31	\$217.56	79.65	Apr 17	28	\$179.28	79.96
Mar 18	30	\$225.26	87.43	Mar 17	30	\$203.75	85.90
<b>Summary</b>	<b>365</b>	<b>\$2,471.55</b>	<b>942.73</b>	<b>Summary</b>	<b>364</b>	<b>\$2,394.33</b>	<b>933.61</b>

**SIENA OF LEAWOOD STREET LIGHT COMPARISON BEFORE/AFTER CHANGING TO LED**

ALL CHANGED TO LED enter date here			
ADDRESS	ACCT#	2017	2018
13990 Mohawk Road	897472524	\$ 2,373.11	\$ 2,472.94
Actual Cost Paid	TOTAL	\$ 2,373.11	\$ 2,472.94
	HISTORICAL AVERAGE COST (PAST 2 YEARS)		\$2,423.03

LED Lighting Reimbursement formula: 2017/2018 Average Cost of \$2,423.03 - actual cost paid each year. Answer is the reimbursement for that year.  
 Energy Cost Savings Agreement (INSERT DATE HERE) a NTE amount of \$(INSERT AMOUNT HERE)

History: