

CITY OF HAYSVILLE

Agenda

November 14, 2011

CALL TO ORDER

ROLL CALL

INVOCATION BY: Pastor Kurt Henson, Haysville Christian Church

PLEDGE OF ALLEGIANCE

SPECIAL ORDER OF BUSINESS

- A. Consideration of Waiver Request for Sale of Cereal Malt Beverage (Tabled 10.24.11)
- B. Presentation of Draft Broadway Corridor Study, Scott Dunakey, PEC

PRESENTATION AND APPROVAL OF MINUTES

- A. Minutes of October 24, 2011

ITEM #1 CITIZENS TO BE HEARD

ITEM #2 APPROVAL OF LICENSES AND BONDS

- A. Renewal of Liquor License- Main Street Liquor

ITEM #3 INTRODUCTION OF ORDINANCES AND RESOLUTIONS

ITEM #4 NOTICES AND COMMUNICATIONS

- A. Governing Body Announcements
- B. Manufactured Home Park Regulations Update
- C. Letter from Cox Communications Re: Moving of Channels

ITEM #5 OTHER BUSINESS

- A. Consideration of 2012 Contract for Haysville Senior Center
- B. Authorization to Purchase Replacement Sod Cutter

- C. Authorization to Purchase Concrete Grinder
- D. Authorization to Purchase Wood Chips for City Parks

ITEM #6 OLD BUSINESS

ITEM #7 DEPARTMENT REPORTS

- A. City Clerk – Janie Cox
- B. Governmental Services – Carol Neugent
- C. Police – Jeff Whitfield
- D. Public Works – Randy Dorner
- E. Recreation – Georgie Carter

ITEM #8 APPOINTMENTS

ITEM #9 OFF AGENDA CITIZENS TO BE HEARD

ITEM #10 EXECUTIVE SESSION

ITEM #11 BILLS TO BE PAID

- A. Bills to be Paid for the First half of November

ITEM #12 CONSENT AGENDA

ITEM #13 COUNCIL ITEMS

- A. Council Action Request Update
- B. Council Concerns Update
- C. New Council Concerns

ITEM #14 ADJOURNMENT

# Memo

To: The Honorable Ken Hampton, Mayor  
Haysville City Councilmembers

From: Carol C. Neugent, Director of Governmental Services

Date: November 8, 2011

Re: Cereal Malt Beverages Distance Requirement(s) Information

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During the October 24, 2011 City Council meeting a Public Hearing was held in consideration of a request by DRD Enterprises, LLC for a waiver from the distance requirements pertaining to the sale of Cereal Malt Beverage (CMB). At that meeting, the Council voted to table the matter pending additional information. Specifically, the Council asked for some type of history regarding the regulations governing the sale of CMB in relation to distance requirements and information about the regulations of area cities. Included for your review is a time line regarding CMB regulations, explanation of the Kwik Shop licensing, explanation of the waiver granted to the 'old' Pizza Hut property (current location of Mi Casa), and information from area cities regarding their CMB distance requirements.

The matter of the waiver request by DRD Enterprises, LLC is back before you for your further consideration and action. If you should have any questions in regards to this request or the information provided prior to the Council meeting, please do not hesitate to contact me at 529-5900 or by email at [cneugent@haysville-ks.com](mailto:cneugent@haysville-ks.com).

Thank you for your attention to this matter

October 17, 2011

Notice to Area Property Owners:

Take notice that the Governing Body of the City of Haysville, Kansas, will on October 24, 2011 at 7:00pm, or as soon thereafter as the same can be heard, in the Council Chambers of City Hall, 200 West Grand Avenue, Haysville, Kansas hold a hearing upon a petition requesting a waiver from the provisions of Section 3-109 of the Code of the City of Haysville providing for the distance restriction for the sell or dispense at retail of any cereal malt beverage.

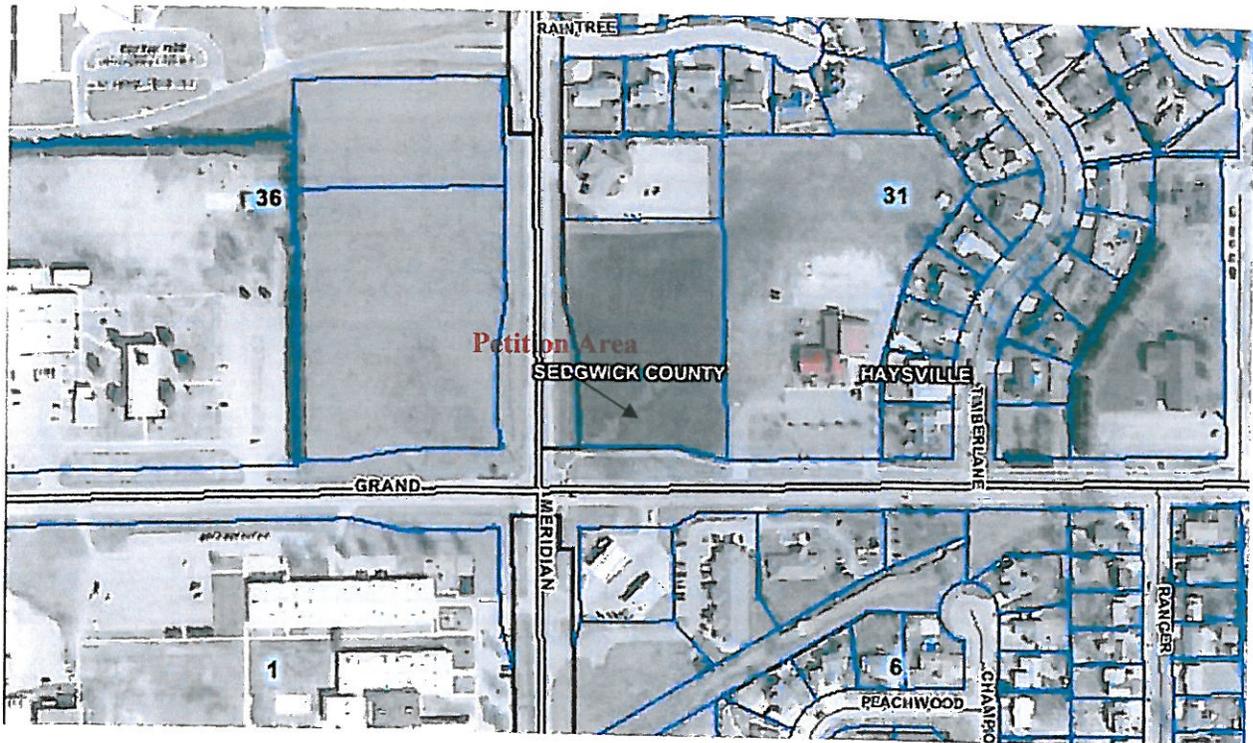
Section 3-109 (a) through (c) states:

(a) No license shall be issued for the sale at retail of any cereal malt beverage on premises which are located in areas not zoned for such purpose.

(b) It shall be unlawful to sell or dispense at retail any cereal malt beverage at any place within the city limits that is within two hundred (200) feet of a church or school, such two hundred (200) feet to be measured from the nearest property line to the nearest property line of a church or school.

(c) The provisions of this section shall not apply to any establishment holding a cereal malt beverage license issued by the city when the licensee has petitioned for and received a waiver of the distance limitation. The governing body shall grant such a waiver only following public notice and hearing and only for good cause shown.

During the hearing the Governing Body will be accepting comments, both written and oral, in regards to the request of waiver. For additional information, please call 529-5900.



*Carol C. Neugent*  
Carol C. Neugent, Director of Governmental Services

DRD ENTERPRISES, LLC  
838 Anita Dr.  
Haysville, Kansas 67060

October 14, 2011

Carol C. Neugent  
Director of Governmental Services  
City of Haysville,  
Haysville, KS 67060

Re: Waiver Request

To the Governing Body of Haysville:

DRD Enterprises, LLC request a waiver from the Cereal Malt Beverage distance requirements for the South portion (1.5 acres) of the Northeast Corner property located at 71<sup>st</sup> & Meridian, Haysville, Sedgwick, Kansas. The reason of the waiver is for marketing purposes toward retail establishments such as, Walgreens, CVS Pharmacy, or any other retail store that wishes to sell packaged Cereal Malt Beverage (Beer) only. This is not intended for any establishment to sell alcoholic beverages by the drink. Thanking you in advance for your consideration.

Sincerely,



Dennis M. Free  
Managing Member/Owner  
DRD Enterprises, LLC  
Haysville, KS 67060  
316-708-3171



200-foot  
Radius

MERIDIAN

RAINTREE LANE

PART OF LOT 17

PART OF LOT 17

PART OF LOT 17  
1.500 ACRES

GRAND



SCALE: 1" = 100'

# EXHIBIT

PART OF LOT 17, TIMBERLANE VILLAGE 3RD ADDITION



## CEREAL MALT BEVERAGE DISTANCE REQUIREMENT HISTORY

Staff Report – November 4, 2011

05/10/1956	City adopts first Cereal Malt Beverage ordinance, which appears to follow state statute. There is no distance requirement.
12/03/1962	City amends original ordinance and adds a distance requirement of 500' from churches, public or parochial schools to be measured from the nearest property line of church or school to nearest portion of building occupied by the business. This distance requirement does not apply to existing establishments.
08/26/1967	City amends 1962 ordinance but does not change distance requirement.
10/20/1969	City amends 1967 ordinance and includes a provision for “limited retailer” with a distance provision of 150' measured from the closest point of the building to the nearest outer extremity portion of any church or public/parochial school.
Code 1971	In this codification there were no changes made to the distance requirements.
08/11/1975	The Code of 1971 is amended but there are no changes made to the distance requirements.
Code 1984	In this codification there were no changes made to the distance requirements.
05/09/1988	The Code of 1984 is amended with the limited provision dropped and a waiver provision added. This is the first time library is listed in the distance requirements.
04/28/1997	City Council votes to not grant a waiver for Casey’s General Store. Discussion centers around the fact that the business did not seek a waiver prior to construction.
06/23/1997	The library provision is deleted and the distance requirement is reduced from 500 to 200 feet. This action is taken in order to attract a new grocery store to the area that is the current location of Homeland.
01/08/2007	Council considers changes to the distance requirements for the sale of both cereal malt beverages and alcoholic beverages. Council votes to “...leave the ordinance the way it is.”

- Kwik Shop was granted its first Cereal Malt Beverage license on October 27, 1969. It was in compliance with existing ordinances using the 150' limited retailer distance requirement. Kwik Shop has maintained its license and has been considered “grandfathered” for the purposes of ordinance/code revisions.
- The waiver granted for 111 North Main (former Pizza Hut; current Mi Casa) on November 27, 2006 was from the provisions of Code Section 3-402, which governed alcoholic beverages.

*The Council requested information about the distance requirements other cities might have for the retail sale of cereal malt beverage. Following is information for a few area cities.*

## **Bel Aire**

### Section 4.1.12 Restriction upon Location

- a. No license shall be issued for the sale at retail of any cereal malt beverage on premises, which are located in areas not zoned for such purpose.
- b. It shall be unlawful to sell or dispense at retail any cereal malt beverage at any place within the city limits that is within a 300-foot radius of any church, school or library as measured between buildings.
- c. The provisions of this section shall not apply to any establishment holding a private club license issued by the State of Kansas. (Ord. 366)

## **Derby**

### 5.16.020 Restriction on licensure of certain premises.

A. Except as provided in subsection B of this section, no license for sale and service of alcoholic liquor or cereal malt beverage shall issue for premises located within two hundred feet of any church or school as measured from the nearest property line of such church or school to the nearest portion of the building occupied by the licensed premises; provided, that if a school or church is established within two hundred feet of any licensed premises after the premises has been licensed for sale of alcoholic liquor or cereal malt beverage, such premises shall continue to be eligible for licensure hereunder.

B. Subsection A of this section shall not prohibit licensure of premises for sale and service of alcoholic liquor or cereal malt beverage for consumption on the licensed premises if the licensee derives from sales of food for consumption on the premises fifty percent or more of its gross receipts from all sales of food and beverages on such premises in a twelve-month period or, in the case of initial issuance of a license, affirmatively represents that such licensee will derive from sales of food for consumption on the premises fifty percent or more of its gross receipts from all sales of food and beverage on such premises during the initial twelve-month licensure period.

C. Any licensee of premises eligible for licensure under subsection B of this section shall maintain and, upon written notice from the city clerk, produce business records sufficient to establish eligibility for such license. Failure or refusal to produce such records shall be grounds for revocation of such license.

D. As used in this section, "food" shall not include alcoholic liquor or cereal malt beverage.

E. No license or permits shall be issued for the sale of alcoholic liquor or cereal malt beverage if the building or use does not meet the zoning ordinance requirements of the city or otherwise conflicts with other city ordinances, including building, fire and health codes.

(Ord. 1724 § 1, 2000)

## **Maize**

3-206. RESTRICTION UPON LOCATION. (a) No license shall be issued for the sale at retail of any cereal malt beverage on premises which are located in areas not zoned for such purpose.

(b) It shall be unlawful to sell or dispense at retail any cereal malt beverage at any place within the city limits that is within a 300-foot radius of any church, school or library. (c) Provisions of this section shall not apply to any establishment holding a private club license issued by the State of Kansas.

(d) The distance limitation of subsection (b) above shall not apply to any establishment holding a cereal malt beverage license issued by the city when the licensee has petitioned for and received a waiver of the distance limitation. The governing body shall grant such a waiver only following public notice and hearing.

## **Mulvane**

### **SECTION 600.080: PROHIBITED ZONES**

No place of business for the retail sale of cereal malt beverages shall be located outside the immediate business section of the City, except as may be duly authorized by the Governing Body.

Mulvane does not have distance requirements.

## **Park City**

3-207 RESTRICTION UPON LOCATION. (a) No license shall be issued for the sale at retail of any cereal malt beverage on premises that are located in areas not zoned for such purpose.

(b) It shall be unlawful to sell or dispense at retail any cereal malt beverage at any place within the city limits that is within a 300-foot radius of any church, or school or library.

(c) Provisions of this section shall not apply to any establishment holding a private club license issued by the State of Kansas.

(d) The distance limitation of subsection (b) above shall not apply to any establishment holding a cereal malt beverage license issued by the city when the licensee has petitioned for and received a waiver of the distance limitation. The governing body shall grant such a waiver only following public notice and hearing.

## **Wichita**

No license to sell cereal malt beverage shall be issued to a tavern located within 300 feet from a church, public park, public or parochial school or residential zoning district. Renewal of a license is allowed for any premises that is within these prohibited distance requirements but whose use is grandfathered, so long as the tavern continues to be used for cereal malt beverage sales. If such use ceases for a period of 90 days or more, no new license shall be issued for sale of cereal malt beverage on the premises. The 90 days should be counted starting with the first day following the closing of the location if there is remodeling or repair work being done on an establishment.



# South Broadway

CORRIDOR PLAN

DRAFT  
NOVEMBER 2011



A JOINT PROJECT BY:



W A M P O

Wichita Area Metropolitan Planning Organization

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## ACKNOWLEDGEMENTS

### HAYSVILLE

#### MAYOR

Ken Hampton

#### CITY COUNCIL

Keith Pierce – Ward I  
Michael Conrady – Ward I  
Seth Konkel – Ward II  
Derrick Slocum – Ward II  
Patricia Ewert – Ward III  
Bob Rardin – Ward III  
Russ Kessler – Ward IV  
Mike Kanaga – Ward IV

#### PLANNING COMMISSION

Tim Aziere – Ward I  
Pamela Grether – Ward I  
Janet Parton – Ward II  
Bob Wethington – Ward III  
Don Schneider – Ward III  
Michael Dunn – At-Large  
Linda Wiley – Area of Influence  
Jim Kates – Area of Influence

### WAMPO

#### TRANSPORTATION POLICY BODY

Tim Norton, Chairperson – Sedgwick Co.  
Tom Jones, Vice Chairperson - SCAC  
Jeff Longwell – City of Wichita  
Janet Miller – City of Wichita  
Michael O'Donnell – City of Wichita  
Jim Skelton – Sedgwick Co.  
Caroline Hale – Butler Co./Sumner Co.  
Darrell Downing – MAPD  
Davonna Moore – KDOT

#### TECHNICAL ADVISORY COMMITTEE

Tom Jones, Chairperson - SCAC  
John Schlegel – WAMPO  
Alan King – City of Wichita  
Jim Armour – City of Wichita  
Paul Gunzelman – City of Wichita  
Michelle Stroot – Wichita Transit  
Annette Graham – CTD #12  
David Spears – Sedgwick Co.  
Benny Tarverdi – KDOT  
Stephanie Watts – KDOT  
Les Mangus – Butler Co./Sumner Co.  
Jack Whitson – SCAC  
Jeana Morgan – SCAC  
Dan Squires – SCAC  
Joe Yager – REAP  
Jeff Usher – Pathways Rep.  
Kay Johnson – Air Quality Rep.  
John Prather – Freight Rep.  
Paul Foundoukis, Ex-Officio – FHWA  
Daniel Nguyen, Ex-Officio – FTA

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## PROJECT COMMITTEES

### CORE PROJECT TEAM

Carol Neugent – City of Haysville  
Jeana Morgan – City of Haysville  
Will Black – City of Haysville  
Dave New – City of Haysville  
Randal Dorner – City of Haysville  
Brent Holper – WAMPO  
Dave Barber – MAPD  
Jim Weber – Sedgwick Co.  
Stephanie Watts – KDOT  
Mike Moriarty – KDOT  
Joe Hickle – PEC (City of Haysville)

### PROJECT ADVISORY COMMITTEE

Ken Hampton – Haysville Mayor  
Mike Kanaga – Haysville City Council  
Derrick Slocum – Haysville City Council  
Tim Aziere – Haysville Planning Comm.  
Susan Walston – USD 261 School Board  
Tom Gibson – Haysville Forward/PRIDE  
Tim Norton – Sedgwick Co.  
Benny Tarverdi - KDOT

## PROJECT CONSULTANT TEAM



Principal-in-Charge: Dave Hubbard, P.E. Transportation Division Manager  
Project Manager: Scott Dunakey, AICP, Senior Planner  
Traffic Engineer: Scott Canfield, P.E., PTOE  
Municipal Engineer: Joe Hickle, P.E.  
Land Development: Rob Hartman, RLA  
Communications Specialist: Denice Bruce



Associate Engineer: Mike Coleman, P.E.  
Planner: Yolanda Takesian, AICP, PTP  
Planner: Conor Semler, AICP

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## TABLE OF CONTENTS

Table of contents will not be complete until addition of final content. It will be included in the final draft.



## CHAPTER 1 EXECUTIVE SUMMARY BRIEF

### STUDY AREA

#### Project Boundaries

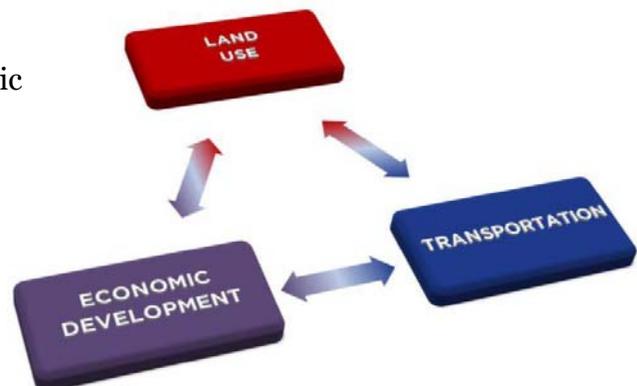
South Broadway/US-81 between 63<sup>rd</sup> St. South and 87<sup>th</sup> St. South



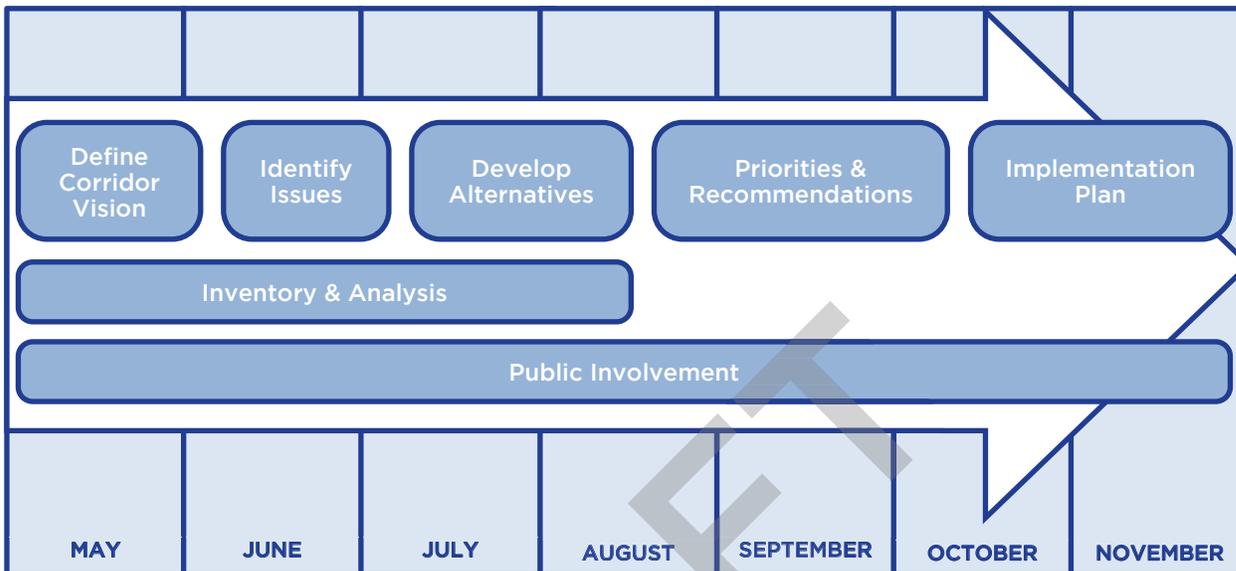
### PROJECT PURPOSE

Envision a future for Haysville's South Broadway Corridor that:

- Recognizes the relationship between transportation, land use and economic development
- Is safe and functional
- Is attractive, orderly and ready for economic growth opportunities
- Is achievable



## PLANNING PROCESS



## PUBLIC INVOLVEMENT

### Community Meetings

Three public meetings were held to inform the community about the project and gather feedback. The first two meetings used keypad polling to collect input. The date and purpose of each meeting were:

- June 28, 2011 – Project overview and identify corridor issues.
- September 8, 2011 – Present findings and identify community preferences.
- November 3, 2011 – Present draft plan and collect input.

### Online Surveys

The two keypad polls were converted to online surveys using Survey Monkey. The first survey helped identify corridor issues. The second survey collected community preferences regarding how to address the identified issues.

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## Public Outreach and Notifications

Project information and meeting notifications were made available using a project website and internet based social networking sites.

- Project website: [www.haysvilleplan.com](http://www.haysvilleplan.com)
- Facebook: Haysville Corridor Plan (162 friends)
- Twitter: @haysvilleplan



## **CORRIDOR ISSUES AND CONCERNS**



### Transportation:

- Future traffic volumes
- Access management
- Pedestrian accommodation



### Land Use

- Inefficient development pattern
- Inconsistent uses and densities



### Aesthetics

- Inconsistent character and quality
  - Architecture
  - Signage
  - Landscaping



## CORRIDOR VISION PRINCIPLES

### IDENTIFY & IMPROVE:

IDENTIFY safety and operational issues and develop solutions to IMPROVE those conditions.

### PROVIDE & LEVERAGE:

PROVIDE an accessible walkable environment and LEVERAGE improved walkability for economic development.

### MANAGE & PRESERVE:

MANAGE driveway spacing and direct property access, but PRESERVE business opportunities along the corridor.

### COOPERATE & IMPLEMENT:

COOPERATE with partners such as KDOT, WAMPO and Sedgwick County to IMPLEMENT a road design that meets long-term corridor needs.

### FOCUS & INTEGRATE:

FOCUS major commercial land uses to arterial intersections and INTEGRATE quality mixed use development along the corridor.

### PROTECT & MAXIMIZE:

PROTECT the integrity of single-family residential neighborhoods in the corridor, but MAXIMIZE development flexibility so owners can react to market opportunities adjacent to South Broadway.

### ANCHOR & INTRODUCE:

ANCHOR the corridor with strong visual gateway elements that INTRODUCE motorists to the Haysville community.

### ENHANCE & ENCOURAGE:

ENHANCE corridor aesthetics with quality site design and ENCOURAGE investment in developed properties.

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**TRANSPORTATION RECOMMENDATIONS**

**Widen to 3-lane cross-section**

**Widen to 5-lane cross-section**

**Optimize signal timing & phasing**



**Entire corridor:**  
Enforce KDOT access management and driveway spacing policies

**Short term:**

Add left turn lanes and stop control

**Long term:**

Signalize as warranted

**Add 6-foot sidewalks on both sides of Broadway**

Preserve opportunities to provide local and regional bicycle connections

**CORRIDOR DESIGN RECOMMENDATIONS**

Recommendations to improve the look of the corridor and the quality of corridor development include:

- Standards for the design and quality of public amenities
- Gateway signage program
- Corridor commercial signage standards
- Corridor landscape standards
- Corridor commercial architecture standards



**RECOMMENDED FUTURE LAND USE MAP**

The recommended future land use map incorporates mixed use development and focuses major commercial development to arterial intersections.



**FUTURE LAND USE LEGEND**

- |   |                        |   |  |
|---|------------------------|---|--|
|  | Residential            |  | Public/Semi-Public                         |
|  | Neighborhood Mixed Use |  | Public Park, Open Space Including Drainage |
|  | Commercial             |  | Right-of-Way                               |
|  | Commercial Mixed Use   |  | Outside Haysville Planning Area            |
|  | Industrial             |   |  |

## CHAPTER 2 PROJECT BACKGROUND

### INTRODUCTION

#### Why a Corridor Plan?

This project was conceived by the City of Haysville to address the abundant issues along the corridor. The final plan will provide potential options to improve traffic safety and efficiency, increase accessibility, and enhance pedestrian mobility. The project will also provide the tools for controlling the type and quality of land development in the corridor, which will increase long-term economic viability.

#### Project Partners

The City of Haysville and the Wichita Area Metropolitan Planning Organization (WAMPO) are joint sponsors of the project. Portions of the corridor lie within unincorporated Sedgwick County and South Broadway in the study area is a Kansas Department of Transportation (KDOT) facility designated as US-81. Therefore, KDOT and Sedgwick County are partners in this South Broadway Corridor Plan.

This corridor plan is a good example of what can be accomplished when governmental agencies coordinate to achieve common goals that benefit a community and a region. The momentum of this planning effort should be carried into the future. As each of these agencies move forward with plans, regulations and projects, continued consultation should occur. This will help enable meeting the plan vision and will minimize negative development impacts to transportation and the local economy along South Broadway.

Substantial effort has been put into the development of the South Broadway Corridor Plan. Each of the planning partners has invested time and resources to:

- Collect and analyze all available, relevant background information regarding the study area to fully understand current conditions.
  - Develop vision principles that will guide future decisions regarding transportation, land use, corridor aesthetics and economic development within the study area.
  - Study and extrapolate projections and data that may impact transportation along South Broadway.
-

- Reach out to all interested stakeholders to obtain input and guidance on what has occurred, what exists and what they feel should be the transportation and development goals for South Broadway into the future.
- Forge a consensus among KDOT, the community partners and interested stakeholders on a plan that captures this shared vision for enhancements to South Broadway and adjacent local street network and the interface between the two, including the type and location of points of access within the study area.

## STUDY AREA

The project study area is shown in Figure 2.1 on the next page. The project boundaries are defined as the area within 1,000 feet of the South Broadway centerline between 63<sup>rd</sup> Street South (north boundary) and 87<sup>th</sup> Street South (south boundary) through Haysville. The route is designated as US-81. The study area contains diverse land uses that have developed over the years. The development has occurred in an inconsistent, uncoordinated manner with varying degrees of quality and aesthetics. Travel along the corridor is hampered by numerous poorly-spaced curb cuts and the lack of pedestrian facilities

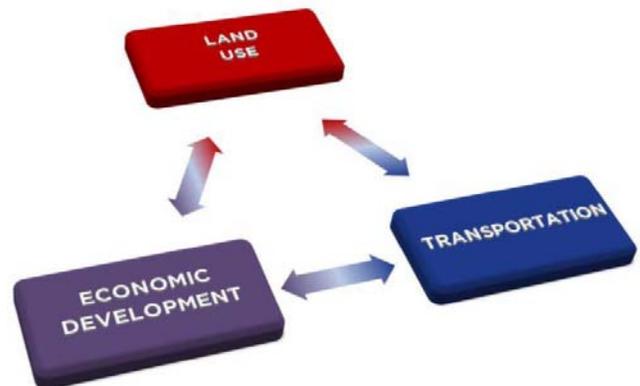
## PURPOSE AND NEED

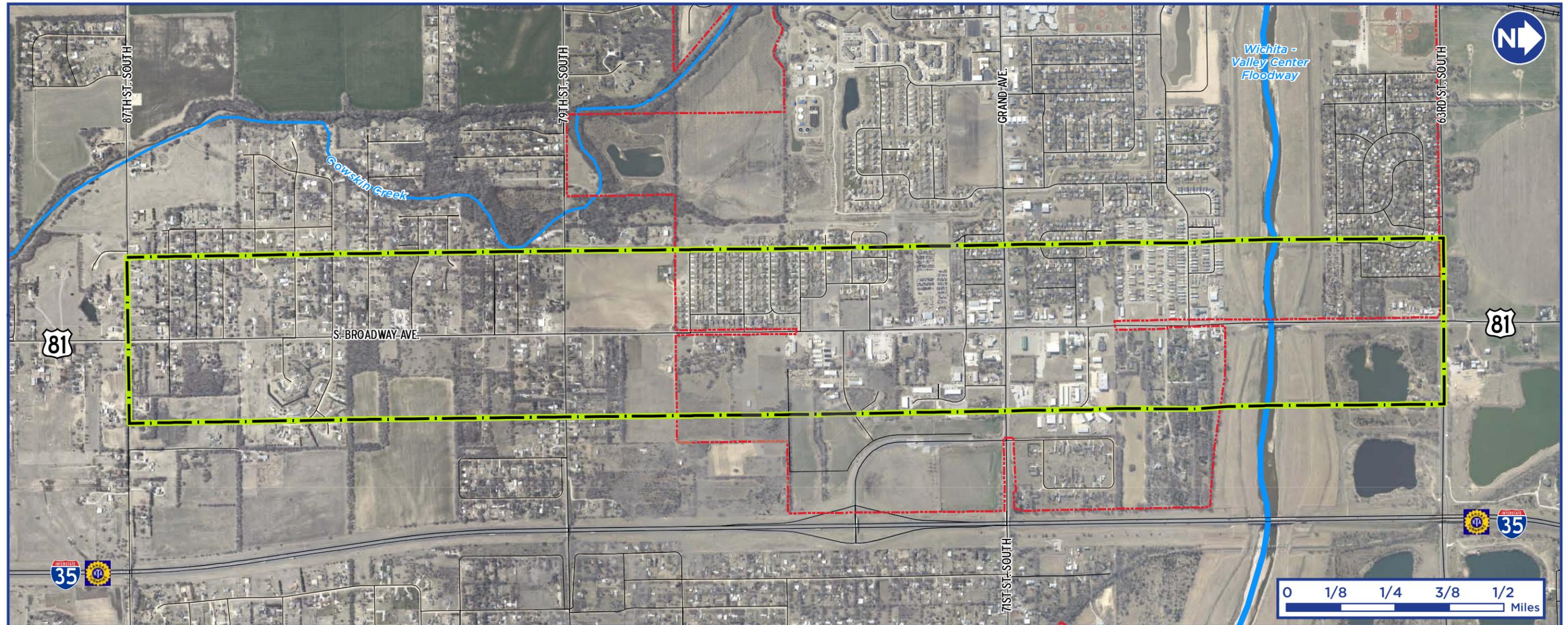
### Project Purpose

The purpose of the Haysville South Broadway Corridor Plan is to address the most critical issues along the corridor and to provide design and implementation recommendations that create revitalization and in turn stimulate the future of this corridor. In order to achieve these goals, a set of criteria has been adopted in order to reach the corridors fullest potential.

The plan will provide as a tool to envision a future for Haysville's South Broadway Corridor that:

- Recognizes the relationship between transportation, land use and economic development.
- Is safe and functional.
- Is attractive, orderly and ready for economic opportunities.
- Is achievable.





**LEGEND**

-  Study Area
-  Haysville City Limits
-  Street Centerlines
-  Railroad Tracks
-  Rivers, Streams

**PROJECT STUDY AREA**  
**FIGURE X**



## Project Need

There are several issues driving the need for the South Broadway Corridor Plan. First, the area population is increasing. Second, South Broadway is also US-81 and it crosses several states, in addition to an important regional arterial road. Third, Broadway connects to Wichita, where many people work and must travel daily. Fourth, the Kansas Star Casino is under construction about four miles to the south of the corridor at K-53. It is expected to add traffic on Broadway.

### **Transportation and Traffic**

As a result of the new Kansas Star Casino, the Haysville South Broadway Corridor will see more traffic and an abundance of use on the existing infrastructure. The issues and concerns for the existing corridor are addressed in this plan by priority as intersections and segments of existing roadways. The introduction of more transportation through the existing roadway and land use will undoubtedly increase the possibility for more injury related accidents and congestion on the corridor. To prevent future accidents through the corridor and increase efficiency, this plan addresses the areas of highest priority and provides a potential future solution. In addition to the safety issues from higher traffic volumes, this plan also seeks to minimize accidents and injuries by addressing the poor access from the corridor.

### **Lack of Multimodal Accommodation**

Adequate facilities for alternative transportation modes (pedestrians and bicycles) are absent from the study area. By definition this also creates a lack of accessibility. The environment is not walkable and is unappealing to move through. Along the corridor, only a portion of sidewalk appears and there are no indicated bicycle pathways. It is necessary to implement a higher degree of multimodal mobility.

### **Inconsistent Land Uses and Development Quality**

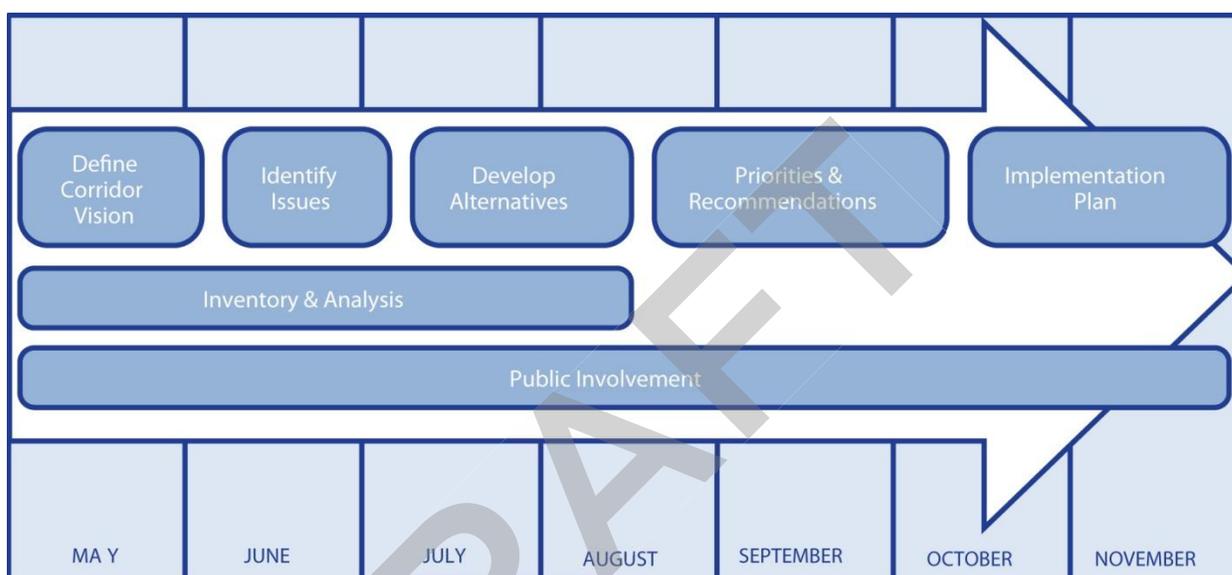
Development in the corridor is made up of inconsistent land uses and densities. This pattern causes inefficiencies in the delivery of services and provision of infrastructure. As development density decreases, public utilities and roads must spread further making it decreasingly cost-effective to serve those land uses.

Many of the existing homes, businesses and institutions along South Broadway were built years ago prior to current development standards. They were also outside of Haysville's planning jurisdiction where they were unable to exert meaningful influence over the development process. As Haysville has grown, newer higher quality development has inched toward and mingled with the older development. This inconsistent character has hampered economic development potential and diminished the community's image.

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## THE PLANNING PROCESS

The various phases of a planning process do not necessarily occur sequentially. Aspects sometimes overlap and new issues may be identified as information is analyzed, which may impact overall project goals and recommendations. So, adjustments and revisions may occur throughout the development of a plan. With that in mind, Figure 2.2 illustrates the basic planning process used to develop the South Broadway Corridor Plan.



**Figure 2.2: Planning Process**

### Inventory and Analysis

Plans, in their broadest sense, are meant to facilitate the decision-making process. Good decisions can only be made after a careful analysis of accurate information. The gathering and analysis of a vast amount of information was the foundation of this corridor plan and its recommendations. This project phase began immediately, even before the first coordination meetings with the project team.

An immense amount of data and information was accumulated from various resources and agencies. Inventories of existing conditions were compiled and used to develop forecasts and projections.

The transportation and traffic information was analyzed at three levels to provide a clear understanding of how the corridor functions:

- System Level
- Regional Level
- Corridor Level

Economic and demographic data for Haysville and the surrounding area was analyzed. This analysis helped provide an understanding how the corridor serves the area's population and business community. It also took into account recent and upcoming factors that may have an impact on the corridor, such as Kansas Star Casino development.

The land use analysis examined existing and future land uses in and around the corridor. Current development policies and regulations were investigated to determine how they impact the type and quality of development that occurs in the corridor.

### Public Involvement

Public or community involvement is one of the most critical aspects of the planning process. It is a term that refers to the way the project team communicates with local citizens and stakeholders. Public involvement is a two-way flow of communication intended to give and receive information regarding a project. Without this component, a plan cannot truly reflect the vision of the community, nor can there be any consensus built around the plan recommendations. This project was conducted around a robust, comprehensive community involvement approach. Chapter 3 is dedicated solely to this approach and that chapter can be reviewed for specific details of the public involvement piece of the planning process.

### Identify the Issues

The identification of existing issues helps to determine what data and information is needed for the development of a plan. It helps to focus data gathering efforts on pertinent data. Issue identification also serves as a building block for the formulation of a plan's recommendations. As such, the corridor issues identified within the study area were a driving factor behind the plan recommendations. The primary issues of the plan are discussed fully in the chapters that analyze economic, transportation, land use and design/aesthetics.

### Develop Alternatives

Following a thorough analysis of existing conditions, data trends and projections a set of alternatives were developed to address identified issues. These alternatives took community input into consideration. Further analysis was then conducted to ascertain the effectiveness

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of the various alternatives and the degree to which they were consistent with the Corridor Vision Principles. After a full set of alternatives was prepared, they were then presented to the community.

## Priorities and Recommendations

The community was asked to indicate their preferred alternatives out of those developed. This information was considered in conjunction with the analysis results. Policy and design recommendations were then formulated. At that point, the Core Project Team and Project Advisory Committee weighed all the available information and feedback against project needs and impacts to develop a prioritized list of corridor design projects.

## Implementation Plan

The prioritized list represent the general order in which the preferred alternatives will be implemented. For each preferred alternative on the final prioritized list, the following items have been identified to facilitate implementation of the corridor plan.

- Cost estimate for construction projects.
- Potential funding sources, methods or programs.
- Coordinating or regulatory agencies and necessary action steps.
- Possible implementation tools.

## **CORRIDOR VISION PRINCIPLES**

As the planning process uncovered the main study area concerns, the project partners and community stakeholders began voicing their preferred future for the South Broadway Corridor. The community involvement effort helped shape these ideas into a set of Corridor Vision Principles. These Principles leveraged community values and aspirations to guide the development of alternatives and recommendations for the South Broadway Corridor. They established a planning framework for providing a safe and functional transportation, an efficient development pattern and an attractive environment – all of which will help improve the economic potential of the corridor. The Corridor Vision Principles are stated as follows:

### Identify & Improve

**IDENTIFY** safety and operational issues and develop solutions to **IMPROVE** those conditions.

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### Provide & Leverage

**PROVIDE** an accessible walkable environment and **LEVERAGE** improved walkability for economic development.

### Manage & Preserve

**MANAGE** driveway spacing and direct property access, but **PRESERVE** business opportunities along the corridor.

### Cooperate & Implement

**COOPERATE** with partners such as KDOT, WAMPO and Sedgwick County to **IMPLEMENT** a road design that meets long-term corridor needs.

### Focus & Integrate

**FOCUS** major commercial land uses to arterial intersections and **INTEGRATE** quality mixed use development along the corridor.

### Protect & Maximize

**PROTECT** the integrity of single-family residential neighborhoods in the corridor, but **MAXIMIZE** development flexibility so owners can react to market opportunities adjacent to South Broadway.

### Anchor & Introduce

**ANCHOR** the corridor with strong visual gateway elements that **INTRODUCE** motorists to the Haysville community.

### Enhance & Encourage

**ENHANCE** corridor aesthetics with quality site design and **ENCOURAGE** investment in developed properties.

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## CHAPTER 3 COMMUNITY INVOLVEMENT

### PURPOSE OF COMMUNITY INVOLVEMENT

Community involvement is a critical component to the success of any planning initiative. It is not only important for conveying project information to local citizens, but for gathering input from the public regarding a project and building an understanding of local issues. Successful public involvement begins with a true commitment to such an interactive communication process.

Some of the main objectives of community involvement are:

- Reassuring people that their opinions are of value to the planning process.
- Learning public perceptions and local knowledge of a project.
- Educating citizens on project alternatives and options.
- Gauging local response to potential alternatives and developing acceptable solutions.
- Identifying changes in public opinion and perceptions.
- Building consensus and local buy-in.

### COMMUNITY INVOLVEMENT APPROACH

The involvement philosophy was centered on achieving meaningful public and stakeholder participation. The input would need to identify corridor issues, build consensus, learn community preferences and create innovative solutions to a variety of concerns. The Haysville community was viewed as a collaborative project partner

Moreover, the planning process had to be completed on a compressed six-month schedule. The project funding committed by WAMPO needed to be completely expended by the end of December 2011. This required all billable work done by the consultant to be completed and invoiced in November 2011. A corridor plan of this extent and magnitude would typically be conducted on a 10 – 12 month schedule.

Rather than attempting to squeeze a year's worth of meetings into half that time, the engagement effort focused on conducting a year's worth of *involvement*. In other words, it was a qualitative approach, not a quantitative approach. The remaining sections of this chapter outline this comprehensive strategy used to engage the Haysville community.

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## PROJECT MEETINGS

### Core Project Team

The Core Project Team served a critical role in project management. Their primary purpose was to help keep the project on track and assist with project management decisions. The team consisted of staff representatives from the project sponsors and partner agencies. Represented agencies were:

- City of Haysville
- WAMPO
- Wichita-Sedgwick County MAPD
- Sedgwick County Public Works
- KDOT Bureau of Transportation Planning
- Project consultant team

A Kickoff Meeting was held with the Core Project Team on May 26, 2011. At this meeting, key aspects of the project were clarified and discussed. This included a review of project goals, scope, stakeholders and the public involvement approach. Milestone and meeting were set to finalize the project schedule. The meeting also included a cursory review of corridor issues.

Monthly Core Team meetings were held on the third Thursday of each month between June and October 2011. These were essentially progress meetings held to:

- Provide updates on project status and progress.
- Gather input of a technical or specific nature.
- Make key project decisions.
- Distribute information, graphics and concepts and receive input from the Committee.

### Project Advisory Committee

The main role of the Project Advisory Committee was to serve the interests of each partner agency, the broader community and the region in project decision making. This required a membership with some degree of authority and accountability. Members needed to be in touch with the values, goals and concerns of those whom they represented. Subsequently, the group was primarily made up of sponsor and stakeholder agency officials, several who held elected positions. This included participants from:

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- Haysville Governing Body
- Haysville Planning Commission
- USD 261 (Haysville Public School District) School Board
- Haysville business and economic development community
- Sedgwick County Commission
- WAMPO Transportation Policy Body
- KDOT Wichita Metro Engineer

The Project Advisory Committee met three times during the planning process. They provided valuable guidance serving as a sounding board for project issues, goals and alternatives. Their feedback was crucial in the development of recommendations that resounded well with stakeholders and reflected community consensus.

## **COMMUNITY OUTREACH**

It is impractical to think everyone can attend every project meeting. Taking this into account, multiple formats were implemented for exchanging information with the community. A robust outreach and notification plan was conducted to keep the public well-informed of key findings, recommendations, general project status and upcoming events/meetings. Furthermore, several forums were available to receive questions, comments and other input.

**!!! Save the Date !!!**  
**November 3<sup>rd</sup>**

**South Broadway**  
**CORRIDOR PLAN**

A joint project between  
**City of Haysville**  
**WAMPO**  
Wichita Area Metropolitan Planning Organization

**What?**  
Public Open House &  
Draft Plan Presentation

**Where?**  
Haysville Activity Center (HAC)  
7106 S. Broadway

**When?**  
November 3, 2011  
Open House: 7:00-7:45 p.m.  
Presentation: 8:00-8:30 p.m.

**Why?**  
Review the draft corridor plan  
and tell us what you think!!!

Follow the project online:  
[www.haysvilleplan.com](http://www.haysvilleplan.com)  
f Haysville Corridor Plan  
@haysvilleplan

For more information contact:  
Scott Dunakey, Senior Planner  
**PEC**  
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
(316) 262-2691  
Scott.Dunakey@pec1.com

### Meeting Notifications and Information Sharing

Meeting notifications were prepared for print, email and utility bill insert distribution. Outreach efforts specifically targeted corridor business and property owners. A contact database of interested parties and organizations was maintained for the distribution of meeting notifications.

Hard copies were also available for those without internet access. Electronic copies were sent to Haysville staff so they could be posted at City Hall and distributed for request.

## **Project Save the Date Notification**

Information was shared with the local press regarding community meetings, input opportunities and project progress. Also, area broadcast media ran at least two stories on the plan. Messages and presentations regarding the project were programmed on the local government cable outlet, Channel 7.

## Online Project Resources

A project website was developed and periodically updated throughout the course of the project. The website was a venue that provided links to important project information and documents. It also contained a comment form tool for receiving input from the public, a project email link and links to the project's online social media forums.

Facebook (Haysville Corridor Plan) and Twitter (@haysvilleplan) social media forums were utilized as public outreach tools. These internet-based tools are free and easy to use. They also proved quite effective. For example the Haysville Corridor Plan Facebook page had as many as 167 “friends” keeping track of the project.



Project Facebook Page Screenshot

The basic online outreach strategy provided a means for not only giving information, but receiving input. The project website stored information, such as PDF format notifications, updates, documents and graphics. Facebook was used to receive feedback, get out the word, post survey hyperlinks and link to the more substantive content of the project website. The Twitter account was mainly utilized for meeting announcements, notification of website updates/information availability and sending survey links.

## OFFICIALS AND ORGANIZATIONS

### Haysville City Council

The project was initially introduced to the community at the June 13, 2011 Haysville City Council meeting. An overview was presented of the project purpose, planning process, schedule and approach. There were several general comments made in support of the initiative. The meeting was also broadcast on the local government cable channel.

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The draft plan was presented to the Council on November 14, 2011. A summary of the presentation and feedback will be included in the final plan.

The final plan was presented for City Council approval on November 28, 2011. A summary of the public hearing and proceedings will be included in the final plan.

### Haysville Planning Commission

Effective implementation of the South Broadway Corridor Plan will necessitate the plan be adopted as a component of the community's Comprehensive Plan. That adoption will require Planning Commission endorsement. Therefore, it was critical that the project team understand their concerns and receive their feedback. Additionally, Haysville Planning Commission will be ruling on development and zoning applications within the corridor. The commission was represented by its Chairman on the Project Advisory Committee for these reasons. The process included presentations to Haysville Planning Commission on two occasions.

The first of these two presentations took place on November 10, 2011 when the draft plan was presented. A summary of the presentation and commission feedback will be included in the final plan.

The final plan was presented for commission endorsement on December 8, 2011. A summary of the public hearing and proceedings will be included in the final plan.

### Haysville Forward, Inc.

Haysville Forward, Inc. (HFI) is a nonprofit economic development organization that serves the Haysville community and represents many businesses within the South Broadway corridor. The project team attended the June 17, 2011 HFI meeting, presented the planning objectives and engaged in a discussion about the corridor. This provided excellent insight into corridor issues and opportunities from the perspective of the business community. It also gave an indication of the types of planning solutions and implementation mechanisms that might be acceptable to stakeholders.

### WAMPO Technical Advisory Committee

WAMPO's Technical Advisory Committee (TAC) is made up of regional representatives from transportation agencies, local governments and individuals with expertise in specific transportation subject areas, such as freight. They are charged with the technical review of

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regionally significant transportation projects and making recommendations to the WAMPO Transportation Policy Body.

A summary of the draft plan contents was presented to the TAC on October 24, 2011. The project was reviewed and several technical questions were answered. However, no revisions were requested. The final plan was subsequently presented on **date to be determined and feedback will be summarized in the final plan.**

## WAMPO Transportation Policy Body

### COMMUNITY MEETINGS

#### Meeting #1

The first community meeting was held on June 28, 2011 at Haysville City Hall. Forty-seven individuals were in attendance. The meeting format was adapted from the “World Café” (<http://www.theworldcafe.com>) engagement process. It began with a brief project overview presentation followed by a one-hour breakout session. The participants rotated between three stations at 20-minute intervals. Each station was hosted by a Core Project Team member and presented information about a different topic area related to the project: transportation, land use and architecture/site design. At the conclusion of the breakout session, the attendees reconvened and participated in a keypad polling exercise. The poll gathered input about corridor issues and options. Polling results are summarized in the following section.



Photo from Meeting #2

#### Meeting #2

The second meeting took place on September 8, 2011 at the Haysville Activity Center. There were 42 people in attendance. This meeting began with a 45-minute open house. Display boards presented corridor information, key findings and the alternatives developed to address corridor issues. The project team was also available to answer questions and give explanations. Following the open house, a keypad poll was administered to determine which

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alternatives were preferred by attendees. Polling results are summarized in the following section.

### Meeting #3

The draft plan was presented to the community an open house on November 3, 2011. Only 12 people attended the meeting held at Haysville Activity Center. Plan recommendations were depicted on a series of display boards and project team members were on hand to answer questions. Following the open house, a presentation about the recommendations was made, detailed explanations were given and questions were answered. There was no keypad poll conducted, but a comment form was provided. The comment form asked for attendee perceptions on the plan recommendations and the process in general. **Results will be summarized for inclusion in the final plan.**

### POLLS AND SURVEYS

The previously mentioned keypad polls administered at the first two public meetings were converted to online surveys using the Survey Monkey internet tool. The results were combined for analysis. The full results are contained in Appendix A.

### Issues and Options

The keypad polling exercise on Corridor Issues and Community Options was conducted during Public Meeting #1 with 47 participants. The online survey garnered responses from 81 people. A combined total of 128 responses were submitted.

### Summary of Key Responses

- Majority of respondents were Haysville residents, with over 1/3 being S. Broadway property owners.
  - Majority perception that S. Broadway is a regional commuter route that is the first impression most visitors have of Haysville.
  - Strong support for addition of a continuous center left turn lane.
  - Strong support for improved pedestrian accommodations, with 2/3 supporting a multi-use path to also enhance bicycling.
  - Mixed land uses are preferred with a strong majority (56%) in favor of special mixed use zoning.
  - Community prefers that future major commercial development be focused around arterial intersections.
-



- Over 80% believe the quality of existing S. Broadway development presents a negative image of Haysville.
- Strong support for architectural and landscaping standards to improve the appearance of S. Broadway, including among property owners.

## Community Preferences

The keypad polling exercise on preferred alternatives was conducted during Public Meeting #2 with 42 participants. The online survey garnered responses from 48 people. A combined total of 90 responses were submitted.

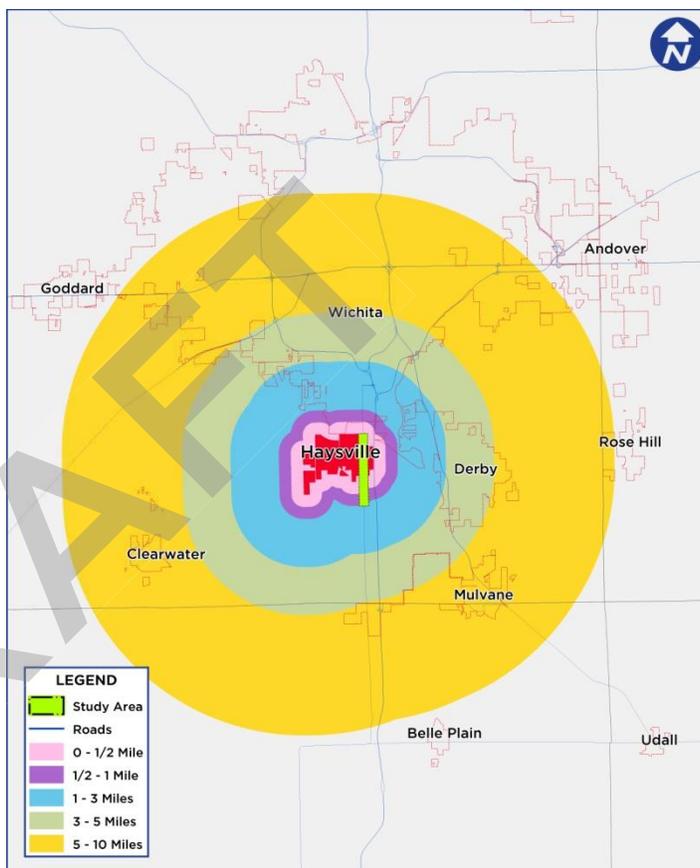
### Summary of Key Responses

- Majority of respondents were Haysville residents, with over 31% being S. Broadway property owners.
  - The top response (33%) for preferred bicycle/pedestrian accommodation was to add sidewalks to both sides of S. Broadway. However, 53% support the addition of some type of bicycle facility. Although, no individual bicycle alternative garnered more than a 28% response.
  - There continues to be strong support for addition of a continuous center left turn lane.
  - Across several visual preference questions there is strong majority support for new urbanist design concepts.
  - Nearly 73% prefer a prohibition on metal siding for new commercial buildings in the corridor.
  - Almost 56% support a requirement in excess of 50% masonry coverage on new commercial buildings.
-

## CHAPTER 4 POPULATION AND ECONOMIC CHARACTERISTICS

### AREA OF ANALYSIS

Figure 5.1 depicts the geographic analysis area for this chapter. The colored rings represent various distances from Haysville's corporate limits (red), extending to a 10-mile perimeter. This is the area most likely to influence the population and economy of Haysville and the corridor study area (bright green). The pink 0 to 1/2-mile buffer intersects south Wichita. The lavender 1/2 to 1-mile ring covers mostly rural, unincorporated Sedgwick County. Portions of Derby and Mulvane lie within the blue 1 to 3-mile buffer. The sage colored ring extends out to five miles and takes in most of Derby. Andover, Rose Hill, Mulvane and Clearwater are touched by the yellow 5 to 10-mile buffer. This extent also reaches into north Wichita and covers much of the metropolitan area.



**Figure 5.1: Area of Analysis**

### HAYSVILLE VICINITY POPULATION CHARACTERISTICS<sup>1</sup>

According to 2010 U.S. Census data, Haysville is comprised of a population of 10,826 residents with a population density is 2,390 persons per square mile (see Table 5.A). Population density declines moving away from Haysville until Wichita and Derby begin to

<sup>1</sup> Sources: U.S. Census Bureau 2010 Census; Neilsen 2010 Population Estimates.

impact the total population. This is indicated by a population under 5,000 within one mile, yet nearly 31,000 within three miles. Density nearly doubles in that distance. As Haysville’s population increases, the immediately surrounding areas should be able to absorb the growth.

	Haysville City	0 - 0.5 mile	0 - 1 mile	0 - 3 miles	0 - 5 miles	0 - 10 miles
2010 Population	10,826	2,417	4,986	30,946	89,998	335,824
2015 Population Projection	11,332	2,468	5,207	32,317	93,031	340,492
2010 Population Density (pop./sq. mi.)	2,390	238	246	438	606	753
SOURCE: 2010 U.S. Census data.						

**Table 5.A: Population Table**

The racial composition of Haysville is predominately white at 93% of the total population, compared to 72% nationally. However, within 10 miles this figure drops to 74%. Individuals self-identified as two or more races make up Haysville’s next most populated racial group, at about 3.5% of the population. Hispanics and Latinos account for less than 5% of the Haysville population, yet nearly 15% of the population within 10 miles claim this ethnicity.

Haysville’s median age is 32.8, which is relatively young in comparison to Sedgwick County’s median age of 34.2. This median age is affected by over 45% of the population being under 30 years of age.

## **HAYSVILLE VICINITY ECONOMIC CHARACTERISTICS<sup>2</sup>**

### **Area Income and Employment**

Table 5.B on the next page shows that Haysville’s median household income of \$51,414 compares favorably to that of the 10-mile analysis area, which is \$43,527. Nearly 41% of households have an annual income between \$50,000 and \$100,000. Meanwhile, only 6.2% of families live below poverty. This is roughly half of the 12% living in poverty within 10 miles.

<sup>2</sup> Sources: CEDBR Demographics and Economics Report

2010 HOUSEHOLDS BY HOUSEHOLD INCOME*												
	Haysville City		0 - 0.5 mile		0 - 1 mile		0 - 3 miles		0 - 5 miles		0 - 10 miles	
<b>2010 Households</b>	<b>3,641</b>		<b>859</b>		<b>1,819</b>		<b>10,770</b>		<b>31,442</b>		<b>120,992</b>	
Less than \$15,000	269	7.40%	96	11.18%	134	7.36%	746	6.93%	2,814	8.95%	15,693	12.97%
\$15,000 to \$24,999	300	8.25%	80	9.28%	148	8.14%	889	8.25%	3,393	10.79%	15,160	12.53%
\$25,000 to \$34,999	407	11.19%	100	11.65%	205	11.25%	1,139	10.58%	3,811	12.12%	16,951	14.01%
\$35,000 to \$49,999	789	21.68%	186	21.65%	388	21.32%	2,041	18.95%	5,927	18.85%	22,335	18.46%
\$50,000 to \$74,999	957	26.28%	213	24.76%	490	26.93%	2,849	26.45%	7,923	25.20%	26,183	21.64%
\$75,000 to \$99,999	527	14.48%	105	12.21%	261	14.37%	1,621	15.05%	4,097	13.03%	12,777	10.56%
\$100,000 to \$124,999	224	6.15%	46	5.40%	111	6.09%	910	8.45%	2,176	6.92%	6,715	5.55%
\$125,000 to \$149,999	94	2.59%	20	2.31%	46	2.55%	336	3.12%	767	2.44%	2,710	2.24%
\$150,000 to \$199,999	52	1.43%	10	1.13%	26	1.43%	155	1.44%	321	1.02%	1,428	1.18%
\$200,000 to \$499,999	19	0.52%	4	0.42%	10	0.54%	73	0.68%	192	0.61%	907	0.75%
\$500,000 or more	1	0.03%	0	0.02%	1	0.03%	10	0.09%	25	0.08%	121	0.10%
Median Household Income	\$51,414		\$47,404		\$51,797		\$54,991		\$49,433		\$43,527	

\*2010 Census data unavailable for household income. Figures extrapolated from 2010 Census population and Nielsen 2010 Population estimates.

**Table 5.B: Household Income**

The majority of workers in Haysville are part of the For-Profit Private workforce. The group reflects 77% of the population or 3,681 residents. The second highest group of employment is the local government workers, which accounts for 7% of the population.

## ECONOMIC OUTLOOK

### Potential Casino Impacts

Haysville has an excellent opportunity to become a hub for those visiting the new Kansas Star Casino with its central location along a primary route to the casino's front door. Traffic forecasts indicate Haysville will see more commuters, hence more revenue into the local economy. Haysville's current focus on the South Broadway Corridor is likely to maximize potential economic gains by exploiting its location as a through point to the new Kansas Star Casino. The revitalized corridor will provide for a unique experience that could increase profits for venues and increase property values along South Broadway.

The inclusion of new employment opportunities as a result Kansas Star Casino will provide area residents with a greater chance for to find work. The casino is projected to provide work for at least 400-500 people in the first phase, which is expected to open in February 2012. By 2015, the company is expected to employ nearly 1,000 with 90% of workers being from Kansas with an average wage of \$38,000. Haysville is likely to provide many of those employees given the community's location relative to the casino. This should in turn provide bottom line increases to per capita income.



## CORRIDOR DEVELOPMENT POTENTIAL

The estimated development potential within the study area was analyzed based on vacant developable land, current land values and real estate values. The appraised values were obtained from the Sedgwick County Appraiser's office.

GIS analysis was used to determine the acreage of each lot, the lot's use, and the land and building values to indicate future economic growth potential. The South Broadway Corridor is largely surrounded by residential uses. The analysis assumed the bulk of future development would be commercial or industrial in nature. It was found that 41 vacant lots were located in the corridor with an average lot size of 5.3 acres. The current appraised value of developed industrial and commercial properties is \$142,370 per acre. Extrapolating this value across the vacant land reflects \$8.54 million in appraised value potential. This figure is in 2010 dollars. This estimate does not account for a potential major commercial development or a national discount chain, which would provide for greater economic potential.

DRAFT



## CHAPTER 5 ACCESS MANAGEMENT OVERVIEW

### UNDERSTANDING ACCESS MANAGEMENT

Simply put, access management means controlling vehicular access to the land parcels adjacent to a road through a variety of techniques that enhance roadway safety and efficiency. Most motorists encounter access management techniques in their daily travels without even realizing it. Design treatments such as turning lanes are commonly used to remove turning drivers from the main travel lanes. This controls where a driver may turn while allowing through traffic to pass unimpeded. A detailed discussion of access management design techniques is included in this chapter. Other access management techniques are achieved by policy and may not be obvious to the typical road user. For example, some local governments have adopted regulations that control how many driveways a land owner may construct on a given parcel. Regardless of the form an access management technique takes, the main point is to keep traffic flowing.

As previously mentioned, one of the primary goals of access management is to improve safety. Good access management achieves this by reducing the number of conflict points that occur on a roadway. A conflict point is a location where the potential exists for a vehicle to collide with another road user, whether it is another vehicle or pedestrian. This may occur where their travel paths cross, such as at an intersection. A conflict point also occurs where one slowing or stopping vehicle impedes the progress of another, such as at a driveway. Figure 5.1 identifies the conflict points for a typical four-way intersection. As illustrated, a common two-lane intersection contains 32 vehicle-to-vehicle conflict points and 24 vehicle-to-pedestrian conflict points. Improvements to typical intersections, such as dedicated turning lanes, result in fewer overall conflict points to improve safety for road users.

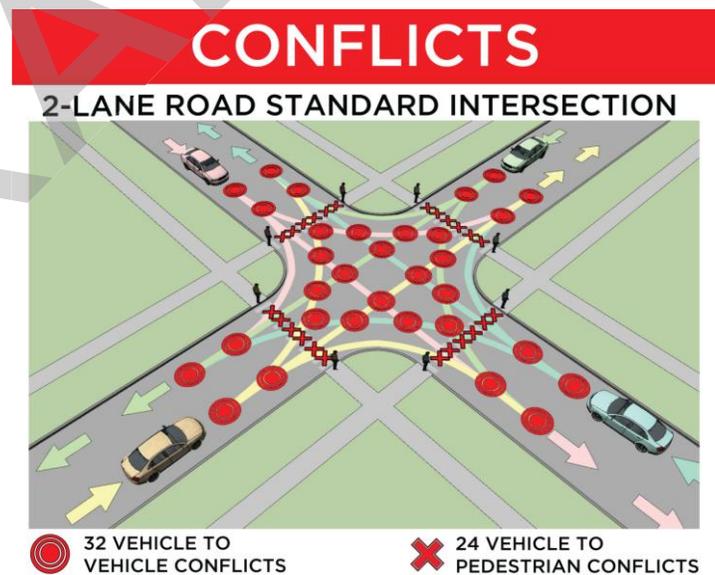


Figure 5.1: Intersection Conflict Points

The second main goal of access management is to improve operational efficiency. That is, keeping traffic flowing smoothly. Each conflict point is also a friction point. In other words, under most circumstances a collision does not occur at a conflict point, but a slowing or stopping vehicle causes following vehicles to react to their braking. That reaction results in another vehicle slowing its forward progress, increasing the amount of time it takes to travel through a corridor. Therefore, as friction increases on road, its operational efficiency decreases.

## ACCESS MANAGEMENT DESIGN TECHNIQUES

To achieve the safety and efficiency goals of access management, a variety of design techniques are employed. This section describes a few commonly used access management design techniques that may have some application within the study area or within the broader Seneca community. This is by no means an exhaustive list. Each technique described in this section has

a variety of benefits when used in the appropriate situation. The benefits of some of these common techniques are outlined in Table 5.A.

### Medians

There are two main types of medians: raised (non-traversable) medians, flush (painted) medians. Medians provide a physical or visual barrier, which separates opposing traffic flows and concentrates turning movements to specific

Access Management Benefits	Access Management Techniques					
	Medians	Turning Lanes	Roundabouts	Traffic Signal Timing	Frontage Roads	Driveway Spacing
Improve motorist safety	●	●	●			●
Improve pedestrian and bicyclist safety	●		●	●		●
Reduces conflict points	●	●	●	●	●	●
Decreases crash rates	●	●	●			●
Improves air quality			●	●		
Decreases congestion	●	●	●	●	●	●
Improves aesthetics	●		●			●
Decreases travel times		●	●	●		●
Improves access to properties		●			●	●
Preserves roadway capacity	●	●	●	●	●	●

**Table 5.A: Access Management Benefits**

sections of a roadway. Raised medians are particularly useful in access management because of the physical separation they provide. Raised medians also have ancillary benefits. For example, they can be used for landscaping, drainage and pedestrian refuge.

## Turning Lanes

Left turn lanes remove left turning movements from the through travel lanes. This provides left-turning vehicles refuge, which helps preserve traffic flow on through lanes and provides storage space while waiting to make a safe turning movement. Dedicated left turn lanes are separated from through lanes by either a raised or painted median. According to the Transportation Research Board<sup>1</sup>, dedicated left turn lanes reduce crashes an average of about 50% and reduce rear-end collisions an average of 74%. Left turn lanes also improve visibility of oncoming traffic and increase roadway capacity.

Two-way left turn lanes (TWLTL), sometimes referred to as center left turn lanes (CLTL) are essentially painted medians, which provide left turn refuge for both travel directions on two-way roadways. TWLTLs are often used in areas where moderate to high levels of development exist adjacent to roadways. However, they can be used in lesser developed commercial corridors where left turn demand may be relatively high. TWLTLs also serve as an entrance lane for vehicles turning left from driveways onto a roadway. This allows a place of refuge while waiting to safely merge into the main traffic lane.

Right turn lanes are sometimes deployed at relatively high traffic intersections to remove right turning movements from the through travel lanes. They are not frequently implemented at lower volume driveways and intersections, because right turning traffic does not need to come to a complete stop under normal circumstances. Also, right turning movements do not cross another travel path. However, they can serve an important role in access management by allowing space for right turning vehicles to decelerate to a safe speed prior to negotiating the turn. By removing that deceleration from the through travel lane, friction is minimized and potential conflict avoided.

## Traffic Signal Spacing/Timing

Traffic signals serve the important purpose of controlling the flow of traffic at relatively high volume intersections. But they should be used sparingly. Generally, signal deployment occurs only as warranted and justified by a through traffic engineering analysis. Such an analysis normally considers the broader traffic control needs of the entire corridor and local land use development plans to maximize positive results.

When used, traffic signals should be properly spaced and timed. This controls the ebb and flow of traffic to facilitate access management along a roadway. Too frequent spacing results

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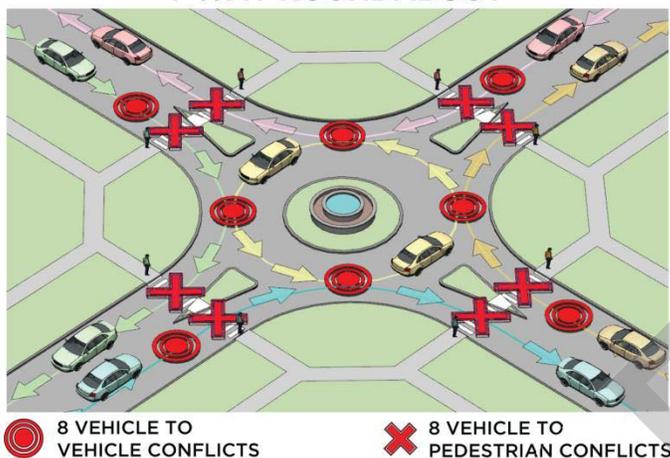
<sup>1</sup> Impacts of Access Management Techniques: NCHRP Report 420.1999. Transportation Research Board.

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in decreased operational efficiency by slowing traffic flow. Poorly synchronized timing cycles yield similar results.

## CONFLICTS

### 4-WAY ROUNDABOUT



### Roundabouts

A roundabout is a type of intersection in which traffic from all directions merges into a circular facility and travels counter-clockwise until it can proceed in its desired direction of travel. In many situations, roundabouts have proven to be safer and more efficient at moving traffic than signalized intersections.

They can be safer than typical two lane intersections, because they eliminate conflict points within an intersection. The typical two lane intersection, as previously mentioned, has 32 conflict points. In

**Table 5.C: Roundabout Conflict Points**

at a roundabout, there are no left turn movements. This results in only eight conflict points, none of which represent the potential for a head-on collision (Figure 2B).

### Frontage Roads

Frontage roads are built parallel to the primary roadway and allow no direct access from properties onto the main through lanes. The standard frontage road configuration places it adjacent to the primary roadway and allows front access to properties. The frontage road typically connects to an intersecting roadway, where traffic is then allowed to access the main through lanes. Frontage roads allow businesses good visibility to the primary roadway while minimizing the number of direct access points.

Reverse frontage roads are an alternative configuration to typical frontage roads. They are offset a greater distance from the primary roadway, typically located to the rear of frontage lots. This means that traffic accesses property from the rear of the lot. The main advantage to reverse frontage roads is that the greater offset distance separates the turning movements from the primary intersection, creating a safer and more efficient configuration. This also allows for commercial development on both sides of the frontage road.

## Driveway Spacing

The amount of space between driveways can dramatically affect traffic flow. Condensed driveway spacing results in many conflict points along a corridor, while increased driveway spacing creates fewer conflict points. The greater the distance between access points, the smoother the traffic flow. There are several methods used to control driveway spacing. These include cross access, shared access and shared parking.

Cross access occurs when access is gained to a property through an adjacent property's driveway. Shared access occurs when two or more properties gain access through a driveway that is located on a common property line. Shared parking occurs when adjacent properties jointly develop, maintain and use the same parking area.

Such access strategies are commonly implemented by legal agreements entered into by adjacent property owners. The agreements are notarized and filed for record with the local county and are legally binding. Also, access agreements typically run with the land to ensure long-term mitigation of access issues. That is to say, they do not expire with a change in ownership, but remain intact as property changes hands. Therefore, access management is enhanced over an extended period of time. Many jurisdictions have standard access agreements to facilitate their use. Such agreements can be used as conditions of development approval.

## Benefits of Access Management

Properly executed access management offers many potential benefits to a variety of transportation system users at relatively low costs. This high benefit-to-cost ratio is the main reason that it has become an essential part of transportation system design in the United States. In recent decades, taxpayers have begun demanding good infrastructure investments to maximize the dollars spent. Access management delivers. To illustrate this point, some of the major benefits of good access management are listed below.<sup>2</sup>

- Benefits to the roadway
  - Preserve highway capacity
  - Reduce crashes
- Avoid or minimize costly remedial roadway improvements

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<sup>2</sup> Iowa Access Management Handbook, 2000. Center for Transportation Research and Education, Iowa State University.

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- Benefits to the traveling public
  - Faster travel
  - Safer travel
  - Smoother travel
- Benefits to businesses
  - Increased business vitality
  - Improved access for customers
- Benefits to taxpayers
  - Efficient use of existing facilities
- Benefits to public agencies
  - Relatively low implementation costs
- Return on investment is measurable
  - Fewer crashes
  - Travel time reduction

DRAFT

## CHAPTER 6 CORRIDOR TRANSPORTATION

### FUNDAMENTAL TRANSPORTATION CONCEPTS

#### Transportation/Land Use Relationship

Transportation is closely related to land use. Adjacent land use is a key factor in the design and function of roadways. Conversely, the design and function of roadways often dictate the types of land uses that are appropriate in a given location. For example, industrial land uses are best located along truck routes and arterial roads. Also, roads that serve industrial areas are generally designed to withstand larger vehicles and heavier traffic volumes than residential streets. Decisions regarding transportation facilities must take into consideration local land use and economic demands. In fact, KDOT's Access Spacing Criteria consider land use and level of development among the factors in determining appropriate access spacing.

#### Functional Road Classification

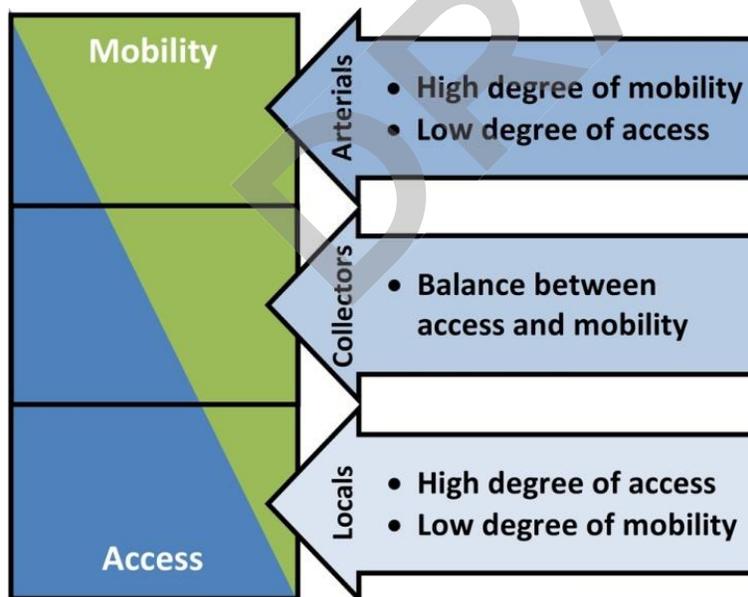


Figure 6.1: Functional Road Classification

As shown in Figure 6.1, local roadways are commonly classified into three functional classifications: arterial streets, collector streets and local streets. Arterials provide the highest level of service at the greatest speeds for the longest uninterrupted distance, with some degree of access control. South Broadway through Haysville essentially serves the community as an arterial. Collectors, as their name implies, collect local traffic and provide connections between property and arterials. They provide a lesser level of service at lower speeds than arterials. One example of a collector in Haysville is Kay St., which conveys traffic

from residential areas to South Broadway. Local streets primarily provide direct access to property parcels and allow for little, if any, through movement across a community. They are typified by an abundance of driveways and slow speeds. Local streets funnel traffic to collector streets. Most streets within a residential subdivision are considered local streets.

Functional classification is closely related to both land use and access management, since the functional classification of a roadway is tied directly to the level of access to property. Under ideal circumstances, arterials provide very limited direct access to property parcels. Where such access points exist, such as to serve retail businesses, they should be spaced appropriately to minimize impact on traffic flow. Access to land parcels along collectors can be more closely spaced since traffic speeds are lower and the access needs are greater. Finally, driveways along local streets can be spaced quite closely because of the low travel speeds and relatively abundant need for direct property access. As one can see, good local implementation of access management is determined largely by functional classification.

### Traffic Analysis Basics

Many factors impact how much traffic uses a road. This includes the types of development along or near it, what the road connects to, how far the road travels, the number of lanes the road has (road capacity) and area population. Transportation planners and engineers must take all these things into account when determining where roads should be located and how much capacity they need.

The volume of traffic on a roadway is often referred to in terms of average daily traffic (ADT). Traffic volumes are determined using counting devices. Counts are typically gathered in 15 minute increments over the course of one week. The totals are then divided over a week to get the ADT.

Not only is current information important, but planning a transportation corridor requires traffic volume forecasts for future years. Forecasts or projections can be made using intricate modeling software that extrapolates future traffic based on changes to the previously mentioned factors over time. Alternatively, mathematic formulas can be used to apply an assumed rate of growth over time. The latter was used in this analysis.

Regardless of the forecasting method, traffic impacts to a corridor are normally determined by using traffic modeling software. The existing roadway configurations are plugged into the model, which simulates how the road operates as traffic volumes change over time. At locations where operational issues occur, alternatives or countermeasures can be developed and tested for effectiveness. These alternatives may be relatively simple, such as changing a traffic signal's timing. Design alternatives can also be evaluated. For example, turn lanes or a roundabout might be modeled for a congested intersection. This was the basic process for analyzing traffic for this corridor plan.

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## Crash Analysis Basics

Roadway system deficiencies, which are manifested in vehicle crashes, contribute to low work productivity, economic loss, as well as human suffering and death. Due to the human factors affecting drivers, roadway geometry and capacity do not always correspond to roadway safety. However, a concentration of crashes or a frequently recurring pattern of crashes can indicate problems with roadway characteristics. Therefore, crash analysis can be used to identify problem locations and assist in developing countermeasures to future roadway improvements.

Criteria for the quantification of traffic crashes is generally stated in terms of the total number of accidents, the accident severity (property damage only [PDO], injury or fatal), and the accident rate. Accident rates are typically compared based upon traffic volumes and exposure. For roadway segments, KDOT compares crash rates in terms of million vehicle miles (mvm) and for intersections, crash rates are compared in terms of ten million entering vehicles (tmev).

In evaluating crash rates, two primary values are used for comparison – the “statewide average crash rate” and the “critical crash rate.” The critical crash rate identifies locations where the crash rate is significantly worse than average for specific road types and traffic volumes.

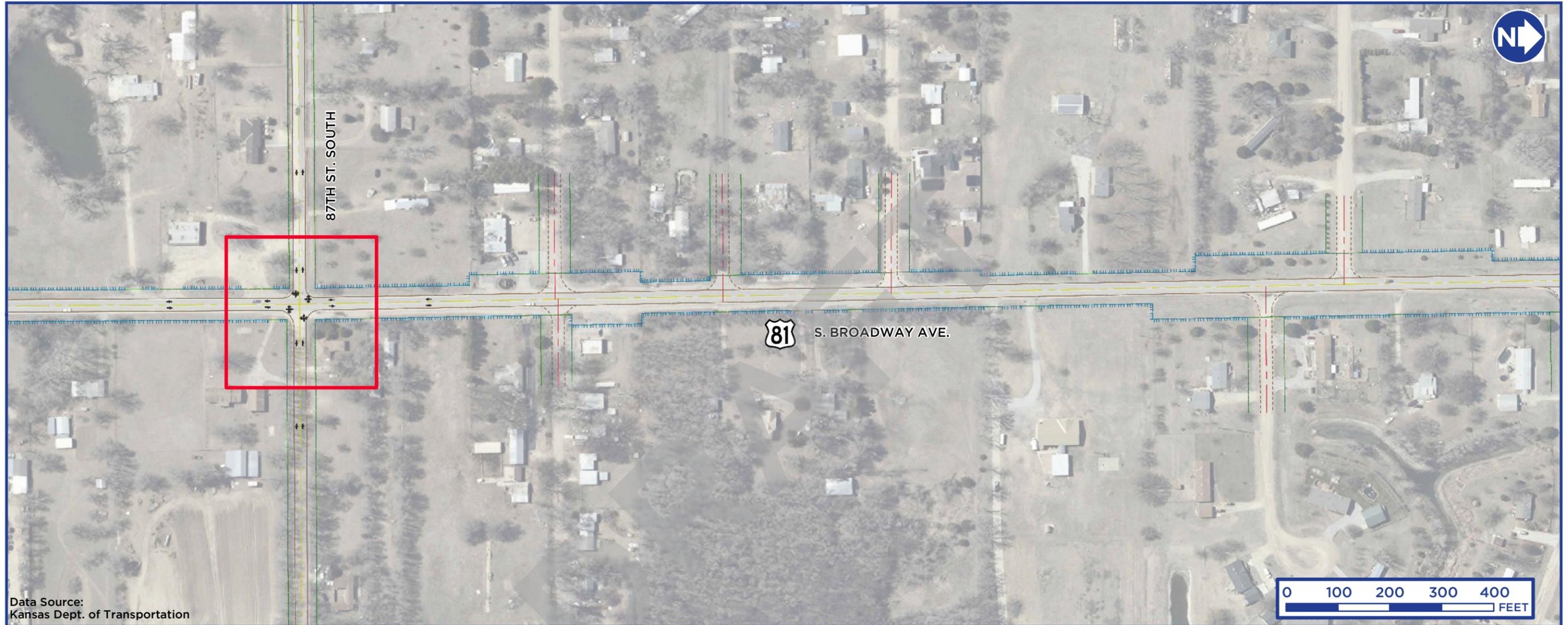
## **EXISTING CONDITIONS**

### Roadway Characteristics

South Broadway/US-81 is a primary north-south route connecting the City of Haysville with Wichita to the north and Wellington to the south. In the study area, South Broadway/US-81 closely parallels Interstate I-35 (Kansas Turnpike) and is located approximately ½-mile west of this toll facility.

Figures 6.2 – 6.7 depict the existing configuration South Broadway through the study area. The facility has the current lane configurations through the study area as follows:

- North project limit to south of 71<sup>st</sup> St. – Four lanes with curb and gutter. At the two major intersections, the roadway widens to accommodate left-turn lanes.
  - South of 71<sup>th</sup> St. to south project limit – Two lanes with non-paved shoulders.
-



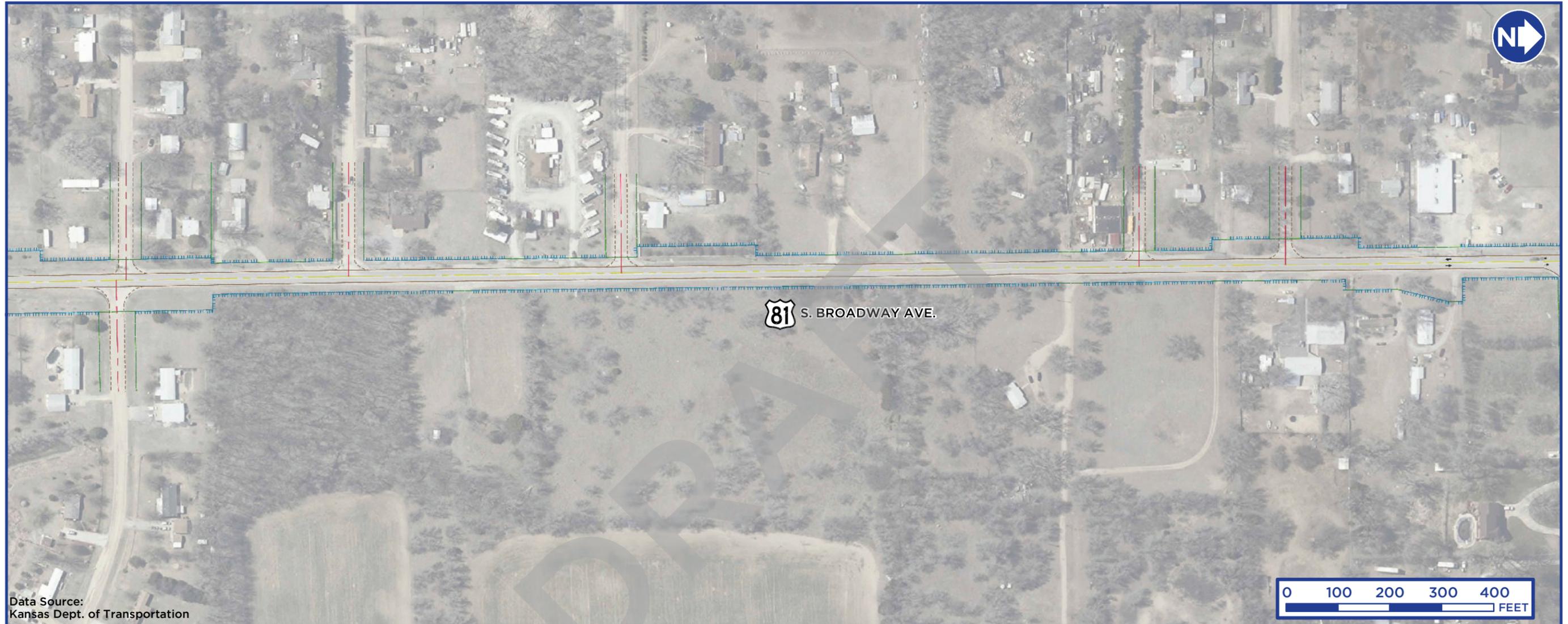
**LEGEND**

- |   |                        |  |                             |
|---|------------------------|--|-----------------------------|
|  | Stop Sign              |  | Right-of-Way Line           |
|  | Traffic Signal         |  | Edge of Pavement (Mainline) |
|  | Traffic/Turn Direction |  | Edge of Pavement (Sideroad) |
|  | Pavement Marking       |  | Centerline (Mainline)       |
|  | Access Control         |  | Centerline (Sideroad)       |

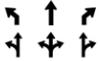


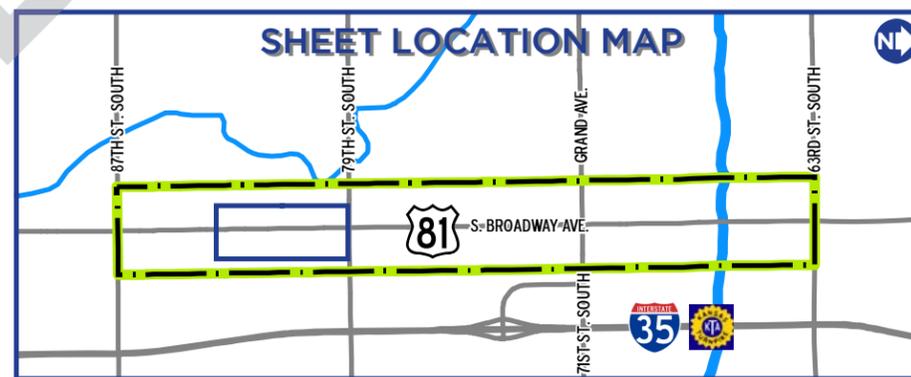
**SOUTH BROADWAY**  
**EXISTING CONFIGURATION**  
**SHEET 1**

**FIGURE X**



**LEGEND**

- |   |                        |   |                             |
|---|------------------------|---|-----------------------------|
|  | Stop Sign              |  | Right-of-Way Line           |
|  | Traffic Signal         |  | Edge of Pavement (Mainline) |
|  | Traffic/Turn Direction |  | Edge of Pavement (Sideroad) |
|  | Pavement Marking       |  | Centerline (Mainline)       |
|  | Access Control         |  | Centerline (Sideroad)       |



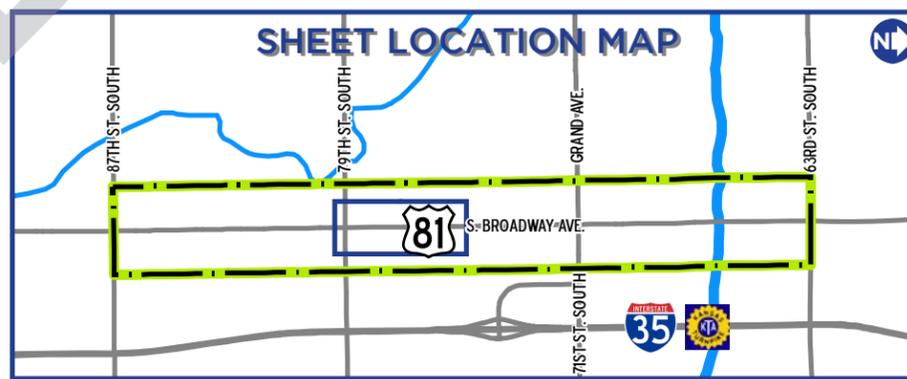
**SOUTH BROADWAY  
EXISTING CONFIGURATION  
SHEET 2**

**FIGURE X**



**LEGEND**

- |   |                        |   |                             |
|---|------------------------|---|-----------------------------|
|  | Stop Sign              |  | Right-of-Way Line           |
|  | Traffic Signal         |  | Edge of Pavement (Mainline) |
|  | Traffic/Turn Direction |  | Edge of Pavement (Sideroad) |
|  | Pavement Marking       |  | Centerline (Mainline)       |
|  | Access Control         |  | Centerline (Sideroad)       |



**SOUTH BROADWAY**  
**EXISTING CONFIGURATION**  
**SHEET 3**

**FIGURE X**



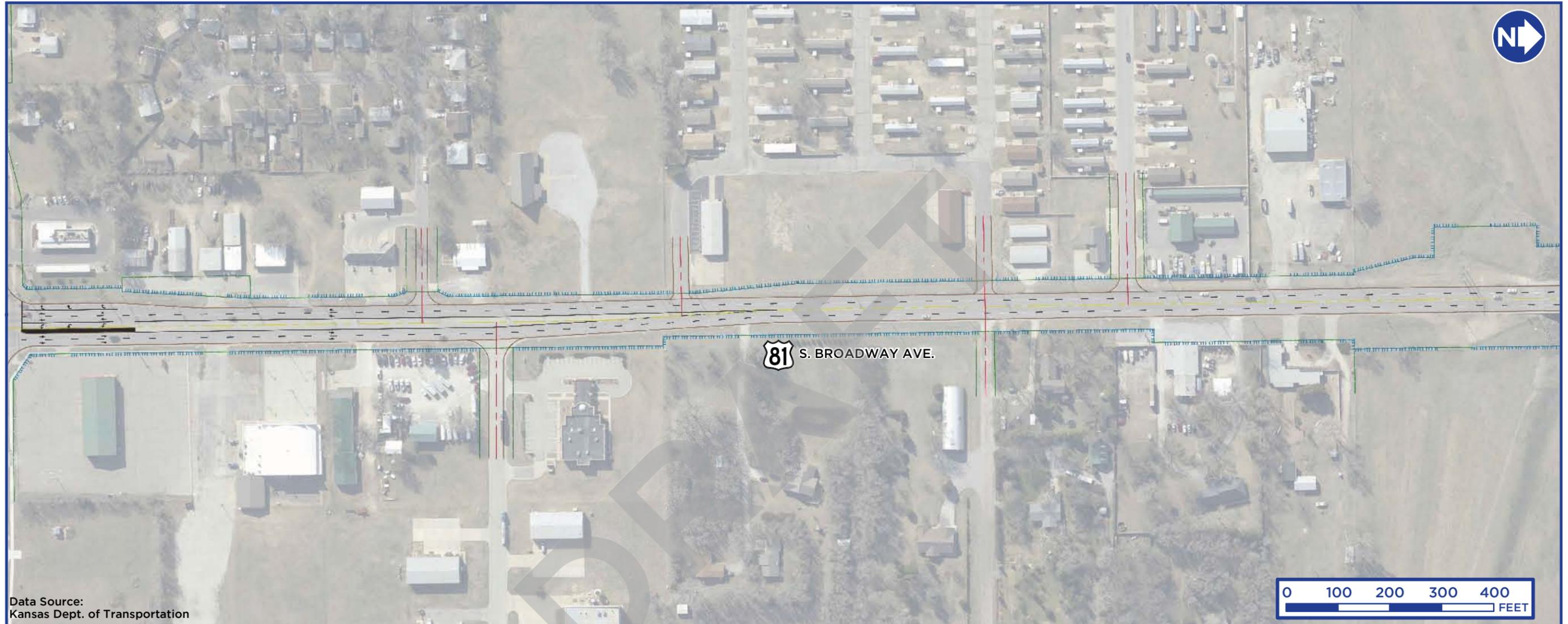
**LEGEND**

-  Stop Sign
-  Traffic Signal
-  Traffic/Turn Direction
-  Pavement Marking
-  Access Control
-  Right-of-Way Line
-  Edge of Pavement (Mainline)
-  Edge of Pavement (Sideroad)
-  Centerline (Mainline)
-  Centerline (Sideroad)



**SOUTH BROADWAY  
EXISTING CONFIGURATION  
SHEET 4**

**FIGURE X**



**LEGEND**

- |   |                        |   |                             |
|---|------------------------|---|-----------------------------|
|  | Stop Sign              |  | Right-of-Way Line           |
|  | Traffic Signal         |  | Edge of Pavement (Mainline) |
|  | Traffic/Turn Direction |  | Edge of Pavement (Sideroad) |
|  | Pavement Marking       |  | Centerline (Mainline)       |
|  | Access Control         |  | Centerline (Sideroad)       |



**SOUTH BROADWAY  
EXISTING CONFIGURATION  
SHEET 5**

**FIGURE X**



**LEGEND**

- |   |                        |   |                             |
|---|------------------------|---|-----------------------------|
|  | Stop Sign              |  | Right-of-Way Line           |
|  | Traffic Signal         |  | Edge of Pavement (Mainline) |
|  | Traffic/Turn Direction |  | Edge of Pavement (Sideroad) |
|  | Pavement Marking       |  | Centerline (Mainline)       |
|  | Access Control         |  | Centerline (Sideroad)       |



**SOUTH BROADWAY  
EXISTING CONFIGURATION  
SHEET 6**

**FIGURE X**



There are four arterial intersections along South Broadway within the study area: 63<sup>rd</sup> St. South, 71<sup>st</sup> St. South/Grand Avenue, 79<sup>th</sup> St. South and 87<sup>th</sup> St. South. Currently, the intersections at 63<sup>rd</sup> St. South and 71<sup>st</sup> St. South are signalized, while the intersections at 79<sup>th</sup> St. South and 87<sup>th</sup> St. South are two-way stop-controlled, with South Broadway being the thru movement.

The existing condition graphics (Figures 6.1 – 6.6) on the following pages show the location of the existing access points onto South Broadway within the study area, as well as KDOT access controls. Haysville’s municipal limits and parcel boundaries have been shown for reference purposes.

KDOT is currently updating their KDOT Corridor Management Policy. The new version is anticipated to be finished by the end of 2011. The current version of the policy considers areas to be developed if:

1. Located within the corporate limits of a municipality; or,
2. The highway abutting the area has a speed limit at least 40 miles per hour; or,
3. At least 50% of the frontages abutting the highway have been developed with residences, businesses and or industry for a distance of one-quarter (1/4) mile.

According to these criteria, the developed portion of the study area starts at the north end of the study area and extends south to the Haysville city limits, approximately 1/4-mile north of 79<sup>th</sup> St. South.

Posted speed limits within the study area are highest outside of the Haysville city limits at the south end of the study area. At the south end, the speed limit is posted at 50 mph, and it decreases to 45 mph within the city limits.

### Functional Analysis

KDOT identifies US-81 as a minor arterial in Sedgwick and Sumner Counties. According to the 2008 Long Range Transportation Plan principal and minor arterials – or Class B and Class C routes – in the KDOT network are intended to integrate with and provide access to interstates and limited-access highways. Trip lengths on these facilities are relatively long, but do not typically accommodate out-of-state vehicular traffic. Minor arterials primarily connect between local and collector roadways and principal arterials.

WAMPO also classifies South Broadway as a minor arterial. WAMPO defines minor arterials as: “Streets intended for moderate to low-volume and moderate to low speeds. (They interconnect) with principal arterials providing some access to adjacent land uses.”

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While South Broadway is designated US-81, it is not a National Highway System (NHS) facility. I-35/KTA, which runs parallel to US-81 about one-half mile to the east, is classified as Interstate and is on the NHS. I-35/KTA is the only NHS facility in the vicinity of South Broadway.

Consistent with the regional vision, land along the South Broadway Corridor has developed in a manner that relies on South Broadway for local access connections. Land uses along South Broadway include a wide mix of uses, from single-family residential to office and retail to light industrial. These uses are envisioned to be complemented with a corridor that is multimodal and accessible. Indeed, KDOT designates South Broadway for “low order partial access control.”

The 2009 Comprehensive Plan for the City of Haysville envisions a mix of residential and light industrial uses, but it also plans for commercial development with buildings oriented to front the South Broadway Corridor. The Plan also sets a goal for the City’s transportation system to classify and delineate the function, location, **standards, and** methods of financing for local, collector, and arterial streets to efficiently serve the community. This goal is supported by four objectives:

1. Maintain an efficient and safe transportation system accessible to all residents of the community.
2. Maintain Haysville representation on WAMPO activities and updates to the metropolitan area Long Range Transportation Plan, now referred to as the Metropolitan Transportation Plan.
3. Coordinate with future long range efforts by WAMPO and Wichita Transit for a neighborhood type connector/circulator transit route service in Haysville, and for connections to major employers and the main Wichita system.
4. Design improvements where appropriate for major roadways to include paved shoulders or bike lanes to accommodate bicycling where nearby hike & bike paths are not available.

These objectives seek to create a transportation network that is multimodal and redundant and will be achieved through land use and roadway design standards that balance access and mobility, encourage lower speeds on surface streets through the City, and move regional and interstate trips to appropriate facilities, such as I-35. These objectives are generally consistent with South Broadway’s current designation as a KDOT minor arterial.

Since US-81 and I-35 provide similar connections around Wichita, motorists can choose to use either for most north-south trips in the area. But due to the limited-access and high-speed nature of the KTA, the majority of travelers choose I-35. Indeed, traffic volumes on I-35 represent over 80% of vehicles on the two facilities. And heavy vehicle traffic overwhelmingly chooses to use I-35, with over 90% of the heavy vehicle traffic from the two facilities. Moreover, KDOT forecasts heavy vehicle traffic to grow almost exclusively on the KTA. These points suggest that US-81 serves a primarily local or regional role in the

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transportation network, rather than an interregional or interstate function. Public perception reinforces this notion. The majority of respondents to Corridor Issues and Options survey indicated that they see the facility as a route for regional commuters and travelers, not a statewide travel corridor.

## **CRASH HISTORY AND ANALYSIS**

### Corridor Crash Analysis

Crash analysis for the study segments of US-81 reviewed all of the accident reports for the five year period from 2006 to 2010 provided by KDOT. The crash locations are shown on Figures 6.8 – 6.9 and are summarized in Table 6.A below. For crash analysis, the study area is divided into three segments based upon traffic volumes and roadway characteristics, and at the four major intersections. The three segments are:

- Segment A – US-81 Hwy. from 87<sup>th</sup> St. South to 79<sup>th</sup> St. South.
- Segment B – US-81 Hwy. from 79<sup>th</sup> St. South to 71<sup>st</sup> St. South/Grand Ave.
- Segment C – US-81 Hwy. from 71<sup>st</sup> St. South/Grand Ave to 63<sup>rd</sup> St. South.

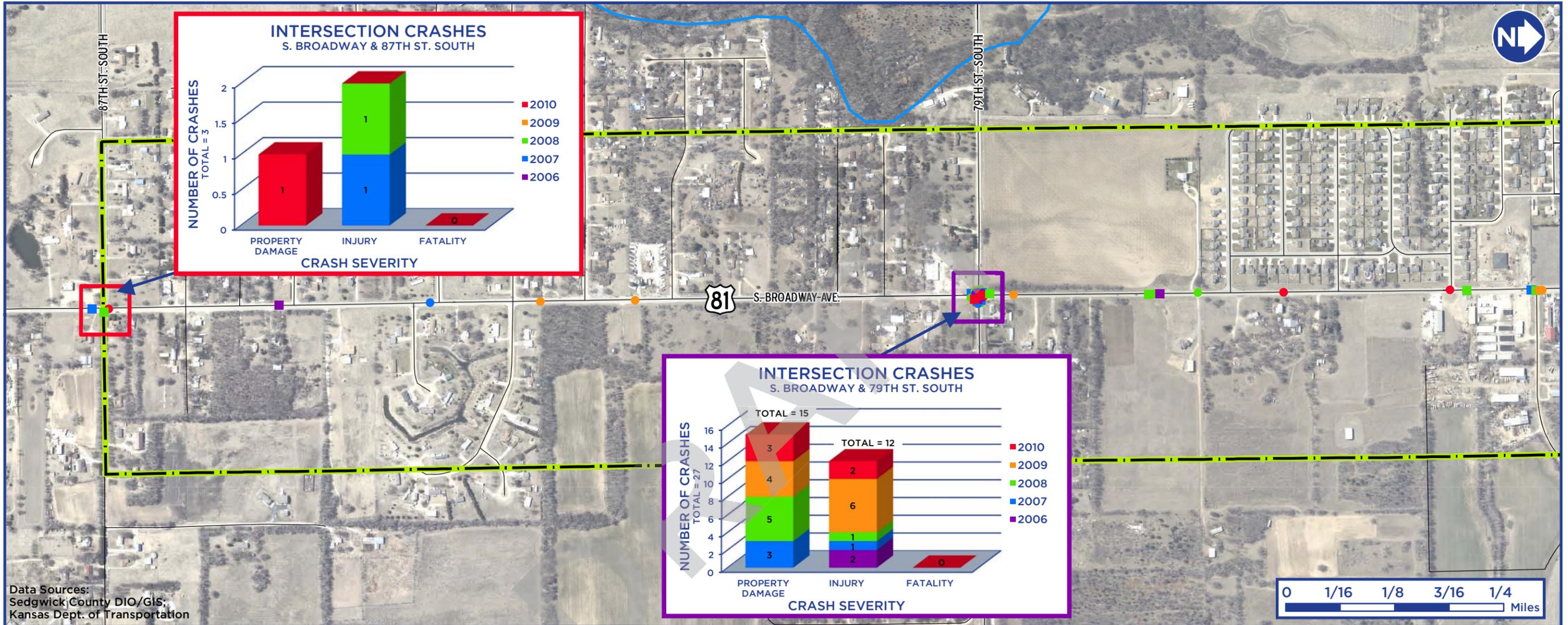
ROADWAY SECTION			CRASH TOTALS				STATEWIDE	
Segment	Length (miles)	ADT	Total	PDO	Injury/Fatal	Mean Rate (mvm)	Mean Rate* (mvm)	Critical (mvm)
A	1.0	6,840	4	3	1	0.320	1.248	1.042
B	1.0	11,841	15	10	5	0.694	1.627	1.026
C	1.0	13,085	15	9	6	0.628	3.912	1.043

\* From 2004-2008 Accident Data

**Table 6.A: Road Segment Crashes**

Reviewing the accident data in Table 6.B, a relatively high concentration of crashes occurs at the major intersection of 79<sup>th</sup> St. South, which is slightly over the statewide crash rate and the critical crash rate for intersections with equivalent entering volumes. The other three intersections are significantly lower than the statewide rates.

Review of the accident reports for the intersection of US-81 and 79<sup>th</sup> St. South shows a large number of turning-vehicle related accidents with the majority being right angle. The data for the other three arterial intersections indicate no abnormally high accident types.

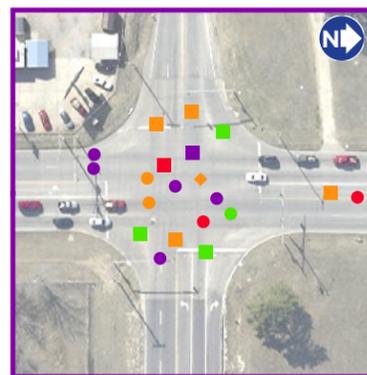
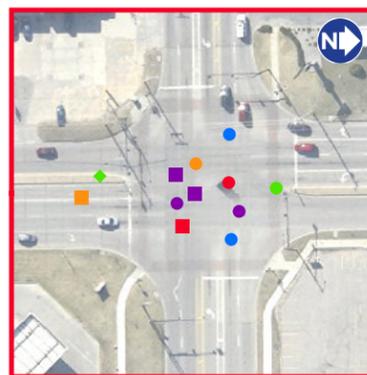
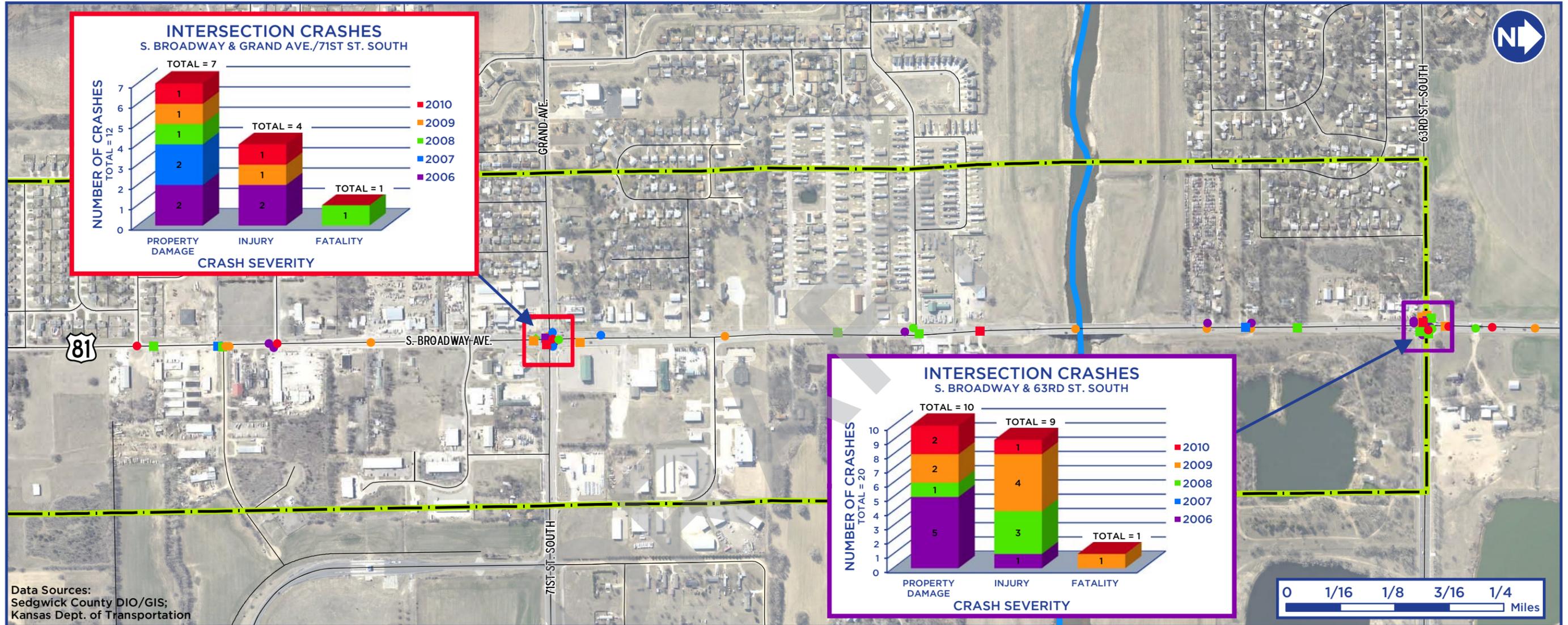


Data Sources:  
Sedgwick County DIO/GIS;  
Kansas Dept. of Transportation



**2006 - 2010  
CRASH LOCATIONS  
SHEET 1**

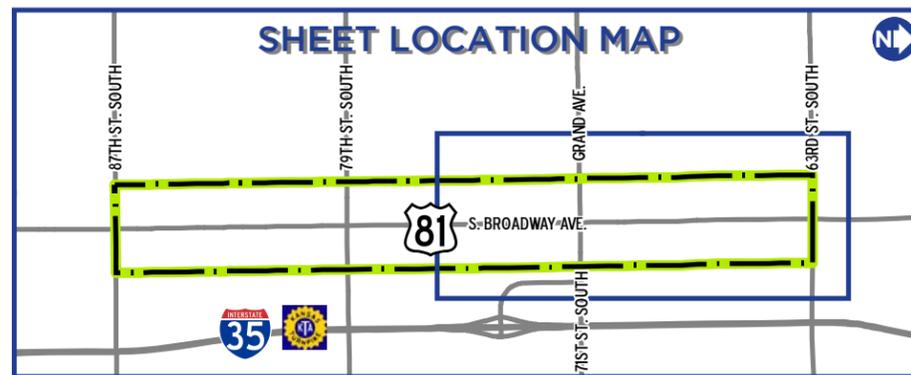
**FIGURE X**



**LEGEND**

	Property Damage	Injury	Fatality
2006	●	■	◆
2007	●	■	◆
2008	●	■	◆
2009	●	■	◆
2010*	●	■	◆

\* Incomplete Data (partial year only)



**2006 - 2010**  
**CRASH LOCATIONS**  
**SHEET 2**  
**FIGURE X**

Location	Total	PDO	Injury/ Fatal	ADT	Mean Rate (tmev)	Critical (tmev)
87 <sup>th</sup> St. South	3	1	2	11,765	1.397	10.258
79 <sup>th</sup> St. South	27	15	12	13,460	10.991	10.230
71 <sup>st</sup> St. South/Grand Ave.	12	7	5	21,690	3.032	10.160
63 <sup>rd</sup> St. South	19	10	9	17,360	5.997	10.188

**Table 6.B: Arterial Intersection Crashes**

During the study period, there were two fatality accidents along the US-81 corridor. In 2008, a right-angle accident occurred at the intersection of 71<sup>st</sup> St. South/Grand Ave, in which a westbound vehicle struck a northbound vehicle. In 2009, a left-turn accident occurred at the intersection of 63<sup>rd</sup> St. South, in which a northbound vehicle turning to westbound was struck by a southbound vehicle.

## **TRAFFIC INFORMATION AND ANALYSIS**

### Existing and Future Traffic Volumes

Table 6.C shows the current and projected US-81 traffic volumes (in ADT) for the study area. The projected 2035 traffic volumes on US-81 (South Broadway) through Haysville were determined after review of the existing traffic counts, the Traffic Impact Analysis for the Kansas Star Casino (TranSystems - September 2010), and the January 2011 Sensitivity Analysis (TranSystems).

Traffic analysis assumes a moderate background growth rate of 1.5% per year from the 2010 Existing Volume to 2035 Projected Volume. The Sensitivity Analysis also indicated that 10% of the daily Casino/Mall Volume (2,529 vehicles/day) would access the Casino/Mall via US-81 from the north. Table 6C below shows the projected traffic volumes along US-81.

Location	2010 Existing Volume	2015 Projected Volume	2025 Projected Volume	2035 Projected Volume
South of 63 <sup>rd</sup>	13,835	17,433	19,826	22,603
North of 71 <sup>st</sup>	12,335	15,817	17,951	20,426
South of 71 <sup>st</sup>	11,347	14,753	16,715	18,993
South of 79 <sup>th</sup>	6,840	9,898	11,081	12,453

**Table 6.C: Corridor Traffic Volumes**

## Intersection Levels of Service

The design of an intersection is a critical part of how safely and efficiently it conveys traffic. An intersection's size, number of lanes (through and turn), configuration or geometry, type of traffic control (signal or sign) and signal timing are all factors. As traffic increases through an intersection, improvements or modifications may help keep traffic flowing smoothly.

Intersections may also be impacted by rush hour traffic. The morning rush hour is called the AM peak. The afternoon rush hour is called the PM peak. Traffic volume through an intersection can vary substantially between the AM and PM peaks, depending on the direction of travel.

The amount of congestion at an intersection is an indication of how well it operates. This is referred to as its level of service (LOS). U.S. highway standards use the letters A through F to describe LOS. The Federal Highway Administration's (FHWA) *Highway Capacity Manual* lists the following LOS descriptions:

- LOS A = Free Flow
- LOS B = Reasonably Free Flow
- LOS C = Stable Flow
- LOS D = Approaching Unstable Flow
- LOS E = Unstable Flow
- LOS F = Forced or Breakdown Flow

Table 6.D below shows overall LOS for the arterial intersections based on the projected traffic volumes and the existing roadway conditions.

Location	2010 Existing		2015 Projected		2025 Projected		2035 Projected	
	AM	PM	AM	PM	AM	PM	AM	PM
63 <sup>rd</sup> St. South	A	B	B	B	B	C	B	D
71 <sup>st</sup> St. South/Grand Ave.	B	B	B	B	B	B	B	B
79 <sup>th</sup> St. South	A	A	A	D	B	F	B	F
87 <sup>th</sup> St. South	A	A	A	A	A	A	A	A

**Table 6.D: Arterial Intersection Levels of Service**

This table only tells part of the story, however. One must dig deeper to get a true indication of how these well intersections currently operate or will operate in the future. As indicated,

these are the overall levels of service. This means the amount of delay is averaged across all traffic moving through the intersection. It does not accurately portray how well any one particular leg of the intersection operates under peak conditions, which may be a critical analysis factor. South Broadway carries higher traffic volumes than any of the intersecting arterials in the study area. So, those volumes outweigh the lower cross-traffic volumes in calculating overall LOS.

Nearly all of the arterial approaches are more congested at peak hours than their corresponding US-81 approaches. This difference is fairly significant at the two southern intersections with 79<sup>th</sup> St. South being a particular concern. Table 6.E shows the results of the traffic model for this intersection under several improved and unimproved scenarios. As can be seen, the west approach PM peak is projected to become completely congested by 2015. Even adding stop sign control fails to improve the congestion. Demonstrable benefits are not realized until turn lanes and traffic signals are added.

Year/Condition	AM PEAK HOUR		PM PEAK HOUR	
	Eastbound	Westbound	Eastbound	Westbound
2010/Unimproved	C	B	C	C
2015/Unimproved	C	C	F	F
2015/Add stop signs	C	C	F	F
2035/Turn lanes, signalized	B	B	B	C

**Table 6.E: 79<sup>th</sup> St. South Intersection LOS Analysis**

## OTHER TRANSPORTATION ANALYSIS

### Access Management

Driveway access onto South Broadway is regulated by KDOT in consideration of its Corridor Management Plan. The corridor is identified as a “D Route” which requires a minimum spacing distance of 200 meters (1/8-mile) between access driveways. This is consistent with the relatively local function of South Broadway. Moreover, it is designated for Low Order Partial access control. Identifying a balance of access and mobility is critical for maintaining its role as an arterial and promoting a balanced, multimodal corridor. Approved driveways should feature safe design that calms traffic and reduces crash hazards.

---



## Bicycles and Pedestrians

South Broadway has only one short stretch of paved sidewalk within the study area, which connects the Haysville Activity Center to 71<sup>st</sup> St. South/Grand Ave. However, the west side of the floodway bridge is equipped with a sidewalk. There are also no designated bicycle facilities along South Broadway. Yet, there is some indication of demand for bicycle and pedestrian facilities evidenced by observation and the existence of well-worn dirt pathways along both sides of South Broadway through portions of the study area.

Cyclists currently use 79<sup>th</sup> St. South as part of the “Oz Loop,” a 100-mile route around the Wichita metro area. Furthermore, South Broadway is indicated as a possible regional bicycle link in WAMPO’s Regional Pathway System Plan. The rural portions of South Broadway will and do provide some accommodation for bicycles in the form of ample paved shoulders. But, the urban section built with curbs and gutters leave no room for bicycles outside of the vehicle travel lanes.

## Transit

The corridor is not currently served by a fixed route transit provider. Given current economic realities, this is likely to be the case for any number of years. The current facility proposed future improvements would amply handle transit vehicles and provide sufficient right-of-way for bus stops. Therefore, transit service has not been a design consideration.

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## CHAPTER 7 TRANSPORTATION ALTERNATIVES AND RECOMMENDATIONS

### TRANSPORTATION ALTERNATIVES

Transportation alternatives will be included in the final draft. Technical issues have resulted in delays.

### DESIGN RECOMMENDATIONS

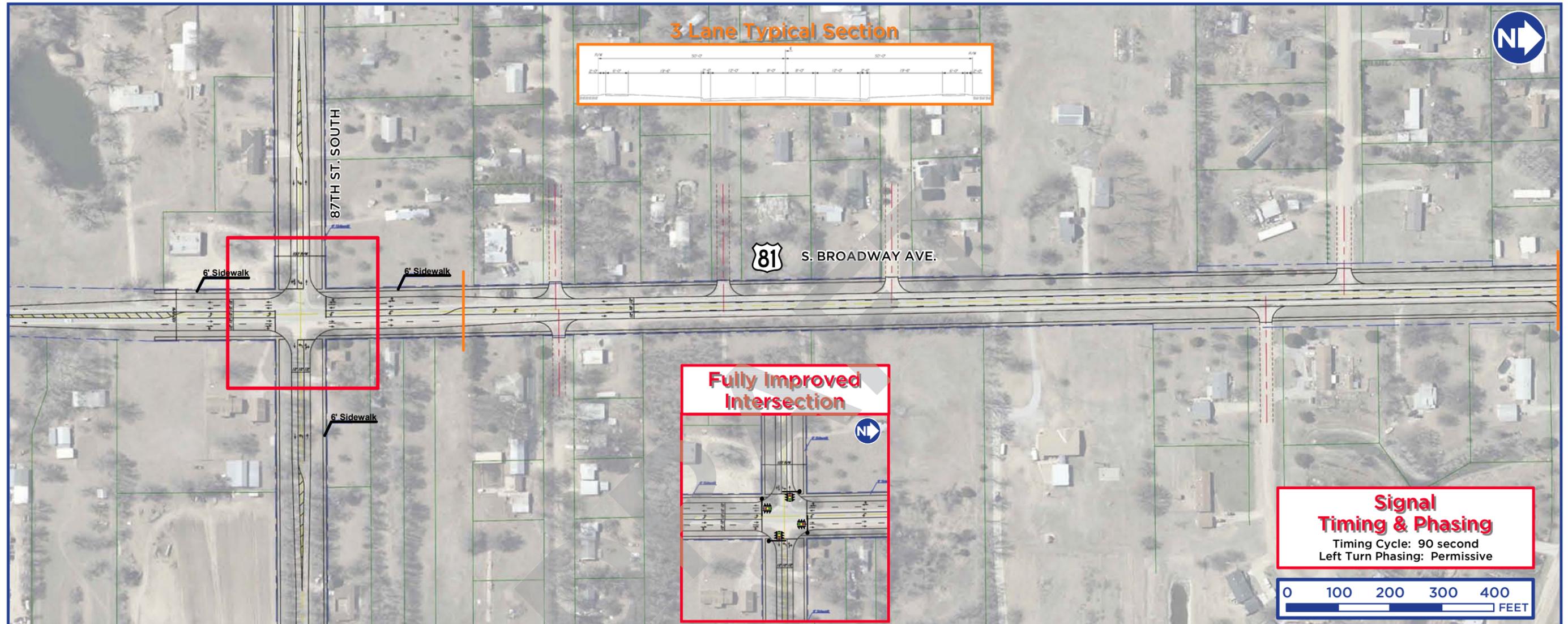
The main design recommendations are illustrated in Figures 7.1 – 7.6. They are based on the traffic engineering analysis, rather than public input. This is because established engineering standards generally dictate the appropriate design features of a roadway facility. A variety of factors are involved, including traffic volumes, congestion and safety. The improvements were proposed to address deficiencies or future deficiencies related to these factors. The design recommendations are prioritized in Chapter 10 to assist with project planning and implementation.

It is unlikely that all recommended improvements could be constructed as one single project, but would be built in phases. There are several reasons. They probably would not meet warrants and design criteria in the same timeframe. It would be an expensive project likely to cost tens of millions of dollars. Therefore, funding would need to be programmed and projects planned well in advance. It might even require multiple funding sources. There will be some property acquisition needed, which takes time and money as well. For these reasons, the various projects will most likely occur at different times over a number of years. Although, construction might proceed more quickly if an agency such as KDOT is willing to fund the improvements.

### Road Design

The primary design recommendation for South Broadway is the addition of a continuous center left turn lane through most of the project extent. The corridor current lacks dedicated left turn lanes except near the signalized intersections of 63<sup>rd</sup> St. South and Grand Ave. With numerous driveways and increasing traffic volumes, this feature will enhance safety and decrease congestion through the plan horizon of 2035. As discussed above, it may not be feasible for the entire length to be constructed as a single project. The following project segments are provided to assist with prioritization:

- 63<sup>rd</sup> St. South to the floodway bridge.
-



**LEGEND**

	Stop Sign		Right-of-Way Line		Cross Section Extent (3 Lane)
	Traffic Signal		Edge of Pavement (Mainline)		Cross Section Extent (5 Lane)
	Traffic/Turn Direction		Edge of Pavement (Sideroad)		
	Lane Marking		Centerline (Mainline)		
	Parcel Lot Line		Centerline (Sideroad)		

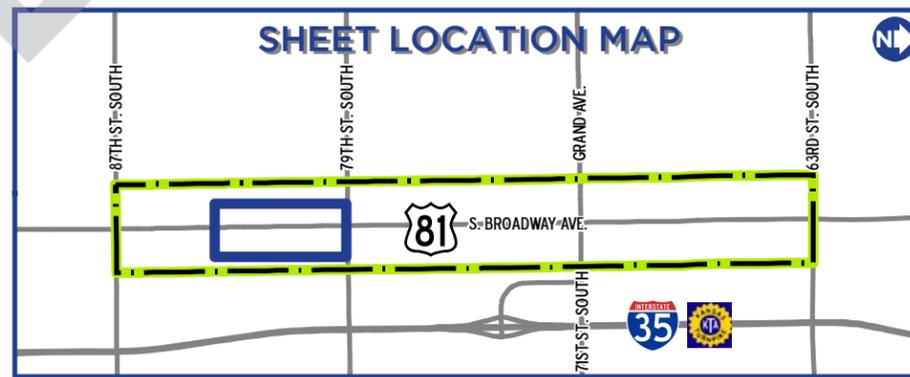


**SOUTH BROADWAY  
PROPOSED IMPROVEMENTS  
SHEET 1**

**FIGURE X**

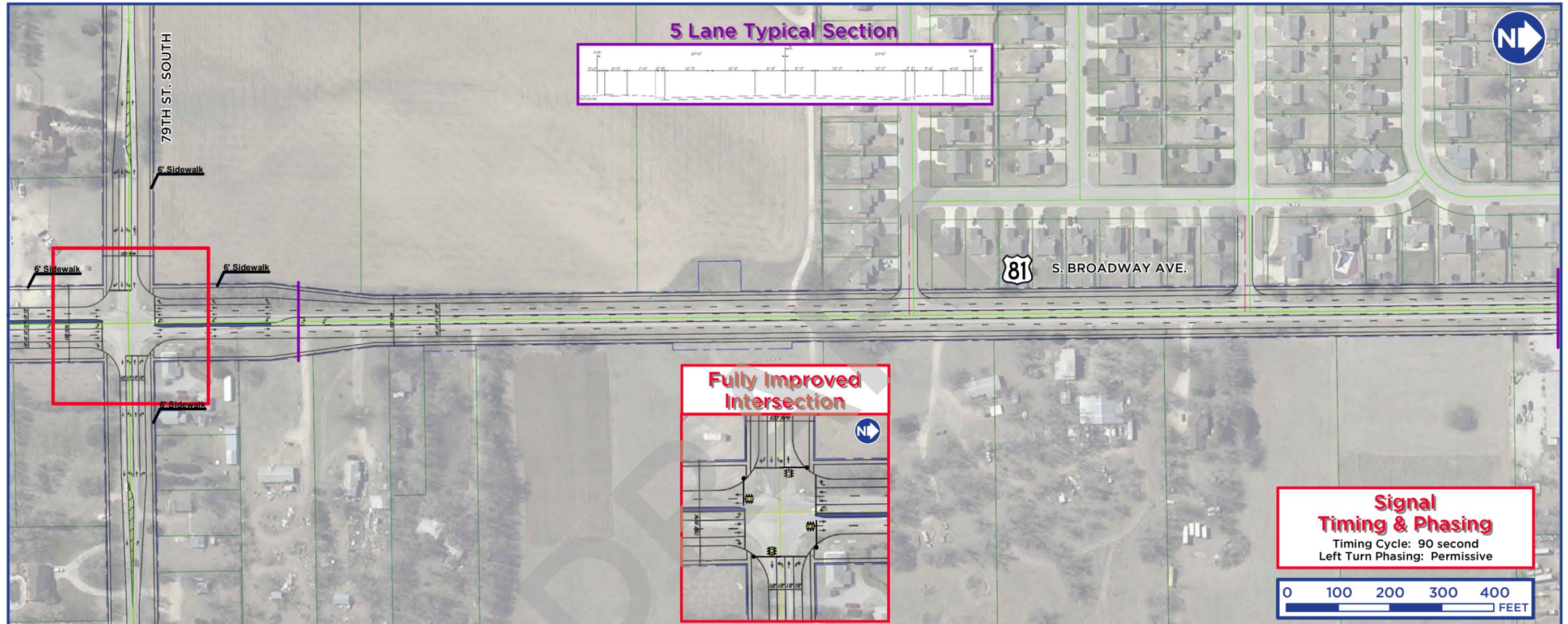


LEGEND		
	Stop Sign	 Right-of-Way Line
	Traffic Signal	 Edge of Pavement (Mainline)
	Traffic/Turn Direction	 Edge of Pavement (Sideroad)
	Lane Marking	 Centerline (Mainline)
	Parcel Lot Line	 Centerline (Sideroad)
		 Cross Section Extent (3 Lane)
		 Cross Section Extent (5 Lane)



## SOUTH BROADWAY PROPOSED IMPROVEMENTS SHEET 2

FIGURE X

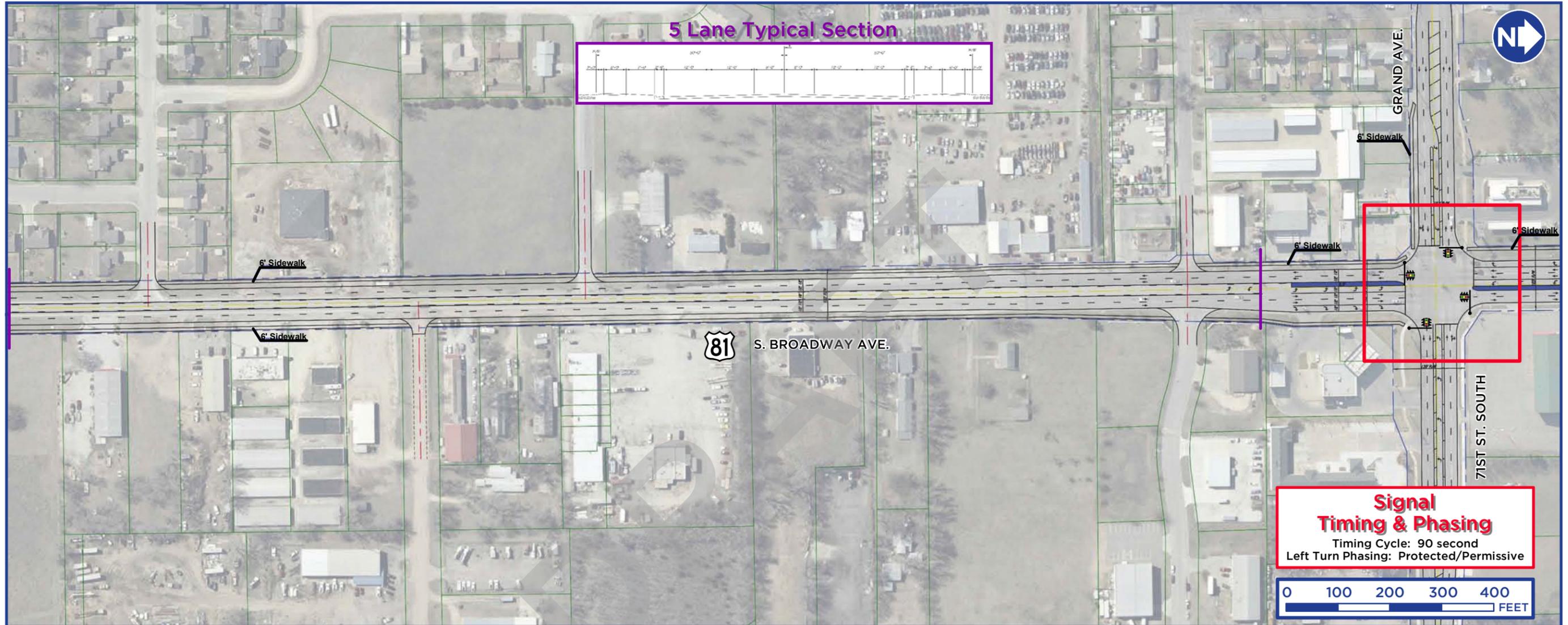


LEGEND		
	Stop Sign	 Cross Section Extent (3 Lane)
	Traffic Signal	 Cross Section Extent (5 Lane)
	Traffic/Turn Direction	 Right-of-Way Line
	Lane Marking	 Edge of Pavement (Mainline)
	Parcel Lot Line	 Edge of Pavement (Sideroad)
		 Centerline (Mainline)
		 Centerline (Sideroad)



## SOUTH BROADWAY PROPOSED IMPROVEMENTS SHEET 3

FIGURE X



**LEGEND**

	Stop Sign		Right-of-Way Line		Cross Section Extent (3 Lane)
	Traffic Signal		Edge of Pavement (Mainline)		Cross Section Extent (5 Lane)
	Traffic/Turn Direction		Edge of Pavement (Sideroad)		
	Lane Marking		Centerline (Mainline)		
	Parcel Lot Line		Centerline (Sideroad)		



**SOUTH BROADWAY  
PROPOSED IMPROVEMENTS  
SHEET 4**

**FIGURE X**



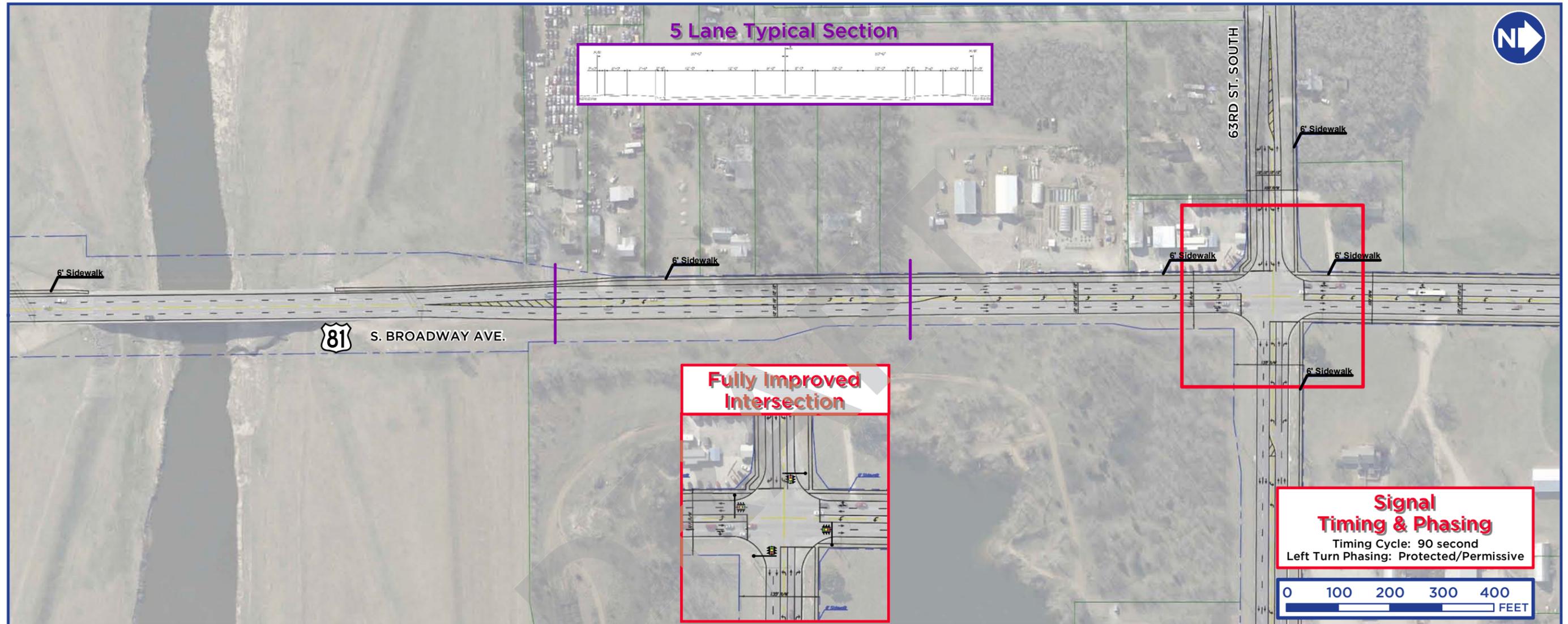
**LEGEND**

	Stop Sign		Right-of-Way Line		Cross Section Extent (3 Lane)
	Traffic Signal		Edge of Pavement (Mainline)		Cross Section Extent (5 Lane)
	Traffic/Turn Direction		Edge of Pavement (Sideroad)		
	Lane Marking		Centerline (Mainline)		
	Parcel Lot Line		Centerline (Sideroad)		



**SOUTH BROADWAY  
PROPOSED IMPROVEMENTS  
SHEET 5**

**FIGURE X**



LEGEND			
	Stop Sign		Cross Section Extent (3 Lane)
	Traffic Signal		Cross Section Extent (5 Lane)
	Traffic/Turn Direction		Right-of-Way Line
	Lane Marking		Edge of Pavement (Mainline)
	Parcel Lot Line		Edge of Pavement (Sideroad)
			Centerline (Mainline)
			Centerline (Sideroad)



## SOUTH BROADWAY PROPOSED IMPROVEMENTS SHEET 6

FIGURE X

- The floodway bridge to Grand Ave.
- Grand Ave. to 79<sup>th</sup> St. South.
- 79<sup>th</sup> St. South to 87<sup>th</sup> St. South.

## Intersections

The 63<sup>rd</sup> St. South intersection was improved in 2009 – 2010. The intersection design should operate adequately through most of the planning horizon. However, level of service decreases to LOS D approaching 2035. The addition of dedicated left turn lanes is recommended on the 63<sup>rd</sup> St. South approaches and dedicated right turn lanes on the South Broadway approaches.

The traffic model indicated that the current geometric configuration of the 71<sup>st</sup> St. South/Grand Ave. intersection will operate at LOS C or better into the foreseeable future. Therefore, no design modifications are recommended prior to 2035.

Current traffic volumes and crash rates indicate that the 79<sup>th</sup> St. South intersection is approaching warrants for stop control and the addition of dedicated left and right turn lanes on all four approaches. The intersection should be monitored closely as indicated in the Other Recommendations section on the next page. The long-term recommendation is that signal and geometry improvements be made as soon as feasible upon meeting warrants. In the interim, the intersection could be stop controlled in conjunction with the new configuration.

The recommendation for 87<sup>th</sup> St. South is the same as that for 79<sup>th</sup> St. South. However, the situation is not as critical. By 2015, the east and westbound movements will reach LOS D and C respectively, but South Broadway traffic still flows freely. So, these improvements may not be justified until the latter years of the planning horizon.

Another possible solution for the 87<sup>th</sup> St. South intersection is a roundabout. This might prove to be an excellent solution for this location to avoid an additional signal. Roundabouts are effective at maintaining traffic flow while improving safety. This option would require further study and analysis prior to recommendation.

## Pedestrian Facilities

The analysis in Chapter 6 identifies the need to accommodate alternative transportation modes along South Broadway. After careful consideration of the issues, the recommendation is to construct six-foot sidewalks on both sides of South Broadway through the study area. These improvements will provide pedestrian connections where none currently exist.

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There is not enough demand to construct the entire length in the immediate future. However, as development and redevelopment occurs, that demand will grow. These amenities should be planned and programmed to correspond with development projects or improvements to South Broadway. For prioritization purposes, the recommended sidewalks are broken into the following segments:

- 63<sup>rd</sup> St. South to the floodway bridge.
- The floodway bridge to Grand Ave. with the potential for a crosswalk just south of the bridge.
- Grand Ave. to 79<sup>th</sup> St. South.
- 79<sup>th</sup> St. South to 87<sup>th</sup> St. South.

No additional bicycle or pedestrian design projects are being recommended. But, additional recommendations are included in the Other Recommendations below.

## **OTHER RECOMMENDATIONS**

### Traffic

Traffic volumes should be collected on South Broadway at three month intervals for the first year Kansas Star Casino is in operation. Comparing those volumes to the current counts will provide a reasonable estimate of casino traffic volumes. The results will also indicate the accuracy of the traffic forecasts and can be used in planning the proposed improvements. The count locations should be consistent with those used in the traffic analysis. Specifically:

- South of 63<sup>rd</sup> St.
- North of Grand Ave.
- South of Grand Ave.
- South of 79<sup>th</sup> St.

The arterial intersection levels of service should also be monitored frequently for the next several years. This will help identify congestion attributable to casino traffic. In particular, the 79<sup>th</sup> St. intersection should be evaluated soon after the casino opens. A signal warrant analysis might even be considered. The combination of increasing traffic volumes and a relatively high number of crashes may justify intersection improvements within the next few years.

It is also recommended that a combination of signal timing and turn phases modifications occur at the 63<sup>rd</sup> St. and Grand Ave. intersections. Signal timing and phasing should be evaluates as needed to maintain optimal traffic flow. The traffic model indicated the following modifications would improve operations and safety at those locations.

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- 63<sup>rd</sup> St.
  - Switch from 60 sec. to 90 sec. cycle to maintain LOS B (anticipated to occur around 2020)
  - Evaluate left turn phasing when cycle timing changes. Safety improvements were noted in the model when changed from permissive to protected/permissive.
- Grand Ave.
  - Switch from 60 sec. to 90 sec. cycle to maintain LOS B (anticipated to occur around 2020)

### US-81 Designation

Based on the functional analysis of Chapter 6, South Broadway exhibits characteristics consistent with and envisioned for a minor arterial street. Both the Haysville and WAMPO envision the corridor as a multimodal facility. Through trips on the corridor, such as those which are regional and interstate in nature, are generally inconsistent with a walkable, transit-supportive street. This creates a possible miscommunication between land development and roadway requirements. This incompatibility tends to frustrate both the planning authorities and potential developers. State and local visions for South Broadway are generally consistent.

With this in mind, transferring jurisdiction from KDOT to Haysville and Sedgwick County would not significantly alter the envisioned role and development of South Broadway. Such a transfer of authority should be considered and investigated. All parties have expressed some level of interest in this action. However, appropriate and amenable terms would need to be negotiated.

Jurisdictional transfer could also help streamline land development, facilitate job creation and encourage economic growth in Haysville. This is because land development review and road authority would be consolidated at the local level.

I-35, on the other hand, provides a good option for through trips that might otherwise use the South Broadway Corridor. The interstate, which is a high-speed, limited access facility, offers superior travel time and direct connections compared to South Broadway. Also, I-135 is signed as US-81 within and north of Wichita, before it diverts onto South Broadway via 47th Street South. Continuing the designation of I-135/US-81 past 47th Street South and onto I-35 through Sedgwick County would provide travelers with a more direct, intuitive route through the Wichita Metropolitan Area.

However, consideration would need to be given to maintaining South Broadway as an alternative travel route for incident management purposes when I-35 must be closed for a crash or construction. If KDOT, Haysville and Sedgwick County decide to transfer ownership of South Broadway to the local control in the future, they should agree to cooperate for incident management.

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## Access Management

As indicated in Chapters 5 and 6, there are several segments along South Broadway where driveways are too closely spaced. Many drives are also of substandard design.

As long as South Broadway is designated as US-81 through the study area, development and redevelopment along the route requires access approval from KDOT before a new driveway can be built. This may seem like unnecessary bureaucracy to some, but maintaining proper driveway spacing and design is critical to preserving safety and operational efficiency. It also enhances the local economy.

It is recommended that Haysville and Sedgwick County planning staff actively promote KDOT access design and spacing standards to development applicants. KDOT is in the process of revising their standards, so specific details are not included in this plan. Upon completion of the revisions, a reference copy should be obtained to provide guidance. In the interim, KDOT's current standards apply.

Upon approval of the updated KDOT standards, current access management and driveway design standards in local development codes should be reviewed for consistency. Clear and concise standards should be codified that apply to future corridor development, which are consistent with the new KDOT requirements.

A policy should also be crafted that goes hand-in-hand with the future land use recommendations. Major commercial developments are recommended to be steered toward the arterial intersections where they will have good access. Direct access to South Broadway should be discouraged, or at least minimized. Primary access should be located on the arterial streets to the greatest possible extent. Additionally, commercial development out-lots should be prohibited direct access to South Broadway. Rather, site design for this type of development should be reviewed for good onsite circulation. This will help prevent vehicles from queuing onto South Broadway and disrupting traffic flow. Alternatively, frontage roads or reverse frontage roads could be promoted to provide direct access to major commercial development nodes.

## Bicycle and Pedestrian Transportation

Due to the issues discussed in Chapter 6, bicycle facilities are not being recommended along South Broadway through the corridor. However, as the corridor continues to develop Haysville should identify and pursue opportunities to enhance bicycle connectivity to South Broadway destinations. A parallel north-south route located within one-half mile to the west of South Broadway would be an excellent option. Cyclists could easily access corridor destinations using an east-west collector or arterial.

Regional coordination for bicycle and pedestrian connectivity is also recommended. At the time of this writing, WAMPO is updating their Regional Pathway System Plan. The current

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version identifies Broadway as a possible regional link. Since this is not being recommended, perhaps a parallel route could be identified that might serve as a link. This would keep the Haysville community connected to a regional bicycle network.

In planning pedestrian connectivity, consideration should also be given to the floodway bridge located south of 63<sup>rd</sup> St. South. The existing bridge is equipped with a sidewalk only on the west side. The anticipated bridge life extends beyond the 2035 planning horizon. However, a sidewalk should be added to the east side if KDOT proceeds with bridge replacement or major rehabilitation,

## Transit

The corridor is not currently served by a fixed route transit provider. Given current economic realities, this is likely to be the case for any number of years. Therefore, transit service has not been a design consideration. However, the proposed future improvements would amply handle transit vehicles and provide sufficient right-of-way for bus stops.

Transit service has been stated as a community goal in the current Comprehensive Plan. It is recommended, that Haysville remain aware of opportunities for expanded transit services into the community. Haysville should be prepared to facilitate an expansion. This would be an economic benefit to the community that would also serve to reduce travel demand along South Broadway.

Transit service is sometimes offered to casino locations to provide an alternative to traveling by automobile. Constituents include both casino patrons and employees. These services may be provided by either a public or private transit agency. Demand for such services should be determined in coordination with regional transit providers, Kansas Star Casino, local governments, KDOT and WAMPO.

## CHAPTER 8 CORRIDOR LAND USES AND DEVELOPMENT

This chapter is incomplete and in the process of being finalized.

### LAND USE ANALYSIS

Existing Land Uses

Anticipated Growth

### FUTURE LAND USES

Future Land Use Scenario Alternatives

Future Land Use Recommendations

### CORRIDOR DEVELOPMENT AND AESTHETICS

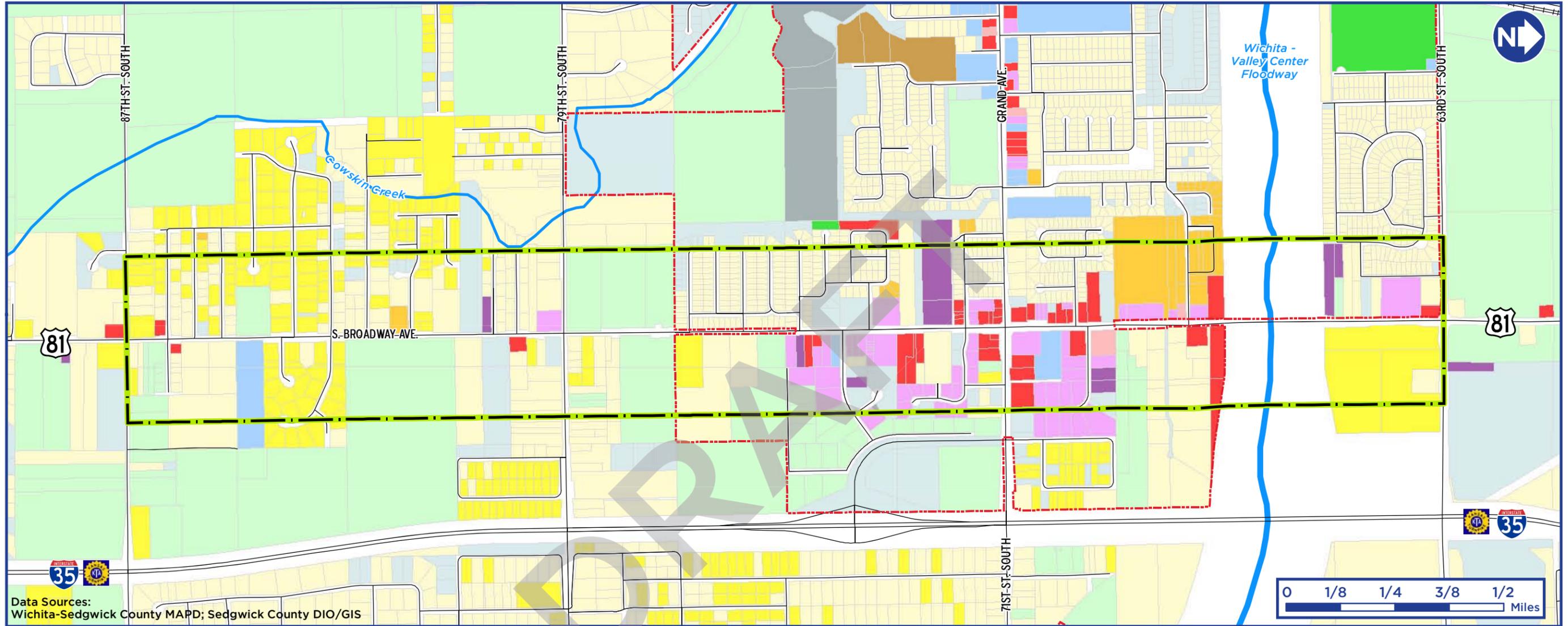
Existing Development Conditions

Development Analysis

Development Alternatives

Development Recommendations

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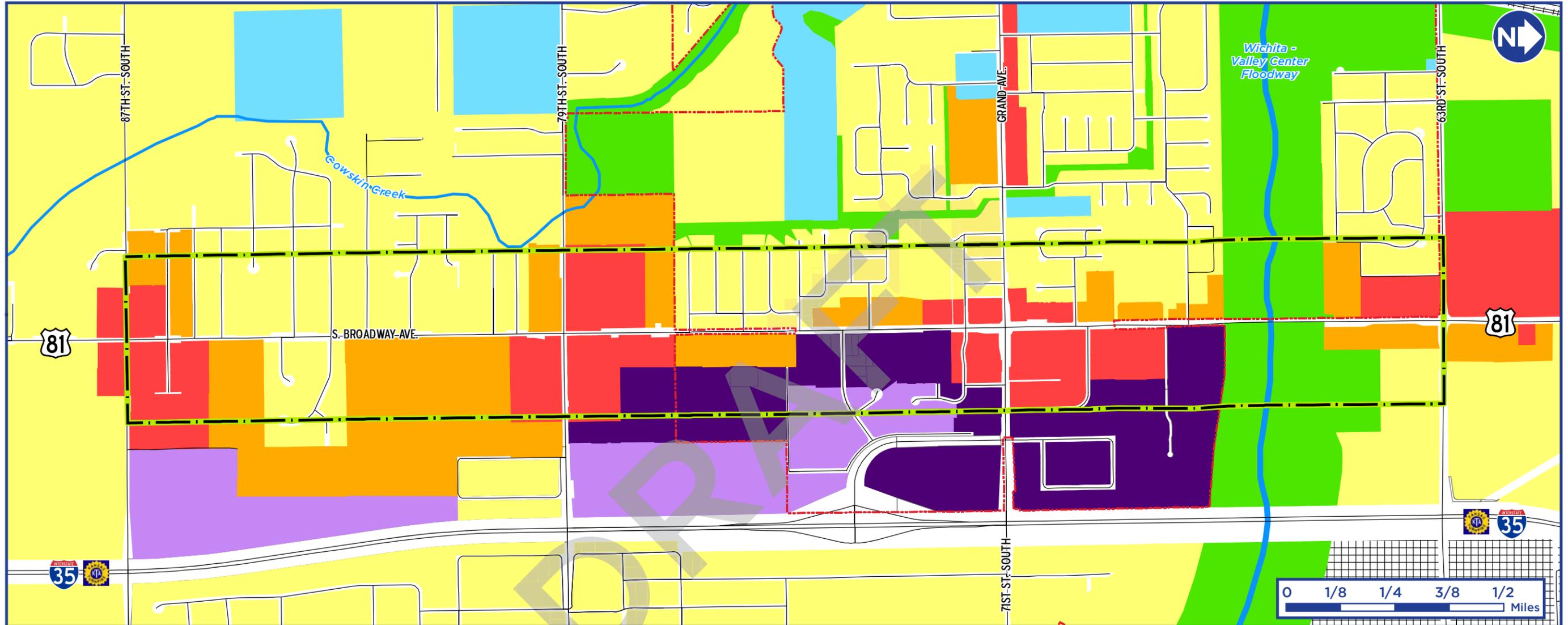
Data Sources:  
Wichita-Sedgwick County MAPD; Sedgwick County DIO/GIS



 Study Area	 Agriculture	 Commercial Service (Offices)	 Transportation, Communications, Utilities
 Haysville City Limits	 Residential Suburban	 Commercial Retail	 Public, Semi-Public, Institutional
 Street Centerlines	 Residential Urban	 Commercial Service (Warehouse)	 Public Park, Open Space, Golf Course
 Railroad Tracks	 Residential Medium Density	 Commercial Mixed	 Vacant
 Rivers, Streams	 Residential High Density	 Industrial	 Right-of-Way, Drainage

**LEGEND**

**EXISTING LAND USES  
FIGURE X**



**LEGEND**

- |   |  |  |
|---|--|--|
|  Study Area            |  Residential            |  Public/Semi-Public                         |
|  Haysville City Limits |  Neighborhood Mixed Use |  Public Park, Open Space Including Drainage |
|  Street Centerlines    |  Commercial             |  Right-of-Way                               |
|  Railroad Tracks       |  Commercial Mixed Use   |  Outside Haysville Planning Area            |
|  Rivers, Streams       |  Industrial             |  |

Data Sources:  
Wichita-Sedgwick County MAPD; Sedgwick County DIO/GIS

**RECOMMENDED  
FUTURE LAND USES  
FIGURE X**

## CHAPTER 9 PLAN IMPLEMENTATION

This chapter is incomplete and in the process of being finalized.

### ROAD AND INTERSECTION IMPROVEMENTS

Construction of the road and intersection design projects will require coordination, planning, funding and programming. These activities will likely take place over a number of years. These projects were prioritized by the Project Advisory Committee and are intended to proceed in the order indicated. It should be noted, however, that the actual order of project completion may differ based on various engineering, financial, political and programmatic factors. As such, this should only be considered a guide.

All estimated costs are provided in 2011 dollars and include all project phases. Road and intersection improvements assume concrete pavement and urban (curb and gutter) standards with storm sewer. These do not include sidewalk costs. Sidewalk projects are prioritized and estimated separately.

Right-of-way acquisition is not included in estimated costs. Needed right-of-way is typically acquired during the development process. Right-of-way would need to be purchased from any properties that have not dedicated the required width during development approval.

#### Project #1 South Broadway/79<sup>th</sup> St. South Intersection

##### **Cost Estimate**

- **Full Improvements (signalized): \$492,000**
- **Interim Improvements (stop controlled): \$288,000**

##### **Responsible Agencies:**

##### **Potential Funding Sources:**

##### **Implementation Time Frame:**

---



**Project #2**  
5-Lane Improvements: Grand Ave./71<sup>st</sup> St. South to 79<sup>th</sup> St. South

**Cost Estimate: \$2,784,000**

**Action Steps:**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**Project #3**  
South Broadway/87<sup>th</sup> St. South Intersection

**Cost Estimate**

- **Full Improvements (signalized): \$492,000**
- **Interim Improvements (stop controlled): \$288,000**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**Project #4**  
3-Lane Improvements: 79<sup>th</sup> St. South to 87<sup>th</sup> St. South

**Cost Estimate: \$1,797,000**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

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Project #5  
South Broadway/63<sup>rd</sup> St. South Intersection

**Cost Estimate: \$224,000**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

Project #6  
5-Lane Improvements: Floodway Bridge to Grand Ave./71<sup>st</sup> St. South

**Cost Estimate: \$604,000**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

Project #7  
5-Lane Improvements: 63<sup>rd</sup> St. South to Floodway Bridge

**Cost Estimate: \$363,000**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**SIDEWALK IMPROVEMENTS**

The prioritization factors for the sidewalk segments differed from those considered in prioritizing the road projects. Therefore, the corresponding segments between road and

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sidewalk projects are prioritized in different order. However, if construction of a road segment precedes sidewalk construction, sidewalks should be included in the road project.

Project timing might also fluctuate based on demand or to correspond with major development projects. They might also be completed only on one side or the other. Regardless of construction order or side, the entire segment lengths should be constructed at the same time to avoid gaps in the system.

Estimated costs are in 2011 dollars and assume all project phases for both sides of South Broadway, except between 63<sup>rd</sup> South where only the west side is recommended through the planning horizon.

#### Project #1

#### Floodway Bridge to Grand Ave./71<sup>st</sup> St. South

##### Cost Estimate:

- **Sidewalks only: \$119,300**
- **Crosswalk south of bridge: \$11,400**
- **Total if constructed together: \$130,700**

##### Responsible Agencies:

##### Potential Funding Sources:

##### Implementation Time Frame:

#### Project #2

#### 63<sup>rd</sup> St. South to Floodway Bridge

##### Cost Estimate: \$38,300

##### Responsible Agencies:

##### Potential Funding Sources:

##### Implementation Time Frame:

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Project #3  
Grand Ave./71<sup>st</sup> St. South to 79<sup>th</sup> St. South

**Cost Estimate: \$234,000**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

Project #4  
79<sup>th</sup> St. South to 87<sup>th</sup> St. South

**Cost Estimate: \$234,000**

**Responsible Agencies:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**TRANSPORTATION POLICIES**

Policy #1

**Action Steps:**

**Responsible Parties:**

**Potential Funding Sources:**

**Implementation Time Frame:**

Policy #2

**Action Steps:**

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**Responsible Parties:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**LAND USE AND DESIGN POLICY IMPLEMENTATION**

**Policy #1**

**Action Steps:**

**Responsible Parties:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**Policy #2**

**Action Steps:**

**Responsible Parties:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**Policy #1**

**Action Steps:**

**Responsible Parties:**

**Potential Funding Sources:**

**Implementation Time Frame:**

**Policy #2**

**Action Steps:**

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**Responsible Parties:**

**Potential Funding Sources:**

**Implementation Time Frame:**

DRAFT



The Regular Council Meeting was called to order by Mayor Ken Hampton at 7:01 p.m. in the Haysville Municipal Building, 200 West Grand Avenue.

Roll was taken by Recording Secretary Jessica Chilcote: Conrady here, Slocum here, Kanaga here, Rardin here, Konkel here, and Pierce here. Councilperson Ewert was not present.

There was a moment of silence for prayer.

Mayor Ken Hampton led everyone present in the Pledge of Allegiance.

Under Special Order of Business, Mayor Ken Hampton presented Police Department Promotions.

Chief of Police Jeff Whitfield announced promotions of Master Police Officer Gregory Wright and Master Police Officer Leonard Adams to Sergeant.

Mayor Ken Hampton presented a Proclamation for Pink Heals Day on November 1, 2011. Mayor Hampton introduced Bob Conger to explain the Pink Heals Tour and Guardians of the Ribbon. Conger invited everyone out to see the fire truck on November 1<sup>st</sup> at City Hall.

Mayor Ken Hampton presented a Public Hearing for Petition Seeking Waiver of the Distance Requirements for the Sale at Retail of Cereal Malt Beverage.

Motion by Konkel- Second by Rardin

I move that we open a public hearing for the purposes of request to waiver from the provision of section 3-109 of the code of the City of Haysville, providing for the distance restrictions for the sale and dispense of retail of any cereal malt beverage.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried

Mayor Ken Hampton asked Council members if they had a conflict of interest with the petition. Council members stated they did not.

Mayor Ken Hampton asked if the City had received any written or electronic communications on the matter. Director of Governmental Services Carol Neugent stated they had not.

Director of Governmental Services Carol Neugent presented an application submitted by Dennis Free of DRD Enterprises. Neugent stated he is specifically looking at the northeast corner of Meridian and Grand. Free wishes to market his property to businesses such as CVS, Walgreen's and QuikTrip. Free stated he is finding that most of those places will only be interested if they are able to sell cereal malt beverages. Neugent advised the waiver is specifically for cereal malt beverage only and not for alcohol. Councilperson Seth Konkel asked if the waiver was because of location to a church or

## **Regular Council Meeting**

**October 24, 2011**

**Page 2**

school. Neugent stated they have to be 200 feet from a church or school and in the case in question, there are two churches within that range. Councilperson Derrick Slocum asked if something similar to the waiver was done for Casey's General Store. Neugent advised when Casey's was built, they did request a waiver from City Council, but the waiver was denied at the time. Slocum asked if any other businesses have done a similar type of waiver. Neugent advised there was a similar waiver done with Mi Casa because of the proximity to the library and the waiver was granted. Slocum asked when Casey's waiver was denied. Neugent stated it was approximately 1998.

Mayor Hampton introduced Dennis Free, 225 Sarah Lane, stated he had tried to market the property several times and made direct calls to CVS and Walgreens, but was unable to get anyone interested without the sale of packaged beer or cereal malt beverages. Free stated he and his brother decided to be proactive and get the issue on the table and see if it can be fixed and be used as a marketing tool to bring companies in.

Mayor Hampton introduced Joe Farmer, 418 Van Arsdale, stated he had lived in Haysville for many years and is currently an elder at Haysville Christian Church. Farmer asked Council what the original intent of the ordinance was and if it was still viable. Mayor Hampton stated it was hard to say since none of the current members of Council were on Council at the time the ordinance was written. Councilperson Seth Konkel asked if this was a standard ordinance in most communities. Director of Governmental Services Carol Neugent stated it was pretty common to have distance requirements when it came to licensing and the ordinances like this one have been around since the 1960's. Councilperson Keith Pierce asked that staff do more checking by going through past records and minutes.

Dennis Free stated the schools are not within the 200 feet and also advised the Kwik Shop was right across from the Nazarene Church and they sell cereal malt beverages. Free stated he was trying to get some growth in Haysville and open up more marketing opportunities.

Mayor Ken Hampton introduced Richard Meyer, 214 Hungerford, stated he had lived in Haysville for many years and is also an elder at Haysville Christian Church. Meyer stated they would prefer not having promotion of alcoholic beverages going on so close to the church.

Motion by Rardin- Second by Konkel

Mr. Mayor, I make a motion that we close the public hearing.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried

Motion by Rardin- Second by Pierce

Mr. Mayor, I make a motion that we table this and have staff go back and research this, so we have a little more information before we make a decision on this.

**Regular Council Meeting**

**October 24, 2011**

**Page 3**

Councilperson Seth Konkel asked for a clarification what specifically they are looking for. Mayor Ken Hampton advised they are looking for the reason the restriction was set into place the first time. Konkel asked staff to check what other communities of our size in Sedgwick County have done and see if their distances are similar or if it is even still on the books. Councilperson Derrick Slocum asked if there was a way to address this through a zoning issue. Slocum stated the ordinance is inhibiting development and needs to be looked at. Councilperson Mike Kanaga advised he would like to know if the Nazarene Church does fall within that radius with Kwik Shop and when that ordinance was waived.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried

Mayor Ken Hampton stated the petition would be tabled until the first Council meeting in November.

Under Presentation and Approval of Minutes, Mayor Ken Hampton presented for approval the Minutes of October 11, 2011.

Motion by Konkel- Second by Kanaga

If there is no questions, I move that we approve the minutes for October 11, 2011.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried

There were no Citizens to be Heard.

There was no Approval of Licenses and Bonds.

Mayor Ken Hampton introduced AN ORDINANCE AUTHORIZING AND PROVIDING FOR THE ISSUANCE OF GENERAL OBLIGATION BONDS, SERIES 2011, OF THE CITY OF HAYSVILLE, KANSAS; PROVIDING FOR THE LEVY AND COLLECTION OF AN ANNUAL TAX FOR THE PURPOSE OF PAYING THE PRINCIPAL OF AND INTEREST ON SAID BONDS AS THEY BECOME DUE; AUTHORIZING CERTAIN OTHER DOCUMENTS AND ACTIONS IN CONNECTION THEREWITH; AND MAKING CERTAIN COVENANTS WITH RESPECT THERE TO.

Mayor Ken Hampton introduced Chuck Bouilly of George K. Baum and Company, advised two bids came in for the bond issue, one from Cooper Malone McClain with a net interest cost of \$65,456.25 and a true interest cost rate of 4.77942%, with the other bid coming from Commerce Bank with a net interest cost of \$66,944.79 and a true interest cost of 4.8624%.

Motion by Kanaga- Second by Rardin

**Regular Council Meeting**

**October 24, 2011**

**Page 4**

Mr. Mayor, I move that we accept the bid of Cooper Malone McClain for a true interest cost of 4.77942%.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried

Motion by Kanaga- Second by Rardin

Mr. Mayor, I move that we pass the ordinance as just stated.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried

Mayor Ken Hampton introduced A RESOLUTION PRESCRIBING THE FORM AND DETAILS OF AND AUTHORIZING AND DIRECTING THE SALE AND DELIVERY OF GENERAL OBLIGATION BONDS, SERIES 2011, OF THE CITY OF HAYSVILLE, KANSAS, PREVIOUSLY AUTHORIZED BY ORDINANCE NO. 981 OF THE ISSUER; MAKING CERTAIN COVENANTS AND AGREEMENTS TO PROVIDE FOR THE PAYMENT AND SECURITY THEROF; AND AUTHORIZING CERTAIN OTHER DOCUMENTS AND ACTIONS CONNECTED THEREWITH.

Motion by Kanaga- Second by Rardin

Mr. Mayor, I move that we pass the resolution as stated.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried.

Mayor Ken Hampton introduced A RESOLUTION CALLING AND PROVIDING FOR THE GIVING OF NOTICE OF A PUBLIC HEARING ON THE ADVISABILITY OF THE MAKING OF A CERTAIN INTERNAL IMPROVEMENT IN THE CITY OF HAYSVILLE, KANSAS, UNDER THE PROVISIONS OF K.S.A. 12-6a01 ET SEQ., AS AMENDED AND SUPPLEMENTED; AND PROVIDING FOR THE GIVING OF NOTICE OF SAID HEARING (STREET IMPROVEMENTS/COUNTRY PLAZA VILLAS ADDITION).

Director of Governmental Services Carol Neugent advised that in July of 2000, the City entered into an agreement with certain property owners within Country Plaza Villas. Neugent stated the agreement was based on the fact the owners wanted water and sewer from the City. The City agreed to provide those services if the property owners agreed to be annexed, and then within 10 years, the owners were to submit a petition for street improvements. Neugent stated that since they have not submitted a petition, the City is acting on the agreement to do the street improvements. Chuck Bouilly of George K. Baum and Company advised the resolution noted earlier authorizes a notice for a public hearing to be published for two consecutive weeks, with the hearing to be held on November 28<sup>th</sup>. Bouilly advised the property owners would have 20 days to either petition for or against it, with 51% being majority and if no petition is made, authorizations for improvements will be made.

Motion by Kanaga- Second by Rardin

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Mr. Mayor, I move that we pass the resolution as just read.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried

There was nothing under Notices and Communications.

Under Other Business, Mayor Ken Hampton presented Information Re: Fire Station Presented by Bob Lamkey, Director of Public Safety and Gary Curmode, Fire Chief (Sedgwick County)

Sedgwick County Public Safety Director Bob Lamkey stated Sedgwick County looked at a fire station relocation plan seven years ago, which at that time did not include the station that services Haysville. Lamkey stated Haysville does have one of the lowest ISO ratings in the state, which makes for cheaper fire insurance. Lamkey advised there was an improvement plan put into the CIP for the renovation of that station for the amount of \$1.1 million dollars. Lamkey stated that with the growth in the City, it was determined that it would be more beneficial to have a more centrally located fire station. Lamkey stated Fire Chief Gary Curmode and himself would be going before the Board of County Commissioners on November 2, 2011 asking for an amendment to the previous CIP to build a fire station centrally located in the City of Haysville. Lamkey stated the project would only be made possible by three things, first that Haysville City Council provide beneficial land use for the fire station, second, that Fire Chief Curmode will hold a number of positions for a few years, so that the five year financial plan can support that and third, County Commissioner Tim Norton has been a very strong advocate of this process. Fire Chief Gary Curmode advised there will be several benefits being more centrally located in Haysville. Curmode stated it would decrease response times and would help with the ISO (Insurance Services Organization) rating, with Haysville being a class II city right now. Curmode advised it will also add 373 residences to the five mile area that will decrease their fire insurance rates. Curmode stated it will be up to the citizens to contact their insurance company to reduce their rates. Curmode advised it would also give quicker response to the Kansas Turnpike and will help with car wrecks. Curmode stated there are approximately 8,000 citizens within five miles of 71<sup>st</sup> and West Street, and when they move to a more centralized location, there will be approximately 14,000 citizens within the five mile radius.

Director of Governmental Services Carol Neugent advised the City's zoning ordinance does not call out for locations of fire stations and at this time does not have any property zoned that way. Neugent requested that City Council send to Planning Commission to revise our zoning ordinance to mirror what other communities in the area are doing for conditional uses in residential and allowed usage in other areas.

Motion by Konkel- Second by Rardin

I would move that we do as requested.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried.

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Mayor Ken Hampton presented a Consideration of Farm Lease between City of Haysville and Albert Vanderhoff.

Councilperson Seth Konkel asked what the land was used for. Public Works Director Randy Dorner advised it is used as a back up for sludge dumping.

Motion by Konkel- Second by Slocum

Mr. Mayor, if there is no questions, I move that we approve the farm lease between the City of Haysville and Albert Vanderhoff.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried.

Mayor Ken Hampton presented a Consideration of Collection Agency Agreement.

Motion by Konkel- Second by Rardin

I move that we approve the agreement with the collection agency as presented.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried.

Mayor Ken Hampton presented a Consideration of Approval of Repair of Timberlane North Pond Over Flow Drain.

Public Works Director Randy Dorner advised the water level has gone down because of leaks in the line. Dorner stated replacement costs were twice the amount of repair. Dorner advised they will send a crew to grout the pipe from the inside out to increase its water retention. Dorner requested authorization to accept the bid from Utility Maintenance Contractors for \$11,880.00.

Motion by Konkel- Second by Rardin

I move that we accept the low bid with Utility Maintenance Contractors in the amount of \$11,880.00 for the repair of Timberlane North Pond.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried.

Mayor Ken Hampton presented a Consideration of Approval of Rehabilitation of Manholes on North Main Street & Emmett Wet Wall Rehabilitation.

Public Works Director Randy Dorner advised the manholes are on north Main Street. Dorner stated the hydrogen sulfide gas is destroying the bricks inside of the manholes. Dorner advised by lining the manholes, it will strengthen it and hold the bricks in place. Dorner stated the wet well is in the Industrial Park and the lift station will be replaced with the CIP and the manhole needs to be rehabilitated before a new wet well is set. Dorner advised the newer manholes are lined and made of concrete so there has not been

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an issue with those. Dorner requested authorization for Air Specialties to perform the work at \$18,942.04.

Motion by Konkel- Second by Rardin

If there is no questions, I move that we approve the low bid from Air Specialties for \$18,942.04 for the wet well and manhole rehabilitation.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.

Motion declared carried.

There was no Old Business.

Mayor Ken Hampton asked for Department Reports.

City Clerk Janie Cox stated the Senior Center would have game night on Tuesday, October 25<sup>th</sup> and commodities would be distributed on Wednesday, October 26<sup>th</sup> at 1:00 p.m.

Governmental Services Director Carol Neugent reminded everyone there would be an open house on the South Broadway Corridor Plan on Thursday, November 3<sup>rd</sup> from 7:00 p.m. to 7:45 p.m. with a formal presentation from 8:00 p.m. to 8:30 p.m.

Chief of Police Jeff Whitfield advised that on Saturday, October 29<sup>th</sup> from 10:00 a.m. to 2:00 p.m. the Haysville Police Department in conjunction with the Drug Enforcement Agency will give the public an opportunity to dispose of unwanted or expired prescription drugs.

Public Works Director Randy Dorner advised Broadway Court is completed with all signage in place. Dorner stated the hotel should be opening around the first of January. Dorner also stated the slurry seal project was completed and there was slurry seal that was placed on Riggs Park parking lot free of charge. Dorner advised the relcamite on Alexander was completed as well and the crack filling would begin in a couple of weeks. Councilperson Seth Konkel if it was ok to clean up the gravel left in the street after the slurry seal was laid down. Dorner advised the gravel was safe to stay but was laid down to protect the drives, but could be swept up by the street sweeper with leaves.

Recreation Director Georgie Carter advised the Halloween Parade would be in the Historic District on Thursday, October 27 starting at 6:15 p.m. with candy and game stops throughout. Carter stated youth basketball registrations from kindergarten through sixth grade were going on with the deadline being Saturday, November 5<sup>th</sup>.

Mayor Ken Hampton presented Wanda Gilmer, 322 Hungerford for Historic District Committee.

Motion by Rardin- Second by Konkel

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Mr. Mayor, I make a motion that we allow you to place Wanda Gilmer of 322 Hungerford to the Historic District Committee.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried.

There were no Off Agenda Citizens to be Heard.

There was no Executive Session.

Mayor Ken Hampton presented the Bills to be Paid for the Last Half of October.

Motion by Konkel- Second by Rardin

Mr. Mayor, I move that we approve the bills for the second half of October.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried.

Under the Consent Agenda, Mayor Ken Hampton presented a Thank You Card from Rex Elementary Third Graders.

Under Council Items Mayor Ken Hampton asked for comments or new Council concerns.

There were no Council Action Request Updates.

Under Council Concerns, Councilperson Rardin stated there is vandalism going on in the Historic District gazebo and if anyone knows anything about it, please come forward.

Councilperson Russ Kessler thanked all of the volunteers for the Fall Festival.

Councilperson Mike Kanaga stated he heard some complaints about lack of signage during the slurry seal process. Kanaga advised the City should put more signs out during construction to make it safer for citizens.

Mayor Ken Hampton presented for approval Adjournment.

Motion by Pierce- Second by Rardin

Mr. Mayor and Council, I move that we adjourn tonight's meeting.

Conrady yea, Slocum yea, Kanaga yea, Kessler yea, Rardin yea, Konkel yea, Pierce yea.  
Motion declared carried.

The Regular Council Meeting adjourned at 8:01 p.m.

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Janie Cox, City Clerk

# Memorandum

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**To:** Honorable Mayor Ken Hampton  
**CC:** City Council  
**From:** Misti Elliott  
**Date:** 11/9/2011  
**Re:** Retail Liquor Store Renewal – Main Street Liquor

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Main Street Liquor Store has made application to renew their retail liquor license. They have paid the fees and completed the requirements. Approval is recommended

Misti K. Elliott  
Administrative Secretary  
City Clerk

**CONFIDENTIAL**

## MEMORANDUM

To: Honorable Mayor Ken Hampton; Council Members  
From: Planning/Community Relations Coordinator Jeana Morgan  
Date: November 3, 2011  
RE: Manufactured Home Park Regulations Update

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On October 27<sup>th</sup> the Haysville Planning Commission discussed changes to the zoning regulations pertaining to manufactured home parks. The Planning Commission will hold a public hearing on the regulation changes at their December 8<sup>th</sup> meeting.

Meanwhile, staff and the attorney have been working on drafting regulations pertaining to the licensing of manufactured home parks, mobile homes, temporary permits, and recreational vehicles. These changes will likely be presented at the November 28<sup>th</sup> Council meeting and pending approval, an ordinance will be presented at the December 27<sup>th</sup> Council meeting.

If you have any other questions about this, please feel free to call or email me.



Jeana Morgan, Coordinator  
Planning/Community Relations



901 S. George Washington Blvd.  
Wichita, Kansas 67211  
316.260.7000 tel  
www.cox.com

Thursday, Nov. 3, 2011

Ms. Carol Neugent  
Director of Government Services  
200 W. Grand  
Haysville, KS 67060

Dear Ms. Neugent,

On or after Tuesday, Dec. 6, 2011 the following Cox cable channels will move:

Cox 3D Channel\* – currently on Channel 2143 will move to Channel 2176

Daystar\*\* – currently on Channel 219 will move to Channel 156

\*A subscription to Cox Advanced TV is required for Cox 3D Channel.

\*\*A subscription to Cox Advanced TV Faith & Values Pak will be required for Daystar.

On or after Friday, Dec. 16, 2011 the following Cox cable channels will officially launch. The channels will be available as a Special Preview starting Wednesday, Nov. 16, 2011.

HLN HD\* – Channel 2026

OWN HD\* – Channel 2051

TCM HD\* – Channel 2054

truTV HD\* – Channel 2064

Nat Geo WILD HD\*\* – Channel 2211

\*A subscription to Cox TV Essential and HD service is required for HLN HD, OWN HD, TCM HD and truTV HD.

\*\*A subscription to Cox Advanced TV Variety Pak and HD service is required for Nat Geo WILD HD.

We are truly grateful for the opportunity to serve your community. If you have any questions regarding this change, please contact me at (785)215-6720.

Sincerely,

Coleen Jennison  
Government Affairs  
Cox Communications



In harmony with the Cox Conserves eco-friendly program, we are proud to print on Forest Stewardship Council-certified paper.

# MEMORANDUM

From the City Clerk's Office

**To:** Mayor Ken Hampton &  
City Council Members

**From:** Janie Cox, City Clerk/Treasurer

**Date:** November 7, 2011

**Subject:** 2012 Contract for Haysville Senior Center

---

I have received the 2012 contract for the Haysville Senior Center from the Sedgwick County Department on Aging.

After review, I found a few changes to the contract from last year's contract. The first change is on page 6 Article 2.3, EDUCATIONAL, the following is an addition to the existing paragraph:

“At least five of the 40 activities must include programs on evidence-based best practice, caregiver, mental health, health promotion/disease prevention and a program on public benefits.”

Also on page 7, Article 2.4, the following was added:

“j) Require senior center staff or a volunteer to be SHICK trained and provide SHICK counseling to senior center participants as needed”.

Finally on page 12, Article 7.4, the following was added:

“Debarment/Suspension: Contractor acknowledges that as part of the Code of Federal Regulations (2 C.F.R. Part 180) a person or entity that is debarred or suspended in the Excluded Parties List System (EPLS) shall be excluded from Federal financial and nonfinancial assistance and benefits under Federal programs and activities. All non-federal entities, including Sedgwick County, must determine whether the Contractor has been placed on the Excluded Parties List system (EPLS) and any federal funding received or to be received by Sedgwick County in relations to this Agreement prohibits Sedgwick County from contracting with any Contractor that has been so listed. In the event the Contractor is debarred or suspended under the EPLS, the Contractor shall notify Sedgwick County in writing of such determination within five (5) business days as set forth in the Notice provision in this Agreement. Sedgwick County shall have the right, in its sole discretion, to declare the Agreement terminated for breach upon receipt of the written notice. Contractor shall be responsible for determining whether any sub-

contractor performing any work for Contractor pursuant to this Agreement has been debarred or suspended under EPLS and to notify County within the same five (5) business days, and the County reserving the same right to terminate for breach as set forth herein.”

The amount of funding remains the same at \$35,000.00.

Thanks you for your consideration.

---

Janie Cox

**CITY OF HAYSVILLE, KANSAS**  
**Contract For**  
**Haysville Senior Center – Senior Center Level II**

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_, by and between Sedgwick County, Kansas, hereinafter referred to as "County," and the City of Haysville, hereinafter referred to as "Contractor."

WITNESSETH:

WHEREAS, County wishes to make available certain services to residents of Sedgwick County, Kansas; and

WHEREAS, Contractor warrants that it is fully competent and capable of providing the services hereinafter described in a safe and efficient manner.

NOW, THEREFORE, in consideration of the mutual covenants, conditions, and promises hereinafter contained, the parties hereto agree as follows:

**ARTICLE 1: NATURE OF RELATIONSHIP**

- 1.1 Contractual Relationship. It is understood and agreed that the legal relationship between Contractor and the County is contractual in nature.
- 1.2 Independent Contractor. The County hereby engages and retains Contractor as an independent contractor and Contractor accepts said engagement and retention. No other relationship is intended to be created between the parties, and nothing herein shall be construed so as to give either party any rights as an agent, employee, joint venturer or partner with the other party. As an independent contractor, the Contractor and its employees will not be within the protection or coverage of the County's worker's compensation insurance (subject to the provisions of K.S.A. § 44-505). Further, neither Contractor nor any of its employees shall be entitled to receive any current or future benefits provided to employees of the County. The County shall not be responsible for withholding social security, unemployment compensation, or state or federal income tax from payments made by the County to Contractor.
- 1.3 Term. This Contract shall become a legal and binding agreement upon signature of same by both parties, but shall be effective as of January 1, 2012 (the "Effective Date"). This contract terminates on December 31, 2012. Notwithstanding the foregoing, the term of this Contract may continue on a month to month basis for a reasonable time after December 31, 2012 if: (A) both parties mutually agree to continue operating under the terms of this Contract while actively negotiating a contract for 2013; and (B) funds are available for the 2013 program year.

- 1.4 Required Certifications. If Contractor is a corporation, limited liability company or other entity that is officially organized in Kansas, it shall furnish evidence of good standing in the form of a certificate signed by the Kansas Secretary of State. If Contractor is not officially organized in Kansas, it shall furnish evidence of authority to transact business in Kansas, in the form of a certificate signed by the Kansas Secretary of State. The applicable certificate shall be provided to the County on or before the date this Contract is executed by Contractor.
- 1.5 Sign(s)/Decal(s). Contractor agrees to allow the County, upon the County's request, to place sign(s) or decal(s) on Contractor's premises (i.e., front entrance to facility, vehicle door, etc.), said location to be mutually agreed upon in advance by the parties, which sign(s) or decal(s) shall state: "A portion of the funding for this program is provided by the Board of County Commissioners," or similar language evidencing Sedgwick County's contribution to Contractor's operations.

## **ARTICLE 2: SCOPE OF SERVICES**

- 2.1 Purpose. It is mutually agreed by and between County and Contractor that it is the purpose of this Contract that Contractor provide a Senior Center for "eligible participants," as defined in this Agreement, in order to enhance the dignity, support the independence, and encourage the involvement of eligible participants in and with the community. The Senior Center is named "Haysville Senior Center Level 2" and shall be operated by Contractor at its facility located at 160 E. Karla Ave., Haysville, Kansas, 67060.
- 2.2 General Conditions.
- A. Contractor agrees that any funds provided for services under this Contract, which are unexpended upon termination of this Contract, will be returned to County.
  - B. Contractor agrees that its records used in the preparation of all reports are subject to review by County to insure the accuracy and validity of the information reported.
  - C. It is mutually agreed by and between County and Contractor that this Contract will be evaluated by County in terms of obtaining goals and objectives.
  - D. Contractor shall provide written notice to the Director of the Sedgwick County Department on Aging if it is unable to provide the required quantity or quality of services.

- E. Contractor agrees to submit required eligible participant data reports and demographics reports by the 10th day of July 2012 and January 2013. These semi-annual reports will include the following:
1. Total unduplicated membership count (participant must physically come in to the Center to be counted).
  2. Total duplicated participant count for each baseline, *Special Event* and *Educational* activity.
- F. All applicable records will be maintained by Contractor on such forms, as the Director of the Sedgwick County Department on Aging shall designate. Contractors who do not submit required reports in accordance with this paragraph will not be sent payments by the County until they are deemed in compliance with the requirements of this Contract.
- G. Contractor agrees to submit to the Sedgwick County Department on Aging a copy of its 501-3(c) prior to this Contract taking effect. A copy will be maintained in the Contractor's file for reference. Contractor further agrees to notify the Director of the Sedgwick County Department on Aging of any issues or concerns raised by the IRS about its 501-3(c). The County may require Contractor to submit to the County a written action plan, updated as necessary, detailing the steps Contractor will follow to regain good standing of its 501-3(c).
- H. Contractor agrees to provide the Sedgwick County Department on Aging a copy of its *Organizational Chart*. This will be submitted at the beginning of the Contract year. Updated copies will be submitted promptly if changes occur during the Contract year.
- I. Contractor agrees to provide the Sedgwick County Department on Aging a list of its *Board of Directors*, which is to include each member's name, address and phone number. This should be submitted at the beginning of the Contract year. Updated copies will be submitted promptly if changes occur during the Contract year.
- J. Contractor agrees to provide a *smoke free building*. In the event that a Contractor does not provide a building, which is smoke free in accordance with this paragraph, no payment will be sent by the County until Contractor is deemed compliant with the requirements of this paragraph.
- K. Contractor understands and agrees that attendance is required at the quarterly Senior Summit meetings. Notice of the meeting times and places will be provided by the Sedgwick County Department on Aging.

L. Contractor understands and agrees that an eligible participant in this program is:

- 1) a resident of Sedgwick County, Kansas; and
- 2) fifty-five (55) years of age or older.

2.3 Senior Center Goals and Objectives.

A Senior Center is a community focal point where eligible participants come together for services and activities, which enhance the dignity, support the independence, and encourage the involvement of eligible participants in and with the community. As part of a comprehensive community strategy to meet the needs of eligible participants, Senior Center programs take place within and emanate from a facility. A Senior Center Level 2 will be open six (6) to eight (8) hours per day, five (5) days per week.

A. GOALS.

- 1) Each Senior Center will be required to provide assistance in fulfilling the social, educational, recreational, physical and emotional needs of eligible participants through the development, planning, and coordination of activities.
- 2) Each Senior Center will be required to provide information and assistance to eligible participants regarding services including, but not limited to:
  - a) Adult Day Care
  - b) Case Management
  - c) Chore/Minor Home Repair
  - d) Commodities
  - e) Employment
  - f) Forms Assistance - Entitlement/Social Security
  - g) Housing Assistance/Referrals/Matches
  - h) In-Home Services - Respite/Homemaker/Personal Care including:
    1. Program literature
    2. Resources from the Center Director
  - i) Legal Assistance
  - j) Nutrition - Congregate/Homebound
  - k) Shopping and Errand Assistance
  - l) Support Groups
  - m) Translation/Interpretation
  - n) Transportation
  - o) Wellness Screenings

- 3) Each Senior Center will be required to provide coordinated comprehensive and appealing programs in the area of social participation and education as outlined in the *Baseline, Special Events/Projects* and *Education* sections.
- 4) Each Senior Center shall work to mobilize interest, skills and abilities of Center participants in order for them to assist other elders within the community.
- 5) Each Senior Center shall serve as a catalyst in bringing Center participants together with services that will meet their various needs.

B. OBJECTIVES.

Each Senior Center is a meeting and gathering point designed to give eligible participants a place for fellowship, a place to experience a sense of belonging, and a place to obtain information to enrich their lives. Eligible participants should be given the opportunity to plan, or assist in the planning, of Center activities. They should also be encouraged by the Center to become involved in community activities.

Each Senior Center Level 2 will be required to provide the following:

- 1) *BASELINE ACTIVITIES*, which shall be selected from a list, which is standard for all Centers. Baseline activities are Center activities that occur on a regular basis (daily, weekly, monthly, and/or quarterly). Baseline activities are to be specified through a description with projected outcomes (i.e. average number of participants). A Senior Center Level 2 will be required to provide a minimum of ten (10) Baseline activities per year. Examples include:
  - a) Crafts
  - b) Exercise
  - c) Games
  - d) Potluck/Meals
  - e) Social/Support Groups
- 2) *SPECIAL EVENTS/PROJECTS* are activities, which require the planning, and/or coordination of the Center director/board. These activities are to be specified through a description with projected outcomes. A Senior Center Level 2 will be required to provide a minimum of fifteen (15) Special Events/Projects per year. Examples include:
  - a) Community Charities

- b) Fundraising
  - c) Intergenerational Programs
  - d) Dinner Events with Programs
  - e) Musical Events
- 3) *EDUCATIONAL* activities are those, which require the planning and/or coordination of the Center director/board. These activities are to be specified through a description with projected outcomes. A Senior Center Level 2 will be required to provide a minimum of forty (40) Educational activities per year. At least five of the 40 activities must include programs on evidence-based best practice, caregiver, mental health, health promotion/disease prevention and a program on public benefits. Examples of other activities include:
- a) Community Education
  - b) Education Services
  - c) Health Presentations/Workshops
  - d) Advocacy Opportunities
  - e) Retirement Planning
  - f) Volunteer Services and Opportunities
  - g) Educational Tours and Cultural Enrichment
- 4) The Center will employ at least a part-time director to plan, coordinate, and schedule activities. As part of the Director's regular job duties the Center director is expected to:
- a) Create/Provide an entry point for aging services.
  - b) Be informed on aging services available within the community.
  - c) Schedule activities, presentations, and events; Develop and set-up programs; link with the community, other Centers, and participants to create opportunities for the Center, including:
    - \* Advocacy
    - \* Counseling
    - \* Information and Assistance on services, which includes those, listed in section 2.A.2) (also includes program literature and resources).
    - \* Outreach, which must include contact with someone to assist in service connection (home visits, telephone, etc.).
  - d) Provide the specified number of activities for each category.
  - e) Work to increase Center membership, and membership participation in activities, and submit an annual measurement of Center membership growth.

- f) Work to recruit volunteers in an effort to expand services and activities.
  - g) Require participation by a Center representative in the four (4) Senior Summit meetings which will be held to focus on objectives, review program updates and changes in aging services, share working models and strategically plan a common vision for Sedgwick County's Senior Center network. Arrangements need to be coordinated with the Program Manager to excuse absences, which may be made up by attending a monthly Information and Assistance meeting.
  - h) Attend at least six (6) hours of aging related education, obtaining documentation (Continuing Education Units or signed agenda) of attendance.
  - i) Maintain daily activity sign in sheets and compile data into a spreadsheet program (provided by Sedgwick County Department on Aging).
  - j) Require senior center staff or a volunteer to be SHICK trained and provide SHICK counseling to senior center participants as needed
- 5) The Center will have adequate space for the following:
    - a) Social and companionship activities; and
    - b) Separate privacy area for the purpose of counseling or meetings.
  - 6) A Senior Center should work to recruit volunteers to expand the services and activities with an emphasis on additional Center "Goals and Objectives" which expand Center programs and roles in the community.
  - 7) A Senior Center should expend the funds as outlined in the budget to accomplish the goals of the program.

**NOTE:** ANY ACTIVITY THAT IS INTRODUCED AS A NEW ACTIVITY WILL BE COUNTED AS A NEW ACTIVITY. WHEN THAT ACTIVITY BECOMES A REGULAR ACTIVITY, IT THEN WILL BECOME A PART OF THE BASELINE CATEGORY.

SEDGWICK COUNTY DEPARTMENT ON AGING WILL OFFER TECHNICAL ASSISTANCE TO SENIOR CENTERS UPON REQUEST IN AN EFFORT TO MAXIMIZE EACH CENTER'S POTENTIAL FOR IMPLEMENTING SUCCESSFUL NEW PROGRAMS.

2.4 Goals, Objectives, and Outcomes.

A. Goals:

1. The Senior Center will offer health and wellness, social, and educational activities to stimulate older adults, promote independence and encourage community connectedness. The Senior Center will be a community focal point for older adults to access information and services.
2. A better understanding of Medicare and the changing healthcare choices of those 65 and older have.

B. Objectives:

- 1.a. Provide ten (10) baseline activities which occur on a regular basis throughout the fiscal year.
- 1.b. Provide fifteen (15) special events throughout the fiscal year
- 1.c. Provide forty (40) educational presentations, outings or events throughout the fiscal year.
2. To educate seniors by offering fifteen educational sessions on computer based Medicare options, verbal educational opportunities and one-on-one counseling in 2012.

C. Outcomes:

1. Seventy-five percent (75%) of participants will express that through their involvement with the Senior Center they have increased their level of activity and increase or changed their knowledge, skills or behavior.
2. At least 75% of members surveyed state they feel ample opportunity to learn of their Medicare benefits and the choices they have when choosing their Medicare and drug plans for the year.

**ARTICLE 3: OTHER PROGRAM MATTERS**

- 3.1 Payment of Taxes and Insurance. The Contractor acknowledges and attests to working in the capacity of an independent contractor free from direction and control. As such, no payroll or employment taxes of any kind shall be withheld or paid by the County on the Contractor's behalf. The payroll and employment taxes that are the subject of this paragraph include, but are not limited to, FICA, FUTA, federal employment income tax, and state income and unemployment insurance taxes. No workers' compensation insurance has been or shall be obtained by the County for the Contractor or the Contractor's employees. It shall be the responsibility of the Contractor to provide these protections.

- 3.2 Confidentiality of Information. The Contractor agrees to comply with all federal and state laws and regulations governing the safeguard of confidential information. The Contractor shall not disclose any such information to any party other than the County without the County's prior written authorization specifying that the information is releasable. For the purpose of this Contract, all information, records, data and data elements collected and maintained of the operation of the Contract and pertaining to persons referred to Contractor under this Contract shall be protected by Contractor from unauthorized disclosure.
- 3.3 Compliance. The Contractor assures full compliance with the regulations, policies and procedures of the County. The Contractor agrees to become familiar with current policies and procedures, which affect this Contract. The County agrees to send the Contractor notice of any pertinent policy or procedure which has either been changed or formulated subsequent to this Contract, and Contractor agrees to be subject to said policy or procedure.
- 3.4 Applicable Law. This Contract shall be governed by the laws of the State of Kansas and the policies and procedures of the County.

#### **ARTICLE 4: COMPENSATION FROM THE COUNTY**

- 4.1 Method of Billing and Payment. Contractor agrees that billings and payments under this Contract shall be processed in accordance with established budgeting, purchasing and accounting procedures of Sedgwick County, Kansas. Subject to the maximum amount of compensation prescribed in this Contract, Contractor shall submit billing for services provided to County by the 10th day of each month or on a quarterly basis. Payment to Contractor shall be made within 30 days following receipt of Contractor's billing. Billings submitted after the 10th of the month may be rolled over to the next billing cycle. Billing shall be supported with all documentation required by County, including, but not limited to, that documentation described in this Agreement. Payments shall be made to Contractor only for items and services provided to support the contract purpose and if such items and services are those that are authorized by this Agreement. County reserves the right to disallow reimbursement for any item or service billed by Contractor if County believes that any item or service was not provided to support the contract purpose.
- 4.2 Billing. All Mill Levy contracts are twelve-month contracts. Every effort should be made to expend the funds over this time frame. If in monitoring the program, it becomes apparent that all Mill Levy funds will not be expended by the fiscal year end (December 31, 2012), the County must be notified by October 15, 2012. At fiscal year end (December 31, 2012) all billing for Mill Levy must be submitted by January 10, 2013. Failure to submit a final billing by January 10, 2013, will result in a loss of funds and billings will not be reimbursed. All financial reports should be billed to the dollar (no cents should be included on the report). All

submitted financial reports must be originals and include an original signature. Faxed or emailed copies will no longer be accepted.

#### 4.3 Budget

Salaries/Benefits	\$27,625.00
Training	\$ 300.00
Office Supplies	\$ 600.00
Electric/Gas	\$ 6,400.00
Mileage	\$ 75.00
<b>TOTAL</b>	<b>\$35,000.00</b>

4.4 Taxes. The County shall not be responsible for any federal, state or local taxes, which may be imposed or levied upon Contractor as a result of this Contract.

4.5 Certificate of Tax Clearance. Annually Contractor shall provide County with a certificate of tax clearance from the State of Kansas certifying Contractor has paid all state taxes. The statement of tax clearance must be provided before contract renewal/initiation and be dated no more than 30 days prior to beginning date of the contract term.

4.6 Services not Performed. Contractor shall not be entitled to receive payments for any program services Contractor is failing or has failed to perform.

4.7 Maximum Compensation. Contractor and County agree that in no event shall the total, full and complete compensation and reimbursement, if any, paid hereunder to Contractor for performance of this Contract exceed the maximum amount of \$35,000.00

### **ARTICLE 5: APPEALS**

5.1 Notice of Action-Including Notice of Appeal Rights. To the extent permitted by law, the Contractor shall retain the right to appeal, pursuant to the Kansas Act for Judicial Review and Civil Enforcement of Agency Actions (K.S.A. 77-601 *et seq.*), any final order or decision rendered at the administrative agency level which adversely affects the Contractor's interests.

### **ARTICLE 6: CONTRACTOR'S PERSONNEL**

6.1 Minimum Wages. Contractor shall comply with the minimum wage and maximum hour provisions of the Fair Labor Standards Act (29 U.S.C. § 201 *et seq.*).

6.2 Employee Conflict of Interest. Contractor shall establish written safeguards to prevent its employees from using their position with Contractor for a purpose that is, or gives rise to

the perception that it is, motivated by a desire for private gain for themselves or others (particularly those with whom they have family, business, or other ties).

6.3 Background Checks. Contractor acknowledges and understands that entities or persons providing government-funded services to the public are subject to public scrutiny. During the term of this Contract and at all times when Contractor is providing services hereunder, Contractor shall assume an affirmative and ongoing obligation to comply with KDOA Field Service Manual requirements relating to background checks and to ensure the restrictions in **Subparagraph 6.4(A)-(C)** are adhered to. This will require the use of criminal or other legal background checks upon all employees, agents, independent contractors and other personnel who provide services pursuant to this Contract, or administer the funds conveyed under this Contract. Contractors utilizing very large numbers of volunteers may be permitted, at the sole discretion of the County, to use optional methods for ensuring the protection of the persons served pursuant to this Contract.

6.4 Participant Safeguards. Persons convicted of the following types of crimes during the consecutive ten (10) year period immediately preceding the execution of this Contract or, at any time during the pendency of this Contract, are restricted as follows:

- (A) persons convicted of any felony, drug or drug-related offense, crime of falsehood or dishonesty, or crime against another person are prohibited from performing Contract Services, administering this Contract, or handling any funds conveyed hereunder;
- (B) persons convicted of any crimes of moral turpitude, including without limitation, sex offenses and crimes against children are prohibited from performing Contract Services or otherwise interacting in any way with persons served pursuant to this Contract; and
- (C) persons convicted of a serious driving offense, including without limitation, driving under the influence of alcohol or a controlled substance, are prohibited from operating a vehicle in which a person served pursuant to this Contract is a passenger. For purposes of this section, "serious traffic offense" shall not include any offense deemed a "traffic infraction" under K.S.A. §§ 8-2116 and 8-2118.

The terms "convicted" and "conviction" shall include: (i) convictions from any federal, state, local, military, or other court of competent jurisdiction; (ii) nolo contendere ("no contest") pleas; and (iii) being placed into a diversion or deferred judgment program in lieu of prosecution.

Any issues concerning the interpretation of this **Paragraph 6.4** or its application to an individual shall be referred to the Executive Director of the Sedgwick County Department on Aging (the "Executive Director"). The Executive Director's decision shall be final for purposes of compliance with this Contract.

## ARTICLE 7: FUNDING

- 7.1 Cash Basis and Budget Laws. The right of the County to enter into this Contract is subject to the provisions of the Cash Basis Law (K.S.A. §§10-1112 and 10-1113), the Budget Law (K.S.A. § 79-2935), and other laws of the State of Kansas. This Contract shall be construed and interpreted in such a manner as to ensure the County shall at all times remain in conformity with such laws. Further, the County reserves the right to unilaterally sever, modify, or terminate this Contract at any time if, in the opinion of its legal counsel, the Contract may be deemed to violate the terms of any laws of the State of Kansas.
- 7.2 Non-Supplanting Existing Funds. Contractor assures that grant funds made available under County mill levy grants and administered under this contract will not be used to supplant existing funds or other funding sources, but will be used to increase the amounts of those other funding sources.
- 7.3 Open Meetings. By accepting public funding from the County, or funding administered by the County, Contractor agrees that all administrative meetings at which the management or distribution of such funding is a topic will be open to County Officials and/or employees of the County.
- 7.4 Debarment/Suspension: Contractor acknowledges that as part of the Code of Federal Regulations (2 C.F.R. Part 180) a person or entity that is debarred or suspended in the Excluded Parties List System (EPLS) shall be excluded from Federal financial and nonfinancial assistance and benefits under Federal programs and activities. All non-federal entities, including Sedgwick County, must determine whether the Contractor has been placed on the Excluded Parties List System (EPLS) and any federal funding received or to be received by Sedgwick County in relation to this Agreement prohibits Sedgwick County from contracting with any Contractor that has been so listed. In the event the Contractor is debarred or suspended under the EPLS, the Contractor shall notify Sedgwick County in writing of such determination within five (5) business days as set forth in the Notice provision in this Agreement. Sedgwick County shall have the right, in its sole discretion, to declare the Agreement terminated for breach upon receipt of the written notice. Contractor shall be responsible for determining whether any sub-contractor performing any work for Contractor pursuant to this Agreement has been debarred or suspended under EPLS and to notify County within the same five (5) business days, and with the County reserving the same right to terminate for breach as set forth herein.

## ARTICLE 8: RECORDS, REPORTS, PROCEDURES, and INSPECTIONS

- 8.1 Documentation of Costs. All costs incurred by Contractor for which Contractor purports to be entitled to reimbursement shall be supported by properly executed payrolls, time records, invoices, contracts, vouchers or other official documentation (hereinafter

collectively referred to as "Expense Information") evidencing in proper detail the nature and propriety of the costs charged to the County.

8.2 Availability of Accounting Information.

A. Contractor shall clearly identify and make readily accessible to the County:

- (i) all expense information; and
- (ii) any other checks, payrolls, invoices, contracts, vouchers, orders or other accounting documents pertaining in whole or in part to this Contract.

B. The information listed in Subparagraphs 8.2(A)(i) and (ii) is collectively referred to as "Accounting Information").

8.3 Reports.

A. During the term of this Contract, Contractor shall furnish to the County, in such form as the County may require, such statements, records, reports, data and information (hereinafter collectively referred to as "Reports") pertaining to matters covered by this Contract as the County requests. Payments to Contractor may be withheld by the County if Contractor fails to provide all required Reports in a timely, complete and accurate manner. Any payments withheld pursuant to this Paragraph 8.3 shall be submitted to Contractor when all requested Reports are furnished to the County in an acceptable form. All records and information used in preparation of Reports are subject to review by the County to ensure the accuracy and validity of the information reported.

8.4 Access to Records.

A. At any time Contractor shall make any and all of its Accounting Information and other records, books, papers, documents and data available to the County (or an authorized representative of a State agency with statutory oversight authority) for the purposes of:

- (i) assisting in litigation or pending litigation; or
- (ii) any audits or examinations reasonably deemed necessary by the County.

B. The County shall be entitled to make excerpts, copies and transcriptions of any of the foregoing information.

**ARTICLE 9: CONFLICTS OF INTEREST**

- 9.1 Interest of Contractor. Contractor covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of program services pursuant to this Contract.
- 9.2 Interest of Public Officials and Others. No officer or employee of the County or any member of its governing body or other public official shall have any interest, direct or indirect, in this Contract or the proceeds hereof.
- 9.3 Employment Conflicts.
- A. Contractor shall submit written notice to the County in the event:
- (i) an employee of the County shall also be an employee of Contractor at time this Contract is executed;
  - (ii) an employee of Contractor seeks additional/alternate employment with the County during the term of this Contract;
  - (iii) an employee of the County seeks additional/alternate employment with Contractor during the term of this Contract.
- B. The County shall have the sole discretion to determine what actions need to be taken to resolve the conflict. The County may immediately terminate this Contract without any further liability to Contractor if Contractor fails to adhere to the County's decision.
- 9.4 Advisory Council Members. If any Contractor staff or board members serve on any County advisory councils, they shall not be present during nor participate in any discussion (inside or outside of the advisory council's meeting) relating to the program and may not vote in person or by proxy on any matter related to, affecting or affected by the program.
- 9.5 Gratuities and Favors. Contractor shall not directly or indirectly offer any of the County's officers, employees, or agents anything having monetary value including, without limitation, gratuities and favors.

## ARTICLE 10: ASSIGNMENT & SUBCONTRACTING

- 10.1 Assignment. Neither this Contract nor any rights or obligations hereunder shall be assigned or otherwise transferred by Contractor without the prior written consent of the County. This Contract is binding upon and fully enforceable against the successors and assigns of Contractor, whether consented to or not.
- 10.2 Subcontracting. None of the work or services covered by this Contract shall be subcontracted without the prior written approval of the County. All approved subcontracts shall conform to the applicable requirements set forth in this Contract

including any and all appendices and amendments, if any. Notwithstanding the County's consent to any subcontracting, Contractor shall remain fully responsible for all obligations of this Contract.

## ARTICLE 11: PUBLICATION OF CONTRACT RESULTS

- 11.1 Contract Related Publications. If this Contract results in a book or other material, which may be copyrighted, the author is free to copyright the work. However, the County hereby reserves a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, all such copyrighted material and all material which can be copyrighted.
- 11.2. Documentation of Originality or Source. All published material and written reports submitted under this Contract or in conjunction with any third party agreements under this Contract will be originally developed material unless specifically provided for otherwise. Material not originally developed that is included in reports shall have the source identified either in the body of the report or in a footnote (regardless of whether the material is verbatim or in an extensive paraphrase format). All published material and written reports shall give notice that funds were provided by a grant from the County.

## ARTICLE 12: EQUAL OPPORTUNITY & AFFIRMATIVE ACTION

### 12.1 Discrimination Prohibited.

- (A) In carrying out this Contract, Contractor shall not discriminate against any person on the basis of race, ancestry, national origin, color, sex, disability, age, or religion and shall comport its performances with all pertinent provisions set out in all applicable Federal and State anti-discrimination acts and associated regulations, all as amended, including, but not limited to:
- (i) Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d *et seq.* and 45 C.F.R. Part 80);
  - (ii) Title VII of the Civil Rights Act of 1964 (42 U.S.C. 2000e *et seq.* and 29 C.F.R. Parts 1602, 1604, 1605, and 1606);
  - (iii) the Age Discrimination in Employment Act (29 U.S.C. 621 *et seq.* and 29 C.F.R. Part 1625);
  - (iv) the Age Discrimination Act of 1975 (42 U.S.C. 6101 *et seq.* and 45 C.F.R. Parts 90 and 91);
  - (v) the Americans with Disabilities Act ("ADA") (42 U.S.C. 12101 *et seq.*, 28 C.F.R. Parts 35 and 36, and 29 C.F.R. Parts 1602, 1627, and 1630);
  - (vi) the Rehabilitation Act of 1973 (29 U.S.C. 794 *et seq.* and 45 C.F.R. Parts 84 and 85);
  - (vii) the Kansas Acts Against Discrimination (K.S.A. 44-1001 *et seq.* and K.A.R. Articles 21-30, 21-31, 21-32, 21-33, 21-34, 21-50, and 21-70); and

- (viii) the Kansas Discrimination in Employment Act (K.S.A. 44-1110 *et seq.* (including the Kansas Age Discrimination in Employment Act, K.S.A. 44-1111 *et seq.* and K.A.R. Article 21-80)).

12.2 Non-Compliance.

- (A) Contractor shall be deemed to be in default of this Contract and it may be immediately canceled, terminated or suspended, in whole or in part, by the County if Contractor violates the applicable provisions of any of the acts, regulations or policies cited in Paragraph 12.1. Furthermore,
  - (i) The Contractor shall observe the provisions of the Kansas act against discrimination and shall not discriminate against any person in the performance of work under the present contract because of race, religion, color, sex, disability, national origin or ancestry;
  - (ii) In all solicitations or advertisements for employees, Contractor shall include the phrase "equal opportunity employer" or a similar phrase approved by the Kansas Human Rights Commission
  - (iii) If the Contractor fails to comply with the manner in which the Contractor reports to the Kansas Human Rights Commission in accordance with the provisions of K.S.A. 44-1031 and amendments thereto, the Contractor shall be deemed to have breached the present contract and it may be canceled, terminated or suspended, in whole or in part, by the contracting agency;
  - (iv) If the Contractor is found guilty of a violation of the Kansas act against discrimination under a decision or order of the commission which has become final, the contractor shall be deemed to have breached the present contract and it may be canceled, terminated or suspended, in whole or in part, by the contracting agency.

12.3 Flow Through of Requirements. Contractor shall include the provisions of **Paragraphs 12.2** in all of Contractor's subcontracts and purchase orders in order to ensure such provisions are binding upon Contractor's subcontractors.

12.4 Exempt Contractors.

- (A) The provisions of this Article 12 (with the exception of those provisions relating to the ADA) are recommended but not enforceable against Contractor if:
  - (i) Contractor employs fewer than four (4) employees at all times during the term of this Contract; or

- (ii) all of Contractor's contracts with the County cumulatively total Five Thousand (\$5,000.00) or less during the fiscal year of the County pursuant to K.S.A. 44-1030(c).

12.5 EPA Approved Building. Contractor will insure that the facilities under its ownership, lease or supervision which shall be utilized in the accomplishment of the Contract are not listed on the Environmental Protection Agency's (EPA) list of Violating Facilities from the Director of the EPA Office of Federal Activities indicating that a facility to be used in the Contract is under consideration for such listing by the EPA.

### ARTICLE 13: SUSPENSION & TERMINATION

13.1 Suspension of Services. The County may, in its sole discretion, indefinitely suspend Contractor's performance of program services pursuant to this Contract by providing two (2) days notice to Contractor. Contractor shall resume performance of services within three (3) days after receipt of notice from the County.

13.2 Termination in Specific Circumstances. In addition to the other provisions of the Contract authorizing termination in specific situations, the Contract may be terminated as specified in Paragraphs 13.3 and 13.4 below.

13.3 Termination for Cause.

A. Contractor shall be deemed to have materially breached this Contract, and the County shall be entitled to terminate the Contract by providing written notice to the Contractor if Contractor:

- (i) fails to fulfill in a timely and proper manner any of its obligations under this Contract (and fails to cure such default within five (5) days after receipt of written notice);
- (ii) violates any of the terms, covenants, representations, warranties, conditions, or stipulations of this Contract;
- (iii) authorizes the winding up or reorganization of Contractor;
- (iv) makes a general assignment for the benefit of creditors; or
- (v) appoints a receiver.

B. In such event, the County may pursue all damages incurred by the County as a result of Contractor's breach including, without limitation, incidental, consequential and punitive damages (to the extent allowed by law). The County may withhold any payments due to Contractor for the purpose of set-off until such time as the exact amount of damages due the County from Contractor are determined. In addition, any information prepared by Contractor to carry out this Contract including, without limitation, data, studies, surveys, records, drawings, maps and reports shall, at the option of the County, become the property of the County. Said items shall be delivered to the County within ten (10) days after receipt of a written request from the County.

13.4 Termination for Convenience.

- A. Either party may terminate this Contract, in whole or in part, without stating any reason therefore by providing thirty (30) days written notice to the other party. To be effective, a partial termination shall be assented to in writing by the non-terminating party. Notwithstanding the foregoing, a refusal by a non-terminating party to assent to partial termination shall in no way limit the other party's right to unilaterally terminate the entire Contract.
- B. If the County terminates for convenience, Contractor shall not incur new obligations for the terminated portion after the effective date of the termination and shall cancel as many outstanding obligations as possible. If the Contract is terminated by either party pursuant to this Paragraph 13.4, the Contractor shall be paid for work satisfactorily completed prior to the effective date of termination, provided the provisions of Paragraph 4.2 have been complied with by Contractor.

**ARTICLE 14: INDEMNIFICATION**

14.1 Indemnification.

- A. Contractor shall indemnify, defend and hold harmless the County and its commissioners, officers, employees, agents, legal representatives, successors and assigns (collectively referred to as the "Indemnified Parties") from and against all losses, costs, claims, damages, expenses and liabilities, including without limitation attorneys' fees, (collectively referred to as the "Liabilities") to the extent:
  - (i) attributable, directly or indirectly, to the Contractor's failure to perform any of its obligations under this Contract;
  - (ii) attributable, directly or indirectly, to Contractor's violation of any of the terms, covenants, representations, warranties, conditions, or stipulations contained in this Contract; or
  - (iii) caused or alleged to be caused, in whole or in part, by the negligence or intentional misconduct of Contractor (or any of its directors, officers, members, agents, subcontractors or anyone else for whose acts the Contractor may be liable) regardless of whether or not such Liabilities are caused in part by one or more of the Indemnified Parties.

**ARTICLE 15: NOTICES**

- 15.1 Notice Requirements. Any formal notice required or permitted under this Contract shall be deemed sufficiently given if said notice is personally delivered, sent by registered or certified mail (return receipt requested) or sent by means of telefacsimile or telecopier, to the party to whom said notice is to be given. Notices delivered in person or sent via

telefacsimile or telecopier shall be deemed to be served effective as of the date the notice is delivered or sent, as applicable. Notices sent by registered or certified mail (return receipt requested) shall be deemed to be served seventy-two (72) hours after the date said notice is postmarked to the addressee, postage prepaid.

- 15.2 *Notice Information:* Until changed by written notice given by one party to the other, the addresses and numbers of the parties shall be as follows:

If to the County:

Sedgwick County Department on Aging  
Attn: Director  
2622 West Central, Ste 500  
Wichita, KS 67203  
FAX (316)660-1936

If to Contractor:

Kenneth Hampton  
Mayor  
City of Haysville  
200 W. Grand Ave./PO Box 404  
Haysville, Kansas 67060

AND

Sedgwick County Counselor's Office  
Sedgwick County Courthouse  
525 N. Main, Suite 359  
Wichita, KS 67203-3790  
FAX (316) 383-7007

#### **ARTICLE 16: MISCELLANEOUS**

- 16.1 *Publicity.* Contractor shall not publicize in any manner whatsoever the program services to be performed under this Contract or Contractor's participation in the program without prior written consent of the County. The SCDoA's support of the program services and shall be conspicuously acknowledged in all publicity releases.
- 16.2 *Applicable Law.* This Contract shall be governed by, interpreted and construed in accordance with the laws of the State of Kansas, without regard to its conflict of law provisions.
- 16.3 *Waiver.* The failure of either party to insist upon the strict performance of any of the terms or conditions of this Contract or to exercise any option, right or remedy herein contained, should not be construed as a waiver or relinquishment for the future of such term, provision, option, right or remedy, but the same shall continue and remain in full force and effect. No waiver by either party of any term or provision hereof shall be deemed to have been made unless expressed in writing and signed by the waiving party.

- 16.4 Descriptive Headings. The descriptive headings of the provisions of this Contract are formulated and used for convenience only and shall not be deemed to affect the meaning and construction of any such provision.
- 16.5 Attorneys' Fees. In any action or proceeding, arising out of this Contract, the prevailing party shall be entitled to reasonable attorneys' fees.
- 16.6 Amendments. This Agreement may not be amended unless such amendment is in writing and signed by both parties hereto.
- 16.7 Survivorship. Notwithstanding the termination of this Contract, Contractor's obligations with respect to Article 5 ("Appeals"), Article 8 ("Records, Reports, Procedures & Inspections"), Article 11 ("Publication of Contract Results"), Article 14 ("Indemnification"), and Article 16 ("Miscellaneous") and any other terms and conditions which by their nature should survive termination, shall survive the termination of this Contract.
- 16.8 Invalidity. In the event that any provision in this Contract shall be adjudicated invalid under applicable laws, such invalid provision shall automatically be considered reformed and amended so as to conform to all applicable legal requirements, or, if such invalidity cannot be cured by reformation or amendment, the same shall be considered stricken and deleted, but in neither such event or events shall the validity or enforceability of the remaining valid portions hereof be affected thereby.
- 16.9 Phraseology. In this Contract, the singular includes the plural, the plural includes the singular and any gender includes the other gender.
- 16.10 Incorporation of Appendices. Any appendices attached hereto are incorporated by reference are a part of this Contract to the same extent as if fully set forth herein.
- 16.11 Authorities Incorporated by Reference. The parties shall be bound by those provisions and requirements, which are applicable and relevant to the program. The Contractor is responsible for reviewing the contents of the applicable authorities and shall be obligated to perform in accordance with their terms whether or not the Contractor has obtained or reviewed a copy of the authorities.
- 16.12 Merger: This Contract and the documents incorporated by reference constitute the entire agreement between the parties with respect to their relationship as it relates to the provision of program services. There are no verbal understandings, agreements, representations or warranties between the parties, which are not expressly set forth herein. This Contract supersedes all prior agreements and understandings between the parties, both written and oral.

IN WITNESS WHEREOF, the County and Contractor have executed this Contract as of the day and year first above written.

BOARD OF COUNTY COMMISSIONERS  
OF SEDGWICK COUNTY, KANSAS

CONTRACTOR  
City of Haysville, Kansas

\_\_\_\_\_  
Chairman David M. Unruh, 1<sup>st</sup> District

\_\_\_\_\_  
Kenneth Hampton, Mayor

Date: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:

ATTEST:

\_\_\_\_\_  
Kelly B. Arnold, County Clerk

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Bill Raymond  
Assistant County Counselor



# CITY OF HAYSVILLE, KANSAS

401 S. Jane-P.O. Box 404-Haysville, Kansas 67060

(316) 529-5940~Fax (316) 529-5945

www.haysville-ks.com

To: The Honorable Mayor, Ken Hampton  
Haysville City Councilmembers

From: Randal Dorner  
City of Haysville  
Public Works Director

Date: November 9, 2011

Re: Replacement Sod Cutter

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We have received three (3) quotes for a replacement Sod Cutter from the following vendors:

Haysville Rental 524-7368	\$3,280.00
Maximum Outdoor 943-0201	\$3,280.00
Jim's Tire & Auto 683-5684	\$4,599.96

We are requesting authorization to purchase a replacement Sod Cutter from Haysville Rental for the above listed price of \$3,280.00.

A handwritten signature in black ink that reads "Randal Dorner".

---

Randal Dorner  
City of Haysville  
Public Works Director



# CITY OF HAYSVILLE, KANSAS

401 S. Jane-P.O. Box 404-Haysville, Kansas 67060

(316) 529-5940~Fax (316) 529-5945

www.haysville-ks.com

To: The Honorable Mayor, Ken Hampton  
Haysville City Councilmembers

From: Randal Dorner  
City of Haysville  
Public Works Director

Date: November 9, 2011

Re: Concrete Grinder

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We have received quotes for a Concrete Grinder from:

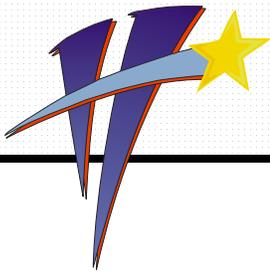
Concrete Accessories	No Response
PMSI Graco Grind Lazer w/8" Dia. 8 pt. Flail Cutters	\$4,679.00
Rae Pro Stores	\$5,100.00

We are requesting authorization to purchase a Graco Grind Lazer from PMSI (Paving Maintenance Supply Inc.) for the above listed price of \$4,679.00.

\*Please see attached memo in regards to Renting vs. Owning.

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Randal Dorner  
City of Haysville  
Public Works Director



DATE  
11/9/2011

City of Haysville

**Proposal on Grindlazer 270 Rent vs. Owning**

**Concrete Streets**

Width	LF	L Joints	Cuts	Grind length	Depth 1/8" Cut	LF of Grind	LF Per Hr	Days of Rent
29	100	3	20.0	445	4	1780	70	3.18
29	50	5	20.0	322.5	4	1290	70	2.30
2	300	1	20.0	330	4	1320	70	2.36
12	60	2	20.0	156	8	1248	70	2.23
29	50	3	20.0	222.5	4	890	70	1.59
								11.66

**Curb and Gutters**

Width	LF	L Joints	Cuts	Grind length	Depth 1/8" Cut	LF of Grind	LF Per Hr	Days of Rent
0	200	1	5.0	200	4	800	30	3.33

**Sidewalks**

Width	LF	L Joints	Cuts	Grind length	Depth 1/8" Cut	LF of Grind	LF Per Hr	Days of Rent
5	200	1	5.0	400	4	1600	40	5.00

**Asphalt leveling**

Width	LF	L Joints	Cuts	Grind length	Depth 1/8" Cut	LF of Grind	LF Per Hr	Days of Rent
40	120	1	40.0	240	4	960	80	1.50

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	ESTIMATE	
				UNIT PRICE	COST
1.	<b>Concrete Streets</b>	11.66	HR	\$200.00	\$2,331.43
2.	<b>Curb and Gutters</b>	3.33	HR	\$200.00	\$666.67
3.	<b>Sidewalks</b>	5.00	HR	\$200.00	\$1,000.00
4.	<b>Asphalt leveling</b>	1.50	HR	\$200.00	\$300.00
<b>Sub Total</b>					<b>\$4,298.10</b>



# CITY OF HAYSVILLE, KANSAS

RECREATION DEPARTMENT - 7106 S BROADWAY/ P.O. BOX 404  
HAYSVILLE, KANSAS 67060 – (316) 529-5922 (316) 529-5923 – FAX

**TO:** The Honorable Ken Hampton  
City Council Members

**FROM:** Georgie Carter, Recreation Director  
Randy Dorner, Public Works Director

**SUBJECT:** Park Board Item - Wood Chips

**DATE:** November 9, 2011

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At the November 7th Park Board meeting the members approved the purchase of up to \$8,000 to replace wood chips throughout the City parks. Below are the three bids we have received. This is before you for your consideration.

PLAYSCAPES	\$7,083.06
Fry and Associates, Inc.	\$7,747.17
Quality Timber	\$12,150 (Not certified)

We are recommending a purchase from PLAYSCAPES at a cost of \$7,083.06. This would be deducted from the Park Board line item Special Parks/Recreation Miscellaneous.

VENDOR NO NAME	PAYMENT AMT
5 AAA PORTABLE SERVICES LLC	82.50
215 AIRGAS MID SOUTH INC	99.77
445 ASSESSMENT STRATEGIES LLC	150.00
460 ASSOCIATED BUSINESS FORMS	132.53
470 ASSOCIATED MATERIAL & SUP	121.59
633 BANK OF NEW YORK	1,350.00
680 BAYSINGER POLICE SUPPLY	276.85
798 BLACK EAGLE MARTIAL	270.00
836 BRENNTAG SW	501.80
844 BROOKS JIM	35.00
930 BUSINESS PROTECTION EQUIP	468.00
996 CAPITAL ONE BANK N A	3,597.06
1010 CARLSON HYDRAULICS	361.68
1487 DATA TECHNOLOGIES INC	1,880.00
1493 DE LAGE LANDEN PUBLIC FIN	203.27
1593 DONOVAN AUTO & TRUCK CTR	172.05
1598 DOUG'S AUTO SERVICE	69.95
1640 ECK, RUSTY ECK FORD	686.43
1781 EXPRESS SERVICES INC	1,976.60
1816 FAMILY MEDCENTERS PA	362.40
1954 FOREIGN LANGUAGE INTER	69.80
2168 GRAYBAR	30.42
2215 GT DISTRIBUTORS INC	273.28
2261 HARPER DAVE	35.00
2357 HAYSVILLE SAW & MOWER	34.90

VENDOR NO NAME	PAYMENT AMT
2360 HAYSVILLE SUN TIMES	1,065.00
2679 INTEGRATED TECHNOLOGIES	1,102.69
2735 INTERSTATE ALL BATT CTR	206.07
2743 INTRUST	35.00
2838 JOLIVET ROY	35.00
2874 K & A PROPERTY MAINT	681.25
2940 KANSAS DISC	481.32
3065 KK OFFICE SOLUTIONS INC	181.58
3150 KDOR WATER SALES TAX	811.62
3174 KDOT-FISCAL SER	86,165.61
3248 KANSASLAND TIRE	1,712.28
3265 KANSAS GOLF AND TURF	322.00
3295 KANSAS ONE-CALL SYSTEM IN	176.40
3300 KANSAS PAVING INC	130,200.20
3325 KANSAS REGISTER	28.00
3350 KANSAS STATE TREASURER	1,791.50
3351 KS STATE TREAS	463.75
3370 KANSAS TRK EQUIP CO	181.20
3497 DEAL DETECTING DIVA	210.00
3500 KONICA MINOLTA BUS SYS	210.38
3502 KONICA MINOLTA PREMIERE	343.75
3670 LEAGUE OF KS MUN	556.57
3691 LEWIS-GOETZ & COMPANY	382.72
3744 LOGO DEPOT	20.00
3770 LOWE'S BUSINESS ACCOUNT	33.67

VENDOR NO NAME	PAYMENT AMT
3790 M6 CONCRETE ACCESSORIES	320.83
3880 MAYER SPECIALTY SERVICES	3,400.00
3954 MEEK TONY	35.00
3980 MICRO-COMM INC	799.00
3995 MID-STATES FITNESS EQUIPM	702.08
4070 MICHAEL L WATSON	425.00
4346 NEW DAVID	114.50
4348 NEW MEDICAL HEALTH CARE	165.00
4406 PACE ANALYTICAL SERVICES	237.00
4465 PAVING MAINT SUPPLY	992.62
4520 PETTY CASH	1,239.08
4648 POORMAN'S AUTO SUPPLY #5	274.27
4668 POWERS BRUCE	35.00
4708 PRICHARD ANIMAL HOSPITAL	87.81
4714 PRO-BUILD	26.76
4720 PROSEAL INC	8,140.50
4750 PROFESSIONAL ENGINEERING	21,021.21
4830 PUMP & POWER EQUIPMENT IN	255.16
4860 QUILL CORPORATION	890.00
4885 RJ COMMUNICATIONS	65.00
5056 RINEHART SEAN	35.00
5330 SEDGWICK COUNTY ELECTRIC	2,066.43
5335 SEDG CTY FIN-JAIL FEES	5,016.00
5345 SEDG CTY CODE ENFORCE	1,155.20
5550 SOUTH CENTRAL SEALING	72,450.56

VENDOR NO NAME	PAYMENT AMT
5700 STAR LUMBER & SUPPLY CO	181.69
5784 SWART KENNETH	35.00
5885 TERMINIX PROCESSING CENTE	301.00
5940 TRUCK PARTS & EQUIPMENT	137.77
6030 UNITED STATES POSTAL SERV	950.00
6095 USA BLUE BOOK	467.09
6120 USI GOVERNMENT SALES	121.65
6135 UNIFIRST CORPORATION	1,016.17
6407 WESTAR ENERGY	5,659.13
6626 WICHITA WINNELSON CO	74.00
6630 WICHITA WINWATER	1,368.20
6750 YOUNG MALCOLM	35.00
	=====
REPORT TOTAL	370,934.15

FUND	NAME	TOTAL
01	GENERAL FU	24,385.02
10	SEWER FUND	11,457.00
11	WATER FUND	9,109.89
14	STORMWATER	57.27
21	STREET FUN	82,355.85
24	LAW ENFORC	30.42
28	SPECIAL AL	69.00
30	RECREATION	3,158.16
32	HAYSVILLE	91.77
36	CAPITAL IM	240,009.77
39	CRA GRANT	210.00
		=====
	TOTAL	370,934.15

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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INTRUST GENERAL FUND														
4520 PETTY CASH														
PO 12435B	3	I	11/15/2011	11/09/2011	REIMBURSE FUND	50.00		50.00	50.00	01				1
								01-00-5005	GENERAL ANIMAL LICENSES					
	4	I			REIMBURSE FUND	1.00		1.00	1.00	01				1
								01-00-5012	GENERAL MISCELLANEOUS					
	5	I			REIMBURSE FUND	350.00		350.00	350.00	01				1
								01-00-5016	GENERAL BUILDING RENTAL FEES					
	6	I			REIMBURSE FUND	40.00		40.00	40.00	01				1
								01-00-5002	GENERAL TRAFFIC COURT					
	7	I			REIMBURSE FUND	55.50		55.50	55.50	01				1
								01-00-5004	GENERAL COURT COSTS					
	8	I			REIMBURSE FUND	5.00		5.00	5.00	01				1
								01-00-5069	GENERAL-CT. ADMINISTRATIVE FEE					
	9	I			REIMBURSE FUND	20.00		20.00	20.00	01				1
								01-00-5064	GENERAL LAW ENF TRAINING FEES					
	10	I			REIMBURSE FUND	.50		.50	.50	01				1
								01-00-5063	GENERAL JUDGES' TRAINING FEES					
	11	I			REIMBURSE FUND	15.00		15.00	15.00	01				1
								01-00-5059	GENERAL MUN COURT RESTITUTION					
					* INVOICE TOTALS	537.00		537.00	537.00					
					** VENDOR TOTALS *	537.00		537.00	537.00					
5345 SEDGWICK COUNTY														
OCT 2011	1	I	11/15/2011	11/08/2011	MONTHLY INSPECT PERMIT	1155.20		1155.20	1155.20	01				1
								01-00-5008	GENERAL PERMITS					
					** VENDOR TOTALS *	1155.20		1155.20	1155.20					
					REVENUE FUNDS	1692.20		1692.20	1692.20					
930 BUSINESS PROTECTION EQUIP CORP														
24352	1	I	11/15/2011	11/12/2011	FORMS BURSTER ANNUAL MA	218.50		218.50	218.50	01				1
								01-01-2004	CITY CLERK OFFICE EXPENSE					
					** VENDOR TOTALS *	218.50		218.50	218.50					
2360 HAYSVILLE SUN-TIMES														
11379	1	I	11/15/2011	11/08/2011	3RD QTR FINANCIAL RPT	84.00		84.00	84.00	01				1
								01-01-2014	CITY CLERK LEGAL PRINTING					
					** VENDOR TOTALS *	84.00		84.00	84.00					
2743 INTRUST BANK NA														
2012 RENT	1	I	11/15/2011	10/28/2011	SAFE DEPOSIT BOX RENTAL	35.00		35.00	35.00	01				1
								01-01-2012	CITY CLERK MISCELLANEOUS					
					** VENDOR TOTALS *	35.00		35.00	35.00					
3670 LEAGUE OF KANSAS														
11-2725	6	I	11/15/2011	10/24/2011	1-30 YR SERVICE AWARD	128.80		128.80	128.80	01				1
								01-01-2012	CITY CLERK MISCELLANEOUS					
					** VENDOR TOTALS *	128.80		128.80	128.80					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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4520 PETTY CASH														
PO 12435A	1	I	11/15/2011	11/09/2011	REIMBURSE FUND	10.00		10.00	10.00	01				1
								01-01-2015						
					** VENDOR TOTALS *	10.00		10.00	10.00					
					CITY CLERK	476.30		476.30	476.30					
445 ASSESSMENT STRATEGIES LLC														
NOV 8 11	1	I	11/15/2011	11/08/2011	PERSONNEL TESTING-MAGAL	150.00		150.00	150.00	01				1
								01-02-2012						
					** VENDOR TOTALS *	150.00		150.00	150.00					
680 BAYSINGER POLICE SUPPLY INC														
55920	1	I	11/15/2011	11/01/2011	2-L/S UNIFORM SHIRTS	95.98		95.98	95.98	01				1
								01-02-2016						
56046	1	I	11/15/2011	11/03/2011	UNIFORM PANTS	50.99		50.99	50.99	01				1
								01-02-2016						
	2	I			LS UNIFORM SHIRT	42.99		42.99	42.99	01				1
								01-02-2016						
	3	I			ADD ZIPPER/CHEVRON TO S	8.95		8.95	8.95	01				1
								01-02-2016						
					* INVOICE TOTALS	102.93		102.93	102.93					
56138	1	I	11/15/2011	11/09/2011	NAME TAG	9.95		9.95	9.95	01				1
								01-02-2016						
	2	I			DUTY BELT	67.99		67.99	67.99	01				1
								01-02-2016						
					* INVOICE TOTALS	77.94		77.94	77.94					
					** VENDOR TOTALS *	276.85		276.85	276.85					
930 BUSINESS PROTECTION EQUIP CORP														
24238	1	I	11/15/2011	10/25/2011	1 YR PAPER SHREDDER MAI	249.50		249.50	249.50	01				1
								01-02-2040						
					** VENDOR TOTALS *	249.50		249.50	249.50					
996 CAPITAL ONE BANK N A														
OCT 21 11	7	I	11/15/2011	10/21/2011	SPRING HILL SUITES-SEXT TRAINING LODGING	450.50		450.50	450.50	01				1
								01-02-2015						
					** VENDOR TOTALS *	450.50		450.50	450.50					
1598 DOUG'S AUTO SERVICE														
71917	1	I	11/15/2011	10/27/2011	FEA CAR #8-08	54.95		54.95	54.95	01				1
								01-02-2035						
	2	I			2 LOWER BALL JOINTS	15.00		15.00	15.00	01				1
								01-02-2035						
					* INVOICE TOTALS	69.95		69.95	69.95					
					** VENDOR TOTALS *	69.95		69.95	69.95					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	CK SQ
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1640 RUSTY ECK FORD INC													
287561	1 I	11/15/2011	10/19/2011	3 ACTUATOR MOTORS @ 55. CARS #1-08,#7-08,#6-08	167.43		167.43		167.43	01			1
								01-02-2035					
									POLICE VEHICLE MAINTENANCE				
287882	1 I	11/15/2011	10/21/2011	SENDER CAR#7-08	300.00		300.00		300.00	01			1
								01-02-2035					
									POLICE VEHICLE MAINTENANCE				
288355	1 I	11/15/2011	10/25/2011	MOTOR (ENG COOLING FAN)	219.00		219.00		219.00	01			1
								01-02-2035					
									POLICE VEHICLE MAINTENANCE				
				** VENDOR TOTALS *	686.43		686.43		686.43				
2215 GT DISTRIBUTORS INC- AUSTIN													
373275	1 I	11/15/2011	11/02/2011	LINED DUTY BELT	49.69		49.69		49.69	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
	2 I			HOLSTER G22 RH	94.92		94.92		94.92	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
	3 I			SURGICAL GLOVES	13.10		13.10		13.10	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
	4 I			2 SILENT KEY RINGS @ 16	33.44		33.44		33.44	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
	5 I			HANDCUFF POUCH	21.08		21.08		21.08	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
	6 I			4 PK BELT KEEPER	8.70		8.70		8.70	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
	7 I			MODEL 801 HINGED BLUE	33.40		33.40		33.40	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
	8 I			FREIGHT & HANDLING	18.95		18.95		18.95	01			1
								01-02-2016					
									POLICE UNIFORMS & EQUIPMENT				
				* INVOICE TOTALS	273.28		273.28		273.28				
				** VENDOR TOTALS *	273.28		273.28		273.28				
2940 KANSAS DIVISION OF INFORMATION													
18174	1 I	11/15/2011	8/31/2011	TELETYPE LINE-AUGUST 20	240.66		240.66		240.66	01			1
								01-02-2002					
									POLICE TELEPHONE				
19684	1 I	11/15/2011	9/30/2011	TELETYPE LINE -SEPT 201	240.66		240.66		240.66	01			1
								01-02-2002					
									POLICE TELEPHONE				
				** VENDOR TOTALS *	481.32		481.32		481.32				
3248 KANSASLAND TIRE													
125772	1 I	11/15/2011	10/19/2011	8-P225/R16 TIRES @ 92.8	742.56		742.56		742.56	01			1
								01-02-2035					
									POLICE VEHICLE MAINTENANCE				
	2 I			8-P235/R17 TIRES @ 121.	968.72		968.72		968.72	01			1
								01-02-2035					
									POLICE VEHICLE MAINTENANCE				
	3 I			16 STATE FEES @ .25	4.00		4.00		4.00	01			1
								01-02-2035					
									POLICE VEHICLE MAINTENANCE				
				* INVOICE TOTALS	1715.28		1715.28		1715.28				
				** VENDOR TOTALS *	1715.28		1715.28		1715.28				
3265 KANSAS GOLF AND TURF INC													
1-1159	1 I	11/15/2011	10/24/2011	4 GOLF CART RENTALS DELIVERY & PICKUP--FALL	322.00		322.00		322.00	01			1
								01-02-2047					
									POLICE SPECIAL INVESTIGATIONS				
				** VENDOR TOTALS *	322.00		322.00		322.00				

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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3670 LEAGUE OF KANSAS														
11-2725	1 I	11/15/2011	10/24/2011	2-10 YR SERVICE AWARDS	143.20		143.20		143.20	01				1
								01-02-2012	POLICE MISCELLANEOUS					
	2 I			1-15 YR SERVICE AWARD	71.60		71.60		71.60	01				1
								01-02-2012	POLICE MISCELLANEOUS					
				* INVOICE TOTALS	214.80		214.80		214.80					
				** VENDOR TOTALS *	214.80		214.80		214.80					
3744 LOGO DEPOT														
034815	1 I	11/15/2011	10/31/2011	JACKET ALTERATIONS REMOVE & REPLACE PATCHE	20.00		20.00		20.00	01				1
								01-02-2016	POLICE UNIFORMS & EQUIPMENT					
				** VENDOR TOTALS *	20.00		20.00		20.00					
4348 NEW MARKET HEALTH CARE LLC														
143468	1 I	11/15/2011	10/05/2011	K/W ASSESSMENT-V MAGALL	70.00		70.00		70.00	01				1
								01-02-2012	POLICE MISCELLANEOUS					
143469	1 I	11/15/2011	10/05/2011	BAT/UDS-VICTOR MAGALLAN	47.50		47.50		47.50	01				1
								01-02-2012	POLICE MISCELLANEOUS					
				** VENDOR TOTALS *	117.50		117.50		117.50					
4520 PETTY CASH														
PO 12435A	2 I	11/15/2011	11/09/2011	REIMBURSE FUND	10.00		10.00		10.00	01				1
								01-02-2015	POLICE TRAINING/EDUC/TRAVEL					
	3 I			REIMBURSE FUND	8.00		8.00		8.00	01				1
								01-02-2035	POLICE VEHICLE MAINTENANCE					
	4 I			REIMBURSE FUND	4.69		4.69		4.69	01				1
								01-02-2012	POLICE MISCELLANEOUS					
	5 I			REIMBURSE FUND	6.12		6.12		6.12	01				1
								01-02-2016	POLICE UNIFORMS & EQUIPMENT					
				* INVOICE TOTALS	28.81		28.81		28.81					
				** VENDOR TOTALS *	28.81		28.81		28.81					
4648 POORMAN AUTO SUPPLY #5														
OCT 2011	1 I	11/15/2011	11/08/2011	POLICE VEHICLE MTC	108.78		108.78		108.78	01				1
								01-02-2035	POLICE VEHICLE MAINTENANCE					
				** VENDOR TOTALS *	108.78		108.78		108.78					
4668 BRUCE K POWERS														
OCT 2011	1 I	11/15/2011	10/31/2011	ON CALL DUTY REIMBURSEM 10/15/11 - 11/12/11	35.00		35.00		35.00	01				1
								01-02-2040	POLICE CONTRACTUAL					
				** VENDOR TOTALS *	35.00		35.00		35.00					
4708 PRICHARD ANIMAL HOSPITAL PA														
203918	1 I	11/15/2011	10/25/2011	35# HIGH ENERGY DOG FOO	31.06		31.06		31.06	01				1
								01-02-2047	POLICE SPECIAL INVESTIGATIONS					
	2 I			BORDETELLA VACCINE/SEMI	17.75		17.75		17.75	01				1
								01-02-2047	POLICE SPECIAL INVESTIGATIONS					
				* INVOICE TOTALS	48.81		48.81		48.81					
204130	1 I	11/15/2011	11/04/2011	EXAM/CONSULTATION	39.00		39.00		39.00	01				1

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
ROX IN CAR ACCIDENT														
							01-02-2047		POLICE SPECIAL INVESTIGATIONS					
				** VENDOR TOTALS *	87.81		87.81		87.81					
4860 QUILL CORPORATION														
623511	1 I	11/15/2011	11/09/2011	CREDIT FOR 2 BX KLEENEX	15.00-		15.00-		15.00-	01				1
							01-02-2004		POLICE OFFICE EXPENSE					
7579931	1 I	11/15/2011	10/24/2011	OFFICE SUPPLIES	692.08		692.08		692.08	01				1
							01-02-2004		POLICE OFFICE EXPENSE					
7582579	1 I	11/15/2011	10/24/2011	5-100 PK DVD-R 4.7GB ME	49.95		49.95		49.95	01				1
							01-02-2005		POLICE RECORDING SUPPLIES					
	2 I			OFFICE SUPPLIES	14.99		14.99		14.99	01				1
							01-02-2004		POLICE OFFICE EXPENSE					
				* INVOICE TOTALS	64.94		64.94		64.94					
7676914	1 I	11/15/2011	10/27/2011	OFFICE SUPPLIES	30.00		30.00		30.00	01				1
							01-02-2004		POLICE OFFICE EXPENSE					
7762425	1 I	11/15/2011	11/01/2011	OFFICE SUPPLIES	117.98		117.98		117.98	01				1
							01-02-2004		POLICE OFFICE EXPENSE					
				** VENDOR TOTALS *	890.00		890.00		890.00					
4885 ROBERT J JIMENEZ														
656	1 I	11/15/2011	10/25/2011	PHONE PROGRAMMING CHANG LABOR	65.00		65.00		65.00	01				1
							01-02-2012		POLICE MISCELLANEOUS					
				** VENDOR TOTALS *	65.00		65.00		65.00					
5700 STAR LUMBER & SUPPLY CO INC														
9702028010	1 I	11/15/2011	10/10/2011	CARPET COURT ROOM PROJ	2200.00		2200.00		2200.00	01				1
							01-02-2006		POLICE EQUIPMENT MAINTENANCE					
	2 I			ADHESIVE, REDUCER, CEME	387.83		387.83		387.83	01				1
							01-02-2006		POLICE EQUIPMENT MAINTENANCE					
	3 I			LABOR	900.00		900.00		900.00	01				1
							01-02-2006		POLICE EQUIPMENT MAINTENANCE					
				* INVOICE TOTALS	3487.83		3487.83		3487.83					
9702028021	1 I	11/15/2011	10/13/2011	WAGNER RAPID RH SENSOR HARD SURFACE LABOR	323.56		323.56		323.56	01				1
							01-02-2006		POLICE EQUIPMENT MAINTENANCE					
C702028001	1 I	11/15/2011	10/13/2011	CREDIT ADJUSTMENT	90.09-		90.09-		90.09-	01				1
							01-02-2006		POLICE EQUIPMENT MAINTENANCE					
C970202080	1 I	11/15/2011	10/13/2011	RETURNED ITEMS/SWITCHED FLOORING PRODUCT	3539.61-		3539.61-		3539.61-	01				1
							01-02-2006		POLICE EQUIPMENT MAINTENANCE					
				** VENDOR TOTALS *	181.69		181.69		181.69					
6750 MALCOLM YOUNG														
OCT 2011	1 I	11/15/2011	10/31/2011	REIMBURSE CELL PHONE US ON CALL DUTY-10/15/11-1	35.00		35.00		35.00	01				1
							01-02-2040		POLICE CONTRACTUAL					
				** VENDOR TOTALS *	35.00		35.00		35.00					
				POLICE	6459.50		6459.50		6459.50					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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1781 EXPRESS SERVICES INC														
10283558-4	3	I	11/15/2011	11/08/2011 17.46 HR C BRASWELL	212.31		212.31		212.31	01				1
								01-03-2040	PARK CONTRACTUAL					
	4	I		26.8 HR M PETERSON	325.89		325.89		325.89	01				1
								01-03-2040	PARK CONTRACTUAL					
				* INVOICE TOTALS	538.20		538.20		538.20					
				** VENDOR TOTALS *	538.20		538.20		538.20					
4520 PETTY CASH														
PO 12435A	8	I	11/15/2011	11/09/2011 REIMBURSE FUND	15.00		15.00		15.00	01				1
								01-03-2093	PARK TREE BOARD EXPENSE					
				** VENDOR TOTALS *	15.00		15.00		15.00					
4648 POORMAN AUTO SUPPLY #5														
OCT 2011	2	I	11/15/2011	11/08/2011 PARK EQUIP MTC	75.22		75.22		75.22	01				1
								01-03-2006	PARK EQUIPMENT MAINTENANCE					
	3	I		PARK MATERIALS-WINTERIZ	58.68		58.68		58.68	01				1
								01-03-2009	PARK MATERIALS					
				* INVOICE TOTALS	133.90		133.90		133.90					
				** VENDOR TOTALS *	133.90		133.90		133.90					
6135 UNIFIRST CORPORATION														
PO 12436	4	I	11/15/2011	11/09/2011 UNIFORM LEASE/CLEANING	111.31		111.31		111.31	01				1
								01-03-2012	PARK MISCELLANEOUS					
				** VENDOR TOTALS *	111.31		111.31		111.31					
				PARK	798.41		798.41		798.41					
4520 PETTY CASH														
PO 12435A	6	I	11/15/2011	11/09/2011 REIMBURSE FUND	10.00		10.00		10.00	01				1
								01-04-2012	PL COMM MISCELLANEOUS					
				** VENDOR TOTALS *	10.00		10.00		10.00					
				PLANNING COMMISSI	10.00		10.00		10.00					
1954 MONICA SALMERON DBA														
13090	1	I	11/15/2011	10/26/2011 SERVICES FOR ALEX RIVER	34.90		34.90		34.90	01				1
				5/3/11 - SERVICES & EXP										
								01-06-2012	MUN COURT MISCELLANEOUS					
	2	I		SERVICES FOR GERARDO GA	34.90		34.90		34.90	01				1
				6/28/11- SERVICES & EXP										
								01-06-2012	MUN COURT MISCELLANEOUS					
				* INVOICE TOTALS	69.80		69.80		69.80					
				** VENDOR TOTALS *	69.80		69.80		69.80					
3350 KANSAS STATE TREASURER														
OCT 2011	1	I	11/15/2011	11/04/2011 REINSTATEMENT FEES	246.00		246.00		246.00	01				1

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	CK SQ
						01-06-2060			MUN COURT REINSTATEMENT FEES				
2	I			JUDICIAL BRANCH SURCHAR	88.00		88.00		88.00	01			1
						01-06-2060			MUN COURT REINSTATEMENT FEES				
3	I			JUDICIAL BRANCH EDUCATI	34.50		34.50		34.50	01			1
						01-06-2073			MUN COURT JUDGES' TRAINING FEE				
4	I			COURT COSTS/LAW ENF TRN	1423.00		1423.00		1423.00	01			1
						01-06-2074			MUN COURT LAW ENF TRAINING FEE				
					* INVOICE TOTALS		1791.50		1791.50				
					** VENDOR TOTALS *		1791.50		1791.50				
5335 SEDGWICK COUNTY FINANCE DIV													
OCT 2011	1	I	11/15/2011	11/09/2011 PRISONER HOUSING 2400HR	5016.00		5016.00		5016.00	01			1
						01-06-3066			MUN COURT JAIL FEES				
					** VENDOR TOTALS *		5016.00		5016.00				
					MUNICIPAL COURT		6877.30		6877.30				
6407 WESTAR ENERGY													
OCT 11	1	I	11/15/2011	11/09/2011 MONTHLY ELECTRIC UTILIT	5659.13		5659.13		5659.13	01			1
						01-08-2003			STREET LIGHT UTILITIES				
					** VENDOR TOTALS *		5659.13		5659.13				
					STREET LIGHTS		5659.13		5659.13				
2874 K & A PROPERTY MAINTENANCE LLC													
NOV 2011	1	I	11/15/2011	11/01/2011 CLEAN ADMIN OFFICES RES	75.00		75.00		75.00	01			1
						01-09-2040			BLDG & GROUNDS CONTRACTUAL				
2	I			CLEAN CT/PD PUBLIC REST	125.00		125.00		125.00	01			1
						01-09-2040			BLDG & GROUNDS CONTRACTUAL				
3	I			CLEAN COMM BLDG RESTROO	56.25		56.25		56.25	01			1
						01-09-2040			BLDG & GROUNDS CONTRACTUAL				
					* INVOICE TOTALS		256.25		256.25				
					** VENDOR TOTALS *		256.25		256.25				
5885 TERMINIX PROCESSING CENTER													
2012	1	I	11/15/2011	11/08/2011 TERMITE CONTRACT	301.00		301.00		301.00	01			1
						01-09-2040			BLDG & GROUNDS CONTRACTUAL				
					** VENDOR TOTALS *		301.00		301.00				
					CITY BUILDINGS &		557.25		557.25				
460 ASSOCIATED BUSINESS FORMS INC													
28761	1	I	11/15/2011	10/26/2011 2-100PK 4PT W2 W/ENVELO	70.52		70.52		70.52	01			1
						01-10-2077			SP FUNDS SHARED OFFICE EXPENSE				
2	I			1-50PK 4PT W2 W/ENVELOP	17.62		17.62		17.62	01			1
						01-10-2077			SP FUNDS SHARED OFFICE EXPENSE				

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
3	I			1-50PK 4PT 1099M W/ENVE	29.59		29.59		29.59	01				1
								01-10-2077	SP FUNDS SHARED OFFICE EXPENSE					
4	I			SHIPPING	14.80		14.80		14.80	01				1
								01-10-2077	SP FUNDS SHARED OFFICE EXPENSE					
				* INVOICE TOTALS	132.53		132.53		132.53					
				** VENDOR TOTALS *	132.53		132.53		132.53					
				3500 KONICA MINOLTA BUSINESS										
219305304	1	I	11/15/2011	10/30/2011 ADMIN COPIER MAINT CONT	210.38		210.38		210.38	01				1
								01-10-2040	SP FUNDS CONTRACTUAL					
				** VENDOR TOTALS *	210.38		210.38		210.38					
				3502 KONICA MINOLTA PREMIERE										
189408826	1	I	11/15/2011	10/29/2011 KONICA C550 COPIER LEAS	343.75		343.75		343.75	01				1
				CONTRACT 500-0181823-00										
								01-10-2040	SP FUNDS CONTRACTUAL					
				** VENDOR TOTALS *	343.75		343.75		343.75					
				3670 LEAGUE OF KANSAS										
11-2725	8	I	11/15/2011	10/24/2011 SHIPPING & HANDLING	12.57		12.57		12.57	01				1
								01-10-2012	SP FUNDS MISCELLANEOUS					
				** VENDOR TOTALS *	12.57		12.57		12.57					
				6120 USI EDUCATION & GOVERNMENT										
011101021	1	I	11/15/2011	11/08/2011 3 BX LAMINATION	99.15		99.15		99.15	01				1
								01-10-2077	SP FUNDS SHARED OFFICE EXPENSE					
				2 I SHIPPING	22.50		22.50		22.50	01				1
								01-10-2077	SP FUNDS SHARED OFFICE EXPENSE					
				* INVOICE TOTALS	121.65		121.65		121.65					
				** VENDOR TOTALS *	121.65		121.65		121.65					
				SPECIAL FUNDS	820.88		820.88		820.88					
				2874 K & A PROPERTY MAINTENANCE LLC										
NOV 2011	4	I	11/15/2011	11/01/2011 CLEAN SR CTR BLDG	425.00		425.00		425.00	01				1
								01-12-2025	SR CENTER BUILDING MAINTENANCE					
				** VENDOR TOTALS *	425.00		425.00		425.00					
				4520 PETTY CASH										
PO 12435A	13	I	11/15/2011	11/09/2011 REIMBURSE FUND	10.00		10.00		10.00	01				1
								01-12-2015	SR CENTER TRG/EDUC/TRAVEL					
				** VENDOR TOTALS *	10.00		10.00		10.00					
				SENIOR CENTER	435.00		435.00		435.00					
				996 CAPITAL ONE BANK N A										
OCT 21	11	26	I	11/15/2011	10/21/2011 WICHITA BUS JOURNAL-REN	94.42	94.42		94.42	01				1
								01-18-2012	GEN GOVT MISCELLANEOUS					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
** VENDOR TOTALS *					94.42		94.42		94.42					
4346 DAVID NEW														
OCT 2011	1 I	11/15/2011	11/08/2011	TRAVEL MILEAGE 159 @ .5	79.50		79.50		79.50	01				1
								01-18-2015	GEN GOVT TRAINING/EDUC/TRAVEL					
	2 I			CELL PHONE EXP	35.00		35.00		35.00	01				1
								01-18-2002	GEN GOVT TELEPHONE/POSTAGE					
* INVOICE TOTALS					114.50		114.50		114.50					
** VENDOR TOTALS *					114.50		114.50		114.50					
4520 PETTY CASH														
PO 12435A	7 I	11/15/2011	11/09/2011	REIMBURSE FUND	20.00		20.00		20.00	01				1
								01-18-2012	GEN GOVT MISCELLANEOUS					
** VENDOR TOTALS *					20.00		20.00		20.00					
GENERAL GOVERNMENT					228.92		228.92		228.92					
996 CAPITAL ONE BANK N A														
OCT 21 11 12 I		11/15/2011	10/21/2011	ICC- CODE BOOKS	60.00		60.00		60.00	01				1
								01-20-2004	INSPECTION OFFICE EXPENSE					
** VENDOR TOTALS *					60.00		60.00		60.00					
6135 UNIFIRST CORPORATION														
PO 12436	5 I	11/15/2011	11/09/2011	UNIFORM LEASE/CLEANING	17.22		17.22		17.22	01				1
								01-20-2016	INSPECTION UNIFORMS					
** VENDOR TOTALS *					17.22		17.22		17.22					
INSPECTION					77.22		77.22		77.22					
2679 INTEGRATED TECHNOLOGIES														
7344	1 I	11/15/2011	10/26/2011	CHECK SERVER/EXPAND DAT SIZE LIMIT	250.00		250.00		250.00	01				1
								01-21-2042	INFORMATION SYS REPAIR/REPLACE					
** VENDOR TOTALS *					250.00		250.00		250.00					
INFORMATION SYSTE					250.00		250.00		250.00					
996 CAPITAL ONE BANK N A														
OCT 21 11 5 I		11/15/2011	10/21/2011	PARTY CITY-RETIREMENT P	26.91		26.91		26.91	01				1
								01-23-2082	GEN EMP BEN RETIREMENT					
	6 I			AMY'S HALLMARK-GUEST BO	16.00		16.00		16.00	01				1
								01-23-2082	GEN EMP BEN RETIREMENT					
* INVOICE TOTALS					42.91		42.91		42.91					
** VENDOR TOTALS *					42.91		42.91		42.91					
GENERAL EMPLOYEE					42.91		42.91		42.91					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
GENERAL FUND					24385.02		24385.02		24385.02					
SEWER FUND														
215 AIRGAS MID SOUTH INC														
106969539	1	I	11/15/2011	10/31/2011	MONTHLY CYLINDER RENTAL	33.25		33.25	33.25	10				1
								10-30-2040	SEWER CONTRACTUAL					
					** VENDOR TOTALS *	33.25		33.25	33.25					
996 CAPITAL ONE BANK N A														
OCT 21	11	1	I	11/15/2011	10/21/2011	DISC MT/SOFTWARE MS2003	262.48		262.48	10				1
								10-30-2012	SEWER MISCELLANEOUS					
		3	I		PAY FLO PRO-UTILITY PYM GATEWAY	89.50		89.50	89.50	10				1
								10-30-2012	SEWER MISCELLANEOUS					
		8	I		BEST BUY-PROJECTOR	379.99		379.99	379.99	10				1
								10-30-2015	SEWER TRAINING/EDUC/TRAVEL					
		10	I		SPRINT-NEW PLAN EQUIPME	154.49		154.49	154.49	10				1
								10-30-2002	SEWER TELEPHONE					
		22	I		WICHITA MARINE-EASMENT REPAIR PART	8.00		8.00	8.00	10				1
								10-30-2006	SEWER EQUIPMENT MAINTENANCE					
		23	I		HARBOR FRT-SODA BLASTER	83.98		83.98	83.98	10				1
								10-30-2009	SEWER MATERIALS					
		25	I		TRACTOR SUP-WHT DRILL R	267.69		267.69	267.69	10				1
								10-30-2009	SEWER MATERIALS					
					* INVOICE TOTALS	1246.13		1246.13	1246.13					
					** VENDOR TOTALS *	1246.13		1246.13	1246.13					
1010 CARLSON HYDRAULICS														
32987	1	I	11/15/2011	11/10/2011	HOSE ASSEMBLY/CYLINDER	361.68		361.68	361.68	10				1
								10-30-2006	SEWER EQUIPMENT MAINTENANCE					
					** VENDOR TOTALS *	361.68		361.68	361.68					
1487 DATA TECHNOLOGIES INC														
31326	1	I	11/15/2011	11/08/2011	UNPD BAL DWN PMT	940.00		940.00	940.00	10				1
								10-30-2040	SEWER CONTRACTUAL					
					** VENDOR TOTALS *	940.00		940.00	940.00					
1781 EXPRESS SERVICES INC														
10283558-4	1	I	11/15/2011	11/08/2011	40.35 HR D BILSON	492.78		492.78	492.78	10				1
								10-30-2040	SEWER CONTRACTUAL					
		2	I		40.27 HR E SATTERFIELD	491.32		491.32	491.32	10				1
								10-30-2040	SEWER CONTRACTUAL					
					* INVOICE TOTALS	984.10		984.10	984.10					
					** VENDOR TOTALS *	984.10		984.10	984.10					
2261 DAVE HARPER														
OCT 2011	1	I	11/15/2011	10/31/2011	CELL PHONE REIMBURSEMEN ON CALL PERSONNEL	35.00		35.00	35.00	10				1
								10-30-2002	SEWER TELEPHONE					
					** VENDOR TOTALS *	35.00		35.00	35.00					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	CK SQ
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2679 INTEGRATED TECHNOLOGIES													
7353	1 I	11/15/2011	10/26/2011	3-APC BACK UPS 1500 VA POWER SAVING BACK-UP SY	749.97		749.97		749.97	10			1
								10-30-2006	SEWER EQUIPMENT MAINTENANCE				
	2 I			SHIPPING & HANDLING	102.72		102.72		102.72	10			1
								10-30-2006	SEWER EQUIPMENT MAINTENANCE				
				* INVOICE TOTALS	852.69		852.69		852.69				
				** VENDOR TOTALS *	852.69		852.69		852.69				
2735 INTERSTATE ALL BATTERY CENTER													
WD9445	2 I	11/15/2011	11/09/2011	BATTERIES	68.69		68.69		68.69	10			1
								10-30-2012	SEWER MISCELLANEOUS				
				** VENDOR TOTALS *	68.69		68.69		68.69				
2838 ROY JOLIVET													
OCT 2011	1 I	11/15/2011	10/31/2011	REIMBURSE CELL PHONE US ON CALL PERSONNEL	11.66		11.66		11.66	10			1
								10-30-2002	SEWER TELEPHONE				
				** VENDOR TOTALS *	11.66		11.66		11.66				
3295 KANSAS ONE-CALL SYSTEM INC													
1100268	1 I	11/15/2011	10/31/2011	UTILITY LINE LOCATES-OC	58.80		58.80		58.80	10			1
								10-30-2040	SEWER CONTRACTUAL				
				** VENDOR TOTALS *	58.80		58.80		58.80				
3670 LEAGUE OF KANSAS													
11-2725	3 I	11/15/2011	10/24/2011	1-15 YR SERVICE AWARD	23.87		23.87		23.87	10			1
								10-30-2012	SEWER MISCELLANEOUS				
	7 I			1-30 YR SERVICE AWARD	128.80		128.80		128.80	10			1
								10-30-2012	SEWER MISCELLANEOUS				
				* INVOICE TOTALS	152.67		152.67		152.67				
				** VENDOR TOTALS *	152.67		152.67		152.67				
3691 LEWIS-GOETZ & COMPANY INC													
WI019292	1 I	11/15/2011	11/09/2011	ALLIGATOR DBL BAND	286.10		286.10		286.10	10			1
								10-30-2006	SEWER EQUIPMENT MAINTENANCE				
WI019293	1 I	11/15/2011	11/09/2011	MICRON FILTER	96.62		96.62		96.62	10			1
								10-30-2006	SEWER EQUIPMENT MAINTENANCE				
				** VENDOR TOTALS *	382.72		382.72		382.72				
3770 LOWES BUSINESS ACCT/GECRB													
OCT 2011	3 I	11/15/2011	11/09/2011	COPPER PIPE	33.57		33.57		33.57	10			1
								10-30-2009	SEWER MATERIALS				
				** VENDOR TOTALS *	33.57		33.57		33.57				
3790 M6 CONCRETE ACCESSORIES													
662427	1 I	11/15/2011	11/10/2011	BLADE DIAMOND	106.94		106.94		106.94	10			1
								10-30-2006	SEWER EQUIPMENT MAINTENANCE				
				** VENDOR TOTALS *	106.94		106.94		106.94				
3880 MAYER SPECIALTY SERVICES LLC													
2011531	1 I	11/15/2011	11/08/2011	ROOT-X ROOT CNTRL 10-40	3400.00		3400.00		3400.00	10			1





INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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996 CAPITAL ONE BANK N A														
OCT 21 11	2 I	11/15/2011	10/21/2011	DISC MT/SOFTWARE MS2003	262.47		262.47		262.47	11				1
	4 I			PAY FLO PRO-UTILITY PAY	89.50		89.50	11-31-2012	89.50	11				1
	9 I			BEST BUY-PROJECTOR	379.99		379.99	11-31-2012	379.99	11				1
	11 I			SPRINT-NEW PLAN EQUIPME	154.50		154.50	11-31-2015	154.50	11				1
	24 I			DICKS SPT GDS-BOOTS	164.92		164.92	11-31-2002	164.92	11				1
								11-31-2009						
				* INVOICE TOTALS	1051.38		1051.38		1051.38					
				** VENDOR TOTALS *	1051.38		1051.38		1051.38					
1487 DATA TECHNOLOGIES INC														
31326	2 I	11/15/2011	11/08/2011	REMOTE TRNG & INSTALL	940.00		940.00	11-31-2040	940.00	11				1
				** VENDOR TOTALS *	940.00		940.00		940.00					
1781 EXPRESS SERVICES INC														
10283558-4	5 I	11/15/2011	11/08/2011	37.36 HR M COCHRAN	454.30		454.30	11-31-2040	454.30	11				1
				** VENDOR TOTALS *	454.30		454.30		454.30					
2735 INTERSTATE ALL BATTERY CENTER														
WD9445	1 I	11/15/2011	11/09/2011	BATTERIES	68.69		68.69	11-31-2012	68.69	11				1
				** VENDOR TOTALS *	68.69		68.69		68.69					
2838 ROY JOLIVET														
OCT 2011	2 I	11/15/2011	10/31/2011	REIMBURSE CELL PHONE US ON CALL PERSONNEL	11.67		11.67	11-31-2002	11.67	11				1
				** VENDOR TOTALS *	11.67		11.67		11.67					
3150 KANSAS DEPT OF REVENUE														
OCT 2011	1 I	11/15/2011	11/04/2011	WATER SALES TAX RETURN	811.62		811.62	11-31-2022	811.62	11				1
				** VENDOR TOTALS *	811.62		811.62		811.62					
3248 KANSASLAND TIRE														
124774-ADJ	1 I	11/15/2011	9/13/2011	OVERPAYMENT ON #124774 DATA ENTRY ERROR	3.00-		3.00-	11-31-2006	3.00-	11				1
				** VENDOR TOTALS *	3.00-		3.00-		3.00-					
3295 KANSAS ONE-CALL SYSTEM INC														
1100268	2 I	11/15/2011	10/31/2011	UTILITY LINE LOCATES-OC 126 @ 1.40 EACH	58.80		58.80	11-31-2040	58.80	11				1
				** VENDOR TOTALS *	58.80		58.80		58.80					
3670 LEAGUE OF KANSAS														

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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3670 LEAGUE OF KANSAS														
11-2725	4 I	11/15/2011	10/24/2011	1-15 YR SERVICE AWARD	23.87		23.87		23.87	11				1
								11-31-2012	WATER MISCELLANEOUS					
				** VENDOR TOTALS *	23.87		23.87		23.87					
3770 LOWES BUSINESS ACCT/GECRB														
OCT 2011	2 I	11/15/2011	11/09/2011	PARTS FOR SO SHOP BREAK	19.44		19.44		19.44	11				1
								11-31-2009	WATER MATERIALS					
				** VENDOR TOTALS *	19.44		19.44		19.44					
3790 M6 CONCRETE ACCESSORIES														
662427	2 I	11/15/2011	11/10/2011	BLADE DIAMOND	106.94		106.94		106.94	11				1
								11-31-2006	WATER EQUIPMENT MAINTENANCE					
				** VENDOR TOTALS *	106.94		106.94		106.94					
3954 TONY MEEK														
OCT 2011	2 I	11/15/2011	10/31/2011	CELL USE REIMBURSEMENT ON CALL PERSONNEL	11.67		11.67		11.67	11				1
								11-31-2002	WATER TELEPHONE					
				** VENDOR TOTALS *	11.67		11.67		11.67					
4465 PAVING MAINTENANCE SUPPLY INC														
IO101585	2 I	11/15/2011	11/09/2011	HOODIES	330.87		330.87		330.87	11				1
								11-31-2016	WATER UNIFORMS					
				** VENDOR TOTALS *	330.87		330.87		330.87					
4520 PETTY CASH														
PO 12435A	10 I	11/15/2011	11/09/2011	REIMBURSE FUND	3.34		3.34		3.34	11				1
								11-31-2015	WATER TRAINING/EDUC/TRAVEL					
	11 I			REIMBURSE FUND	13.50		13.50		13.50	11				1
								11-31-2009	WATER MATERIALS					
				* INVOICE TOTALS	16.84		16.84		16.84					
				** VENDOR TOTALS *	16.84		16.84		16.84					
4648 POORMAN AUTO SUPPLY #5														
OCT 2011	5 I	11/15/2011	11/08/2011	WATER EQUIP MTC	6.46		6.46		6.46	11				1
								11-31-2006	WATER EQUIPMENT MAINTENANCE					
				** VENDOR TOTALS *	6.46		6.46		6.46					
4714 PRO-BUILD														
172450	1 I	11/15/2011	11/09/2011	WALLBOARD S SHOP BREAKR	8.92		8.92		8.92	11				1
								11-31-2009	WATER MATERIALS					
				** VENDOR TOTALS *	8.92		8.92		8.92					
4750 PROFESSIONAL ENGINEERING														
430147	2 I	11/15/2011	11/08/2011	SEPT MONTHLY RETAINER F	66.67		66.67		66.67	11				1
								11-31-2040	WATER CONTRACTUAL					
				** VENDOR TOTALS *	66.67		66.67		66.67					
5056 SEAN RINEHART														
OCT 2011	2 I	11/15/2011	11/08/2011	REIMBURSE CELL PHONE US ON CALL PERSONNEL	11.67		11.67		11.67	11				1
								11-31-2002	WATER TELEPHONE					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
** VENDOR TOTALS *					11.67		11.67		11.67					
5330 SEDGWICK COUNTY ELECTRIC COOP														
OCT 2011	1 I	11/15/2011	11/08/2011	ELECTRIC USE @ WATER WE	929.03		929.03		929.03	11				1
								11-31-2003	WATER UTILITIES					
	2 I			ELECTRIC USE @ WATER WE	1137.40		1137.40		1137.40	11				1
								11-31-2003	WATER UTILITIES					
* INVOICE TOTALS					2066.43		2066.43		2066.43					
** VENDOR TOTALS *					2066.43		2066.43		2066.43					
5784 KENNETH SWART														
OCT 2011	1 I	11/15/2011	11/08/2011	REIMBURSE CELL PHONE US ON CALL PERSONNEL	35.00		35.00		35.00	11				1
								11-31-2002	WATER TELEPHONE					
** VENDOR TOTALS *					35.00		35.00		35.00					
6030 UNITED STATES POSTAL SERVICE														
NOV 2011	2 I	11/15/2011	11/08/2011	WTR BILL MAILING ACCT	633.33		633.33		633.33	11				1
								11-31-2011	WATER POSTAGE					
** VENDOR TOTALS *					633.33		633.33		633.33					
6135 UNIFIRST CORPORATION														
PO 12436	2 I	11/15/2011	11/09/2011	UNIFORM LEASE/CLEANING	36.75		36.75		36.75	11				1
								11-31-2009	WATER MATERIALS					
	7 I			UNIFORM LEASE/CLEANING	346.81		346.81		346.81	11				1
								11-31-2016	WATER UNIFORMS					
* INVOICE TOTALS					383.56		383.56		383.56					
** VENDOR TOTALS *					383.56		383.56		383.56					
6626 WICHITA WINNELSON CO														
230265	1 I	11/15/2011	11/09/2011	PIPE	74.00		74.00		74.00	11				1
								11-31-2009	WATER MATERIALS					
** VENDOR TOTALS *					74.00		74.00		74.00					
6630 WICHITA WINWATER WORKS														
180810	1 I	11/15/2011	11/09/2011	METER WASHER	307.27		307.27		307.27	11				1
								11-31-2009	WATER MATERIALS					
181222	1 I	11/15/2011	11/09/2011	METER COUPLING	10.44		10.44		10.44	11				1
								11-31-2009	WATER MATERIALS					
181247	1 I	11/15/2011	11/09/2011	REPAIR CLAMPS	208.17		208.17		208.17	11				1
								11-31-2009	WATER MATERIALS					
181419	1 I	11/15/2011	11/09/2011	HINGED SADDLE	128.73		128.73		128.73	11				1
								11-31-2009	WATER MATERIALS					
181478	1 I	11/15/2011	11/09/2011	REPAIR CLAMP, METER FLA	320.12		320.12		320.12	11				1
								11-31-2009	WATER MATERIALS					
181483	1 I	11/15/2011	11/09/2011	PLSTC METER PIT & EXT R	393.47		393.47		393.47	11				1
								11-31-2009	WATER MATERIALS					
** VENDOR TOTALS *					1368.20		1368.20		1368.20					
WATER					9109.89		9109.89		9109.89					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
WATER FUND					9109.89		9109.89		9109.89					
STORMWATER SEWER														
6135 UNIFIRST CORPORATION														
PO 12436	8 I	11/15/2011	11/09/2011	UNIFORM LEASE/CLEANING	57.27		57.27		57.27	14				1
						14-34-2012			STORMWATER MISCELLANEOUS					
** VENDOR TOTALS *					57.27		57.27		57.27					
STORMWATER DEPART					57.27		57.27		57.27					
STORMWATER SEWER					57.27		57.27		57.27					
STREET FUND														
215 AIRGAS MID SOUTH INC														
106969539	3 I	11/15/2011	10/31/2011	MONTHLY CYLINDER RENTAL	33.26		33.26		33.26	21				1
						21-41-2040			STREET CONTRACTUAL					
** VENDOR TOTALS *					33.26		33.26		33.26					
470 ASSOCIATED MATERIAL & SUPPLY														
25573	1 I	11/15/2011	11/09/2011	MASON SAND	121.59		121.59		121.59	21				1
						21-41-2009			STREET MATERIALS					
** VENDOR TOTALS *					121.59		121.59		121.59					
844 JIM BROOKS														
OCT 2011	2 I	11/15/2011	10/31/2011	REIMBURSE CELL PHONE US ON CALL PERSONNEL	17.50		17.50		17.50	21				1
						21-41-2002			STREET TELEPHONE					
** VENDOR TOTALS *					17.50		17.50		17.50					
1593 DONOVAN AUTO & TRUCK CENTER														
140154	1 I	11/15/2011	11/08/2011	HINGE	49.85		49.85		49.85	21				1
						21-41-2006			STREET EQUIPMENT MAINTENANCE					
	2 I			HINGE	43.52		43.52		43.52	21				1
						21-41-2006			STREET EQUIPMENT MAINTENANCE					
	3 I			STRUTS 2 @ 39.34	78.68		78.68		78.68	21				1
						21-41-2006			STREET EQUIPMENT MAINTENANCE					
* INVOICE TOTALS					172.05		172.05		172.05					
** VENDOR TOTALS *					172.05		172.05		172.05					
1816 FAMILY MEDCENTERS PA														
9842430	1 I	11/15/2011	10/21/2011	WORK COMP MEDICAL TREAT	172.55		172.55		172.55	21				1
						21-41-2012			STREET MISCELLANEOUS					
** VENDOR TOTALS *					172.55		172.55		172.55					
2357 HAYSVILLE SAW AND MOWER														
7617	1 I	11/15/2011	11/10/2011	SAND SPREADER FILTERS	34.90		34.90		34.90	21				1
						21-41-2009			STREET MATERIALS					
** VENDOR TOTALS *					34.90		34.90		34.90					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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2735 INTERSTATE ALL BATTERY CENTER														
WD9445	3	I	11/15/2011	11/09/2011	BATTERIES	68.69		68.69	68.69	21				1
								21-41-2012	STREET MISCELLANEOUS					
					** VENDOR TOTALS *	68.69		68.69	68.69					
2838 ROY JOLIVET														
OCT 2011	3	I	11/15/2011	10/31/2011	REIMBURSE CELL PHONE US ON CALL PERSONNEL	11.67		11.67	11.67	21				1
								21-41-2002	STREET TELEPHONE					
					** VENDOR TOTALS *	11.67		11.67	11.67					
3295 KANSAS ONE-CALL SYSTEM INC														
1100268	3	I	11/15/2011	10/31/2011	UTILITY LINE LOCATES-OC	58.80		58.80	58.80	21				1
								21-41-2040	STREET CONTRACTUAL					
					** VENDOR TOTALS *	58.80		58.80	58.80					
3370 KANSAS TRUCK EQUIP CO INC														
149946	1	I	11/15/2011	11/09/2011	POLY DISC	159.20		159.20	159.20	21				1
								21-41-2006	STREET EQUIPMENT MAINTENANCE					
150084	1	I	11/15/2011	11/09/2011	3 POS SWITCH	22.00		22.00	22.00	21				1
								21-41-2006	STREET EQUIPMENT MAINTENANCE					
					** VENDOR TOTALS *	181.20		181.20	181.20					
3670 LEAGUE OF KANSAS														
11-2725	5	I	11/15/2011	10/24/2011	1-15 YR SERVICE AWARD	23.86		23.86	23.86	21				1
								21-41-2012	STREET MISCELLANEOUS					
					** VENDOR TOTALS *	23.86		23.86	23.86					
3790 M6 CONCRETE ACCESSORIES														
662427	3	I	11/15/2011	11/10/2011	BLADE DIAMOND	106.95		106.95	106.95	21				1
								21-41-2006	STREET EQUIPMENT MAINTENANCE					
					** VENDOR TOTALS *	106.95		106.95	106.95					
3954 TONY MEEK														
OCT 2011	3	I	11/15/2011	10/31/2011	CELL USE REIMBURSEMENT ON CALL PERSONNEL	11.67		11.67	11.67	21				1
								21-41-2002	STREET TELEPHONE					
					** VENDOR TOTALS *	11.67		11.67	11.67					
4465 PAVING MAINTENANCE SUPPLY INC														
IO101585	3	I	11/15/2011	11/09/2011	HOODIES	330.88		330.88	330.88	21				1
								21-41-2016	STREET UNIFORMS					
					** VENDOR TOTALS *	330.88		330.88	330.88					
4520 PETTY CASH														
PO 12435A	12	I	11/15/2011	11/09/2011	REIMBURSE FUND	3.33		3.33	3.33	21				1
								21-41-2015	STREET TRAINING/EDUC/TRAVEL					
					** VENDOR TOTALS *	3.33		3.33	3.33					
4648 POORMAN AUTO SUPPLY #5														
OCT 2011	6	I	11/15/2011	11/08/2011	STREET EQUIP MTC	6.46		6.46	6.46	21				1
								21-41-2006	STREET EQUIPMENT MAINTENANCE					
					** VENDOR TOTALS *	6.46		6.46	6.46					

INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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4714 PRO-BUILD														
172450	3 I	11/15/2011	11/09/2011	WALLBOARD S SHOP BREAKR	8.92		8.92		8.92	21				1
								21-41-2009	STREET MATERIALS					
				** VENDOR TOTALS *	8.92		8.92		8.92					
4720 PROSEAL INC														
1022105	1 I	11/15/2011	11/08/2011	RECLAMITE ASPHALT REJUV	8140.50		8140.50		8140.50	21				1
								21-41-2040	STREET CONTRACTUAL					
				** VENDOR TOTALS *	8140.50		8140.50		8140.50					
4750 PROFESSIONAL ENGINEERING														
430147	3 I	11/15/2011	11/08/2011	SEPT MONTHLY RETAINER F	66.67		66.67		66.67	21				1
								21-41-2040	STREET CONTRACTUAL					
				** VENDOR TOTALS *	66.67		66.67		66.67					
5056 SEAN RINEHART														
OCT 2011	3 I	11/15/2011	11/08/2011	REIMBURSE CELL PHONE US ON CALL PERSONNEL	11.67		11.67		11.67	21				1
								21-41-2002	STREET TELEPHONE					
				** VENDOR TOTALS *	11.67		11.67		11.67					
5550 SOUTH CENTRAL SEALING LLC														
4335	1 I	11/15/2011	11/08/2011	SLURRY SEAL 18,012 @ 1.	32781.84		32781.84		32781.84	21				1
								21-41-2040	STREET CONTRACTUAL					
	2 I			SLURRY SEAL 21,796 @ 1.	39668.72		39668.72		39668.72	21				1
								21-41-2040	STREET CONTRACTUAL					
				* INVOICE TOTALS	72450.56		72450.56		72450.56					
				** VENDOR TOTALS *	72450.56		72450.56		72450.56					
5940 TRUCK PARTS & EQUIPMENT INC														
1043165	1 I	11/15/2011	11/09/2011	PARTS FOR DUMP TRUCK	137.77		137.77		137.77	21				1
								21-41-2006	STREET EQUIPMENT MAINTENANCE					
				** VENDOR TOTALS *	137.77		137.77		137.77					
6135 UNIFIRST CORPORATION														
PO 12436	3 I	11/15/2011	11/09/2011	UNIFORM LEASE/CLEANING	36.75		36.75		36.75	21				1
								21-41-2009	STREET MATERIALS					
	9 I			UNIFORM LEASE/CLEANING	147.65		147.65		147.65	21				1
								21-41-2016	STREET UNIFORMS					
				* INVOICE TOTALS	184.40		184.40		184.40					
				** VENDOR TOTALS *	184.40		184.40		184.40					
				STREET	82355.85		82355.85		82355.85					
				STREET FUND	82355.85		82355.85		82355.85					
LAW ENFORCEMENT FUND														
2168 GRAYBAR														
956839520	1 I	11/15/2011	10/21/2011	2-15" COOL WHITE LAMPS	21.44		21.44		21.44	24				1



INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	CK SQ
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996 CAPITAL ONE BANK N A													
OCT 21	11	13	I	11/15/2011	10/21/2011	NORTHERN TOOL-BOOT TRAY SCRAPER MAT	45.98		45.98	45.98	30		1
								30-50-2012	RECREATION DEPT MISCELLANEOUS				
	14	I				OFFICE DEPOT-CALENDAR R	32.97		32.97	32.97	30		1
								30-50-2004	RECREATION DEPT OFFICE EXPENSE				
	15	I				WHOLESALE DIRECT-1ST AI	70.33		70.33	70.33	30		1
								30-50-2009	RECREATION DEPT MATERIALS				
	16	I				N&H-DRAWER BRACKETS, SL	27.77		27.77	27.77	30		1
								30-50-2025	RECREATION DEPT BLDG MAINT				
	17	I				ORIENTAL TRADING-HALLOW NOVELTIES	319.75		319.75	319.75	30		1
								30-50-2092	RECREATION DEPT PROGRAMS				
	18	I				RADIO SHACK- ADAPTER	7.49		7.49	7.49	30		1
								30-50-2004	RECREATION DEPT OFFICE EXPENSE				
	19	I				TOYS R US-TOYS, GAMES	83.64		83.64	83.64	30		1
								30-50-2094	RECREATION DEPT LATCHKEY PROG				
	20	I				ESET-ANTIVIRUS PROTECTI	57.50		57.50	57.50	30		1
								30-50-2004	RECREATION DEPT OFFICE EXPENSE				
	21	I				RADIO SHACK-MINI PHONE	6.29		6.29	6.29	30		1
								30-50-2092	RECREATION DEPT PROGRAMS				
						* INVOICE TOTALS	651.72		651.72	651.72			
						** VENDOR TOTALS *	651.72		651.72	651.72			
1493 DE LAGE LANDEN PUBLIC FINANCE													
11464352	1	I	11/15/2011	11/08/2011		LANIER COPIER LEASE PYM ACCOUNT #49366	203.27		203.27	203.27	30		1
								30-50-2004	RECREATION DEPT OFFICE EXPENSE				
						** VENDOR TOTALS *	203.27		203.27	203.27			
1816 FAMILY MEDCENTERS PA													
9980100	1	I	11/15/2011	11/01/2011		WORK COMP MEDICAL TREAT	189.85		189.85	189.85	30		1
								30-50-2094	RECREATION DEPT LATCHKEY PROG				
						** VENDOR TOTALS *	189.85		189.85	189.85			
3065 KK OFFICE SOLUTIONS INC													
127284	1	I	11/15/2011	11/08/2011		COPIER MAINTENANCE BILL	181.58		181.58	181.58	30		1
								30-50-2004	RECREATION DEPT OFFICE EXPENSE				
						** VENDOR TOTALS *	181.58		181.58	181.58			
3770 LOWES BUSINESS ACCT/GECRB													
OCT 2011	1	I	11/15/2011	11/09/2011		CREDIT FOR DRWR HARDWAR	19.34-		19.34-	19.34-	30		1
								30-50-2025	RECREATION DEPT BLDG MAINT				
						** VENDOR TOTALS *	19.34-		19.34-	19.34-	NO CHECK ISSUIN		
3995 MID-STATES FITNESS EQUIPMENT													
10512	1	I	11/15/2011	10/19/2011		2-PRECOR LIFT ACTUATORS	444.18		444.18	444.18	30		1
								30-50-2006	RECREATION DEPT EQUIP MAINT				
	2	I				3 ACORN NUTS	5.40		5.40	5.40	30		1
								30-50-2006	RECREATION DEPT EQUIP MAINT				
	3	I				1.5 HR LABOR-REPLACE PA	97.50		97.50	97.50	30		1
								30-50-2006	RECREATION DEPT EQUIP MAINT				
	4	I				TRAVEL & MILEAGE	45.00		45.00	45.00	30		1



INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
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633 THE BANK OF NEW YORK MELLON														
2521587274	1	I	11/15/2011	11/02/2011	ADMIN FEE 11/1/11 10/3	1000.00		1000.00	1000.00	36				1
								36-56-3001						
	2	I			REDEMPTION NOTICE FEE	100.00		100.00	100.00	36				1
								36-56-3001						
					* INVOICE TOTALS	1100.00		1100.00	1100.00					
633 THE BANK OF NEW YORK MELLON														
2521587275	1	I	11/15/2011	11/02/2011	ADMIN FEE 11/1/11-9/1/ COP SERIES 2007 REC CTR	250.00		250.00	250.00	36				1
								36-56-3001						
					** VENDOR TOTALS *	1350.00		1350.00	1350.00					
2360 HAYSVILLE SUN-TIMES														
11379	2	I	11/15/2011	11/08/2011	ORD 980 SLEEP INN IRB	378.00		378.00	378.00	36				1
								36-56-3001						
	3	I			BOND SALE-IND PARK STR	36.00		36.00	36.00	36				1
								36-56-3001						
	4	I			ORD 981 IND PARK STR IM	378.00		378.00	378.00	36				1
								36-56-3001						
	5	I			PUB HEARING-IMPR CNTRY	189.00		189.00	189.00	36				1
								36-56-3001						
					* INVOICE TOTALS	981.00		981.00	981.00					
					** VENDOR TOTALS *	981.00		981.00	981.00					
3174 KS DEPT OF TRANSPORTATION														
PO 12455	1	I	11/15/2011	11/10/2011	FINAL 71ST RESURFACE PR	86165.61		86165.61	86165.61	36				1
								36-56-3001						
					** VENDOR TOTALS *	86165.61		86165.61	86165.61					
3300 KANSAS PAVING INC														
EST #001	1	I	11/15/2011	11/08/2011	BROADWAY CT PAVING IMPR	130200.20		130200.20	130200.20	36				1
								36-56-3001						
					** VENDOR TOTALS *	130200.20		130200.20	130200.20					
3325 KANSAS REGISTER														
39903	1	I	11/15/2011	10/24/2011	GOB SERIES 2011 PUBLICA 3 AFFIDAVITS FURNISHED	28.00		28.00	28.00	36				1
								36-56-3001						
					** VENDOR TOTALS *	28.00		28.00	28.00					
3351 KANSAS STATE TREASURER														
PO #12434	1	I	11/15/2011	11/09/2011	NEW ISSUE START UP FEE	300.00		300.00	300.00	36				1
								36-56-3001						
	2	I			REGISTRATION FEE	30.00		30.00	30.00	36				1
								36-56-3001						
	3	I			1/8 OF 1% OF 1ST 10,000	133.75		133.75	133.75	36				1
								36-56-3001						
					* INVOICE TOTALS	463.75		463.75	463.75					
					** VENDOR TOTALS *	463.75		463.75	463.75					
4750 PROFESSIONAL ENGINEERING														
324243	1	I	11/15/2011	11/08/2011	SO BRDWDY CORR STUDY 8/2	20260.64		20260.64	20260.64	36				1

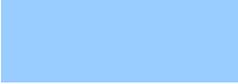
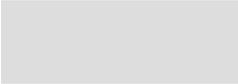
INVOICE#/LN	TY	DUE DATE	INV DATE	REFERENCE	GROSS	DISCOUNT	NET	DISCOUNT TAKEN	PAYMENT AMOUNT	DIST	MAN	CHCK	SQ	CK
430139	1 I	11/15/2011	11/08/2011	FINAL PMT BRDWDY CT PAVI	560.57		560.57		560.57	36				1
				** VENDOR TOTALS *	20821.21		20821.21		20821.21					
				CAPITAL IMPROVEME	240009.77		240009.77		240009.77					
				CAPITAL IMPROVEME	240009.77		240009.77		240009.77					
				CRA GRANT										
				3497 ASHLEA KONECNY										
PO 12401	1 I	11/15/2011	10/14/2011	SUPPLIES FOR COUPONING	210.00		210.00		210.00	39				1
				** VENDOR TOTALS *	210.00		210.00		210.00					
				CRA GRANT	210.00		210.00		210.00					
				CRA GRANT	210.00		210.00		210.00					
				BANK TOTALS	370934.15		370934.15		370934.15					
				TOTAL MANUAL CHECKS					.00					
				TOTAL E-PAYMENTS					.00					
				TOTAL PURCH CARDS					.00					
				TOTAL OPEN PAYMENTS					370934.15					
				GRAND TOTALS	370934.15		370934.15		370934.15					

CK #	DATE	PAYEE	DESCRIPTION	DEPARTMENT	AMOUNT
42747	09/14/11	Brian Knott - Void	Artwork Sold at Wire House Art Gallery	Historic - Art Gallery Payments	(6.60)
42778	10/07/11	Arapahoe Veterinary Clinic	Refund for Dog Tag - Outside City Limits	General Revenue - Animal Licenses	30.00
42779	10/07/11	Brian Knott	Artwork Sold at Wire House Art Gallery	Historic - Art Gallery Payments	15.40
42780	10/12/11	Jessica Hughbanks	Refund Deposit on HAC Rental - Rcpt. #42514	Recreation Revenue - Misc.	50.00
42781	10/13/11	Jason Barrett	Refund Overpayment of Court Fees - Rcpt. #14277	General Revenue - Miscellaneous	1.00
42782	10/13/11	Joann Wharton	Refund Overpayment on Membership Fee - Rcpt. #43170	Recreation Revenue - Memberships	30.00
42783	10/13/11	Georgie Carter	Fall Festival Start-Up Funds	Historic - Miscellaneous	50.00
42784	10/14/11	Prichard Animal Hospital	Refund for Dog Tag - Outside City Limits	General Revenue - Animal Licenses	20.00
42785	10/14/11	Nikki England	Refund of Court Fees - Rcpt. #14341	General Rev. - Traffic Court	40.00
				General Rev. - Court Costs	55.50
				General Rev. - Court Admin. Fee	5.00
				General Rev. - LE Training Fee	20.00
				General Rev. - Judge Training Fee	0.50
42786	10/14/11	Haysville Auto Parts	Tire Repair for Car #1 - Inv. #221798	Police - Vehicle Maintenance	8.00
42787	10/17/11	Subway	Lunch for H.A.H.S. Leadership Class on 10/19/11	Historic - Miscellaneous	32.97
42788	10/18/11	Karla Rourk	Refund Deposit on Comm. Bldg. Rental 10/9 - Rcpt. #87030	General Revenue - Bldg. Rentals	50.00
42789	10/18/11	Little Caesar's	Lunch for H.A.H.S. Leadership Class on 10/18/11	Special Alcohol - Prevention/Educ.	69.00
42790	10/18/11	Juanita Swann	Refund Deposit on Senior Center Rental - Rcpt. #365	General Revenue - Bldg. Rentals	50.00
42791	10/19/11	Walter's Pumpkin Patch	Latchkey Admissions	Recreation - Latchkey	234.00
42792	10/20/11	Haysville Chamber of Commerce	Chamber Lunch	City Clerk - Training/Educ/Travel	10.00
				General Government - Misc.	20.00
				Planning - Miscellaneous	10.00
				Sr. Ctr. - Training/Educ/Travel	10.00
				Recreation - Training/Educ/Dues	10.00
				Police - Training/Educ/Travel	10.00
				Wastewater - Training/Educ/Travel	3.33
				Water - Training/Educ/Travel	3.34
				Street - Training/Educ/Travel	3.33
42793	10/21/11	Dawn Yoder	Refund Deposit on Comm. Bldg. Rental 10/16 - Rcpt. #87000	General Revenue - Bldg. Rentals	50.00
42794	10/24/11	Haysville Saw & Mower	Six Foot Rope - Order #07567	Water - Materials	13.50
42795	10/31/11	Kim Parker	SOS Cancellation - Rcpt. #43320	Recreation Revenue - Latchkey	50.00
42796	10/31/11	Alex Gephart	Refund Deposit on Comm. Bldg. Rental 10/21 - Rcpt. #87032	General Revenue - Bldg. Rentals	50.00
42797	10/31/11	Tess Haws	Refund Deposit on Comm. Bldg. Rental 10/8 - Rcpt. #85548	General Revenue - Bldg. Rentals	50.00
42798	10/31/11	Tess Haws	Refund Deposit on Comm. Bldg. Rental 10/22 - Rcpt. #85548	General Revenue - Bldg. Rentals	50.00
42799	10/31/11	Friends of Tree City USA	Registration	Park - Tree Board Expense	15.00
42800	10/31/11	Haysville Health Mart	Lice Spray - Inv. #3866990	Police - Miscellaneous	4.69
42801	10/31/11	Edgar Poe	Restitution - Case #2011/1067	Court Revenue - Restitution	15.00
42802	11/07/11	Mary Elliss	Refund Deposit on Senior Center Rental - Rcpt. #320	General Revenue - Bldg. Rentals	50.00
42803	11/07/11	Lee's Cleaners	Change Rank Alteration - Inv. #4970	Police - Uniforms & Equipment	6.12
42804	11/07/11	Amanda Schenk	Refund Deposit on HAC Rental - Rcpt. #43163	Recreation Revenue - Misc.	50.00
				<b>TOTAL CHECKS WRITTEN</b>	<b>1,239.08</b>

## OCTOBER TRANSFERS

TRANSFER TO:	DESCRIPTION	FUND	AMOUNT	TOTAL
Capital Improvements	Transfer 1/2 Sales/Use Tax/September Collection	General Fund	59,288.49	59,288.49
General - Office Rent	Transfer for October 2011	Wastewater Water	150.00 150.00	300.00
W/W Revenue Bond Debt Service	Transfer for October 2011	Wastewater	33,109.58	33,109.58
W/W G.O. Bond Debt Service Fund	Transfer for October 2011	Wastewater	5,878.29	5,878.29
Recreation	Transfer of Personnel Portion - October 2011	General Fund	983.97	983.97
General	Transfer Employee Benefits - October 2011	Wastewater	5,677.86	5,677.86
General	Transfer Employee Benefits - October 2011	Water	7,447.66	7,447.66
General	Transfer Employee Benefits - October 2011	Street	4,155.44	4,155.44
General	Transfer Employee Benefits - October 2011	Stormwater	619.49	619.49
General	Transfer Shared Office Expense	Wastewater	4,250.00	4,250.00
General	Transfer Shared Office Expense	Water	4,350.00	4,350.00
General	Transfer Shared Office Expense	Street	2,750.00	2,750.00

## Council Action Requests: Open Cases and Requests Received 1st Quarter 2011

	Cleared Request
	Request forwarded to a different department
	Case in Municipal Court System

To: Public Works Director

Date: 10.31.11

Address of Request: Broadway Ct.

Action Requested: Broadway Ct. has both 20 mph and 15 mph signs posted. The 15 mph signs should be taken down if the speed limit is 20 mph. There is also a "Private Road" sign up next to the street. This is a public street and the sign should also be removed.

Please: Check Into This

Submitted by: Russ Kessler

UPDATE:

Remarks from Staff: Randy spoke with the HOA and they will be discussing what they want done with the signs. Signs were taken down on 11.2.11

Staff Name: Randy Dorner

Date: 11.2.11

No Supporting Documents