

DR 73-20 - 1974-1979 Capital Impr
vements Program of the City of
Wichita

ACTION

DATE

COMMITTEE

M.A.P.C. *Recommnd approval
subject to comments.* 1/29/74

B.C.C./B. CO. C. *DR 73-20* 2/5/74
Defered 2/20/74

approved. 2/26/74
subject to comments

PLANNING FOR THE DEVELOPMENT OF
A NEW WICHITA ART MUSEUM

PLANNING FOR THE DEVELOPMENT OF
A NEW WICHITA ART MUSEUM

November 15, 1972

TABLE OF CONTENTS

	<u>Page</u>
Introduction.....	1
Assumed Goals and Objectives.....	1
Problem.....	3
Proposed New Museum.....	5
Proposed Location of a New Art Museum Facility.....	6
Financial Considerations.....	7
Proposed Development Schedule.....	7

I. Introduction

This proposal is intended to discuss the goals and objectives of the Wichita Art Museum Board and the City of Wichita for providing adequate museum facilities for the city. Included in this proposal are the assumed goals and objectives of the Wichita Art Museum Board, the problems with the present art museum facility, information on the proposed new museum, the proposed location of a new art museum facility, initial information concerning capital outlay, and a proposed development schedule.

The information in this report was drawn from various professional sources and completed reports on specific elements dealing with the construction. One such report was made by the College of Business Administration at Wichita State University. The intent of the information presented herein is to point out the general goals and objectives and set some guidelines for fulfilling them.

II. Assumed Goals and Objectives

The goals and objectives of the Wichita Art Museum Board for the immediate future include the construction of a new museum facility. Indications are that civic leaders and various sectors of the Wichita community have expressed their support for a new museum facility. The Board of City Commissioners has given its approval to the idea of construction of a new museum but it is not aware at the present time of

The new proposed cost. The amount of \$1 million in general obligation bonds was provided for in the 1974 phase of the 1972-77 Capital Improvement Program for the City of Wichita.

The tentative goal of the Wichita Art Museum Board is to locate the Art Museum at a downtown location in Wichita giving easy accessibility from all parts of the city and all tourist facilities such as hotels, motels, and restaurants. The new museum has been projected to contain a total of 63,250 square feet of floor space.

The objective of constructing a new art museum in Wichita concerns both social benefit and economic impact. Museums are generally considered to be cultural rather than economic elements to a community. The community establishes the facilities in order to meet those desires of the public just as we do educational institutions. While the measurement of good or bad is not readily obtainable, the mere indication for desire of such facility as a new museum gives it the tag of public interest thereby becoming a governmental concern and in this case function.

The economic impact of such facilities may be somewhat more definable than the social benefit. Beginning with the construction phase there is an impact on the labor force of the community by placing more dollars in more hands and generating additional potential purchasing power. The long-range economic impact is dependent on the type of facility constructed and, in the case of a museum, on the type collections and other attractions housed. Obviously, the long-run economic impact relates to attracting tourist trade

to the area. Estimated receipts from travelers to Sedgwick County for 1970 show \$62,900,000. Using a conservative estimate of increase caused by an attracting art museum of 5%, the Wichita area economy would experience a basic (outside new) dollar flow of \$3,145,000 per year with an economic impact of \$15,725,000 using the multiplier of 5.

III. Problem

The present facility of the Wichita Art Museum consists of the original 1935 structure modified by an additional approved in 1962 at a cost of \$150,000 obtained from City of Wichita general bonds.

At the time this addition was made it was recognized by all concerned--the City Commission, the City Manager, Board of Wichita Art Museum, Director of the Museum, the architect for the addition, and the Park Board--that this solution was clearly of a temporary nature. All principals involved appreciated that the ultimate solution demanded a new generally enlarged art museum relocated in the downtown cultural complex area. In 1962 a letter from the City Manager, Russell McClure, to Mrs. Ina Galland, former director and trustee of the museum, he stated that "consideration is now being given to the enlargement of the present art museum and its eventual location in the new civic cultural center." At the present time the park location of the museum provides a pleasant setting but does not offer any integration with other cultural activity locations.

The 1963 addition to the museum helped to alleviate an extremely critical situation but the expanded building was inadequate the day it was reopened. Today the situation is again extremely critical. An

art collection worth several million dollars, virtually irreplaceable, is daily being endangered because of inadequate space for proper exhibition and storage. Temporary exhibitions of major importance cannot be considered because of severe spacial limitations and accordingly exhibitions of less than outstanding quality must be shown.

The present building has a total area of slightly over 15,200 square feet. Of this, only 2,170 square feet is available for display of the permanent collection of the Wichita Art Museum and only 2,800 square feet can be used for temporary exhibitions. This space comprises approximately one-fourth of the immediate minimal need. Because of these space inadequacies the museum is limited in displaying even its most prized collections. Only 25% of the Roland P. Murdock Collection, 10% of the Naftzger Collection, and 40% of the Evans Collection can be shown at one time. All collections and exhibitions are actually endangered because of crowded conditions. In addition, with two-thirds of the museum works in storage it is difficult to actively solicit art and money to purchase art. In the possible event of an offer of a number of Remington's and Russell's the museum would be unable to house them.

Office space for the museum staff is very cramped and inadequate for additional staff or volunteers. In addition the Fire Department has placed maximum capacity of 150 persons on the auditorium which severely limits its possible uses. As a result the auditorium often overcrowded to the point of discomfort and danger does not meet even 20% of the current needs of the Museum. The vault used for storage purposes is both poorly designed and

overcrowded. There is a lack of needed spaces in all areas of the Museum.

These special problems obviously restrict program development and community participation in the activities of the art museum. At the present time there is no provision for meetings of the Board or Museum affiliated groups at the Museum, no facilities for laboratory or photographic work, and no available room for sculpture or three dimensional works of art. The museum is severely limited in all the services it can provide.

As the need for these services increases with population and public awareness there will be a greater demand on the art museum to provide these services. This is demonstrated by the fact that in the years since 1962 use of the museum has drawn from 20,000 visitors to nearly 80,000 visitors per year and is continuing to grow. This increase obviously taxes the limit of the present facility.

IV. The Proposed New Museum

The proposed new art museum offers the opportunity to correct the many deficiencies of the present facility. A total area of 63,250 square feet as opposed to the 15,229 square feet now in use would allow room for both current requirements and expansion as growth of the museum continues.

A permanent collection display area of 9,000 square feet would allow the full display of the most prized possessions of the museum to be viewed at all times, and a temporary display area of 12,000 square feet would permit top-notch traveling exhibitions to be viewed for the first time in Wichita. A 10,000-square-foot auditorium would create numerous possibilities for new and expanded programs of the museum. An enlarged studio would aid

education while a conference room, laboratory and sculpture court would greatly enhance the value of the museum to its users.

Estimates on the cost of a new art museum for Wichita have been made by architectural firms and a construction company. They placed the cost at \$3 million for the cost of the building and \$500,000 for land acquisition. However, since the time of that estimate it has been reconsidered with the new estimate reaching close to \$4 million for construction and up to \$500,000 for land acquisition. The financial considerations which will be discussed later in this report will consider the construction costs of the art museum at the original \$3 million figure for discussion purposes. More accurate figures will be available after a current architectural study is completed.

V. Proposed Location of New Art Museum Facility

The Center City Steering Committee has focused its efforts on rehabilitation of the East Douglas area. The development would be similar to that which has occurred on West Douglas with the Century II Complex, the Garvey Center, the Public Library, the now-under-construction Chamber of Commerce offices, and the proposed new hotel complex.

The East Douglas development plan includes acquisition of the area generally bounded by Emporia, Washington, William and First Streets. Renovation of the area includes razing of much of the existing property, rehabilitation of other, and construction of public and private structures. Included among the public buildings proposed for construction in this area is an art museum complex.

Proposed plans are to locate the museum complex in the block north

of the Eaton Hotel. Shuttle bus service would be provided between this location and the downtown loop. This proposed location is consistent with the objectives of the Board of the Wichita Art Museum, as stated earlier in this report.

VI. Financial Considerations

Capital Outlay

The construction cost of the proposed new art museum was initially estimated to be \$3 million with an additional \$500,000 necessary for land acquisition. Provided the total project cost is established at \$3.5 million, City of Wichita 20-year general obligation bonds could be sold to finance the \$3 million City share. The foregoing being acceptable, \$1 million in general obligation bonds could be sold in each of the three years 1973, 1974, and 1975 to cover the cost of construction for the new art museum.

The Wichita Art Museum Board is committed to securing \$500,000 to contribute to the project through other sources such as donation gifts, etc. It is evident that \$3.5 million is not a realistic figure, but until an accurate analysis by an architect is made, this figure will be used.

VII. Proposed Development Schedule

Present to
January 1, 1973

During this time period the Board of the Wichita Art Museum should settle on concrete proposals for the physical facility, physical site, and select an architect for the project. A \$30,000 outlay needs to be approved at this time to obtain an architect in 1973.

January 1, 1973 The Board of the Wichita Art Museum should be ready to submit its proposals to the architect to proceed with development of the initial plans.

July 1, 1973 Architect's plans should be complete in all phases.

Note: During the preceding time period procedures to acquire the site from whatever source should be transpiring with final acquisition planned for not later than December 31, 1973.

August 1, 1973 Architect's plans should be approved and accepted by this time. Plans should be submitted to contractors for bid preparations at this time.

September 15, 1973 Receive bids from the contractors for review by the Board of the Wichita Art Museum.

Note: The period between receiving contractors' bids and award of the construction contract will depend on progress of the site acquisitions procedures. It is anticipated that site acquisition should be completed with the site prepared for construction not later than January 1, 1974.

January 1, 1974 The construction contract should have been awarded and construction begun by this date.

January 1, 1976

Allowing 24 months for construction, the facility should be accepted and occupied by this date.

The preceding development schedule is dependent in large measure on site acquisition and preparation. Acquisition of the property and preparation of same for construction should receive top priority with maintenance of cost consciousness.

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE September 17, 1973

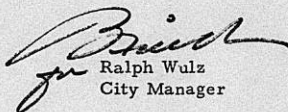


TO See Distribution

FROM Ralph Wulz, City Manager

SUBJECT Funding of Wheelchair Ramp Program
Phase II

In accordance with the action of the City Commission on May 15, 1973, please insure that funding of Phase II of the Wheelchair Ramp Program is included in the 1974 Capital Improvement Program Budget.


Ralph Wulz
City Manager

RW/kmp

cc: Don E. Anderson, Director of Administration
Glen E. Dockery, Research & Budget Officer
Ray W. Bruggeman, Director of Public Works
Dick Linn, City Engineer
Robert A. Lakin, Director of Planning ✓



STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: March 31, 1973

-1-
John



Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded	Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount				
E-6F	<u>EXPRESSWAYS</u> Northeast Diagonal	-	-	-	-	-	-	Location Study Underway
	<u>KELLOGG FREEMWAY</u>							
E-7F	Keillogg; Estelle to Clifton Right-of-Way	-	-	-	-	-	-	Acquiring Right-of-Way
E-9	Keillogg West - I-235 to Seville Right-of-Way	-	-	-	-	-	-	State is preparing plans
	<u>ARTERIALS</u>							
MS-45C	McLean; 31st to 29th South, Right-of-Way	3-30-71	-	-	-	1973	95%	Pending agreement with Missouri Railroad
MS-68	Mt. Vernon; K-15 to Hydraulic	-	-	-	-	-	-	Coordinate with I-35 Construction
MS-71	George Washington Blvd. Pawnee to 800' North of Harry (See B-26)	-	-	-	-	-	-	Preliminary plans in preparation Under contract to be coordinated with North Industrial Park Storm Drainage
MS-89B	29th St., Broadway to I-35W Construction	10-19-71	3-21-72	358,688	6-27-72	1973	-	Contracts are ready to be Let
MS-93	13th Street; from 1/2 mile west of Ridge Road to Big Slough	-	-	-	-	1973	-	Contracts are ready to be Let
MS-93A	13th St., Ridge Road to Big Slough - Construction	-	-	-	-	1973	-	Contracts are ready to be Let

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiatn. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-93B	Ridge Road; 600' north of 13th to 600 south of 13th	-	-	-	-	-	-	-	Coordinated with County 13th Street Construction
MS-94A	Innerloop Connecting Pavement, Mathewson to Cleveland	-	-	-	-	-	-	90%	Under contract - State Highway Commission
MS-118	Hillside; Right-of-Way from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1973	-	Project Initiated
MS-118A	Hillside; Reconstruction from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1974	-	Project Initiated
MS-147	MacArthur Road, Arkansas River to Hydraulic	-	-	-	-	-	-	-	Preliminary plans being prepared for submission as Federal Aid Secondary Project
MS-149	Seneca & Pawnee Inter-section (reconstruction)	3-27-73	-	-	-	-	1973	0	Final Plans in preparation
MS-149A	Seneca & Pawnee Inter-section (Right-of-Way)	3-27-73	-	-	-	-	-	-	
MS-157	Grove; 100' south of Lewis to Central Avenue Right-of-Way	-	-	-	-	-	1974	0	Right-of-Way to be acquired

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-159	1st Street, Ash to Grove	10-6-72	12-28-72	Paving - 78,808 Drainage 69,046	1-30-73 12-19-72	Paving - 78,770.25 Drainage - 67,625	1973	-	Utilities working under traffic
MS-160	2nd Street Minnesota to Grove	10-6-72	12-28-72	Pavement - 92,757.15 Drainage - 65,799.50	1-30-73 12-19-72	Pavement - 92,677.65 Drainage - 65,530.70	1973	50%	Under Contract
MS-173	Pawnee; Relocation from Rock Road to about 1,000' South-easterly of Rock Road (See D-16)	-	-	-	-	-	1973	-	To be coordinated with development of adjacent land
MS-185	George Washington Blvd. from north line of Lincoln to Menlo Drive	-	-	-	-	-	-	-	Preparing preliminary plans, Coordinate with I-35W
MS-186A	Grove; Reconstruct from Lincoln to north line of Orme	-	-	-	-	-	-	-	Preparing preliminary plans, Coordinate with I-35W
MS-192	Harry, Hillside to Oliver	5-16-72	6-27-72	135,102	7-11-72	134,832	10-72	60%	Contractor stopped work for Christmas shopping season, weather has not been suitable to continue
MS-196	Edgemoor; Orme to Waterman	5-16-72	-	-	-	-	-	0	Negotiating with Veterans Administration for Right-of-Way

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-Way)	-	-	-	-	-	-	-	Urban Renewal Agency
MS-216A	Central Avenue; Ridge Road to I-235	-	-	-	-	-	-	-	Right-of-Way to be acquired
MS-219	K-15; Hydraulic to MacArthur Road	-	-	-	-	-	-	-	Plans being prepared
MS-221	U.S. 54; Kellogg Drive Slip-off East of Edgemoor	7-11-72	-	-	-	-	-	-	Combine with MS-196
MS-223	Zoo Blvd.; Floodway to 1300' North of 13th	-	-	-	-	-	-	-	Plans being prepared by consultant and Right-of-Way being acquired
B-26	<u>BRIDGES</u> George Washington Blvd. at Dry Creek	-	-	-	-	-	1973	0	Plans in preparation
B-53	Roosevelt & Gypsum Creek	-	-	-	-	-	-	-	Right-of-Way being acquired
B-57	Bridge; Central & Big Slough (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired
B-58	Bridge; Central & Floodway (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-7B	Main Storm Drain 14 North End Industrial	3-12-71	3-21-72	2,249,000	6-27-72	2,077,257	1973	- 23% 37%	Construction under Contract Phase I Phase II
D-11	Drainage Study and Engineering - Southwest Industrial Area	-	-	-	-	-	1973	0	Preparing Contract for project
D-16	Drainage Structures in connection with relocation of Pawnee from Rock Road to about 1000' southeast of Rock Road (See MS-173)	-	-	-	-	-	-	-	To be coordinated with development of adjacent land
D-28	Gypsum Creek; 300' east of Hillside to George Washington Blvd. (Right-of-Way and relocation)	-	-	-	-	-	1973	-	Right-of-Way being acquired
D-29	Gypsum Creek; 355' east of Hillside to George Washington Blvd. (See B-53)	-	-	-	-	-	-	-	Right-of-Way being acquired - Consultant preparing plans
D-30	Gypsum Creek Right-of-Way north of U.S. 54	-	-	-	-	-	-	-	Offer of purchase made

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-31	Right-of-Way for Gypsum Creek south of Harry, west of Turnpike	-	-	-	-	-	-	-	
D-32	Right-of-Way for Dugan Tributary	-	-	-	-	-	-	-	
	SEWERS								
S-6	Sanitary Sewer to serve County Zoo	-	-	-	-	-	-	-	Awaiting action on Grant Application
S-6	Dry Creek Interceptor	3-16-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Sanitary Sewer #12 in Grove - Lincoln to Second Street	3-23-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Wichita State University Interceptor	3-30-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Main 7, Sanitary Sewer #23	4-17-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Extension to Sanitary Sewer #23	4-17-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
	Sanitary Sewer #22, Lift Station #4, Relief Line	3-30-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
<u>TRAFFIC ENGINEERING</u>									
TE 16-4	Broadway & 29th	4-6-71	4-13-71	13,447	-	-	-	100%	Completed
TE 16-10	1st & 2nd Streets	-	10-5-71	36,000	-	-	10-73	10%	Coordination with I-35W Construction
TE 16-11	Pawnee & Seneca	6-22-71	-	44,000	-	-	12-73	5%	TOPICS programming
TE 16-12	Kellogg at Topeka, Broadway, Market & Main	5-18-71	-	16,000	-	-	12-73	10%	TOPICS programming
TE 16-48	Harry & Oliver	1-19-71	1-26-71	26,921	-	-	6-73	95%	Complete except for lane markers to be installed this summer
TE 17a	Central & Hydraulic; Central & Cleveland; Central & Grove; 13th & Waco; 9th & Grove; 100 block N. Water crosswalk	4-25-72	7-10-72	81,325	-	-	6-73	60%	Central & Hydraulic, Grove & Central & 100 block N. Water are completed; work is in progress at 9th & Grove, Central & Cleveland
TE 17c	TOPICS - 21 school crossings & 2 park crossings	5-30-72	-	70,000	-	-	12-73	10%	Preparation of estimate for bid letting of equipment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
TE 17d	TOPICS - 13 inter-section revisions	5-30-72	-	159,000	-	-	12-73	15%	Preparation of estimate for bid letting of equipment
TE 17e	4 midblock school crosswalks	5-30-72	-	10,400	-	-	8-73	10%	Preparation of estimate for bid letting of equipment
TE 18a	TOPICS - 28 inter-section revisions	5-30-72	-	400,000	-	-	12-74	5%	Preparation of estimate for bid letting of equipment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-2-A-1	Cessna Park East	8-23-71	-	-	-	-	-	-	To be completed during April, 1973. Contract awarded to Smith Construction Company, Inc.
P-2-A-2	Shelter with Rest Rooms	8-23-71	8-23-71	34,000	8-28-72	30,398	2-15-73	95%	Contract awarded to Smith Construction Company, Inc.
P-2-A-3	Children's Play Area	8-23-71	8-23-71	11,211	9-25-72	10,404	3-15-73	-	To be completed during May, 1973. Contract awarded to The Inland Co., Inc.
P-2-A-4	Landscaping	8-23-71	-	-	-	-	-	-	To be completed by force account
P-2-A-5	Park Lighting	8-23-71	-	-	-	-	-	-	Contract to be awarded April 9, 1973
P-2-A-6	Multi-use Court	8-23-71	8-23-71	4,300	8-28-72	4,295	3-15-73	-	To be completed in May, 1973
P-2-C	Softball Diamond Lighting	8-23-71	-	-	-	-	-	-	Contract to be awarded in May, 1973
P-3-A-1	Cessna Park West; Parking	8-23-71	8-23-71	27,307	8-28-72	26,399	3-15-73	40%	Contract awarded to The Inland Co., Inc.
P-3-A-2	Picnic Facilities and Walks	8-23-71	-	-	-	-	-	50%	Project to be accomplished by Park Board employees
P-3-B	Picnic Shelter with Rest Rooms, Park Lighting	8-23-71	8-23-71	35,000	8-28-72	30,259	2-15-73	60%	Contract awarded to Smith Construction Co., Inc.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARK

PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-6	Columbine Park; Multi-use Court	8-23-71	8-23-71	4,500	10-10-72	4,225	3-15-73	-	Contract awarded to Mid-Kansas Construction Co., Inc.
P-6-B	Area Lighting	8-23-71	-	-	-	-	-	95%	Project to be accomplished by force account
P-17	Linwood Park, North Irrigation	8-23-71	-	-	-	-	-	-	Project to be developed for the Spring of 1973, dependent upon the schedule of the Highway Department
P-23	Ninth and Anna Park Children's Play Area	8-23-71	8-23-71	-	-	-	-	-	Contract to be awarded April 9, 1973
P-23-A	Ninth and Anna Park Swimming Pool	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-25	Edgemoor Park Multi-use Court	8-23-71	8-23-71	9,000	10-10-72	8,450	3-15-73	-	Contract awarded to Mid-Kansas Construction Company
P-25A	Edgemoor Park Lighted Tennis Courts (4)	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-25C	Site Development	8-23-71	-	-	-	-	-	-	Work to be accomplished by force account
P-27A	Planeview Park Tennis Court Lights	8-23-71	-	-	-	-	-	-	Contract to be awarded April 9, 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: March 31, 1973DEPARTMENT: PARK

Proj. No.	Project Description	Project Initiatn. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-27B	Planeview Park Picnic Shelter and Rest rooms	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-27D	Site Development, Drives, Parking, Ball Diamonds	8-23-71	-	-	-	-	-	-	Contract to be awarded April 9, 1973
P-28	Riverside Park Tennis Complex	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-31-1	Watson, O. J. Park Irrigation System	8-23-71	-	-	-	-	-	50%	Project scheduled for completion in Spring of 1973 by force account
P-31-2	Miniature Golf Course Grading	8-23-71	-	-	-	-	-	-	Contract to be awarded in Spring of 1973
P-31-B	Watson Park Miniature Golf Course Installation	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-38	Maize Road & Hardtner Children's Play Area	8-23-71	8-23-71	8,739.50	2-26-73	8,292.66	7-31-73	-	Contract was awarded in February, 1973
P-87-A-1	Boston Park; Landscaping	8-23-71	-	-	-	-	-	-	Landscaping to be completed by force account after all construction is concluded

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Cont. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-87-B	Boston & Woodlawn Park; Multi-use Court; Softball Field	8-23-71	8-23-71	-	-	-	-	-	Contract to be awarded April 9, 1973
P-87-C	Boston & Woodlawn Park; Parking Area	8-23-71	8-23-71	24,648.15	2-26-73	23,806.46	7-31-73	-	Contract awarded February 26, 1973
P-93	Evergreen Park; Swimming Pool	8-23-71	8-23-71	227,000	12-28-72	221,000	9-19-73	2%	Contract awarded December 28, 1972 to McBride and Dehmer Construction Co.
P-103	Hyde Park; Enclosed Recreation Building	8-23-71	8-23-71	98,000	2-12-73	90,000	8-12-73	-	Contract awarded February 12, 1973 to Smith Construction, Inc.
P-200A	Land Acquisition; 2nd and Brown Thru	-	-	-	-	-	-	-	Bureau of Outdoor Recreation approved funds 6-8-72
P-100-A	Maize Rd & Central	-	-	-	-	-	-	-	Bureau of Outdoor Recreation approved funds 6-8-72
P-102A	Kiwanis Park Children's Play Area	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-103A	Hyde Park, Equipment and Furnish the Recreation Building	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-200	Park Land Acquisition	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARK 7 PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-200-B	Chisholm Creek Area, Land Purchase	-	-	-	-	-	-	-	In process of acquisition
P-200-D	Parks-in-Cities	-	-	-	-	-	-	-	Partial acquisition, remainder to be purchased
P-201	River Bank Beautification, Landscaping	-	-	-	-	-	-	-	To be completed in Spring of 1973
P-202	River Bank Beautification, Bike Trails, Walks, Rest Rooms, Boat Docks and Purchase Equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-205	Evergreen Park Neighborhood Facilities	4-1-71	1-27-72	872,000	2-14-72	783,090	2-12-73	99%	Bids opened 1-27-72
P-207	Pawnee Prairie park Cart paths, rest rooms, seal parking lot and purchase equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-208	Emery Park Development	-	-	-	-	-	-	-	To be completed in 1973
P-209A	L. W. Clapp Park, Site Development and Capital Equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiatn. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-212	MacDonald Park, Cart Paths and Capital Equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-213	Sim Park, Cart Paths, rebuils and/or seal roads and capital equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: AIRPORT

PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
A-3A	Maintenance Shops	11-3-72	-	-	-	-	-		
A-16	Auto Parking Area	11-3-72	-	-	-	-	-		
A-26	Land Purchase for Extension of Runway 1L-19S	12-22-70	-	-	-	-	-	Land to be purchased after Airport Master Plan Study is completed	
A-34	Terminal Building Addition	11-3-72	-	-	-	-	-		
A-35	Fire and Rescue Building & Equipment	12-4-72	-	-	-	-	-	Allocation of funds from FAA on 2-22-73	
A-36	Operations and Administration Facility	11-3-72	-	-	-	-	-		

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: FIRE

PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
<u>PUBLIC BUILDINGS & GROUNDS</u>									
FIRE FS-12A	Construction for the relocation of Fire Station Number One	7-21-70	10-5-71	788,280	10-19-72	617,900	Nov. 73	20.74%	Bids for construction were opened October 16, 1972 and E. W. Johnson was awarded the contract
	Architects Services			52,814	5-11-71	41,399.30 (6.7% of const. cost)			Fees for Architectural Services were reduced from original amount of estimate of construction cost to 6.7% of the actual construction contract of which 95% has been paid
	Land Approx. 59,640 sq. ft.								Land has been acquired, cleared and construction of the building is in progress with 20.74% completed
FS-23B	Fire Station Number 16; Central & Caddy Lane								Ground has been purchased and planning is now underway
L-2	Branch Library Northeast								Negotiating for site acquisition

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
PB-3	Operating Station No. 2	6-2-70	10-31-72	185,000	10-31-72	169,888	July 1973	50%	
					Change Order 12-26-72	205			
						170,093			
	Architects Services					(6% of Constr. Costs)			Will be initiated in May
PB-17	Salt Storage Building East Substation	NOT INITIATED							
PB-18	Salt Storage Building West Substation	NOT INITIATED							Will be initiated in May
PB-14	City Administrative Center Construction Land Architect Fee Project Supervision and Misc.	12-12-72	9-12-72	12,311,598 735,938 650,000 60,000	12-29-72	10,856,497 650,000	5-1-75	6%	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: WATERPERIOD ENDING: March 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
W-11	Island Pump Station New Construction	5-15-72	-	6,005,000	4-18-72	5,015,308	1974	42%	Construction is on schedule
W-12	Water Reservoir	Undetermined	-	1,000,000	-	-	1974	0	Bids and Contract to be received April 2, 1973
W-20	20-inch Feeder Main; in Central, Woodlawn to Armour	3-19-73	-	58,000	-	-	7-1-73	10%	50% grant awarded by E.D.A.
W-25	24-inch Feeder Main; in Murdock, Edgemoor and Central from Crestway to Woodlawn	3-19-73	-	228,000	-	-	7-1-73	10%	50% grant awarded by E.D.A.
W-65	Distribution System; Feeder Mains and Main Extensions (Unidentified)	Varied	-	995,000	-	-	12-31-73	25%	Annual repair or replacement of existing equipment
W-67	16-inch Feeder Main; in Armour south of 2nd St. to Kellogg	3-19-73	-	43,000	-	-	7-1-73	10%	50% grant awarded by E.D.A.
W-91	Deep Well Disposal	10-1-72	-	1,313,145	-	-	1973	0	Bids and contract to be received in 60 to 90 days

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: March 31, 1973

DEPARTMENT: URBAN RENEWAL AGENCY

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
Kans. A-5	Industrial Corridor Impr. Contract #1	2-7-73	3-14-73	456,510					
	Fire Station No. 1 Impr.	9-4-72	11-7-72	22,700	1-2-73	22,307	8-31-73	0%	
	Shadybrook Storm Drain	4-9-71	6-11-71	1,400,000	-	-	-	-	Further progress on this project depends entirely on future funding
Kans. A-5-3	Relocation of Public Utilities - City Hall Complex	2-2-71	3-1-71	83,177	7-9-71	77,935	6-30-73	90%	

Young

1973
 8% Legal Debt Margin
 Based on Actual & Estimated Debt
 Reported to the State by 31, 1973
 As of June 30, 1973

1	Assessed Valuation		567,419,490
2			
3			
4	Legal Debt Margin		45,395,959
5			
6			
7	Bonds Outstanding June 30, 1973		30,977,008
8			
9	Add: Projects Underway	334,563	
10	Projects Yet to be Initiated	765,065	
11		1,099,628	
12			
13	Less: Remaining Gas Tax Bonds *	276,495	10,723,333
14			
15			
16			
17			11,700,341
18	Less: Bonds Yet to be Retired in 1973		1,775,597
19			
20			
21	Total Actual & Estimated Debt as of December 31, 1973		399,247,441
22			
23			
24	Estimated Legal Debt Margin,		
25	December 31, 1973		5,471,215
26			
27			
28			
29			
30			
31	* Gas Tax Bonds Issued to the State		
32	January 1, 1973	700,000	
33			
34	Less: Bonds Retired to Date		
35		4,3505	
36			
37			
38			
39			
40			



Projects Highway
As of June 30, 1973

Prepared By: _____
 Approved By: _____
 Date: _____

Project #	Description	C.I.P. Number	C.I.P. Sp. Acct.	Technology Sp. Acct.	Project Cost	Transfer to	Change to
						1973	1972
DAKM 570004	11. Street						
DAKM 570004	11.9 th Street to I-35W						
DAKM 570005	157, Schmale to Hansen	MS-179	40000	188522	-	182295	188522
DAKM 570006	2nd Schmale to Hansen	MS-191	30000	149354	-	137581	142352
DAKM 570007	Schmale, Douglas to Pineda	MS-119	170000	189399	159555	199223	189399
DAKM 570008	Shawnee - Schmale, Hwy to Pineda	MS-119		46620	35516	4426	46620
DAKM 570009	157, Acad to Lane	MS-159		89786	-	8291	89786
DAKM 570010	Shawnee, 157, Acad to Lane	MS-159	137530	79995	-	739	79995
DAKM 570012	2nd, Monmouth to Lane	MS-160		107243	-	9896	107243
DAKM 570015	Shawnee, 2nd, Monmouth to Lane	MS-160	165000	78024	41976	7646	78024
DAKM 57001	101, Toppled to Hillside	RS-1	-	153397	-		153397
DAKM 57000V	2nd, Toppled to Hillside	RS-1	-	148921	-		148921
DAKM 570029	Monmouth, Adams to Schmale						
	Shawnee, Monmouth, Hwy to Hillside						
DAKM 57003	157, Hillside Street						
DAKM 5700X	27 th , Schmale to Monmouth						
				106678	20954	10450	106678
				35947	-	2526	35947
						41176X	
						101689	101689
							56500
							221634
							50845
							441762
							101689
							148921
							441762
							101689
							106678
							35947

Prepared By: _____
 Approved By: _____
 Initials: _____

Project Name	Contract No.	Contract Description	Contract Value	Contract Start	Contract End	Contract Status	Contract Balance	Contract Change	Contract Total
Bank of America	1504220		550,000	10/6/48			106,488		1,548,919
Key Bank	MS-216A		237				237		237
			40				40		40
	D-138		3046				3046		3046
	MS-115		210,000				210,000		210,000
			1,700,000				1,700,000		1,700,000
	D-130		12,535				12,535		12,535
	MS-123		30,000				30,000		30,000
	MS-150		22,000				22,000		22,000
	E-75		65,000				65,000		65,000
			500,000				500,000		500,000
			1,288				1,288		1,288
North American	571107		242,888				242,888		242,888
	TE-16-10		35,338				35,338		35,338
	TE-16-11		38,922				38,922		38,922
	TE-16-12		28,333				28,333		28,333
	TE-17-C		34,444				34,444		34,444
	TE-17-D		6,550				6,550		6,550
	TE-17-E		200,000				200,000		200,000
	TE-17-F		10,460				10,460		10,460
	TE-17-G		82,100				82,100		82,100

Bank of America

Key Bank
 DAKA 500210 - Contract with Bank of America
 270 Key Bank @ same price
 300 Key Bank, 21st to 29th
 400 Key Bank, 30th, 31st to 32nd
 410 Key Bank, Contract to 2nd
 420 Key Bank, Contract to 3rd
 430 Key Bank, Contract to 4th
 440 Key Bank, Contract to 5th
 450 Key Bank, Contract to 6th
 460 Key Bank, Contract to 7th
 470 Key Bank, Contract to 8th
 480 Key Bank, Contract to 9th
 490 Key Bank, Contract to 10th

North American

DAKA 571107 - Various Traffic Signals
 571110 - Traffic - 15th and 16th
 571111 - Traffic - 15th and 16th
 571112 - Traffic - 15th and 16th
 572103 - Traffic - 15th and 16th
 572104 - Traffic - 15th and 16th
 572105 - Traffic - 15th and 16th
 572106 - Traffic - 15th and 16th
 572107 - Traffic - 15th and 16th

Prepared By
 Approved By

Initials

Date

Change in 1949
 1948 1949

1948 1949

1948 1949

1948 1949

1948 1949

1948 1949

1948 1949

1948 1949

1948 1949

1948 1949

1948 1949

Leaves
 Steam Water Leaver - Shires
 D&K 525090 - Working Industrial Leaver
 R 525090 - Old Industrial Leaver
 D&K 522025 - Steam Water Leaver #98
 522071 - Steam Water Leaver #99
 522072 - Steam Water Leaver #100
 522075 - Steam Water Leaver #101
 522077 - Steam Water Leaver #102
 522077 - Steam Water Leaver #105

Submain Leaver
 D&K 522073 - Main 6, L #23, Position 157' 11/2"
 D&K 523002 - Secondary Leaver 157' 11/2"

Details

Water Main Extension

Leaves

More Improvements
 Advance on Two Eastern Sta.

Leaves

Leaves

Item	1948	1949	1948	1949	1948	1949	1948	1949
Steam Water Leaver - Shires	2895000	1002508	131580	2895000				
D&K 525090 - Working Industrial Leaver	151723	335574	22500	335586				
R 525090 - Old Industrial Leaver	97228	102723	15726	157263				
D&K 522025 - Steam Water Leaver #98	262679	58473	4500	99728				
522071 - Steam Water Leaver #99	232774	121574	9000	233774				
522072 - Steam Water Leaver #100	37463	2521	10000	37463				
522075 - Steam Water Leaver #101	28877	42137	-	28877				
522077 - Steam Water Leaver #102	41037	12424	41037	41037				
522077 - Steam Water Leaver #105	109650	77052	109650	109650				
Submain Leaver	688151	260659	60565	688151				
D&K 522073 - Main 6, L #23, Position 157' 11/2"			7182	7182				
D&K 523002 - Secondary Leaver 157' 11/2"								
Water Main Extension								
Leaves								
More Improvements								
Advance on Two Eastern Sta.								
Leaves								
Leaves								
TOTAL			610000	2309725	10000	14891	10000	14891
				1099725				

1973
 Capital Investment Program
 Projects Not to be Submitted
 As of June 30, 1973

C. I. P. Project No.	City of Wichita Estimated Project Cost		
	890	1790	
Expressways			
Northwest Wing of Section 1 Study	E-6F	30000	30000*
1/2 Mile West - T-225 to 1/2 Mile Avenue (R/W)	E-9	300000	300000*
Utilities			
MT. Vernon; K15 to Hydraulic	M3-68	60000	92000
Geo. Wash. Blvd.; Power Lo 800' North of Hwy (B-24)	M3-71	810000	992500*
Interstate Corridors			
13 th ; 1/2 mile West of Ridge Road to Big Slough	M3-93	320000	385000*
Ridge Road; 600' North of 13 th to 600' South of 13 th	M3-93B	67000	67000
Wellside; Reconstruction from 200' South of Central to Grand R.R.	M3-118A	240000	360000
McWhorter Rd.; Arkansas River to Hydraulic	M3-147	135000	270000*
Seneca + Power Interconnection (Reconstruction)	M3-149	350000	350000*
Seneca + Power Interconnection (Exp. of Hwy)	M3-149A	20000	20000*
Graves; 100' South of Lewis to Central (R/W)	M3-157	1200000	1300000*
1000' 1/2 E of Mack Xmas	M3-175	57500	77500
Geo. Wash. Blvd.; N.P. Electric to Menlo Mine	M3-185	85000	85000*

COLUMN WRITE

	1	2	3	4
1	<i>Utilities (Contd)</i>			
2	<i>Power; reconstruction from</i>			
3	<i>Lincoln to Dome</i>	MS-186A	130,000	130,000 *
4	<i>Edgemoor; Dome to Lincoln</i>			
5	<i>DFMS 57005 DFMS 12023</i>	MS-196 MS-221	145,000	145,000
6	<i>1st Street; Right of Way to</i>			
7	<i>Ward - RW (NRA)</i>	MS-213A	-	- *
8	<i>Central Ave.; Ridge Road to</i>			
9	<i>I-235 - RW</i>	MS-216A	100,000	100,000
10	<i>R-15; Hydraulic to</i>			
11	<i>Mac Water Road</i>	H2-219	4,000	4,000
12	<i>Zoo Blvd; Highway to 1,300'</i>			
13	<i>West of 12th Street</i>	DFMS 13008	MS-223	191,000
14	<i>191,000 *</i>			
15	<i>Wulfsberg Street; Douglas to Central</i>			
16		MS-225	-	- *
17	<i>Accidental Streets</i>			
18		RS-1	35,000	-
19	<i>Collector Streets</i>			
20		CS-1	25,000	175,000
21	<i>Traffic Signalization</i>			
22	<i>Traffic Signals - Proposed</i>			
23		TE-18	120,000	120,000
24	<i>Traffic Signals - Proposed</i>			
25		1	75,000	265,000
26	<i>Traffic Signals - Urban System</i>			
27		1	85,000	331,000
28	<i>Bridges</i>			
29	<i>Over W. L. Blvd. + Hwy. (W. to 71)</i>			
30		R-26	20,000	20,000 *
31	<i>Kearney at Hwy. Creek (D-20) 572032</i>			
32		R-26	6,500	6,500
33	<i>Peoria Blvd. at Douglas's Division (D-34)</i>			
34		R-45	6,500	6,500

Thomas J. Hiller

	1	2	3	4
Bridges Contd.				
Lowest at Gypsum Creek	B-53	150000	150000	
Central & Big Bend (MS-216)	B-57	120000	120000	*
Central & Broadway (MS-216)	B-58	365000	365000	*
Collector Street Bridge	B-60	40000	40000	
Drainage				
Big Creek Drainage; Gyp. Creek to Lawrence (P.W. & Replication DBKD 572032)	D-3A	155000	155000	
Big Creek Drainage; Gyp. Creek to Lawrence (B-36 & B-45) DBKD 672032	D-3B	140000	140000	
Little Ark. River Dam (NRA)	D-6	-	-	*
Drainage of Indus. Engineering & W. Industrial Area	D-11	50000	50000	
Drainage of Structures in Connection with Rehabilitation of Dam; Feasible to 1000' S.E. of Park Road (MS-173)	D-14	8000	8000	
Gypsum Creek, 300' East of Hillside to Big Wash' River (Recreation)	D-28	75000	75000	
Gypsum Cr. E.; 355' East of Hillside to Big Wash' Riv. (B-53)	D-29	205000	205000	
Gypsum Creek; South of Hillside West of Municipal (P.W.)	D-31	50000	50000	
S. E. of Hillside; Hillside to Hillside	D-32	10000	10000	

COLUMN WRITE

COLUMN WRITE

	1	2	3	4
Public Buildings				
Pipe Station #16 + Equipment				
Caddy here + (etc)	A-5-2315	253000	253000	
Branch Library; 7 points				
(Eq + Equipment)	L-2	300000	300000	
East Storage Pans - East Substation	PR-17	50000	50000	
East Storage Pans - West Substation	PR-18	50000	50000	
Sewers				
Interception of S.S. #1	S-4			
(Grove, division to sewer)	DBKJ573224	187500	187500*	
(Grove, division to end)	DBKJ573023	187500	187500*	
Sanitary Submains + Laterals	S-5	80000	1280000	
Sanitary Sewer to Lower				
County Zps	DBKH572018	S-6	151000	526000*
High Creek No. 1, S.S. #1	573011	S-6	65000 (U)	65000*
High Creek Interceptor		S-6	25000 (U)	112500*
Whitewater Interceptor	DBKJ573026	S-6	65000 (U)	65000*
			7650265	

Lakin
Young from
File Auditing

1973
 Legal Debt Margin
 Based on Actual & Estimated Debt
 Reported to December 31, 1973
 As of March 31, 1973

1				
2	Assessed Valuation			\$ 504,449,490
3				
4	Legal Debt Margin			\$ 15,395,959
5				
6	Bonds Outstanding March 31, 1973			\$ 314,302,37
7				
8	Add: Estimated Bond Issue 4-1-73			\$ 1,850,000
9	Projects Underway			238,2488
10	Projects Yet to be Initiated			\$ 254,500
11				
12	Less: Surplus Funds per CIP Budget			\$ 124,86988
13				700000
14				11,786,988
15				\$ 13,217,225
16	Less: Bonds Yet to be Retired in 1973			3631222
17				
18				
19	Total Actual & Estimated Debt as of December 31, 1973			\$ 395,85003
20				
21				
22	Estimated Legal Debt Margin			
23	December 31, 1973			\$ 5,809,956
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				

Auditing & Accounts.
 an. or an. ap. [ad Dept Procedure Manual.]

Projects Underway

As of March 31, 1973

1	2	3	4	5	6	7	8	9	10
Job No.	Description	C.I.P. Name	C.I.P. Amount	Remaining Estimate	Contract Value to Date	Payment at Cost	Temporary Notes Issued	Contract Value to Date	Balance to Date
DAN 5-2004	2nd St. to I-55	M5-190	-	382,288	-	-	193,144	75,000	356,288
DAN 5-2005	1st St. to I-55	M5-190	46,000	188,522	-	-	-	46,000	188,522
DAN 5-2006	1st St. to I-55	M5-191	30,000	142,354	-	-	-	30,000	142,354
DAN 5-2007	1st St. to I-55	M5-119	170,000	189,399	41,583	179,929	179,929	94,700	189,399
DAN 5-2008	1st St. to I-55	M5-119	170,000	46,620	35,516	44,289	44,289	46,620	46,620
DAN 5-2009	1st St. to I-55	M5-159	137,500	89,786	-	-	-	44,893	89,786
DAN 5-2010	1st St. to I-55	"	137,500	79,995	-	-	-	79,995	79,995
DAN 5-2011	1st St. to I-55	M5-160	165,000	107,243	-	-	-	53,622	107,243
DAN 5-2012	1st St. to I-55	"	165,000	78,024	-	-	-	78,024	78,024
DAN 5-2013	1st St. to I-55	"	165,000	78,024	-	-	-	22,634	44,722
DAN 5-2014	1st St. to I-55	"	165,000	78,024	-	-	-	50,825	101,659
DAN 5-2015	1st St. to I-55	"	165,000	78,024	-	-	-	117,000	106,625
DAN 5-2016	1st St. to I-55	"	165,000	78,024	-	-	-	35,000	35,000
DAN 5-2017	1st St. to I-55	"	165,000	78,024	-	-	-	368,159	368,159
DAN 5-2018	1st St. to I-55	"	165,000	78,024	-	-	-	252,188	252,188
DAN 5-2019	1st St. to I-55	"	165,000	78,024	-	-	-	622,603	622,603

1	2	3	4	5	6	7	8	9	10
Contract No.	Description	Contract to Date	Est. Amt.	Actual Amt.	Contract to Date	Est. Amt.	Actual Amt.	Contract to Date	Est. Amt.
500000	Supply of ...	237	-	-	237	210000	210000	237	210000
500000	Supply of ...	46	-	-	46	170000	170000	46	170000
500000	Supply of ...	3046	-	-	3046	30000	30000	3046	30000
500000	Supply of ...	1656	-	-	1656	30000	30000	1656	30000
500000	Supply of ...	20934	-	-	20934	210000	210000	20934	210000
500000	Supply of ...	1821	-	-	1821	170000	170000	1821	170000
500000	Supply of ...	10665	-	-	10665	30000	30000	10665	30000
500000	Supply of ...	18	-	-	18	22000	22000	18	22000
500000	Supply of ...	489	-	-	489	65000	65000	489	65000
500000	Supply of ...	90423	-	-	90423	500000	500000	90423	500000
500000	Supply of ...	-	-	-	-	-	-	-	-
500000	Supply of ...	923	-	-	923	963	963	923	963
500000	Supply of ...	1963	-	-	1963	1963	1963	1963	1963
500000	Supply of ...	2428	-	-	2428	2428	2428	2428	2428
500000	Supply of ...	2799	-	-	2799	2799	2799	2799	2799
500000	Supply of ...	2765	-	-	2765	7043	7043	2765	2043
500000	Supply of ...	2725	-	-	2725	35000	35000	2725	35000
500000	Supply of ...	5076	-	-	5076	79500	79500	5076	79500
500000	Supply of ...	2240	-	-	2240	200000	200000	2240	200000
500000	Supply of ...	3818	-	-	3818	10400	10400	3818	200000
500000	Supply of ...	41042	-	-	41042	82100	82100	41042	10400
500000	Supply of ...	-	-	-	-	-	-	-	82100

4-1-73

Indikat. Date
 Prepared By
 Approved By

	1	2	3	4	5	6	7	8	9	10	11	12
2895000	-	-	-	-	2895000	584923	-	1315803	-	-	48957000	
151263	-	-	-	-	151263	326760	-	157263	-	35000	326760	
581777	-	-	-	-	581777	76418	-	-	-	9000	151263	
735000	-	-	-	-	735000	50432	-	-	-	-	581777	
	-	-	-	-		2335544	-	188460	-	-	735000	
	-	-	-	-			-	-	-	10000	10000	
	-	-	-	-			-	-	-	1	1	
	-	-	-	-			-	-	-	1	1	
	-	-	-	-			-	-	-	2882488	8177165	

Source
 2010-512000 Spent End of January 1973
 R " Old West Co. - Administration
 2010-512035

Johnson & Latour

With New Extension

Oil Agreement
 Petroge (changed on
 the balance sheet)

1973
 Capital Improvement Program
 Projects to be Initiated
 as of April 21, 1973

		City Charge Only	
		C. I. P. Project No.	Estimated Cost 8'3" 17'3"
1	Expressway		
2	Heartbeat National Section Study	E-6F	30000 30000 *
3			
4			
5			
6			
7	Kellom Blvd. I-235 to		
8	Levellle Ave. (R/W)	E-9	300000 200000 *
9			
10	Interiors		
11	Mt. Vernon; R/S to Highway	MS-68	60000 92000
12			
13	Geo. Washington Blvd; ramp to		
14	300' North of Hwy (P-26)	MS-71	810000 992500 *
15			
16	Interstate Connectors	MS-87	50000 50000
17			
18	13 th Street; 1/2 mile West of Bridge		
19	South to Big Bunch	MS-93	330000 385000 *
20			
21	Bridge Rd.; 600' North of 13 th to		
22	600' South of 13 th	MS-93B	67000 67000
23			
24			
25			
26			
27			
28	Gallatin; reconstruction from		
29	390' South of Rental to		
30	Missis Rd	MS-118A	240000 360000
31			
32	MacArthur Rd.; Unknown		
33	Ramp to Highway	MS-147	135000 270000 *
34			
35	Seneca & Turner Intersection		
36	(Reconstruction)	MS-149	350000 350000 *
37			
38	Seneca & Turner Intersection		
39	(Right-of-Way)	MS-149A	20000 20000 *
40			

COL. 1 2 3 4

	1	2	3	4
1	Chiswick (Cont'd)			
2				
3	Drone; 100' South of Lawrence			
4	to Central (R/W)			
5		MS-157	1200000	1200000
6	Lawrence; Relocation from			
7	York Road to 1000'			
8	Southwest of York Road			
9		MS-173	10000	80000
10	No. West Blvd; N. L. Lincoln			
11	to Maple Drive			
12		MS-185	85000	85000
13	Drone; Reservoir from			
14	Lincoln to N. L. Drive			
15		MS-188A	130000	130000
16	Edgemoor; Drive to Lincoln			
17		MS-196	140000	140000
18	1st Street; Big Lake Drive			
19	to Waco - R/W (VRA)			
20		MS-213A	-	-
21	Central Ave.; Ridge Road			
22	to 1-235 - R/W			
23		MS-216A	100000	100000
24	R-15; Hydraulic to			
25	Maplewood Road			
26		MS-219	40000	40000
27	N. L. St.; Kelly's Drive			
28	Slip off back of Edgemoor			
29		MS-221	5000	5000
30	2nd St.; Broadway to 1300'			
31	S. West of 12 th Street			
32		MS-223	191000	191000
33	White Street; Bay to Central			
34		MS-225	-	-
35	Residential Street Improvements			
36		RS-1	100000	550000
37	Collector Streets			
38		CS-1	25000	175000
39				
40				

ECLIPSE WHITE

	1	2	3	4
1	Traffic Engineering			
2				
3	Traffic Signals - Signal	TE-18	120000	120000
4	Traffic Signals - 10 pairs	✓	265000	265000*
5	Traffic Signals - Urban Systems	✓	85500	231000
6				
7				
8				
9				
10	Bridges			
11				
12	Geo. Wash Blvd at			
13	Wyg Creek (N-71)	B-26	20000	20000*
14				
15	Spencer at Du			
16	Creek (D-3A)	DBKD 57203	B-36	65000
17				
18	Osama Drive at Wg			
19	Creek Division (D-3A)	DBKD 57203	B-45	65000
20				
21	Fosssett & Sycamore Creek	B-53	150000	150000
22				
23	Central & Big Springs (N-216)	B-57	120000	120000*
24				
25	Central & Broadway (N-216)	B-58	365000	365000*
26				
27	Collector Street Bridges	B-60	40000	40000
28				
29				
30	Springs			
31				
32	Wyg Creek Division;			
33	Sycamore Creek to			
34	Source (NW & Spencer)	DBKD 57203	D-3A	155000
35				
36	Wyg Creek Division			
37	Sycamore Creek to			
38	Source (B-26 & B-45)	DBKD 57203	D-3B	140000
39				
40	Storm Water Sewers	D-5	-	400000

COLUMN WRITE

	1	2	3	4
1	Drainage			
2	Little Arkansas River Basin (URAD)	D-6	-	-
3	Chicago Studies Engineering			
4	for Industrial Area	D-11	50000	50000
5	Chicago Structures in connection			
6	with relocation of Chicago			
7	Road No. 1000' S.E. of			
8	Road No. (MS-173)	D-16	8000	8000
9	Lypsum Creek; 300' East			
10	of Wellbore to Geo. Wash.			
11	Road. (Relocation)	D-28	75000	75000
12	Lypsum Creek; 355' East			
13	of Wellbore to Geo. Wash.			
14	Road. (See B-53)	D-29	205000	205000
15	Lypsum Creek; South of			
16	Road, West of Muskegon (R/W)	D-31	50000	50000
17	Light-of-Way for Muskegon			
18	Highway	D-32	10000	10000
19	Park	P	600000	600000
20	Public Buildings			
21	Pine Station #16 & Equipment			
22	Caddy Car & Cart	FS-23/B	253000	253000
23	Room of Library; Woodstock			
24	(Acquisition & Equipment)	L-2	300000	300000
25	Salt Storage Bin - East Substation	PS-17	50000	50000
26	Salt Storage Bin - West Substation	PS-18	50000	50000

COLUMN WRITE

1	Leased				
2					
3	Reconstruction of 1 st & 2 nd Sts	S-4			
4	(Cord Street, Ave to Hill)	}	110,000	110,000	
5	(Ave, Division to Ave)		187,500	187,500	*
6	(Ave, Trench to Road)		187,500	187,500	*
7	Sanitary Sulphur Works	S-5	80,000	1,080,000	
8					
9	Sanitary Sewer to Sewer				
10	Country Zone	DAKM 572018			
11		S-6	151,000 (D)	536,000	*
12					
13	Shy Creek #1, 2 nd St	S-6	65,000 (D)	65,000	*
14					
15	Shy Creek Interceptor	S-6	25,000 (D)	112,500	*
16					
17	Asphalt	A	-	-	
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					

825,500

(D) Outside Debt Limit Per CIP Budget

* Notes City of Wichita Share Order
 Proprietary Finance Dept
 State, Health & Education Dept. et al. included.



	1.211 x ^{assessed} Valuation (in 000's)	=		-		=
1974	826,689.		100,1120	-	996,686.79	= 4433.21
1975	851,070.		1,030,653	-	905,845.00	= 124,808.00
1976	876,183		1,061,057	-	882,461.39	= 178,596.00
1977	902,030		1,092,358	-	566,966.39	= 525,391.61
1978	928,640		1,124,583	-	179,230.00	= 945,353.00
1979	956,035		1,157,158	-	125,035.00	= 1,032,723.00
1980	984,230		1,191,912	-	125,820.00	= 1,066,092.00
1981	1,013,213		1,227,073	-	121,310.00	= 1,105,763.00
1982	1,045,165		1,263,212	-		=

@ 14.5%

4433.21	=	30,498.00
124,808.00	=	860,744.83
178,596.61	=	1,231,693.86
525,391.61	=	3,623,390.41
945,353.00	=	6,519,675.86
1,032,723.00	=	7,122,227.59
1,066,092.00	=	7,352,358.62
1,105,763.00	=	7,625,951.72

199,000.00

248,644.10

$$\begin{array}{r} 996,686.79 \\ 248,888.63 \\ \hline 1245575.42 \end{array}$$

$$\begin{array}{r} 1,056,000 \\ 180,229.41 \\ \hline 1236229.41 \end{array}$$

$$\begin{array}{r} 134,677.20 \\ 248,644.10 \\ \hline 383321.30 \end{array}$$

$$\begin{array}{r} 1331181.48 \\ 383,321.30 \\ \hline 947,860.18 \end{array}$$

$$\begin{array}{r} 263504.82 \\ 248,644.80 \\ \hline 1486082 \end{array}$$

199.

1974

440.00	4000.00
2600.00	26000.00
2300.00	116000.00
14160.00	43000.00
11400.00	35000.00
3840.00	12000.00
12050.00	40,000.00
2227.98	7,000.00
3572.50	8,000.00
2734.34	7,000.00
2015.00	4000.00
3145.00	1020.00

$$\begin{array}{r} 45815.67 \\ 288000.00 \\ 19440.00 \\ 48000.00 \\ 8102.40 \\ 52,457.50 \\ 370,000.00 \\ 39,885.00 \\ 73,000.00 \\ 52,598.54 \end{array}$$

997,299.11

$$\begin{array}{r} 60484.82 \\ 203020.00 \\ \hline 263504.82 \end{array}$$

$$\begin{array}{r} 871,088.25 \\ 52,598.54 \\ 73,000.00 \\ \hline 996,686.79 \end{array}$$

$$\begin{array}{r} 997299.11 \\ 996686.79 \\ \hline 612.32 \end{array}$$

$$\begin{array}{r} 1244000 \\ 1710 \\ \hline 1,242,229.41 \\ 996,686.79 \\ \hline 2425542.62 \end{array}$$

$$\begin{array}{r} 1245575 \\ 1242229 \\ \hline 3346 \end{array}$$

4220.00
27300.00
17380.48
53720.00
43600.00
14880.00
49100.00
7740.48
11992.50
9261.84
5735.00

244929.82
996,686.79
1241616.61
1770.29
1243387.20

248888.63
244929.82
3958.81

245,756.63
3346
242409.63

208,389.38
3346
205043.38

186,743.13
3346
182,397.13

179,556.88
3346
176,210.88

173,376.63
3346
170,030.63

66,884.38
3346
63,538.38

24,708.13
3346
21362.13

1001120

$$\begin{array}{r} 25050 \\ \underline{2346} \\ 21704 \\ \underline{86720} \\ 108424 \end{array}$$

LAW OFFICES
DRESIE, JORGENSEN & WOOD
815 UNION NATIONAL BUILDING
BROADWAY AND DOUGLAS
WICHITA, KANSAS 67202

GREY DRESIE
J. PAUL JORGENSEN (1912-1987)
JOHN F. JORGENSEN
DAVID J. WOOD
RICHARD A. EUBON

(316) 267-4231

MT. HOPE, KANSAS 67108
P. O. BOX 292
(316) 687-3611

July 19, 1974

Mr. Jack Turner
County Counselor
Sedgwick County Courthouse
Wichita, Kansas 67203

Dear Jack:

We have received the original copy of the enclosed opinion from the Attorney General's office regarding K.S.A. 68-1103 and thought you might like to have it for your permanent files.

Very truly yours,

DRESIE, JORGENSEN & WOOD

By: 

GD:bjm

encl.



STATE OF KANSAS

Office of the Attorney General

State Capitol Bldg. (913) 296-2215 Topeka, Kansas 66612

VERN MILLER
Attorney General

July 15, 1974

Opinion No. 74- 234

Mr. Grey Dresie
Dresie, Jorgensen & Wood
815 Union National Building
Broadway and Douglas
Wichita, Kansas 67202

Dear Mr. Dresie:

K.S.A. 68-1103, originally enacted as ch. 80, § 3, L. 1917, commences thus:

"Whenever it is necessary to construct or repair any bridge or culvert on any county road in any county of the state, the board of commissioners of such county shall appropriate a sum not exceeding . . . (\$160,000) to meet the county's share" [Emphasis supplied.]

K.S.A. 68-1107 states thus:

"Bridges and culverts located on public roads or highways of this state shall be classified as follows:

- (a) All bridges located on county or township roads shall be known as 'county bridges';
- (b) all culverts located on county roads or within the right of way lines of a county road shall be known as 'county culverts';
- (c) all culverts located on township roads with a required opening of twenty-five (25) square feet or more, as determined by the county engineer, shall be known as 'county culverts';
- (d) all culverts located on township roads having a required opening of less than twenty-five (25) square feet, as determined by the county engineer, shall be known as 'township culverts.'" [Emphasis supplied.]

Mr. Grey Dresie
July 15, 1974
Page Two

The underscored language of K.S.A. 68-1103, supra, has not been changed since its 1917 enactment. K.S.A. 68-1107, originally enacted as ch. 80, § 7, L. 1917, stated thus:

"That all bridges or culverts built in this state at county expense, or for which the county has granted aid, shall be known as 'county bridges' or 'county culverts,' and shall be maintained thereafter under the direction of the county board and the county engineer at county expense. All bridges or culverts on township roads built at the expense of the several townships without county aid shall be known as 'township bridges' and 'township culverts,' and shall be maintained thereafter under the direction of the township board and the county engineer at township expense."

It was amended to its present form by ch. 75, § 1, L. 1923. Thus, in the original enactment which included the predecessors of both K.S.A. 68-1103 and -1107, a clear distinction was drawn between township bridges and county bridges, the former being those bridges on township roads built at the expense of the township without county aid. This distinction was abandoned in 1923, as pointed out above, at the same time the county was required to bear the cost of construction and reconstruction of "county bridges and county culverts located on township roads."

Ch. 80, § 4, L. 1917, the predecessor of the present K.S.A. 68-1104, placed the responsibility for such township bridges on the township:

"That whenever it is necessary to construct or repair any bridge or culvert on a township road in any county of this state, the county engineer's estimated cost of which will not exceed three hundred dollars (\$300), the township board of highway commissioners of the township . . . shall appropriate from the road fund of such township a sum sufficient to meet the entire expense of the proposed work, . . . and when the . . . estimated cost of such work exceeds the sum of . . . (\$300) and is less than \$10,000 the county board shall make an appropriation from the county bridge fund and shall proceed in the same manner as provided in this act."

In 1923, at the same time bridges located in county roads were reclassified as "county bridges," the foregoing section was amended to place the responsibility for the cost of construction and reconstruction of "county bridges and county culverts located

Mr. Grey Dresic
July 15, 1974
Page Three

on township roads" on the county. As then amended, K.S.A. 68-1104 now reads, in pertinent part, as follows:

"The board of county commissioners shall construct, reconstruct, repair and maintain all county bridges and county culverts located on county roads and township roads and the cost of such work shall be paid from the bridge fund of the county. All township culverts shall be constructed, reconstructed, repaired and maintained by the township board . . . and the cost of such work shall be paid from the road fund of the township." [Emphasis supplied.]

As amended in 1921, it contained the following additional language, deleted since by subsequent amendments:

"All county bridges and county culverts located on township roads shall be repaired and maintained by the township board . . . and the cost of such work shall be paid from the road fund of the township until such bridge or culvert has been constructed or reconstructed by the county: Provided, That after such bridge or culvert has been constructed or reconstructed by the county it shall be repaired and maintained by the board of county commissioners and the cost of such work shall be paid from the county bridge fund"

Thus, in the course of amendments of the constituent sections of the original enactment, of which the quoted portion of K.S.A. 68-1103, *supra*, is a part, the term "county bridge" as defined by K.S.A. 68-1107 and for which the county must bear the cost of construction and reconstruction, has come to include bridges located on township roads. K.S.A. 68-1103 was enacted as an integral part of the original act providing for the construction, reconstruction and repair of bridges, and provides the means whereby the county may meet its responsibility as fixed by other provisions of the article. The phrase "any bridge or culvert on any county road," as it appears in this section must be construed in light of the subsequent amendments to other sections of the enactment. In our view, this phrase includes any "county bridge" as defined by K.S.A. 68-1107.

You inquire secondly concerning K.S.A. 68-1413, which states in pertinent part thus:

"Whenever it is necessary to replace, reconstruct or repair any bridge . . . which shall have been destroyed or rendered impassable by flood,


Mr. Grey Dresie
July 15, 1974
Page Four

high water, fire or other casualty"
[Emphasis supplied.]

You inquire whether this statute may be utilized to construct, reconstruct or repair bridges which have suffered damage, rendering them impassable to all but passenger vehicles, resulting from a number of years of intermittent high water and subsequent deterioration.

"Where general words follow specific words in an enumeration describing the legal subject, the general words are construed to embrace only those objects similar in nature to those objects enumerated by the preceding specific words." 2A Sutherland, Statutory Construction, § 47.17 at p. 103. The term "casualty," in our view, embraces only those kinds of calamitous occurrences similar in nature to the enumerated specific causes of damage, i.e., flood, high water, or fire. The kind of damage envisioned by your question is that which results over a period of years of a gradual nature in the course of natural deterioration resulting from fluctuating water levels. Thus, the term "casualty" does not, in our view, include the kind of damage which you describe. Moreover, inasmuch as the bridge remains passable, although to limited and restricted kinds of vehicular traffic, it is difficult to conclude that the bridge has been "rendered impassable" as required by K.S.A. 68-1413 to permit use of its provisions. Accordingly, we cannot but conclude that the provisions of K.S.A. 68-1413 are not available for the reconstruction of bridges subject to the kind of deterioration which you describe, and which remain passable, albeit to restricted vehicular traffic, notwithstanding that damage.

Yours very truly,


VERN MILLER
Attorney General

VM:JRM:jsm

THE BOARD OF COUNTY COMMISSIONERS OF SEDGWICK COUNTY, KANSAS

RESOLUTION IN RE: REPLACEMENT OR
RECONSTRUCTION OF BRIDGES. K.S.A.
68-1106.

WHEREAS, the County Engineer of Sedgwick County, Kansas, has this day presented the Board of County Commissioners of Sedgwick County, Kansas, with information that Bridge No. 599-24-861, located on 81st Street North, an F.A.S. Route, is unsafe and needs to be replaced at a present estimated cost in excess of One Hundred Sixty Thousand Dollars (\$160,000.00) for the County's share of such cost, and that Bridge No. 771-U-100 on 391st Street West has warped out and needs to be reconstructed at a present estimated cost in excess of One Hundred Sixty Thousand Dollars (\$160,000.00) for the County's share of such cost.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Sedgwick County, Kansas, in regular meeting duly assembled that it is necessary that Bridge No. 599-24-861 on 81st Street North in Sedgwick County, Kansas, be replaced, and that Bridge No. 771-U-100 on 391st Street West in Sedgwick County, Kansas, be reconstructed. The cost of replacement and reconstruction in both instances, having been estimated at a present cost in excess of One Hundred Sixty Thousand (\$160,000.00) for the share to be paid by Sedgwick County, Kansas.

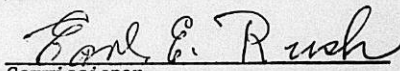
Dated this 12th day of June, 1974.



Chairman




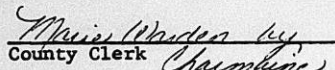
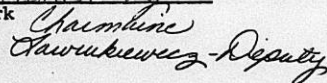
Commissioner



Commissioner

BOARD OF COUNTY COMMISSIONERS
OF SEDGWICK COUNTY, KANSAS

ATTEST:



County Clerk 
Deputy

ESTIMATED COST

RECONSTRUCTION OR REPLACEMENT

(In Design) 5 @ 57'-6" (40' SKEW)
(Prestressed)
11 @ 40'x32' MTBB

EXISTING STRUCTURE

7 @ 40'x17'-6"x23' WFB
(Washed Out)

A.D.T.

935

ROUTE

F.A.S.
T.M.P.

LOCATION

599-24-861 = 81st St. N.
771-U-100 = 391st St. W.

A.D.T.

=

NOTE: Average daily traffic

Estimated cost based on labor, material, and equipment costs will be required when contract plans are prepared for letting of work to contract.

THE BOARD OF COUNTY COMMISSIONERS OF SEDGWICK COUNTY, KANSAS

RESOLUTION IN RE: REPAIR OR
RECONSTRUCTION OF BRIDGES UNDER
K.S.A. 68-1103.

WHEREAS, there has been submitted to the Board of County Commissioners of Sedgwick County, Kansas, by the County Engineer of said County, a list of county bridges which have been constructed more than thirty years ago and are unsafe and inadequate to meet the demands of present day traffic, and

WHEREAS, the County Engineer recommends to the Board of County Commissioners of Sedgwick County, Kansas, that a resolution be adopted by such body condemning such bridges for the reasons hereinbefore set out and determining and finding a necessity for the repair or reconstruction of each of such bridges as recommended by the Sedgwick County Engineer in the list attached hereto and made a part hereof, at a cost to be determined by estimate of the County Engineer, such cost not to exceed One Hundred Sixty Thousand Dollars (\$160,000.00) per bridge.

THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Sedgwick County, Kansas, in meeting regularly assembled that the list of county bridges attached hereto are hereby condemned as being unsafe and inadequate to meet the demands of present day traffic, all of said bridges being more than thirty (30) years of age, and that it is determined that there is a necessity for the repair and/or reconstruction of such bridges at a cost to be determined by the County Engineer but in no event is the repair or reconstruction of any one bridge to exceed One Hundred Sixty Thousand Dollars (\$160,000.00) in cost; and be it further resolved that the cost of such repair and reconstruction shall be paid from the proceeds of bonds or warrants of Sedgwick County, Kansas, such bonds or warrants to be retired by a levy not to exceed two (2) mills upon the assessed valuation of the County in any one year and such tax levy to be in addition to all other levies authorized or limited by law and shall not be subject to the aggregate tax levy limitation prescribed in K.S.A. 1973 Supp. 70-1947. Be it further resolved that any of such bridges which are located across any stream on any county road shall be repaired and/or reconstructed before any other bridges.

BE IT FURTHER RESOLVED that the County Engineer is hereby instructed to prepare complete plans and specifications for the repair or reconstruction of such bridges and to file the same with the County Clerk and to forward to the Board of County Commissioners an accurate and sworn estimate of the cost of the repair and/or reconstruction of each of such bridges.

Dated this 12th day of June, 1974.



ATTEST:

Mavis Warden
County Clerk

Therese Marie Cummings - Deputy

[Signature]
Chairman

[Signature]
Commissioner

[Signature]
Commissioner

BOARD OF COUNTY COMMISSIONERS
OF SEDGWICK COUNTY, KANSAS

LOCATION	ROUTE	A.D.T.	EXISTING STRUCTURE	RECONSTRUCTION OR REPLACEMENT	ESTIMATED COST
583-26-574 = 125th St. N.	F.A.S.	969	1 @ 40', 1 @ 50', 1 @ 40x16'x28"	Weld Cover Plates (12)	\$ 6,000.00
590-14-2179 = 117th St. N. ⁷⁵	F.A.S.	210	5 @ 15'x6'x24' WPB	6 @ 10'x6'x44' RCBB	34,320.00
592-24-4923 = 109th St. N.	F.A.S.	---	3 @ 15', 1 @ 20', 1 @ 71'x13'x16' WPB	4 @ 40'x44' MTBB	105,600.00
594-30-4825 = 101st St. N.	F.A.S.	178	36'x10'x22'-6" RCBB (SIB)	Weld Cover Plates (7)	3,500.00
598-28-1547 = 85th St. N.	F.A.S.	470	28'x11'x23' WPB	1 @ 40'x44' MTBB	26,400.00
599-24-1000 = 81st St. N.	F.A.S.	935	20'x4'x23' WPB	(Remove)	1,500.00
604-7-1580 = 61st St. N. ⁷⁵	F.A.S.	538	20'x6'x5'x27' RCBB	(In Design)	
604-B-4205 = 61st St. N. ⁷⁵	F.A.S.	870	3 @ 18'x11'x24' WPB	(In Design)	
614-17-1281 = 21st St. N. ⁷⁵	F.A.S.	1229	2 @ 29'-6", 1 @ 30'x13'x23' WPB	(In Design)	
614-18-2609 = 21st St. N. ⁷⁴	F.A.S.	1372	1 @ 68', 1 @ 83', 1 @ 68'x17'x24'	(In Design)	
614-22-1408 = 21st St. N. ⁷⁴	F.A.S.	5806	RCB (SIB)	(In Design)	
616-16-659 = 13th St. N.	F.A.S.	---	2 @ 17'-6", 6 @ 20'x7'x24'-6" WPB	(In Design)	
616-16-3148 = 13th St. N.	F.A.S.	---	1 @ 48', 2 @ 40'x18'x23' WPB (SIB)	1 @ 40', 1 @ 50', 1 @ 40'x44' RCB	85,800.00
616-17-110 = 13th St. N.	F.A.S.	---	1 @ 48', 2 @ 40'x20'x23' WPB (SIB)	1 @ 40', 1 @ 50', 1 @ 40'x44' RCB	85,800.00
616-18-3872 = 13th St. N.	F.A.S.	---	1 @ 48', 2 @ 40'x17'x24' WPB (SIB)	1 @ 40', 1 @ 50', 1 @ 40'x44' RCB	85,800.00
616-22-1250 = 13th St. N.	F.A.S.	---	80'x14'x16' Steel Truss	1 @ 50', 2 @ 60', 1 @ 50'x44' RCB	145,200.00
616-32-1638 = 13th St. N.	F.A.S.	2576	5-8'x5'x20' RCBB	(In Design)	
618-29-5200 = 39th St. S.	F.A.S.	---	30'x7'x24' RCB (SIB)	Weld Cover Plates (12)	6,000.00
630-33-2940 = 47th St. S.	F.A.S.	1397	1 @ 21', 1 @ 25', 24 @ 23'x12'x30' CMPB	6 @ 10'x8'x44' RCBB	44,880.00
634-34-387 = 63rd St. S.	F.A.S.	634	2 @ 29'x7'x24' WPB	Remove	5,000.00
636-10-2611 = 71st St. S.	F.A.S.	129	50'x10'x24' WPB	5 @ 40'x44' MTBB	132,000.00
638-33-340 = 79th St. S. ⁷⁴	F.A.S.	912	5-40'x14'x19' WPB	3 @ 40'x44' MTBB	79,200.00
644-22-2013 = 103rd St. S. ⁷⁵	F.A.S.	364	4 @ 18'x16'x24' WPB	Weld Cover Plates (12)	6,000.00
644-15-3725 = 103rd St. S. ⁷⁵	F.A.S.	1412	2-39'x7'x22'-6" RCB (SIB)	Ninnescah River-Clearwater Bridge	
644-24-2535 = 103rd St. S. ⁷⁵	F.A.S.	478	720'x20'x22' Steel Truss	4 @ 10'x6'x44' RCBB	22,880.00
646-11-3180 = 111th St. S. ⁷⁶	F.A.S.	262	2 @ 18'x4'x30' WPB	2 @ 10'x6'x44' RCBB	7,920.00
646-11-3180 = 111th St. S. ⁷⁶	F.A.S.	262	4 @ 5'x3'x31' LMBC		
646-27-4071 = 111th St. S.	F.A.S.	---	2 @ 40', 1 @ 38'x10'x20' WPB	4 @ 40'x44' RCBB	105,600.00
648-23-1065 = 119th St. S. ⁷⁵	F.A.S.	114	20'x6'x24' WPB	2 @ 10'x6'x44' RCBB	11,440.00
643-23-1645 = 119th St. S. ⁷⁵	F.A.S.	114	4 @ 19'x9'x24' WPB	2 @ 40'x44' MTBB	52,800.00
772-S-5020 = 383rd St. W. ⁷⁶	F.A.S.	1345	1 @ 18', 2 @ 8'x7'x30' RCB	4 @ 10'x8'x44' RCBB	22,920.00
773-CC-1180 = 375th St. W. ⁷⁶	F.A.S.	234	38'x3'-6"x24' RCB (Steel I-Beam)	4 @ 10'x6'x44' RCBB	22,880.00
773-CC-5120 = 375th St. W.	F.A.S.	224	1 @ 31'-6", 1 @ 33', 1 @ 31'-6"x8'x19'-6" RCB	3 @ 40'x44' MTBB	79,200.00
785-A-3050 = 279th St. W. ⁷⁵	F.A.S.	805	1 @ 20', 1 @ 30', 1 @ 20'x6'x24' WPB	2 @ 40'x44' MTBB	52,800.00
785-B-2050 = 279th St. W.	F.A.S.	1120	1 @ 20', 2 @ 50', 1 @ 20'x8'x28' WPB	2 @ 40'x44' MTBB	52,800.00
787-U-2640 = 263rd St. W.	F.A.S.	549	2-39'x12'x24' RCB (SIB)	Weld Cover Plates (12)	6,000.00
797-CC-1890 = 183rd St. W. ⁷⁶	F.A.S.	355	2 @ 15'x30'x24' WPB	3 @ 10'x4'x44' RCBB	11,880.00

LOCATION	ROUTE	A.D.T.	EXISTING STRUCTURE	RECONSTRUCTION OR REPLACEMENT	ESTIMATED COST
799-Q-3911 = 157th St. W. 76	F.A.S.	628	1 @ 48', 2 @ 40'x20'x24" CMPB	1 @ 40', 1 @ 50', 1 @ 40'x44' RCB	85,800.00
801-C-4200 = 151st St. W. 75	F.A.S.	635	5 @ 14'x6'x26'-6" WPB	6 @ 10'x6'x44' RCBB	34,320.00
801-F-70 = 151st St. W. 75	F.A.S.	455	8 @ 18'x12'x24" CMPB	4 @ 40'x44' MTBB	105,200.00
911-J-355 = 5th St. W. 74	F.A.S.	388	2-10'x11'x24" WPB (SIB)	1 @ 50', 2 @ 60', 1 @ 50'x44' RCB	145,200.00
911-J-399 = 71st St. W. 75	F.A.S.	426	2 @ 18', 2 @ 20'x9'x24'-6" WPB	2 @ 40'x44' MTBB	52,800.00
911-J-4148 = 71st St. W. 74	F.A.S.	426	2 @ 18'x6'x24" WPB	4 @ 10'x6'x44' RCBB	22,880.00
911-BB-4541 = 71st St. W.	F.A.S.	229	3-30'x11'x26' WPB (SIB) (7)	Weld Cover Plates (7)	5,500.00
919-A-792 = 10th St. W. 74	F.A.S.	6701	2-18'x4'x30' WPB	2 @ 10'x5'x44' RCBB	9,680.00
919-A-4430 = 10th St. W. 74	F.A.S.	6701	2-18'x5'x30' WPB	4 @ 72"x44"x50' CMAC	5,320.00
825-J-2471 = 31st St. E. 74	F.A.S.	1079	2 @ 30', 1 @ 35'x9'x25' CMPB	3 @ 30'x44' RCB	59,400.00
935-DD-3075 = 111th St. E. 76	F.A.S.	86	2-18'x8'-6"x24" WPB	4 @ 10'x9'x32' RCBB	24,300.00
935-C-2016 = 111th St. E. 74	F.A.S.	356	20'x8'x23'-6" WPB	4 @ 10'x9'x44' RCBB	16,720.00
535-H-2763 = 111th St. E. 74	F.A.S.	424	2 @ 19'x9'x23'-6" WPB	4 @ 10'x9'x44' RCBB	33,440.00

NOTE: Average Daily Traffic = A.D.T.

Estimated cost shown based on labor, material, and equipment costs as of April 1974.
New estimates will be required when contract plans are prepared for letting of work to contract.

from: Young date: 9/10/74

admin. adv. plans com. dev. social graphics

- | | | | | |
|---|-------------------------------------|--|-----------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Adams | <input type="checkbox"/> Stockwell | <input type="checkbox"/> Gathraith | <input type="checkbox"/> Mitchell | <input type="checkbox"/> Porco |
| <input type="checkbox"/> Brantner | <input type="checkbox"/> Looney | <input type="checkbox"/> Lytle | <input type="checkbox"/> | <input type="checkbox"/> Barber |
| <input type="checkbox"/> Rabin | <input type="checkbox"/> Young, Don | <input checked="" type="checkbox"/> Young, Bob | <input type="checkbox"/> Cole | <input type="checkbox"/> Garland |
| <input type="checkbox"/> Roberts | <input type="checkbox"/> Shen | <input type="checkbox"/> Meek | <input type="checkbox"/> Halber | <input type="checkbox"/> Pale |
| <input type="checkbox"/> Nelson, V | <input type="checkbox"/> Coleman | <input type="checkbox"/> Shirkoy | <input type="checkbox"/> Gibson | <input type="checkbox"/> Brown |
| <input type="checkbox"/> Smith | <input type="checkbox"/> Hindobak | <input type="checkbox"/> Newby | <input type="checkbox"/> | <input type="checkbox"/> Crook |
| <input type="checkbox"/> Tricean | <input type="checkbox"/> Nelson | <input type="checkbox"/> Pichter | <input type="checkbox"/> Fitzer | <input type="checkbox"/> Livesay |
| <input type="checkbox"/> | <input type="checkbox"/> Gschwind | <input type="checkbox"/> Dehson | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Carlman | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Matthews | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> King | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Ringwald | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Hund | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Butler | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Nelson, P | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> May | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Holnicko | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Lossow | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Hobbitt | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> Randie | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- | | |
|--|---|
| <input type="checkbox"/> all staff | <input checked="" type="checkbox"/> information |
| <input type="checkbox"/> comment | <input type="checkbox"/> files |
| <input type="checkbox"/> note & return | <input type="checkbox"/> signature |
| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks: _____

notes & keep in file

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

September 10, 1974

TO Robert A. Lakin, Director of Planning
FROM Robert L. Young, Principal Planner *R.L.Y.*
SUBJECT Comparison of 1974 County Engineer Road
Program with 1974-1981 County C.I.P.

I have compared the approved County Road Program with the CIP and found the following variations:

CR-1 - 21st Street from Hoover to Ridge Road originally scheduled for reconstruction in 1974 in the CIP at an estimate of \$355,560 Co. and \$355,560 FAS has been cut back in scope to a grading and drainage project estimated at \$99,600 Co. and \$233,000 FAS for this year in the road program.

CR-5 - 21st Street from Ridge Road to Colwich Road originally scheduled for grading and drainage in 1974 in the CIP is not listed and three other projects previously scheduled for 1975 have been moved up to 1974 in the Road Program. These projects are CR-3 reconstruction of 61st Street North at Andale from 247th Street West to 1/2 mile west and two bridge projects B-4 and B-5 associated with the 61st Street North improvement.

The remaining projects in the Road Program which consist of bridges and right-of-way purchases correspond to the proposals of the CIP.

The bridges listed in the CIP also correspond to those listed in the bridge replacement program submitted by the County Engineer and approved by the Commission on June 12, 1974.

RLY:rme

September 10, 1974

Robert A. Lakin, Director of Planning

Robert L. Young, Principal Planner

Comparison of 1974 County Engineer Road
Program with 1974-1981 County C.I.P.

I have compared the approved County Road Program with the
CIP and found the following variations:

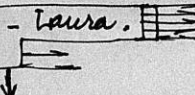
CR-1 - 21st Street from Hoover to Ridge Road originally
scheduled for reconstruction in 1974 in the CIP at an estimate
of \$355,560 Co. and \$355,560 FAS has been cut back in scope to
a grading and drainage project estimated at \$99,600 Co. and
\$233,000 FAS for this year in the road program.

CR-5 - 21st Street from Ridge Road to Colwich Road originally
scheduled for grading and drainage in 1974 in the CIP is not
listed and three other projects previously scheduled for 1975
have been moved up to 1974 in the Road Program. These projects
are CR-3 reconstruction of 61st Street North at Andale from
247th Street West to 1/2 mile west and two bridge projects B-4
and B-5 associated with the 61st Street North improvement.

The remaining projects in the Road Program which consist of
bridges and right-of-way purchases correspond to the proposals
of the CIP.

The bridges listed in the CIP also correspond to those listed
in the bridge replacement program submitted by the County
Engineer and approved by the Commission on June 12, 1974.

RLY:rme

268 - 7201 - Laura. 

June 12th - June 8th

~~When under call 10347 - (NDPA) 1974 A-95 Cont. Contract.~~

Two bridges have been moved up from 1975 to 1974

- 604-8-4205 & 604-7-1580
(Andale Road)

~~The remaining~~

Part of the corresponding road section (1/2 mile west of Andale) has also been moved up to 1974. from 1975.

The remaining 3 bridges listed with 74 program are scheduled for 1974 in the CIP.

~~Fig 10~~ 3 other bridges that were scheduled for 74 in the CIP

However do not show on the 74 program. they were scheduled for

100% G.O. funding (no FTA involved)

(may show up on bridge const. program

(check status.)

June 12 - 1974



COUNTY OF SEDGWICK
HIGHWAY DEPARTMENT

1015 STILLWELL
WICHITA, KANSAS 67212
OFFICE OF
COUNTY ENGINEER

PHONE 268-7201

June 4, 1974

Board of County Commissioners
Sedgwick County, Kansas
Sedgwick County Courthouse
525 North Main
Wichita, Kansas 67203

RE: Road Program

Gentlemen:

The enclosed map indicates the Road Program for the year 1974 that has been based on information gathered from the Board on proposed work to be done in their districts. The program as indicated has by necessity been reduced in scope from the previous programs. The reduction in scope of this proposed program is a direct result of the costs of all materials for highway construction in the last year.

The Engineering Office has been in contact with suppliers of road construction materials and has found there is no price stability for the purchase of most materials. The fluctuation of prices on a day-to-day basis for materials results in day-to-day increases in project costs and estimates prepared on today's prices will not be good estimates tomorrow. The 1974 Road Program, therefore, will be carried out on a project basis and the Board will be informed of the changes in material prices so that the program as submitted may be changed. The budgeted funds cannot be exceeded; therefore, great care must be exercised during this construction season to insure that each project is held to a minimum cost of materials purchased for each project. The project costs shown for each project reflect the estimated cost of materials to be purchased for that particular project based on today's prices.

The F.A.S. Program shown has also been reduced in scope due to material prices. The County Engineer was informed the State of Kansas will no longer make turn key projects where grading, drainage, and surfacing are in one contract. Surfacing contracts will be awarded separately after the grading and drainage contracts have been completed. This will extend the construction time of each project. This is the result of the lack of price stability for construction materials. The program reflects that the bridges will be financed on a 50%-50% basis, i.e., 50% F.A.S. Funds and 50% bond funds, while the grading, drainage

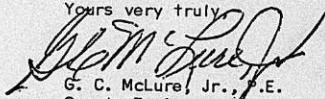
Board of County Commissioners
June 4, 1974
Page 2

projects for roadway construction are on a 70%-30% basis, i.e., 70% F.A.S. funds and 30% road and bridge budget funds.

The bridge reconstruction/replacement program will be submitted to the Board at their next regular meeting, June 12, 1974, for its review and approval. Upon approval by the Board, the schedule for the reconstruction/replacement of bridges for the county will be submitted to the Board for its review. The construction of the bridges on the bridge program will start during this construction season and will be continuous throughout its duration.

This is respectively submitted to the Board for its consideration and approval.

Yours very truly,



G. C. McLure, Jr., P.E.
County Engineer

GCM/lt

Enclosure

1274

PROPOSED ROAD MAINTENANCE AND CONSTRUCTION PROGRAM

SEDGWICK COUNTY, KANSAS

REVISED Page 1

PRIORITY	PROJECT	MILES	DISTRICT I DESCRIPTION OF WORK	ESTIMATED COST			FUNDING			
				LABOR	MATERIAL	EQUIPMENT	TOTAL	R & B	BONDS	F A S
1	833 L thru N (North Webb Road from 13th to 37th Street North)	3.0	6" Lime Stabilization 3" Cold Mix Base		\$ 19,515.00 48,047.00		67,562.00			
2	820-J & N 1/10 K (North Arkansas from City Limits to 53rd St. North)	1.1	2" Hot Mix (Overlay)		16,830.00		16,830.00			
3	602-W 1/2 25 & thru Section 7 (Interurban) from 69th to 61st St. No. (69th St. N. to Meridian)	1.75	6" Oil Stabilization @ 3 gal. sq. yd 3" Cold Mix Base		25,872.00 27,953.00		53,825.00			
4	610-E 1/4 25 & E 1/2 28 (37th St. No. from City Limits to Hydraulic and from City Limits to Hillside)	.75	6" Lime Stabilization (1/4 mile) 3" Cold Mix Base		1,626.00 12,012.00		13,638.00			
5	508-30 thru 33 (85th St. North from Oliver to Greenway Rd.)	4.0	6" Lime Stabilization 3" Cold Mix Base		23,885.00 64,063.00		87,948.00			
6	Cassina Project Relocation of Pannee	1.5	Grading and drainage							

(ESTIMATE BEING PREPARED---PLANS BEING REVIEWED)

SEDGWICK COUNTY, KANSAS

1974

PROPOSED ROAD MAINTENANCE

AND

CONSTRUCTION PROGRAM

PRIOR- ITY	PROJECT	MILES	DISTRICT I DESCRIPTION OF WORK	ESTIMATED COST			FUNDING			
				LABOR	MATERIAL	EQUIPMENT	TOTAL	R & B	BONDS	F A S
1	833 L thru N (North Webb Road from 13th to 37th Street North)	3.0	6" Lime Stabilization 3" Cold Mix Base		\$ 19,515.00 48,047.00		67,562.00			
2	820-J & N 1/10 K (North Arkansas from City Limits to 53rd St. North)	1.1	2" Hot Mix (Overlay)		16,830.00		16,830.00			
3	602-w 1/2 25 & thru Section 7 (Interurban) from 69th to 61st St. No.	1.75	6" Oil Stabilization @ 3 gal. sq. yd 3" Cold Mix Base		25,872.00 27,953.00		53,825.00			
4	610-E 1/4 25 & E 1/2 28 (37th St. No. from City Limits to Hydraulic and from City limits to Hillside)	.75	6" Lime Stabilization (1/4 mile) 3" Cold Mix Base		1,626.00 12,012.00		13,638.00			
5	598-30 thru 33 (85th St. North from Oliver to Greenwich Rd.)	4.0	6" Lime Stabilization 3" Cold Mix Base		23,805.00 64,063.00		87,868.00			
6	Cassna Project Relocation of Pawnee	1.5	Grading and drainage							

(ESTIMATE BEING PREPARED---PLANS BEING REVIEWED)

85th
53rd
37th
45th
Oliver to Pawnee
New to Hillside
R.O.W.

1974

PROPOSED ROAD MAINTENANCE
AND
CONSTRUCTION PROGRAM

DISTRICT II

SEDGWICK COUNTY, KANSAS

FUNDING

PRIOR- ITY	PROJECT	MILES	DESCRIPTION OF WORK	ESTIMATED COST				FUNDING		
				LABOR	MATERIAL	EQUIPMENT	TOTAL	R & B	BONDS	F A S
1	817-Y thru DD (Meridian from Haysville City Limits to County Line)	5.75	6" Lime Stabilization 3" Cold Base Mix		\$ 30,900.00 92,157.00		\$123,057.00			
2	638-25 to 27 (79th St. South from Meridian to Hydraulic)	3.75	Hot Mix		37,500.00		37,500.00			
3	648-25 & 26 (Summer Co. Line from Meridian to Broadway)	2.0	Hot Mix Surfacing		20,000.00		20,000.00			
4	626-34 to 36 (31st St. South from Greenwhich Rd to Butler County Line)	3.0	6" Lime Stabilization 3" Cold Base Mix		19,515.00 48,047.00		67,562.00			
5	829-AA (Woodlawn from 87th to 95th St. South) 642-31,34 thru 36 (95th St. South from Woodlawn to Rock Rd and from Greenwhich Rd to Butler County Line)	5.0	6" Lime Stabilization 3" Cold Base Mix		32,525.00 80,080.00		112,605.00			
6	Cessna Project Relocation of Pawnee	1.5	Grading & Drainage							(ESTIMATE BEING PREPARED---PLANS BEING REVIEWED)

SEDGWICK COUNTY, KANSAS

1974

PROPOSED ROAD MAINTENANCE
AND
CONSTRUCTION PROGRAM

PRIOR- ITY	PROJECT	MILES	DISTRICT III DESCRIPTION OF WORK	ESTIMATED COST			FUNDING			
				LABOR	MATERIAL	EQUIPMENT	TOTAL	R & B	BONDS	F A S
1	772-S & T Cheney Curve	.50	Grade, Storm Sewer, Curb & Gutter Surfaces Contracted Price Estimate				\$118,551.00			
2	646-10 thru 14 797-CC 644-15 thru W 1/4 17 Cleanwater to Viola Rd.	5.0 1.0 2.25	6" Lime Stabilization 6" Oil Stabilization 6" Oil Stabilization Slurry Seal	\$ 32,525.00 13,727.00 30,887.00 33,627.00			110,766.00			
3	815-U-V (West St. -Mac Arthur to 55th St. So) 630-W 1/2 24 (47th St. So West St to Meridian) 632-23 thru 24 (55th St. South-Hoover to Meridian) 634-E 3/4 25 (63rd St. South-Meridian to Seneca) 817-W (Meridian from 55th to 63rd St. South) Total	2.25 .50 2.0 .75 1.25 6.75					67,500.00			
4	783-1 thru N 1/4 Q (Garden Plain Rd from US 54 to Andale Rd)	8.25	Repair and reseal		82,500.00		82,500.00			
5	794 R (Main St. Goddard from RR tracks to US 54)	.50	Hot Mix		5,000.00		5,000.00			
6	West Street Project	3.0	Right of Way, Utilities, Grading, Drainage		(ESTIMATE BEING PREPARED)					

13.34 mills. - 803,000,000 est. ann. Val. (1973)

Kent Shell. = 1

10.5
73 | 768
 38

21,917
4891
26,758

~~20,194~~
~~4,835~~
25,029

1973 required to finance 1974 budget.

11,096,437.87

Mrs. Tate. rec. - Mr. Graves.

air. arrival - 9-28 - 12:06 pm

TWA - 315

Hotel. Reservation. Leave Sat 2:30 pm.

↓ AMORT		#	TOTALS.
NEW ISSUE	1974	73,000	125,598.54 -
	1975	75,000	104,935 -
	1976	75,000	101,560 -
	1977	75,000	98,185 -
	✓ 1978	75,000	94,810 -
	1979	75,000	91,435 ✓
	1980	80,000	93,360
	1981	"	90,000
	1982	"	86,720
	1983	"	83,360

206
203
1179

$$\begin{array}{r} 1119976.88 \\ 125.598.54 \\ \hline 1245,575.42 \end{array}$$
$$\begin{array}{r} 1046665.63 \\ 104.935 \\ \hline 1151600.63 \end{array}$$
$$\begin{array}{r} 989,290.77 \\ 101.560 \\ \hline 1090,850.77 \end{array}$$
$$\begin{array}{r} 654,524.52 \\ 98,185.00 \\ \hline 752,709.52 \end{array}$$
$$\begin{array}{r} 32,460.00 \\ 93,360 \\ \hline 125820 \end{array}$$
$$\begin{array}{r} 263,976.88 \\ 94,810.00 \\ \hline 358,786.88 \end{array}$$
$$\begin{array}{r} 206,976.63 \\ 91,435.00 \\ \hline 298,411.63 \end{array}$$
$$\begin{array}{r} 55,938.13 \\ 90,080 \\ \hline 146,018.13 \end{array} \quad \begin{array}{r} 99,344.38 \\ 93,360 \\ \hline 192,704.38 \end{array}$$
$$\begin{array}{r} 1.211 \\ 803 \\ \hline 3633 \\ 9688 \\ \hline 100513 \end{array}$$
$$\begin{array}{r} 1005139.00 \\ 990686.79 \\ \hline 8,443.21 \end{array}$$

8443.21 = 104.5%
- 14.5%

$$\begin{array}{r} 58229.6 \\ 145,18443.31 \\ \hline 725 \\ 1193 \\ 1160 \\ \hline 332 \\ 29.01 \\ 420 \\ 290 \\ 1400 \\ 1305 \\ \hline 950 \end{array}$$

x /

GENERAL PUBLIC FACILITIES

1974

G.O. - 2,876,000
 F - 2,000,000
 Co. - 881,000
 C. - 1,081,000
TOTAL 6838 000

1975

G.O. - 2,000,000
 F - 2,000,000

400 000

MAJOR AD. EQUIP.

1974

0

UTILITIES

1974

F - 745,950
 60,340
 140,000
 225,000
1371,290
 SA - 956,650
 140,100
 457,000
 250,000
 75,000
1880,750

City - 151,000
 Co. - 96,000
TOTAL 3349 000

1975

G.O. - 30,000

1975

225,000
 75,000
 250,000
 325,000

1976

315,700
 225,000
540,900

1977

325,000
 75,000
 250,000
 184,800
509,800

1978

325,000
 75,000
 250,000
 325,000

1979

225,000
 250,000
 75,000
 325,000

1980

225,000
 837,900
1062,900

1981

325,000
 250,000
 75,000
 325,000

1980

G.O. - 80,000
 C. - 80,000
 Co. - 150,000
 C. - 75,000

1976

80,000

1977

80,000

1978

80,000

1979

150,000

1980

75,000

1975

971,200

734,800

550,000

550,000

2062,900

550,000

Initial Balance:

Continuing Program

Dr. Kind Services - Cash (3500)

2115180

2919350

1514750

1760000

3700000

2429000

1280000

1829000

	1974	1975	1976	1977	1978	1979	1980	1981	
G.O.	- 2,876,000	200,000	-	-	-	-	-	-	-
SA	- 1,980,750	325,000	430,000	509,800	325,000	325,000	1,980,000	325,000	
G.O. (Prime Int.)	287,600	287,600	287,600	287,600	287,600	287,600	287,600	287,600	287,600
Prime Int.	129,420	135,360	116,478	135,360	90,994	77,652	64,710	57,668	38,826
Prime Int.		20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
SA	417,020	419,236	433,078	405,394	405,394	391,552	377,710	363,868	350,226
Prime Int.	94,037.50	94,037.50	94,037.50	94,037.50	94,037.50	94,037.50	94,037.50	94,037.50	94,037.50
Prime Int.	846,331.15	761,760.00	711,386.64	677,016.00	634,756.63	594,756.63	550,12.25	512,249.94	475,12.25
Prime Int.	178,671.25	162,500.00	146,250.00	13,843.75	13,162.50	10,250.00	11,700.00	10,968.75	10,237.50
Prime Int.		20,5314.50	19,350.00	21,500.00	21,500.00	17,415.00	21,500.00	21,500.00	21,500.00
Prime Int.			244,201.25	18,382.50	18,382.50	16,447.50	16,447.50	15,480.00	14,572.50
Prime Int.				25,490.00	25,490.00	25,490.00	25,490.00	25,490.00	25,490.00
Prime Int.				29,441.00	29,441.00	21,773.95	20,676.90	19,449.85	18,352.80
Prime Int.				283,702.19	283,702.19	16,250.00	16,250.00	16,250.00	16,250.00
Prime Int.						14,625.00	13,843.75	13,162.50	12,431.25
Prime Int.						307,499.70	16,250.00	16,250.00	16,250.00
Prime Int.							14,625.00	14,625.00	14,625.00
Prime Int.							330,366.28	50,000.00	50,000.00
Prime Int.								42,150.00	42,150.00
Prime Int.								16,250.00	16,250.00
Prime Int.								14,625.00	14,625.00
Prime Int.								438,573.80	438,573.80
Prime Int.								788,600	788,600
Prime Int.								181,626	181,626
Prime Int.								763,968	763,968

NO

244,201.25

1875.

174 AV.	9105845
	417.020
	<u>1322865</u>
	826689.000

1.600

	802461
	433078
	<u>1315539</u>
	851070000

1.546

	566966
	419236
	<u>986202</u>
	876183000

1.126

	179230
	405394
	<u>584624</u>
	902030000

.648

	125035
	391532
	<u>516587</u>
	928640000

.556

	125880
	377710
	<u>503530</u>
	956033000

.527

5120850
3076000
<u>8196850</u>

1600

121310
363808
<u>485178</u>
984230000

.493

86720
350026
<u>436746</u>
1013273000

.431

	1974	1975	1976	1977	1978	1979	1980	1981	1982
G.O. -	1112920	1017870	1594950	184800	515,000	0	0	0	1000000
S.A. -	1281650	325000	430300	325000	325000	325000	1000000	325000	
G.O.:									
PRINC.		411292	411292	411292	411292	411292	411292	411292	411292
INT.		185081	166573	148065	129557	111048	92540	74032	56524
PRINC.			101787	101787	101787	101787	101787	101787	101787
INT.			45804	41223	36643	32062	27482	22902	18321
PRINC.				159495	159495	159495	159495	159495	159495
INT.				71772	64595	57418	50240	43063	35886
PRINC.					18480	18480	18480	18480	18480
INT.					8316	7484	6652	5821	4990
PRINC.						51500	51500	51500	51500
INT.						23875	20857	18540	16222
		<u>576373</u>	<u>725456</u>	<u>936634</u>	<u>930165</u>	<u>973741</u>	<u>940325</u>	<u>906912</u>	<u>873497</u>

REMOVED (11/20)

SA:	1974	1975	1976	1977	1978	1979	1980	1981	1982
PRINC.		64082	64082	64082	64082	64082	64082	64082	64082
INT.		57674	54790	51907	49023	46139	43255	40372	37488
PRINC.			16250	16250	16250	16250	16250	16250	16250
INT.			14625	13894	13163	12431	11700	10969	10238
PRINC.				21515	21515	21515	21515	21515	21515
INT.				19364	18395	17427	16459	15491	14523
PRINC.					16250	16250	16250	16250	16250
INT.					14625	13894	13163	12431	11700
PRINC.						16250	16250	16250	16250
INT.						14625	13894	13163	12431
PRINC.							16250	16250	16250
INT.							14625	13894	13163
PRINC.								50000	50000
INT.								45000	42750
PRINC.									16250
INT.									14625
		<u>121756</u>	<u>149747</u>	<u>187012</u>	<u>213303</u>	<u>238863</u>	<u>263093</u>	<u>351917</u>	<u>379765</u>

REVISED (11/20)

~~1975 1744628~~

75 -	596373	-	905045	-	1502218	=	1.817
	725.456	-	882461	-	1607917	=	1.889
	933634	-	566906	-	1500600	=	1.713
	930165	-	179230	-	1109395	=	1.230
	973741	-	125035	-	1098776	=	1.183
	940325	-	125820	-	1066145	=	1.115
	906912	-	121310	-	1028222	=	1.045
	873497	-	86720	-	960217	=	0.948

AV = 74 = 826689

851076

876183

902030

928640

956035

984238

1013273

RECEIVED

Oct. to January - time frame for preparation.
Scheduling for next year.

CP-1 } revenue sharing for parks.
CP-2 }

Plan for Parks

Bridle Stables. & Paths.

- no motorcycles.

- canoes - fishing

- project already has an area designated.

check with building review the greenhouse facility of
the cities. $\frac{1}{3}$ zone.

change all Co.* to G.O.

75 & 76 on additional courthouse parking

elm to pine &

units to alley. - R.S. revenue
sharing

move Co. Comp. up to 74.

add in micro film printer. - \$3000 - \$5000 for Engineering
74 - ~~Co.~~ Co. (designating engineering dept.)

sewer & water in park.

Urban limits
map.

CR-20 - Seneca (move up?) (1980) (1977)

OK CR-15 - check urban limits

$1\frac{3}{4}$ mi CR-7 - check urban limits

($3\frac{1}{2}$ mi) CR-22 - act " "

CR-25 - move up to 78

add Bridge on Meridian across roadway.

76 or 77 check against other const. - G.O.

Annual Valuations

1973 est.
\$ 803,000,000

Year	Value	Value	Ratio
1962	486,461,229	696,5012	1.43%
1963	493,426,241	124,962,719	25.32%
1964	618,388,960	18,638,961	3.01
1965	637,027,921	15,930,489	2.50
1966	852,958,410	33,109,771	5.07
1967	686,068,181	16,807,830	2.44
1968	702,939,011	4,630,916	.65
1969	698,308,095	29,389,544	4.20
1970	727,697,639	13,783,733	1.89
1971	741,481,372	22,011,194	2.96
1972	763,492,566	39,507,434	5.15
1973	803,000,000	23,689,000	2.95%
1974	826,689,000	24,387,000	2.94% average
1975	851,076,000	25,107,000	2.95%
1976	876,183,000	25,847,000	"
1977	902,030,000	26,610,000	"
1978	928,640,000	27,395,000	"
1979	956,035,000	28,203,000	"
1980	984,238,000	29,035,000	"
1981	1,013,273,000	29,892,000	"
1982	1,043,165,000		

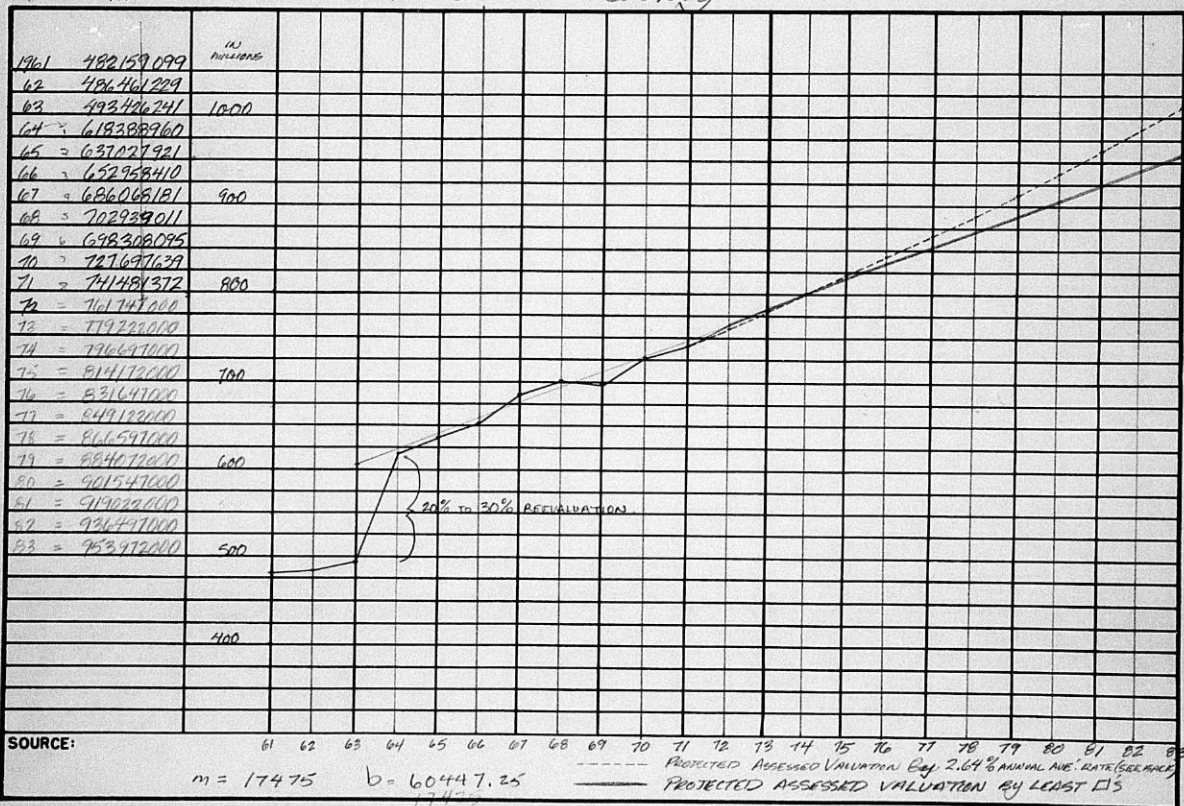
1000 million dollars

001

.003

.013

TOTAL ASSESSED VALUATION FOR SEDGWICK COUNTY



% millide - 2.4%
average annual increase

72	761956480
73	781148371
74	801770687
75	822937433
76	844662981
77	866962083
78	889849882
79	913341918
80	937454144
81	962202933
82	987605090
83	1013677864

Sedgwick County Kansas
December 31, 1970
Statement of Bonded Indebtedness

OTHER ISSUES

Name of Issue	Series	Date of Issue	Interest Rates %	Amount of Issue	Amount Outstanding 12-31-70	Interest Dates
Flood Control	A-1961	3-15-61	3 1/8	526,229.16	52,000.00	Mar-Sep
" "	A-1964	5-01-64	3 1/2 and 3 5/8	419,650.00	180,000.00	May-Nov
Court House Bldg.	2-1955	11-01-55	4, 2, and 2 1/4	5,760,000.00	1,728,000.00	May-Nov
" "	B-1958	2-15-58	3, 3 1/4 and 3 3/8	950,000.00	384,000.00	May-Nov
Voting Machine Bldg.	A-1962	7-15-62	3 1/4 and 3 1/2	112,000.00	24,000.00	May-Nov
Sunview Heights	A-1954	10-01-54	1 3/4, 2, 2 1/2 & 2 3/4	79,834.56	20,000.00	Apr-Oct
PC, CC, CV and ME	1-1955	7-01-55	2 3/4 and 2 1/2	523,000.00	130,000.00	May-Nov
Owens and Forsees	1-1956	6-01-56	5, 2 3/8, 2 1/2, 2 3/4 and 2 7/8	316,635.53	96,000.00	Mar-Sep
Co. A, 1st & 2nd MVE	1-1959	7-20-59	4	802,149.62	397,000.00	May-Nov
Westlinks, 1st, 2nd, 3rd	2-1959	7-20-59	4	662,724.15	320,000.00	May-Nov
Charron Gons, etal	3-1959	7-20-59	4	217,012.62	103,000.00	May-Nov
Brown, Longkers, etal	3-1960	9-01-60	3 3/4 and 3 1/2	808,169.51	400,000.00	Mar-Sep
Roll. Hills, 3rd & 5th	B-1961	8-01-61	3 3/4 and 3 5/8	130,851.15	68,000.00	Feb-Aug
Co. A Tyler & Westridge,	B-1962	12-15-62	3 1/4 and 3 1/2	171,597.99	115,000.00	May-Nov
Sherwood and WL 5th	A-1963	8-01-63	3 3/8 and 3 1/2	135,626.96	91,000.00	Apr-Oct
L.T. and Kruegers	B-1964	9-01-64	3 1/2 and 3 5/8	84,194.82	60,000.00	Mar-Sep
Wichita-Sedg. Co. Zoo	A-1967	7-01-67	4 7/8, 3 7/10 and 3 3/4	3,650,000.00	2,610,000.00	Mar-Sep
Miles West Wind Lake Est	A-1971	6-01-71	5 3/4	41,020.00	-0-	Apr-Oct
Court House Imp'nt	B-1971	6-15-71	4 1/4, 4 and 4.1	300,000.00	-0-	Mar-Sep
				15,690,696.07	6,783,000.00	
Emergency No-Fund Warrants:						
New Court Rooms (C.R. Bldg.)						
Chapter 387, 1968 Session		7-08-68	3.95	190,000.00	114,000.00	
Juvenile Court Facilities						
K.S.A. 19-15, 123 and 38-804		10-15-70	4.40	262,500.00	262,500.00	
Court of Common Pleas - Div 4						
Per Order No. 6261-0		12-01-70	3.00%	111,925.00	111,925.00	
				564,425.00	488,425.00	
County Fire Dist. No. 1						
K.S.A. 19-3607, Order No. 4993-0		4-27-71	2.90	167,324.00	167,324.00	

Attachment VII A

which subject to the limitation clause?

? any updated version?

copy retained in file for reference of the office

1172, 1173 1977 1980-
1174 1175 1978 1981

any updated version?

25-1947
Ga

Amount of Issue	Amount Outstanding 12-31-70	Interest Dates	Principal Due	Amount Due 1-1-71 to 12-31-71		Amount Due 1-1-72 to 12-31-72		
				Interest	Principal	Interest	Principal	
526,229.16	52,000.00	Mar-Sep	Mar	812.76	52,000.00	-	-	
419,650.00	180,000.00	May-Nov	May	5,709.42	45,000.00	4,078.17	45,000.00	74
5,760,000.00	1,728,000.00	May-Nov	Nov	38,160.00	288,000.00	32,400.00	288,000.00	76
950,000.00	384,000.00	May-Nov	Nov	12,963.84	48,000.00	11,343.36	48,000.00	78
112,000.00	24,000.00	Apr-Oct	Apr	630.00	12,000.00	210.00	12,000.00	-
79,824.56	20,000.00	Apr-Oct	Oct	550.00	4,000.00	440.00	4,000.00	75
523,000.00	130,000.00	May-Nov	Nov	3,250.00	26,000.00	2,600.00	26,000.00	75
316,635.53	96,000.00	Mar-Sep	Sep	2,740.80	16,000.00	2,300.80	16,000.00	76
802,149.62	397,000.00	May-Nov	Nov	15,880.00	43,000.00	14,160.00	43,000.00	79
662,724.15	320,000.00	May-Nov	Nov	12,800.00	35,000.00	11,400.00	35,000.00	79
217,012.62	103,000.00	May-Nov	Nov	4,320.00	12,000.00	3,840.00	12,000.00	79
808,169.51	400,000.00	Mar-Sep	Mar	13,550.00	40,000.00	12,050.00	40,000.00	80
130,851.15	68,000.00	Feb-Aug	Aug	2,450.48	7,000.00	2,227.92	7,000.00	79
171,597.99	115,000.00	May-Nov	May	3,832.50	8,000.00	3,572.50	8,000.00	84
135,626.96	91,000.00	Apr-Oct	Apr	2,970.59	7,000.00	2,734.34	7,000.00	83
64,194.82	60,000.00	Mar-Sep	Sep	2,155.00	4,000.00	2,015.00	4,000.00	85
3,650,000.00	2,610,000.00	Mar-Sep	Mar & Sep	93,527.50	370,000.00	79,637.50	370,000.00	77
41,020.00	-0-	Apr-Oct	Oct	-	-	3,145.00	3,000.00	70
300,000.00	-0-	Mar-Sep	Sep	-	-	15,000.12	30,000.00	80
<u>15,690,696.07</u>	<u>6,783,000.00</u>			<u>216,342.89</u>	<u>1,017,000.00</u>	<u>203,414.77</u>	<u>996,020.30</u>	
190,000.00	114,000.00			3,835.00	38,000.00	2,340.42	38,000.00	73
262,500.00	262,500.00					23,576.83	52,500.00	76
<u>111,925.00</u>	<u>111,925.00</u>					<u>5,215.46</u>	<u>111,925.00</u>	
564,425.00	488,425.00					31,134.71	202,425.00	
167,324.00	167,324.00					6,825.00	41,831.00	75

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: June 30, 1973

Sabin ~~B~~ Young
-1-

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
E-6F	<u>EXPRESSWAYS</u> Northeast Diagonal	-	-	-	-	-	-	-	Location Study Underway
E-7F	<u>KELLOGG FREEWAY</u> Kellogg; Estelle to Clifton Right-of-Way	-	-	-	-	-	-	-	Acquiring Right-of-Way
E-9	Kellogg West - I-235 to Seville Right-of-Way	-	-	-	-	-	-	-	State is preparing plans
MS-45C	<u>ARTERIALS</u> McLean; 31st to 29th South, Right-of-Way	3-30-71	-	-	-	-	1973	95%	Pending agreement with Missouri Railroad
MS-68	Mt. Vernon; K-15 to Hydraulic	-	-	-	-	-	-	-	Coordinate with I-35 Construction
MS-71	George Washington Blvd. Pawnee to 800' North of Harry (See B-26)	-	-	-	-	-	-	-	Preliminary plans in preparation
MS-89B	29th St., Broadway to I-35W Construction	10-19-71	3-21-72	358,688	6-27-72	342,110	1973	-	Under contract to be coordinated with North Industrial Park Storm Drainage. Drainage contractor began work July 5, 1973
MS-93	13th Street; from 1/2 mile west of Ridge Road to Big Slough	-	-	-	-	-	1973	-	Contracts are ready to be Let
MS-93A	13th St., Ridge Road to Big Slough - Construction	-	-	-	-	-	1973	-	Contracts are ready to be Let

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-93B	Ridge Road; 600' north of 13th to 600' south of 13th	-	-	-	-	-	-	-	Coordinated with County 13th Street Construction
MS-94A	Innerloop Connecting pavement, Mathewson to Cleveland	-	-	-	-	-	-	97%	Under contract - State Highway Commission
MS-118	Hillside; Right-of-Way from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1973	-	Right-of-Way to be acquired
MS-118A	Hillside; Reconstruction from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1974	-	Project Initiated. Preliminary plans being prepared
MS-147	MacArthur Road, Arkansas River to Hydraulic	-	-	-	-	-	-	-	Preliminary plans being prepared for submission as Federal Aid Secondary Project
MS-149	Seneca & Pawnee Inter-section (reconstruction)	3-27-73	-	-	-	-	1973	0	Final Plans in preparation
MS-149A	Seneca & Pawnee Inter-section (Right-of-Way)	3-27-73	-	-	-	-	-	-	
MS-157	Grove; 100' south of Lewis to Central Avenue Right-of-Way	-	-	-	-	-	1974	0	Right-of-Way to be acquired

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-159	1st Street, Ash to Grove	10-6-72	12-28-72	Paving - 78,808 Drainage - 69,046	1-30-73	Paving - 78,770.25 Drainage - 67,625	1973	-	Utilities working under traffic
MS-160	2nd Street Minnesota to Grove	10-6-72	12-28-72	Pavement - 92,757.15 Drainage - 65,799.50	1-30-73	Pavement - 92,677.65 Drainage - 65,530.70	1973	100%	Paving construction begun Completed
MS-173	Pawnee; Relocation from Rock Road to about 1,000' South-easterly of Rock Road (See D-16)	-	-	-	-	-	1973	-	To be coordinated with development of adjacent land. Final plans being prepared
MS-185	George Washington Blvd. from north line of Lincoln to Menlo Drive	-	-	-	-	-	-	-	Preparing preliminary plans, Coordinate with I-35W
MS-186A	Grove; Reconstruct from Lincoln to north line of Orme	-	-	-	-	-	-	-	Preparing preliminary plans, Coordinate with I-35W
MS-192	Harry, Hillside to Oliver	5-16-72	6-27-72	135,102	7-11-72	134,832	10-72	60%	Construction resumed
MS-196	Edgemoor; Orme to Waterman	5-16-72	-	-	-	-	-	0	Negotiating with Veterans Administration for Right-of-Way

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-Way)	-	-	-	-	-	-	-	Right-of-Way to be acquired
MS-216A	Central Avenue; Ridge Road to I-235	-	-	-	-	-	-	-	Right-of-Way to be acquired
MS-219	K-15; Hydraulic to MacArthur Road	-	-	-	-	-	-	-	Plans being prepared
MS-221	U.S. 54; Kellogg Drive Slip-off East of Edgemoor	7-11-72	-	-	-	-	-	-	Combine with MS-196
MS-223	Zoo Blvd.; Floodway to 1300' North of 13th	-	-	-	-	-	-	-	Plans being prepared by consultant and Right-of-Way being acquired
B-26	<u>BRIDGES</u> George Washington Blvd. at Dry Creek	-	-	-	-	-	1973	0	Plans in preparation
B-53	Roosevelt & Gypsum Creek	-	-	-	-	-	-	-	Right-of-Way being acquired
B-57	Bridge; Central & Big Slough (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired
B-58	Bridge; Central & Floodway (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-7B	Main Storm Drain 14 North End Industrial	3-12-71	3-21-72	2,249,000	6-27-72	2,077,257	1973	- 63% 44%	Construction under Contract Phase I - Part I Phase I - Part II
D-11	Drainage Study and Engineering - South-west Industrial Area	-	-	-	-	-	1973	0	Preparing Contract for project
D-16	Drainage Structures in connection with relocation of pawnee from Rock Road to about 1000' southeast of Rock Road (See MS-173)	-	-	-	-	-	-	-	Preliminary plans being prepared. To be coordinated with development of adjacent land
D-28	Gypsum Creek; 300' east of Hillside to George Washington Blvd. (Right-of-Way and relocation)	6-6-72	-	-	-	-	1973	-	Right-of-Way being acquired
D-29	Gypsum Creek; 355' east of Hillside to George Washington Blvd. (See B-53)	-	-	-	-	-	-	-	Right-of-Way being acquired - Consultant preparing plans
D-30	Gypsum Creek Right-of-Way north of U.S. 54	-	-	-	-	-	-	-	Offer of purchase made

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: June 30, 1973

DEPARTMENT: PUBLIC WORKS

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-31	Right-of-Way for Gypsum Creek south of Harry, west of Turnpike	-	-	-	-	-	-	-	
D-32	Right-of-Way for Dugan Tributary	-	-	-	-	-	-	-	
	<u>SEWERS</u>								
S-6	Sanitary Sewer to serve County Zoo	-	-	-	-	-	-	-	Awaiting action on Grant Application
S-6	Dry Creek Interceptor	3-16-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Sanitary Sewer #12 in Grove - Lincoln to Second Street	3-23-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Wichita State University Interceptor	3-30-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Main 7, Sanitary Sewer #23	4-17-73	-	-	-	-	-	-	Contract to be let July 20, 1973
	Extension to Sanitary Sewer #23	4-17-73	-	-	-	-	-	-	Contract to be let July 13, 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: June 30, 1973

DEPARTMENT: PUBLIC WORKS

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract. Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
	Sanitary Sewer #22 ^a Lift Station #4, Relief Line	3-30-73	-	-	-	-	-	-	Final plans complete. Preliminary application filed, formal application being prepared
TE 16-10	<u>TRAFFIC ENGINEERING</u> 1st & 2nd Streets	-	10-5-71	36,000	-	-	10-73	15%	Preparation of estimate for bid letting of equipment
TE 16-11	Pawnee & Seneca	6-22-71	-	44,000	-	-	12-73	15%	Preparation of estimate for bid letting of equipment
TE 16-12	Kellogg at Topeka, Broadway, Market & Main	5-18-71	-	16,000	-	-	12-73	10%	TOPICS programming
TE 16-48	Harry & Oliver	1-19-71	1-26-71	26,921	-	-	-	100%	Completed
TE 17a	Central & Hydraulic; Central & Cleveland; Central & Grove; 13th & Waco; 9th & Grove; 100 block N. Water crosswalk	4-25-72	7-10-72	81,325	-	-	6-73	80%	Central & Hydraulic, Grove & Central & 100 block N. Water are completed; work is in progress at 9th & Grove, Central & Cleveland

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
TE 17c	TOPICS - 21 school crossings & 2 park crossings	5-30-72	-	70,000	-	-	12-73	20%	Preparation of estimate for bid letting of equipment
TE 17d	TOPICS - 13 inter-section revisions	5-30-72	-	159,000	-	-	12-73	20%	Preparation of estimate for bid letting of equipment
TE 17e	4 midblock school crosswalks	5-30-72	-	10,400	-	-	8-73	15%	Bids taken and equipment received
TE 18a	TOPICS - 28 inter-section revisions	5-30-72	-	400,000	-	-	12-74	10%	Preparation of estimate for bid letting of equipment
TE 17f	West & 2nd; Kellogg & Ridge; Clifton & Harry; Douglas & Hydraulic; Taft & West	8-15-72	-	82,100	-	-	12-73	40%	Work proceeding in construction stage
TE 18b	8 intersections & 8 crosswalks	7-3-72	-	179,000	-	-	12-74	5%	Preparation of estimate for bid letting of equipment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Awarded		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-2-A-1	Cessna Park East	8-23-71	-	-	-	-	-	To be completed during April, 1973. Contract awarded to Smith Construction Company, Inc.	
P-2-A-2	Shelter with Rest Rooms	8-23-71	8-23-71	34,000	8-28-72	30,398	2-15-73	100%	
P-2-A-3	Children's Play Area	8-23-71	8-23-71	11,211	9-25-72	10,404	8-31-73	Contract awarded to the Inland Company, Inc.	
P-2-A-4	Landscaping	8-23-71	-	-	-	-	-	To be completed by force account	
P-2-A-5	Park Lighting	8-23-71	8-23-71	5,500	4-9-73	4,030	10-3-73	35% Contract was awarded to Thornton and Florence Electric	
P-2-A-6	Multi-use Court	8-23-71	8-23-71	4,300	8-28-72	4,295	7-20-73	99% To be completed July, 1973	
P-2-C	Softball Diamond Lighting	8-23-71	-	-	-	-	-	Contract to be awarded in December, 1973	
P-3-A-1	Cessna Park West; Parking	8-23-71	8-23-71	27,307	8-28-72	26,399	7-20-73	98% Contract awarded to the Inland Co.	
P-3-A-2	Picnic Facilities and Walks	8-23-71	-	-	-	-	-	50% Project to be accomplished by Park Board employees	
P-3-B	Picnic Shelter with Rest Rooms, Park Lighting	8-23-71	8-23-71	35,000	8-28-72	30,259	10-3-73	80% Contract awarded to Smith Cons. Co. and Thornton and Florence Electrical Contractors	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING June 30, 1973DEPARTMENT: PARK

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-6	Columbine Park; Multi-use Court	8-23-71	8-23-71	4,500	10-10-72	4,225	3-15-73	100%	Complete. Contract awarded to Mid-Kansas Construction Co., Inc.
P-6-B	Area Lighting	8-23-71	-	-	-	-	-	95%	Project to be accomplished by force account
P-17	Linwood Park, North Irrigation	8-23-71	-	-	-	-	-	-	Project to be developed for the Fall of 1973, dependent upon the schedule of the Highway Department
P-23	Ninth and Anna Park Children's Play Area	8-23-71	8-23-71	11,465	4-9-73	10,832	9-26-73	10%	Contract was awarded to Inland Co. Inc.
P-23-A	Ninth and Anna Park Swimming Pool	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-25	Edgemoor Park Multi-use Court	8-23-71	8-23-71	9,000	10-10-72	8,450	3-15-73	100%	Complete
P-25A	Edgemoor Park Lighted Tennis Courts (4)	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-25C	Site Development	8-23-71	8-23-71	-	-	-	-	-	Work to be accomplished by force account
P-27A	Planeview Park Tennis Court Lights	8-23-71	8-23-71	12,500	4-9-73	11,462	10-3-73	35%	Contract was awarded to Thornton and Florence Electrical Contractors.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-27B	Planeview Park Picnic Shelter and Rest Rooms	11-3-72	11-3-72	-	-	-	-	Bond funds not available until December of 1973	
P-27D	Site Development, Drives, Parking	8-23-71	-	-	-	-	-	To be awarded in the Fall of 1973	
P-27D-1	Ball Diamonds	8-23-71	8-23-71	16,200	4-9-73	16,200	9-26-73	Contract was awarded to Inland Construction Company, Inc.	
P-28	Riverside Park Tennis Complex	11-3-72	11-3-72	-	-	-	-	Bond funds not available until December of 1973	
P-31-1	Watson, O. J. Park Irrigation System	8-23-71	-	-	-	-	-	Project scheduled for completion in Fall of 1973 by force account	
P-31-2	Miniature Golf Course Grading	8-23-71	-	-	-	-	-	Contract to be awarded in Fall of 1973	
P-31-B	Watson Park Miniature Golf Course Installation	11-3-72	11-3-72	-	-	-	-	Bond funds not available until December of 1973	
P-38	Maize Road and Hardtner Children's Play Area	8-23-71	8-23-71	8,739.50	2-26-73	8,292.66	7-31-73	Contract was awarded in February 1973	
P-87-A-1	Boston Park; Landscaping	8-23-71	-	-	-	-	-	Landscaping to be completed by force account after all construction is concluded	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat. Date	Preliminary Estimate Approved		Contract Awarded		Ert. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-87-B	Boston and Woodlawn Park; Multi-use Court; Softball Field	8-23-71	8-23-71	-	-	-	-	-	Contract to be awarded April 9, 1973
P-87-C	Boston & Woodlawn Park; Parking Area	8-23-71	8-23-71	24,648.15	2-26-73	23,806.46	7-31-73	-	Contract awarded February 26, 1973
P-93	Evergreen Park; Swimming Pool	8-23-71	8-23-71	227,000	12-28-72	221,000	9-19-73	2%	Contract awarded February 12, 1973 to Smith Construction, Inc.
P-200-A	Land Acquisition; 2nd and Brown Thrush	-	-	-	-	-	-	-	Bureau of Outdoor Recreation approved funds 6-8-72
P-100-A	Maize Rd. & Central	-	-	-	-	-	-	-	Bureau of Outdoor Recreation approved funds 6-8-72
P-102A	Kiwanis Park Children's Play Area	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-103A	Hyde Park Equipment and Furnish the Recreation Building	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-200	Park Land Acquisition	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: June 30, 1973

DEPARTMENT: PARK

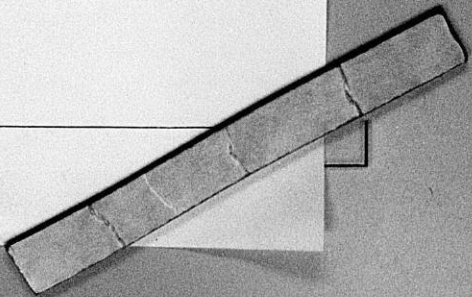
Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-200-B	Chisholm Creek Area; Land Purchase	-	-	-	-	-	-	-	In process of acquisition
P-200-D	Parks-in-Cities	-	-	-	-	-	-	99%	partial acquisition, remainder to be purchased
P-201	River Bank Beautification, Landscaping	-	-	-	-	-	-	-	To be completed in Fall of 1973
P-202	River Bank Beautification, Bike Trails, Walks, Rest Rooms, Boat Docks and Purchase Equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-205	Evergreen Park Neighborhood Facilities	4-1-71	1-27-72	872,000	2-14-72	783,090	3-15-73	99%	Pending completion of construction check list
P-207	Pawnee Prairie Park Cart paths, rest rooms, seal parking lot and purchase equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-208	Emery Park Development	-	-	-	-	-	-	-	To be completed in 1973
P-209A	L. W. Clapp Park, Site Development and Capital Equipment	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARK

PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-212	MacDonald Park, Cart Paths and Capital Equipment	11-3-72	11-3-72	-	-	-	-	Bond funds not available until December of 1973	
P-213	Sim Park, Cart Paths, rebuilds and/or seal roads and capital equipment	11-3-72	11-3-72	-	-	-	-	Bond funds not available until December of 1973	



STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: June 30, 1973

DEPARTMENT: AIRPORT

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
A-3A	Maintenance Shops	11-3-72	-	-	-	-	-	-	
A-16	Auto Parking Area	11-3-72	-	-	-	-	-	100%	Complete
A-26	Land Purchase for Extension of Runway 11-19R	12-22-70	-	-	-	-	-	-	Land to be purchased after Airport Master Plan Study is completed
A-34	Terminal Building Addition	11-3-72	-	-	-	-	-	100%	Complete
A-35	Fire and Rescue Building & Equipment	12-4-72	-	-	-	-	-	-	Contract awarded to Palmer Construction Company
A-36	Operations and Administration Facility	11-3-72	-	-	-	-	-	-	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: FIRE

PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
<u>PUBLIC BUILDINGS & GROUNDS</u>									
FS-12A	Construction for the relocation of Fire Station Number One	7-21-70	10-5-71	788,280	10-19-72 Change Order 4-3-73	617,900 + 463 618,363	Nov. 73	48.34%	E. W. Johnson awarded contract 10-19-72
	Architects Services			52,814	5-11-71 Change Order 4-3-73	41,399.30 + 31.02 41,430.32 (6.7% of const.cost)			Fees for architectural services adjusted to 6.7% of actual construction cost of which 95% has been paid
FS-23B	Land Approx. 59,640 Sq. Ft.				10-17-72	83,160			Land has been acquired, cleared and construction of the building is in progress with 48.34% completed
L-2	Fire Station Number 16; Central & Caddy Lane Branch Library Northeast								Ground has been purchased and planning is now under way Negotiating for site acquisition

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
PB-3	Operating Station No. 2	6-2-70	10-31-72	185,000	10-31-72	169,888	July 1973	95%	Some minor corrections to be made
					Change Order 12-26-72	205			
	Architects Services					170,093 (6% of Constr. Costs)			
PB-17	Salt Storage Building East Substation	NOT INITIATED							Poling qualified architects for interest in project
PB-18	Salt Storage Building West Substation	NOT INITIATED							Poling qualified architects for interest in project
PB-14	City Administrative Land Architect Fee Project Supervision and Misc.	12-12-72	9-12-72	12,311,598 673,800 650,000 60,000	12-29-72	10,856,497 650,000	5-1-75	11%	% of Construction completed represents amount of contracted cost expended. % of construction is less than 10% -- exact amount of completed construction is not possible to determine at this time

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: WATERPERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
W-11	Island Pump Station New Construction	5-15-72	-	6,005,000	4-18-72	5,015,308	1974	58.7%	Construction is on schedule
W-12	Water Reservoir	Undetermined	-	1,000,000	4-2-73	794,405	1974	32.6%	Construction is on schedule
W-20	20-inch Feeder Main; in Central, Woodlawn to Armour	3-19-73	-	58,000	-	-	8-1-73	95%	50% grant awarded by E.D.A.
W-25	24-inch Feeder Main; in Murdock, Edgemoor and Central from Cresway to Woodlawn	3-19-73	-	228,000	-	-	8-1-73	95%	50% grant awarded by E.D.A.
W-65	Distribution System; Feeder Mains and Main Extensions (Unidentified)	Varied	-	995,000	-	-	12-31-73	50%	Annual repair or replacement of existing equipment
W-67	16-inch Feeder Main; in Armour south of 2nd St. to Kellogg	3-19-73	-	43,000	-	-	8-1-73	95%	50% grant awarded by E.D.A.
W-91	Deep Well Disposal	10-1-72	-	1,313,145	-	-	1973	0	Bids and contract to be received in 60 to 90 days
<u>WATER POLLUTION CONTROL</u>									
ST-2	Standby Power and Pumping S.T.P. No. 1	-	-	-	-	-	-	-	Deferred until 1974

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: URBAN RENEWAL AGENCY PERIOD ENDING: June 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
Kans. A-5	Industrial Corridor Impr. Contract #1	2-7-73	3-14-73	456,510					
Kans. A-5	Fire Station No. 1 Impr.	9-4-72	11-7-72	22,700	1-2-73	22,307	-3 -73	0%	
Kans. A-5	Shadybrook Storm Drain	4-9-71	6-11-71	1,400,000	-	-	-	-	Further progress on this project depends entirely on future funding
Kans. A-5	Relocation of Public Utilities - City Hall Complex	2-2-71	3-1-71	83,177	7-9-71	77,935	- -73	9%	

1. DISCUSSION OF MINOR STREET PRIVILEGE CHARGES FOR PROPERTY ADJACENT TO 925 EAST MURDOCK.

Continued from the meeting of February 12, 1974, to provide opportunity for notification of consideration to Mr. McDowell.

Requested by Mr. LeRoy McDowell, President, the MAC Building, Inc., 925 East Murdock.

ACTION: Take such action as the Commission deems to be in the best interest of the public.

ANNOUNCEMENT OF RECESSED MEETING.

At the conclusion of regular business at the meeting of February 19, 1974, the Mayor will announce that the meeting will be recessed until 7:00 p.m. on Wednesday, February 20, 1974, for continuation of public hearing on the 1974-1979 Capital Improvement Program.

RECESSED MEETING
BOARD OF CITY COMMISSIONERS
CITY OF WICHITA
KANSAS

February 20, 1974
7:00 P. M.

CITY MANAGER'S AGENDA

1. PROPOSED 1974-1979 CAPITAL IMPROVEMENT PROGRAM FOR THE CITY OF WICHITA.

Deferred from the meeting of February 5, 1974, to provide the opportunity for further public hearing.

- The proposed 1974-1979 Capital Improvement Program has been submitted for approval by the City Commission.

The proposed program, excluding the self-supporting utility program expenditures, consists of 208 projects with an estimated cost of \$95,262,000. The estimated total cost for the program is \$11,244,000 less than the 1973-1978 program which was in the amount of \$106,506,000.

Financing the 1974-1979 program is provided from the following sources:

<u>General Program Expenditures</u>	
General Obligation Bonds	\$42,825,000
Special Assessments	17,036,000
Federal & State Grants	30,886,000
Public Building Commission & Other	<u>4,515,000</u>
	\$95,262,000

Utility programs included in the proposed 1974-1979 program are projected at a total cost of \$74,214,830 compared to \$35,282,000 in the 1973-1978 program. The following is a comparison for each utility between the 1973-1978 program and the 1974-1979 program.

Utility Expenditures

	1973-1978	1974-1979
Water	\$10,627,000	\$ 9,688,000
Sewer Utility	13,541,000	38,187,000
Transit Authority	1,472,000	1,739,830
Airport	<u>9,641,000</u>	<u>24,600,000</u>

Wendell Sullivan

White Festival / Bi. Centennial
m-2 - Sycamore - movie to 1974
Biket track 76 to 74
P22B - 784,76

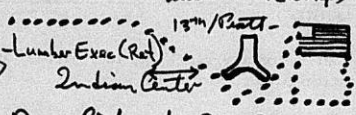
Dam 2. River

Sit. Agreement - Bi. Centennial Park
+ Visitor Center
Lumber, Books, Shuttle Bus -
Train to Centennial

Richard Divil

Rev. P. Miller - Bldg 24,800 - Community Evng, Health / Library / Ed / Probation,
auditorium (10m) 50-1500 people. - NE.

Richard Divil
Keith Stamer



Windy - See Rev. Lett 2/20 + Spread Sheet 2/20

Poster
L-2 with 400M - 4-1 Stamer
PPB-21 Rev Bonds / other Fed Grant

AR-2 Selection - next Tues Re Parking

ms176 Main Douglas to Pine 74 to 75 St / Sh mL-2-3

CB - ~~monobank~~

* C-1 movie to 74 (MC-50 use off budget revenue)

Donnell on Drainage.
Delay + look at MC-50

W-91 ? on recalculating Re selling to K&E

Shanahan -

(Item Continued)

The sewer utility fund reflects an increase of \$24,645,000 above the 1973-1978 program and includes for the first time programs and projects recommended by the Professional Engineering Consultants long-range report entitled "The Next Thirty Years". The Airport utility fund reflects an increase of \$14,959,000 above the 1973-1978 program as projects and programs from the airport master plan report by Landrum and Brown, Inc., were included for the first time.

The total amount of the Capital Improvement Program for 1974-1979 including utilities, is \$169,476,830 or an increase of \$27,688,830 above the 1973-1978 program of \$141,788,000. This increase is the result of an increase of \$38,932,830 in the utilities offset by a decrease in the public building requirements of \$12,120,000.

The proposed Capital Improvement Program is designed to present a balanced and coordinated program for the construction of expressways, arterials, bridges, drainage, parks and public buildings to serve all of the community's citizens.

Since publication of the proposed program, two requests for changes have been received.

The Department of Public Works has requested that funding for the Central Maintenance Facility be increased from \$1,268,000 to \$1,973,500 based on preliminary estimates provided by the architectural firm of Schaefer, Schirmer & Associates. The funding used for original planning in the CIP was that proposed in the Facility Study by Oblinger & Smith Corporation. Representatives of the firm of Schaefer, Schirmer & Associates will be present to answer questions of the Commissioners. The proposed new funding distribution for the facility would be \$1,250,000 in 1974 and \$723,500 in 1975. The amendment would increase the total general program expenditures to \$95,967,000.

The Board of Park Commissioners has submitted an amendment to the Park CIP reallocating funds as a result of approval of a 50% federal grant for facilities at Kiwanis and Planeview Parks. The amendment provides for a \$10,000 decrease in G. O. funding for Planeview Park and a \$25,000 increase in G. O. funding for the Park Maintenance Facilities.

The Metropolitan Area Planning Commission has reviewed the program and finds it in conformance with the adopted comprehensive plan. The Metropolitan Area Planning Commission recommends approval of the proposed program subject to some considerations they are suggesting to the City Commission. A copy of MAPC comments has been provided to the Commissioners.

Outside civic and citizen groups have been provided copies of the proposed Capital Improvement Program, and may wish to address the City Commission concerning certain areas or projects in the program. A letter from the Mid-Town Citizens Association has been provided to the Commissioners.

Mr. Jay R. Hunter of the Mid-American All-Indian Center, Inc., has requested the opportunity to discuss the plans and needs of the Center with respect to project P-28, Tennis Complex for Riverside Park.

The City Manager recommends approval of the proposed 1974-79 Capital Improvements Program, approval of the amendment requested for the Central Maintenance Facility and approval of the reallocation recommended by the Board of Park Commissioners.

ACTION: Approve the amendments for the Central Maintenance Facility, approve and file the amended 1974-1979 Capital Improvement Program and approve the reallocation of Park Board CIP Funds.

REVISED TO REFLECT PUBLIC WORKS AND PLANNING COMMISSION RECOMMENDATIONS

1974-1979 CAPITAL IMPROVEMENT PROGRAM
SUMMARY OF PROPOSED GENERAL OBLIGATION
EXPENDITURES

(IN THOUSANDS)

	1974		1975		1976		1977		1978		1979		Total G.O.	Total Other
	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other		
EXPRESSWAYS	\$ 724	\$2,131	\$ 1,825	\$ 5,475	\$ 60	\$ 140	\$ 60	\$ 140	\$ 858	\$1,200	\$ --	\$ --	\$ 3,527	\$ 9,086
ARTERIALS	4,448	5,924	(1) 1,781	3,248	1,639	2,806	2,132	3,488	2,465	3,200	2,218	3,222	14,683	22,488
TRAFFIC SIGNALS	441	88	212	210	290	282	330	300	263	335	385	228	1,921	1,4
BRIDGES	(2) 1,186	1,064	(3) 500	420	40	300	300	35	555	1,545	590	550	3,171	3,614
DRAINAGE	(4) 1,662	687	635	1,250	2,030	2,950	1,800	2,300	--	500	--	2,500	6,097	10,187
PARKS	600	--	600	149	600	600	600	200	600	465	600	205	3,600	1,619
PUBLIC BUILDINGS	(5) 5,905	--	3,251	4,000	231	--	380	--	695	--	120	--	10,532	4,000
TOTAL	14,966	9,894	8,204	15,352	4,860	6,778	5,002	6,463	5,436	7,245	\$ 3,913	\$ 6,705	43,581	52,437
	\$24,006	\$9,754	\$ 8,138	\$25,102	\$ 5,270	\$6,910	\$ 6,062	\$6,723	\$ 5,436	\$7,245	\$ 3,913	\$6,705	\$42,825	\$52,437

Add: 8% Debt Outstanding January 1	\$33,394	44,461	48,753	48,168	48,119	47,717	47,717	47,717	47,717	47,717	47,717	47,717	47,717	47,717
Less: Bonds Retired	3,899	4,512	5,445	5,651	5,838	6,166	6,190	6,190	6,190	6,190	6,190	6,190	6,190	6,190
TOTAL DEBT OUTSTANDING	44,461	48,753	48,168	48,119	47,717	47,717	47,717	47,717	47,717	47,717	47,717	47,717	47,717	47,717
8% Legal Debt Limit	47,494	48,920	50,400	51,920	53,480	55,080	55,080	55,080	55,080	55,080	55,080	55,080	55,080	55,080
8% Legal Debt Margin	3,033	1,177	2,232	3,801	5,763	9,116	9,116	9,116	9,116	9,116	9,116	9,116	9,116	9,116
Mill Levy Requirement	7.875	8.541	11,249	11,361	11,456	11,551	11,551	11,551	11,551	11,551	11,551	11,551	11,551	11,551
Add: PBC Bonds	--	--	.463	.441	.419	.398	.398	.398	.398	.398	.398	.398	.398	.398
Less: Structural Parking Revenues	--	.204	.194	.185	.175	.167	.167	.167	.167	.167	.167	.167	.167	.167
Total Mill Levy	7.875	8.337	11,513	11,617	11,665	11,742	11,742	11,742	11,742	11,742	11,742	11,742	11,742	11,742

- (1) MS-179 - Harry Woodlawn to Rock Road - Change from 1977 to 1975 (\$250,000 HO and 250,000 Special assessment)
- (2) Add \$50,000 for feasibility study of 1st + 2nd Street underpasses
- (3) B-51 - Harry Woodlawn and Rippon Creek - Change from 1976 to 1974 (\$60,000 HO and 140,000 State)
- (4) D-37 - 1st Street from Water Sumner, Water to Santa Fe - Change from 1976 to 1974 (\$350,000)
- (5) PB-20 - City material yard - Change 1974 from \$250,000 to \$1,250,000 and change 1975 from \$18,000 to \$723,500

Kate Stevens

Jan 23, 1974

Dear Bob,

Jay Hunter asked that I give you information on financial requirements of the Indian Center. Attached is the first page of the Bicentennial Commission Report on the Indian Center. Of the \$4,100,000 needed, ~~the~~ MAAIC will ask the City for \$3,000,000 and raise the remaining \$1,100,000 from private sources. The Indian Center will need the money in fiscal 1975. Call me at 262-0013 if you need additional information.

Sincerely,

Kate

CONCLUSIONS AND RECOMMENDED DEVELOPMENT PLAN

January 1, 1974

*cc D. Anderson
Duckery
1970-Indians
City 1549
Satgo 1577*

CONCLUSIONS:

1. The Indian Center's feasibility should not be contingent upon large contributions from the federal government. Federal assistance to administer selected social service programs seems reliable, but funds for capital improvements or museum programs are not predictable.

2. The Indian Center project can be completed on the proposed site at the confluence of the rivers for about \$4,100,000 which breaks down as follows:

A. Building (approximately 40,000 sq.ft. @ \$40/ft for Indian Center; 10,000 sq.ft. commercial @ \$30/ft)	\$1,600,000
B. Site Improvements (include ceremonial area, river bank improvements & parking)	300,000
C. Professional fees	1,500,000
D. Special Equipment	250,000
E. Start up Cost through Jan. 1, 1976 (Staff & costs of borrowing initial exhibits)	250,000
	<u>200,000</u>
	<u>\$4,100,000</u>

3. The operating budget for the Indian Center will be about \$300,000 per annum. This will accommodate 15-18 salaried professional administrative and custodial staff. Of the \$300,000 about \$205,000 will come from admission, membership, special event and concession (rental) income. The remaining \$95,000 must come from governmental sources, private foundations, United Fund or Endowment Income. This estimated budget breaks down as follows:

Indian Center will ask City for \$3,000,000 in fiscal 1975.

Revenue

Admissions	\$ 95,000
Rent & Concessions <i>Q 3.75</i>	55,000
Memberships & Special Events	55,000
<u>Governmental Sources, United Fund</u>	<u>95,000</u>
& Endowment	\$300,000

Expenditures

Professional & Administrative Staff	
(salaries & benefits)	\$180,000
Utilities & Maintenance	45,000
Programs	35,000
Misc. Operating costs (Insurance,	
Office Equip. etc.)	<u>30,000</u>
	\$300,000

4. In order for the Indian Center to be viable, a local base of support must emerge. Community based support is most meaningfully expressed in dollars, both public and private. MAAIC does not have currently this kind of community participation and involvement. With the exception of special event income, MAAIC is almost totally dependent upon the federal government for operating funds. The proposed Indian Center cannot be built on this unpredictable foundation. A combination of private and local government financial support will be required and a strategy to achieve this support is an immediate need.
5. The following sources of federal assistance are possibly available and should be pursued as time and money permit.
 - A. EDA: Technical assistance funds and capital improvement funds through their PWIP program.

- B. National Endowment for the Arts (and Humanities): Matching grants for arts and crafts programs and for museum programs once the Indian Center is built.
 - C. Smithsonian Institution: Continued technical assistance support.
 - D. National Park Service: Possible collaboration in the feasibility analysis. Possible designation of a National Cultural Park which opens up many alternative management and funding alternatives.
 - E. HEW: This executive branch is currently administering the Indian social programs and it's a good bet that educational and social programs for urban Indians will be expanded in the future.
6. The Indian Center project has received competent assistance in the past and already has accumulated valuable information relating to its feasibility. This material plus the information developed in the past six months should be integrated into a comprehensive feasibility document on the Indian Center project. This feasibility report would be the basis of requests for support from the public and private sector.

RECOMMENDED PLAN OF DEVELOPMENT

In a nutshell, the recommended strategy is to develop a feasibility document (corroborated and endorsed by the National Park Service) and present it to the City Commission with the request that the City finance the capital improvements. Once the City agrees to provide the capital (or a portion thereof), the Indian Center project proceeds with fund raising from private and federal government sources and begins the sequence of activities required to open the doors by 1976. The strategy assumes that a commitment from the City will establish the integrity of the project and motivate contributions from private sources as well as windfall grants from the Federal government. (The City could

actually motivate the organization of fund raising by issuing its commitment to build the capital improvements subject to some matching amount received from private sources, the reasoning being that the Indian Center should have a substantial endowment at the outset.)

The following time sequenced list of milestones is a recommended plan to achieve an Indian Center opening on January 1, 1976. The time frames shown are realistic - the real unknown at this point is the amount of time required to raise the money.

<u>Target Date</u>	<u>Activity</u>
January 1, 1974	Begin Feasibility Study (In collaboration with National Park Service)
January 31, 1974	Indian Center objectives defined and approved by MAAIC
March 31, 1974	Finish Feasibility Study - present to City Commission and request capital improvement financing.
April 30, 1974	Receive letter of intent from City of Wichita.
May 1, 1974	Begin to recruit Executive Director of Indian Center and begin to organize fund raising effort. Begin to negotiate Architectural contracts.
June 1, 1974	Hire Executive Director. Finalize and execute architectural contracts.
September 1, 1974	Begin construction.
March 1, 1975	Hire Curator.
June 30, 1975	Complete Construction.
July 15, 1975	Staff expansion.
January 1, 1976	Open Indian Center.



mid-america all-indian center, inc.

P.O. BOX 1638 / 1650 EAST CENTRAL / (316) 262-0489 / WICHITA, KANSAS 67214

January 22, 1974

Ms. Marjorie L. Taylor, Chairman
Metropolitan Area Planning Commission
City Building Annex
Wichita, KS 67202

Dear Ms. Taylor:

Since our organization in 1969, Mid-America All-Indian Center's goal has been to establish a permanent Indian Center in Wichita to direct programs for urban Indians in this region and to preserve and perpetuate the cultural heritage and customs of all Indian people. The enclosed brochures (for Planning Commissioners) summarize the scope of the proposed Indian Center.

In 1973, the Wichita Bicentennial Commission endorsed the Indian Center as a goal of Wichita's Bicentennial Program. With the assistance of the Bicentennial Commission, the planning of the proposed Indian Center has made significant progress. We have received technical planning assistance from the Smithsonian Institution and National Park Service and have been included as an integral part of the South Central Kansas Tourism strategy. In the planning process, we have defined the capital improvement and operative requirements of the proposed Indian Center.

The proposed Capital Improvements Program, 1974-1979, has not included funds for Bicentennial programs in general or the Indian Center in particular. I would like to present our plans to the Planning Commission for their consideration at the January 24, 1974, review of the proposed CIP. I will call MAPD Thursday for instructions as to time and place.

Sincerely yours,

Jay R. Hunter
Jay R. Hunter
Executive Director

JRH:pw

cc Robert Lakin, Director of Planning



Exec. Dir.
JAY R. HUNTER
Wichita

Chairman
HOLLIS STABLER
Omaha

Vice-Chairman
JOHN LEVI
Anapaha

Secretary
JAMES SHAW
Topeka

G. A National Information Center for Indian people and non-Indians that produces news-letters, publications of original and other works, and tribal information.

Finally, such an urban Center would seek designation as an official agency for Federal grants and other funds (including those pertaining to tribal rights and benefits) for individuals and groups of Indian people requiring such information and assistance.

Development of the National Center

During 1973, significant progress has been toward the realization of permanent facilities for the Social Service Center and National Cultural Heritage Museum. The proposed multi-facility Center will be located in the area of the confluence of the Big and Little Arkansas Rivers. The Center will contain three major components:

1. National American Indian Cultural Museum and Library on the point and at the confluence of the two rivers. (An ink sculpture by artist Blackbear Boxin is currently being erected at this location.)
2. Social Service and Educational Center to be located in the Art Museum Building upon completion of the new Art Museum facility in downtown Wichita.
3. Ceremonial and future arena area in South River-side Park.

This Indian Center concept has received support from the Park Board and Water Department with regard to making the proposed sites available. The Wichita Urban Renewal Agency and Wichita Bicentennial Commission are currently assisting in planning activities. Locally, the proposed Center has been endorsed by the Chamber of Commerce and the South Central Kansas Economic Development District. Nationally, the American Indian Travel Commission has passed a resolution endorsing Wichita as the site of the American Indian Hall of Fame.

All of these developments have brought the dream of the Indian Center closer to reality. Nationally recognized museum professionals have agreed to assist in detailed planning of the proposed museum. It is anticipated that a comprehensive planning and feasibility study will be completed early in 1974, at which time all appropriate sources of financing will be explored. It is the goal of the Mid-America All-Indian Center to open Cultural Heritage Center to the public in early 1976, the Bicentennial Year.

Increasing requests for instruction in arts and crafts and speeches and demonstrations indicate not only interest in Indian culture but a growing awareness of the Center itself.

A constantly increasing flow of Indian people requesting aid, or looking for involvement and cultural identity, reflects the need for expansion of both facilities and programs. The growing number of non-Indian visitors to the Center—even with its limited facilities—indicates a demand for a multi-service, dynamic complex with the authentic story of Indian culture told by the Indian people themselves.

Goals and Objectives

The goals of those Indians who have accepted the responsibility of forming this Center, and the non-Indians who have assisted them are the same today as they were in 1969. Underlying the following goals is the realization that Indian people respond best to other Indian people, and that the immediate as well as the long-range goals listed are directed toward self-determination.

- I. An Urban Social Service Center - to provide clothing, food and shelter where needed; to develop resources for education, employment, legal and medical services and to establish programs for alcoholism and problems affecting Indian people caught in the conflicts between Indian and non-Indian cultures, or between reservation life and life in an urban society.
- II. A National Center for preserving and perpetuating the cultural heritage and current tribal cultures of all Indian people. This National Center should provide performance areas as well as education and instructional facilities. Projects and programs include:
 - A. A National Museum of the North American Indian.
 - B. A Library of the North American Indian, including history and contemporary studies in multi-media forms.
 - C. Programs for instruction, exhibition and sale of Indian arts and crafts and other creative activities.
 - D. Programs for instruction and performance of tribal dances.
 - E. Indoor and outdoor arenas for the National Pow Wow, seasonal dances; revival of Indian games and contemporary recreations; social meetings and feasts; seminars and conferences; and exhibition areas.
 - F. An indoor permanent exhibition area showing authentic Indian lodgings and living areas representative of tribal cultures nationwide.

National Center for Indian Social Services and Cultural Heritage



Mid-America All-Indian Center, Incorporated

Approximately 3,000 Indian Americans representing 42 tribes live in the Wichita area. In 1969, Mid-America All-Indian Center, Inc., a non-profit corporation, was formed by members of the Indian community. The organization is the result of a new unity among representatives of various tribes, a desire to serve the needs and hopes of all Indian people, and a willingness to share and perpetuate the Indian cultural heritage with the non-Indian community.

Activities of the Center

The first public function of the Center was the first Annual Mid-American Pow Wow in July, 1969, which drew enthusiastic participation by hundreds of Indian people from several states. The three-day annual Pow Wow led to seasonal dances and other social events during the winter and spring. All of these have experienced ever-increasing participation and attendance by non-Indians.

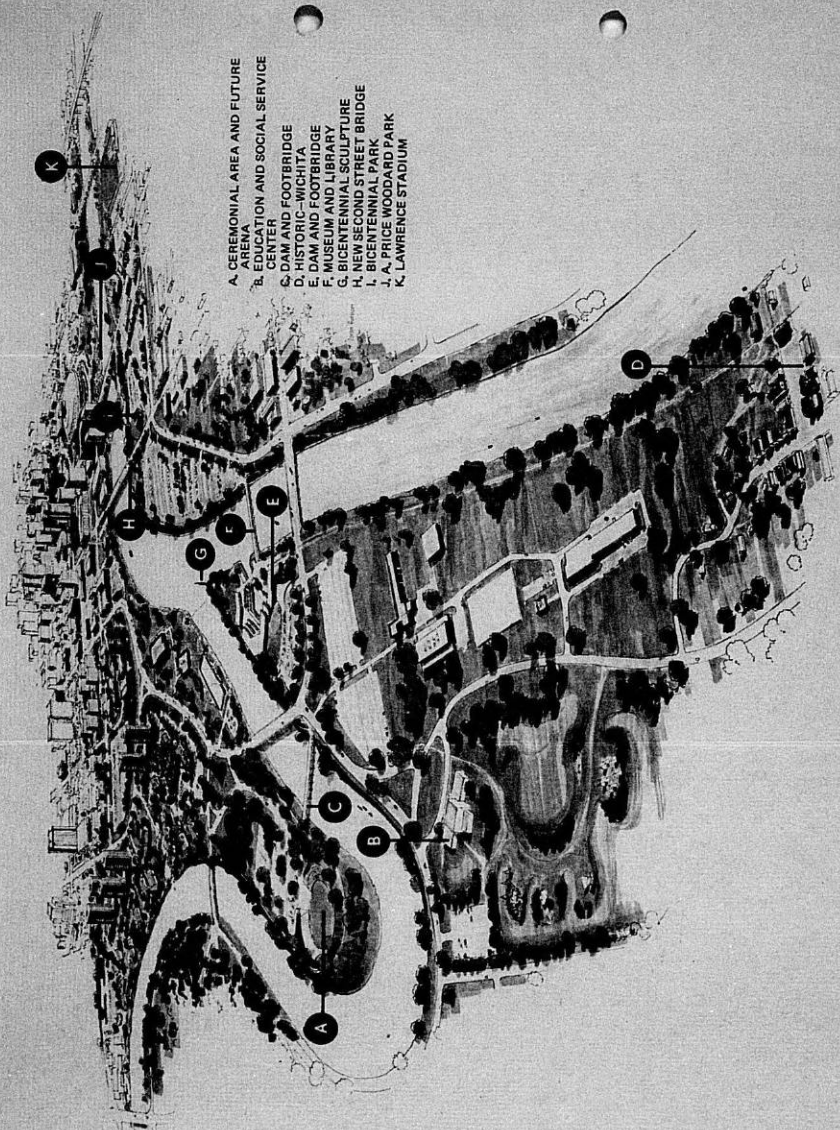
An annual Thanksgiving Feast has provided another opportunity for the Indian people to join the non-Indian community. A party for Indian children has become a regular part of the Christmas season.

A major step forward for the Mid-American All-Indian Center occurred with the opening of offices at 1650 East Central in Wichita during January, 1973. For the first time, at a location open to the public, Indian people have been able to provide limited services for Indians in the Wichita area. The Indian Service Center, operated by the Wichita's Council of Churches, now operates from the Center and meets immediate needs of Indian families by providing donated food and clothing.

Another activity of the Center is the publication of the Mid-America Indian Newsletter which keeps both Indians and non-Indians abreast of activities.

Counseling is one of the Center's most important functions, and Indian people of all ages seek advice and assistance in many areas. Several counseling services are available at the Center:

- A grant from the Labor Department permits a staff member to help Indian people, particularly youth, find employment and obtain job training.
- A Legal Aid representative is at the Center one day a week.
- A similar program of medical assistance is being developed with requests for help running well ahead of referral agencies
- An Ai-Anon group meets weekly to advise families of alcoholics.



BROCHURE PREPARATION BY MID-AMERICA ALL-INDIAN CENTER, WICHITA URBAN RENEWAL AGENCY AND WICHITA AMERICAN REVOLUTION BICENTENNIAL COMMISSION

PROJECT REQUEST FORM

CIP 1974-1979

1. PROJECT CATEGORY Traffic Engineering		2. PROJECT TITLE Traffic Signals					
3. LOCATION see attached list		4. PROJECT HISTORY NEW <input type="checkbox"/> REVISED <input checked="" type="checkbox"/>	5. LAST ASSIGNED PROJECT NUMBER				
6. DESCRIPTION AND JUSTIFICATION (Need and Purpose)							
7. RELATION TO OTHER PROJECTS (Federal, State, Local) see attached list							
8. ANNUAL OPERATING COST n/a		9. ADDITIONAL PERSONNEL REQUIRED n/a					
10. ANTICIPATED REVENUES none		11. ESTIMATED LIFE OF NEW FACILITY 20 years					
12. STREET WIDTH NEW n/a OLD n/a		13. AGE n/a	14. TRAFFIC COUNT (24 hr. vol.) n/a				
15. EXISTING SURFACE CONCRETE <input type="checkbox"/> ASPHALT W/BASE <input type="checkbox"/> ASPHALT MAT <input type="checkbox"/> GRAVEL <input type="checkbox"/> DIRT <input type="checkbox"/> UNOPENED <input type="checkbox"/>		16. REQUIRED RIGHT OF WAY OR AREA EXISTING _____ REQUIRED _____ 17. CONDITION GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR <input type="checkbox"/> n/a HAZARDOUS <input type="checkbox"/>					
18. PROJECT COSTS (In Thousands)							
	1974	1975	1976	1977	1978	1979	AFTER 1979
GENERAL OBLIGATION							
Major Streets	\$353,000	\$122,500	\$169,500	\$202,000	\$119,500	\$287,000	
Urban System	88,000	147,300	120,900	128,400	143,400	97,500	
TOTAL	\$441,000	\$269,800	\$290,400	\$330,400	\$262,900	\$384,500	
19. RECOMMENDED FINANCING (SPECIFY PERCENTAGE OF EACH PROJECT AS TO TYPE OF FUNDING)							
G.O. CITY AT LARGE _____		G.O. SPECIAL ASSESSMENT _____		REVENUE BONDS _____		OTHER _____	
STATE AID _____		FEDERAL AID _____		URBAN SYSTEMS _____		SECONDARY ROAD SYSTEM _____	
TOPICS PROGRAM _____		PUBLIC BUILDING COMMISSION _____		URBAN RENEWAL AGENCY _____			
20. STATUS OF PROJECT:							
NOT STARTED <input type="checkbox"/>		SURVEYS COMPLETED <input type="checkbox"/>		PRELIMINARY PLANS COMPLETED <input type="checkbox"/>			
FINAL PLANS COMPLETED <input type="checkbox"/>		UNDER CONTRACT <input type="checkbox"/>		COMPLETED <input type="checkbox"/>			
21. IS THE PROJECT INCLUDED IN THE ADOPTED MASTER PLAN? YES <input type="checkbox"/> NO <input type="checkbox"/>							
22. PREPARED BY:							
Division				Department			

Traffic Signals Required
under Capital
Improvements Program

	1974	1975	1976	1977	1978	1979	Total Project Cost	Method of Financing	MS Number
Harry and Meridian School	X						17,500	GO	--
Harry and West	X						17,500	GO	--
Kellogg and Webb to 12' + Controller	X						12,000	GO	--
Kellogg and Bonnie Brae to 12"	X						4,000	GO	--
Kellogg and Heather to 12'	X						4,000	GO	--
Kellogg and Woodlawn split Harry	X						9,000	GO	--
Central and Woodchuck School	X						4,250	GO	--
21st and Estelle	X						4,250	GO	--
Harry and K-42 Flasher		X					18,000	GO	--
13th and Ridge Road - PortAS		X					25,000	GO	--
29th and Arkansas							17,500	GO	2 + MS 146 B
Harry and K-15		X					15,000	GO	22
Harry and Hydraulic		X					20,000	GO	22
West and K-42			X				15,000	GO	32
Seneca and MacArthur			X				22,500	GO	49
Seneca and 47th			X				22,500	GO	49
Seneca and 55th				X			25,000	GO	50
Hydraulic and MacArthur				X			15,000	GO	52
Hydraulic and 47th				X			25,000	GO	52
21st and Woodlawn					X		22,500	GO	59
37th and Broadway						X	25,000	GO	65
K-15 and Mt. Vernon	X						17,500	GO	68
Hydraulic and Mt. Vernon	X						22,500	GO	68

① - 6 74 → X

+ MS 146 B

Traffic Signals Required under Capital Improvements Program	1974	1975	1976	1977	1978	1979	Total Project Cost	Method of Financing	MS Number
Central and Washington						X	\$ 20,000	GO	72
17th and Mosley				X			22,500	GO	91
Central and Ridge	X						22,500	GO	96
Maple and McLean						X	20,000	GO	99
Mt. Vernon and Market						X	20,000	GO	106
Mt. Vernon and Broadway						X	20,000	GO	106
Mt. Vernon and Topeka						X	20,000	GO	106
Mt. Vernon and Emporia						X	20,000	GO	106
Mt. Vernon and St. Francis						X	20,000	GO	106
Mt. Vernon and Washington						X	20,000	GO	106
31st and Oliver					X		20,000	GO	108A
37th and Arkansas						X	22,500	GO	113
Hillside at Murdock, Elm & Central	X						30,000	GO	118
Lincoln and Hydraulic			X				22,500	GO	120
Kellogg and Armour	X						22,500	GO	126
Kellogg and Rock Road	X						25,000	GO	128
Rock Road and Lincoln	X						15,000	GO	128
Central and Rock Road				X			22,500	GO	129
Tyler Road and Kellogg					X		20,000	GO	130
Tyler Road and Maple					X		22,500	GO	130
Tyler Road and 13th				X			22,500	GO	132
West Street and 31st			X				22,500	GO	133
Pawnee and West			X				22,500	GO	134
21st and Arkansas						X	22,500	GO	146B

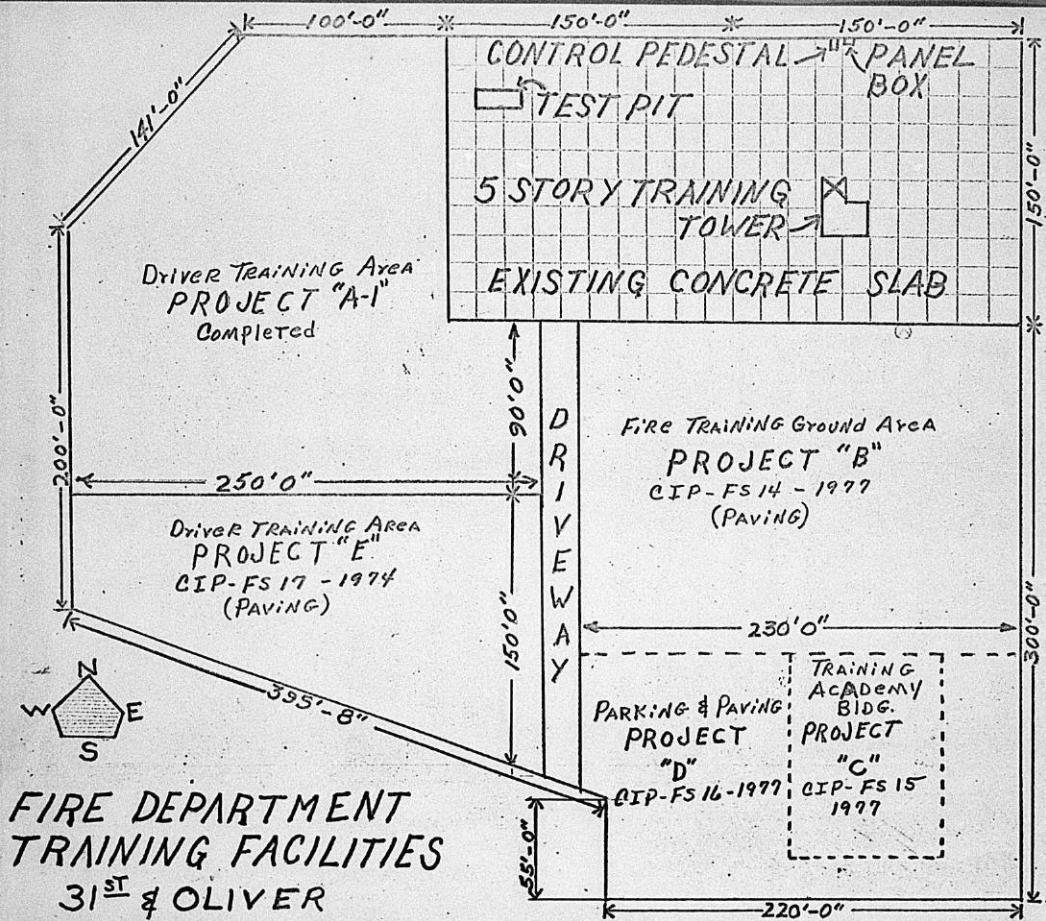
<u>Traffic Signals Required under Capital Improvements Program</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>Total Project Cost</u>	<u>Method of Financing</u>	<u>MS Number</u>
2nd and Waco			X				\$ 10,000	GO	171
2nd and Water			X				10,000	GO	171
2nd and Main			X				10,000	GO	171
Pawnee and Rock Road	X						20,000	GO	173
2nd and McLean				X			15,000	GO	174
Main and Douglas	X						10,000	GO	176
Main and First	X						10,000	GO	176
Main and Second	X						10,000	GO	176
Main and Third	X						10,000	GO	176
Main and Central	X						10,000	GO	176
Main and Murdock		X					10,000	GO	177
Harry and Woodlawn				X			20,000	GO	179
23rd and Broadway					X		20,000	GO	180
Maple and Ridge					X		25,000	GO	181
Kellogg and Greenwich				X			22,500	GO	195
2nd and Sycamore					X		22,500	GO	212
1st and Waco		X					22,500	GO	213
Kellogg and West	X						26,000	GO	228
School signals as needed	X						12,000	GO	--
School signals as needed		X					12,000	GO	--
School signals as needed			X				12,000	GO	--
School signals as needed				X			12,000	GO	--
School signals as needed					X		12,000	GO	--
School signals as needed						X	12,000	GO	--

<u>Urban System</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>Total Project Cost</u>	<u>Method of Financing</u>	<u>MS Number</u>
Geo. Wash. Blvd. and Harry	X						\$ 28,000	\$14,000 Federal GO	71
Geo. Wash. Blvd. and Hillside	X						25,000	12,500 Federal GO	71
Geo. Wash. Blvd. and Mt. Vernon	X						28,000	14,000 Federal GO	71
Grove and Douglas		X					25,000	17,500 Federal GO	157
Grove and First		X					25,000	17,500 Federal GO	157
Grove and Second		X					25,000	17,500 Federal GO	157
Grove and Central		X					25,000	17,500 Federal GO	157
29th and Amidon			X				25,000	17,500 Federal GO	36
37th and K-96			X				25,000	17,500 Federal GO	36
31st and McLean		X					25,000	17,500 Federal GO	122
McLean and MacArthur		X					25,000	17,500 Federal GO	122
Geo. Wash. Blvd. and Bayley	X						25,000	12,500 Federal GO	185

<u>Urban System</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>Total Project Cost</u>	<u>Method of Financing</u>	<u>MS Number</u>	
K-15 Signalization and improvement from Pawnee to 31st Street. New signal at Wassall.	X						70,000	35,000 35,000	Federal GO	219
18 School crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual		X					216,000	151,200 64,800	Federal GO	-
19 School Crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual			X				228,000	159,600 68,400	Federal GO	-
19 School crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual				X			228,000	159,600 68,400	Federal GO	-
19 School crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual					X		228,000	159,600 68,400	Federal GO	-
Traffic signal and pavement marking improvements at 31st and Seneca					X		50,000	35,000 15,000	Federal	- ms 150
Optically programmed signals at left turn bays and skewed intersections		X					125,000	87,500 37,500	Federal GO	-
Optically programmed signals at left turn bays and skewed intersections			X				125,000	87,500 37,500	Federal GO	-

<u>Urban System</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>Total Project Cost</u>	<u>Method of Financing</u>	
Modernization of CBD traffic signals				X			\$200,000	\$140,000 60,000	Federal GO
Computerization study of signal systems					X		100,000	70,000 30,000	Federal GO
Modernization of traffic signals to comply with 1971 MUTCD					X		100,000	70,000 30,000	Federal GO
Modernization of traffic signals to comply with 1971 MUTCD						X	100,000	70,000 30,000	Federal GO
Interconnection and coordination of signal system groups					X		125,000	87,500 37,500	Federal GO
Replacement of obsolete equipment with solid state equipment						X	100,000	70,000 30,000	Federal GO

use 1 -
~~cut hand~~
Poh hand
off hand Parker
Harry





THE CITY OF WICHITA

OFFICE OF PARK BOARD

DATE January 5, 1974

TO Mr. Ralph Wulz, City Manager, and the CIP Administrative Committee

FROM H. Jay Setter, Director

SUBJECT Land Acquisitions, Park Board - Bond Issues

In order to put the subject of park land acquisition in its proper perspective as it relates to the capital improvement program and city development, I submit the following for your consideration.

Considerable land has been acquired since 1969, some highly desirable and some possibly of a lesser degree. Maximum use was made of available matching Federal funds as the past five years indicate.

	<u>Park Bonds Issued</u>	<u>Land Acquired</u>	<u>Percent of Annual Issue</u>
1969	\$555,400	\$164,025	29.53%
1970	\$600,000	\$ 90,000	15.00%
1971	\$600,000	\$225,522	37.58%
1972	\$600,000	\$140,895	23.48%
1973	\$600,000	\$ 83,000	13.83%
1974	\$600,000	-0-	-0-

As previously stated, due to the non-availability of matching grants, higher priorities, and the relocation of the park shops, land was eliminated in 1974. This, however, is not ipso facto, undesirable, or negative.

As of 1962 and a few years thereafter, the land area of the city versus park land and population was somewhat out of proportion relative to national desirable standards. (1 acre per 100 persons.) From 1962 through 1972 park land increased from 1,405 acres to 2,652 acres or 47%. During the same period, the land area of the city increased 11.80 square miles, or approximately 13%. The population, although varying from time to time, actually decreased by approximately 1.4%. As I have also stated on previous occasions, some people actually think we have too much land already, and especially those who consider only the aspect of it being off the tax rolls.

Mr. Wulz

- 2 -

January 5, 1974

	<u>Park Acreage</u>	<u>City Area Sq. Mile</u>	<u>City Population</u>	<u>Acres/ Person</u>
1962	1405	79.20	267,516	190
1963	1418	81.50	274,600	193
1964	1418	81.50	276,431	194
1965	1576	81.50	279,122	177
1966	1836	82.88	280,013	152
1967	1994	83.30	281,110	141
1968	2007	84.26	282,400	140
1969	2257	86.51	282,989	125
1970	2424	89.20	276,554	114
1971	2531	90.50	263,297	104
1972	2652	91.00	263,801	99.5

Heretofore in the capital improvement programs, as well as the bond resolutions, the proposed land acquisitions have been described in some detail, which in fact limits the use of the bond funds for any land other than that actually described. This has become a problem since we are not sufficiently clairvoyant to anticipate which direction or which area of the city is going to develop first and be annexed. With us it's generally an after-the-fact situation.

I have requested an opinion from Mr. Lawrence Curfman, which, if he concurs with me, will permit us to inject into the annual bond issue a certain amount or percentage for land acquisition without having to legally describe it or pinpoint it to a given area. This would then give us the flexibility to maintain these bond proceeds in a land acquisition account or fund which could be used to match Federal grants, purchase surplus land from other governmental agencies as it becomes available, and/or buy land from developers at the time it is platted, developed, or annexed to the city.

To my knowledge, the Board of Park Commissioners has not, within the last two and one-half years been offered any land pursuant to existing subdivision regulations (Article 7, Sections 105(A) and (B)); however, I assume that in the future years, this procedure could be established.

If anyone has any questions concerning this matter, please do not hesitate to call. Likewise, your comments and views, if any, will be appreciated.

HJS:g

H. Jay Setter, Director



from: Coleman

date: 12-21-73

admin. adv. plans com. dev. social graphics

- | | | | | |
|---|-------------------------------------|-------------------------------------|-----------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Rubin | <input type="checkbox"/> Stockwell | <input type="checkbox"/> Cohn | <input type="checkbox"/> Mitchell | <input type="checkbox"/> Pierce |
| <input type="checkbox"/> Deben | <input type="checkbox"/> Looney | <input type="checkbox"/> Lytle | <input type="checkbox"/> Fortusch | <input type="checkbox"/> Barber |
| <input type="checkbox"/> Rubin | <input type="checkbox"/> Young, Don | <input type="checkbox"/> Young, Bob | <input type="checkbox"/> Cole | <input type="checkbox"/> Garland |
| <input type="checkbox"/> Roberts | <input type="checkbox"/> Shan | <input type="checkbox"/> | <input type="checkbox"/> Kaiter | <input type="checkbox"/> King |
| <input type="checkbox"/> Lister | <input type="checkbox"/> Coleman | <input type="checkbox"/> Shirley | <input type="checkbox"/> Gibson | <input type="checkbox"/> Palo |
| <input type="checkbox"/> Wagner | <input type="checkbox"/> Howbaker | <input type="checkbox"/> Nowby | <input type="checkbox"/> Balson | <input type="checkbox"/> Brown |
| <input type="checkbox"/> Love | <input type="checkbox"/> Darrow | <input type="checkbox"/> Richter | <input type="checkbox"/> Ilzner | <input type="checkbox"/> Crook |
| <input type="checkbox"/> | <input type="checkbox"/> Houston | <input type="checkbox"/> Mc Murry | <input type="checkbox"/> Azim | <input type="checkbox"/> Ilvesey |
| <input type="checkbox"/> | <input type="checkbox"/> Carlman | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Ross |
| <input type="checkbox"/> | <input type="checkbox"/> Malbone | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> Palos | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> Lynch | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> Maxwell | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> Braun | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> Nelson | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> Dira | <input type="checkbox"/> | <input type="checkbox"/> | |

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> all staff | <input type="checkbox"/> information |
| <input type="checkbox"/> comment | <input type="checkbox"/> files |
| <input type="checkbox"/> note & return | <input type="checkbox"/> signature |
| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks: INFO YOU REQUESTED
CONCERNING PARKS &
T-35W FOR CIP.

John T9105

PARK BOARD LAND ACQUISITION EXPENDITURES
(Excludes Airport Operations)

Over the last six years the Park Board has expended 1.2 million dollars for land acquisition, or in other words an average of \$200,000 per year. A substantial proportion of this money was acquired through Federal Open Space Grants, (less than 50%).

	<u>\$ for Land Acq.</u>	<u>Total Park and Rec. Exp.</u>
1967	\$ 253,811	\$ 2,299,000
1968	603	1,919,026
1969	1,934	1,934,577
1970	240,238	2,472,724
1971	532,446	2,562,837
1972	<u>206,503</u>	<u>3,602,319</u>
 TOTAL	 \$1,235,535	 \$14,790,483

Average % of Expenditures of Land Acquisition 8.4%

CANAL ROUTE LOCAL MATCH

Presented below is an estimate of the local match requirement associated with the recreational development of the I-35W project. The estimate of \$363,000 does not include development of the northern or southern sections for which the Federal Highway Administration and the State Highway Commission will not share costs. The additive alternates are items which are considered local responsibilities only and therefore there is no federal or state participation on these. Our best estimate for scheduling the expenditure of Canal Route monies would be 1975 and this could continue through 1980.

Basic System

	<u>Total Cost</u>	<u>Local Match</u>
Plant Material	\$1,086,884	\$108,684
Earth Mounding	63,024	6,300
Bike Paths	331,032	33,100
Bridges	72,945	7,300
Lighting	456,277	45,600
Irrigation	893,024	89,300
Fencing	320,264	32,000
Chain Barrier	144,000	14,400
Signing	95,000	9,500
Recreation Areas	<u>166,950</u>	<u>16,950</u>
TOTAL	\$3,629,400	\$363,000

77/78/79

Additive Alternates

	<u>Total Cost</u>	<u>Local Match</u>
Underpasses	\$ 424,800	\$424,800*
Lighting	400,000	400,000
TOTAL	\$ 824,000	\$824,800

*This to be part of canal lining cost.

Site A	Segment	spaces	Sq Ft	Cost
	1	403	108,000	\$135,000
	2	391	105,000	\$131,250 and \$40,000 ^{improvement}
	3	119	32,000	\$40,000
	4	92	26,000	\$32,500
		1,010		

Site B	spaces	Sq. Ft.	Cost \$2.00/sq ft
	292	78,400	\$156,800

Site C	spaces	Sq Ft.	Cost
	346	92,800	No detailed appraisal, cost would be in excess of 3/4 million

Site D	spaces	Sq Ft.	Cost \$1.00/sq ft
	736	9197,500	\$197,500

2010 # 16/4d

138
200
338

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

PHONE 262-0611 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

December 19, 1973

Mr. Paul F. McGinnis
Executive Director
Metropolitan Transit Authority
1825 South McLean Boulevard
Wichita, Kansas 67213

Dear Pat,

We have received an initial response from Barry Lundberg, Manager of W. C. Gilman Company, regarding the "Bicentennial Transit Proposal". I am forwarding a copy of his letter for your information and files, and would summarize the points that Mr. Lundberg makes as follows:

1. He expresses support for the concept of a shuttle bus system for downtown Wichita. He states that a review of the proposal is within the scope of the current study, and specific items to be included in the review are noted. I might point out however, that our work schedule calls for transit system recommendations to be prepared by summer 1974 and therefore we would not be in a position to make any firm decisions regarding the proper mix of public transportation until that time.
2. He states on page two that "the MTA is proposing no fare"—therefore, the issue of patronage (hence revenue) is relatively unimportant". It is our understanding, however, that the "no revenue" provision would only be true for the two year demonstration period, after which local sources for funding the system would need to be identified.
3. Mr. Lundberg would recommend "incremental implementation" based on demand, rather than expending funds for a feasibility study. I think we need to discuss this item further.
4. He is doubtful that the project would qualify for demonstration monies, but he suggests that the MTA contact UMTA to determine the acceptability and the type of supporting documentation that would be required.

Page 2 - Mr. Paul F. McGinnis
December 19, 1973

5. He would be glad to broaden the scope of work and increase their budget to accommodate any additional work required.

As you know the consultants had planned on visiting us this week, but have had to postpone their trip. We intend to discuss this matter further with them, and we will keep you informed of any further developments on this and other matters pertaining to our mass transit planning studies.

Sincerely,

Bill Stockwell
Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:BAC:jl

Enclosure

cc: Helene Little, Chairman, Metropolitan Transit Authority
Keith Stevens, Metropolitan Transit Authority Member
✓ Robert A. Lakin, Director of Planning
Art Larsen, Langston, Kitch and Associates
Barry D. Lundberg, Manager, W. C. Gilman Company

December 12, 1973

Mr. Willard L. Stockwell
Chief Planner
Advanced Planned Division
Metropolitan Area Planning Department
City Building Annex
104 South Main Street
Wichita, Kansas 67202

Dear Bill:

Thank you for your letter of December 5, 1973--and the enclosures which describe the current status of the MTA's "Bi-Centennial Transit Proposal."

While we have not yet studied the routes or service plan in any detail, we certainly support the concept of a shuttle bus system for downtown Wichita. I'm sure that if the MTA had not already been at work on this idea our study would have developed a similar concept. Accordingly, we certainly view the review of the MTA plan as within the scope of our study. This review would include:

- Verification of route(s) vis-a-vis location of major traffic generators, traffic engineering constraints, etc.
- Determination of vehicle requirements to achieve both a five and a ten minute headway.
- Estimation of operating costs for both five and ten minute headways.
- Identification of the availability (and cost) of specially designed buses.



Mr. Willard L. Stockwell
December 12, 1973
Page Two

Additionally, the shuttle bus system would be coordinated with the ultimate transit program we developed for the community at large. Our overall scope and budget will not permit us to go beyond the above review, however. Fortunately, the MTA is proposing "no fare"--therefore, the issue of patronage (hence revenue) is relatively unimportant. In this case, concern regarding the amount of ridership is only pertinent in terms of system capacity. Rather than the MTA expending funds to have a "feasibility study" conducted, I would suggest incremental implementation. Then, if there is a complete lack of capacity at five or ten minute headways, more buses can be added if desired.

A month ago I would have given you a very pessimistic reading regarding the possibility of UMTA funding for such a demonstration grant. First of all, UMTA's position has been to devote demonstration monies almost exclusively to the development of new "hardware." Secondly, there are numerous examples of downtown shuttle bus operations throughout the country--causing UMTA to question "What are you trying to prove in Wichita?" However, the current energy crisis could re-orient UMTA's demonstration priorities.

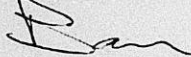
I would recommend the MTA, if they have not already done so, contact UMTA and discuss the Bi-Centennial Transit Proposal concept, and their interest in receiving federal assistance for its implementation. This would be valuable in several respects; first of all, UMTA's receptivity to such a proposal could be gauged, and secondly, the type of justification UMTA would require to support such a request determined.

If the justification required is beyond the level of effort we can put into it (as outlined above)--in combination with past MTA work--we would be pleased to discuss broadening our present scope of work and increasing our budget to allow for whatever detailed analysis and documentation of cost and benefits is required.

Mr. Willard L. Stockwell
December 12, 1973
Page Three

I look forward to discussing this in more detail with you next week. At that time we would appreciate having a detailed description of the routes and level of service (by route) planned for this shuttle system by the MTA.

Best regards,


Barry D. Lundberg
Manager

BDL:agh

WICHITA-SEDGWICK COUNTY

DATE

Return to Leland

November 9, 1973

METROPOLITAN AREA PLANNING DEPARTMENT

TO *hd* Board of City Commissioners
FROM Ross Wheeler, Chairman, Center City Steering Committee
SUBJECT Recommended CIP for the Center City Area.

The Center City Steering Committee held two sessions to review the Capital Improvements Program and to make recommendations to the City Commission, CIP Committee, Urban Renewal Agency and various City departments on CIP projects within or related to the Center City Area.

Please find attached the recommended priority listing and comments for your review and consideration.

RW:jl

Same Memo Sent To: The CIP Committee
Ralph Wulz
Don Anderson
Glen Dockery
Ray Bruggeman
Robert Lakin
Kenneth Kitchen
Gary Richert

COPY

CAPITAL IMPROVEMENTS PROGRAM PRIORITY LISTING

	PREVIOUS CIP PROJECT YEAR	STATUS
1a. <u>Storm Sewer Improvements</u> <u>First & Second Streets</u>	---	Not previously included in CIP.
1b. <u>Storm Sewer 2nd Street;</u> <u>River to Market.</u>	1977	This is a URA proposal which would be coor- dinated with priority 1a.
2. <u>B-64 1st and 2nd Streets-</u> <u>Railroad Underpasses.</u>	1976	This project is not feasible until storm sewer improvements (priority 1) are made.

3a. <u>MS-213 & 213A 1st Street</u> <u>Big Arkansas River to Waco,</u> <u>ROW, and Big Arkansas River</u> <u>to Water (Construction).</u>	1974	CCSC members agreed that projects 3a-3f should be considered together as they all relate to River development, the 1st and 2nd Street Bridge and the Bi-Centennial celebration. It was recommended that these projects be coor- dinated with Priority 2 as they involve the clos- ing of 1st and 2nd Streets. All of these projects need to be accomplished prior to 1976 if the Bi- Centennial Park is to be developed in this area. However, if the Bi-Centen- nial Park project is not initiated, some of these projects could be scheduled over a period of several years, however, projects involving street closings should be coordinated to minimize the time the streets are closed. *****
3b. <u>URA-2 Riverbank Improve-</u> <u>ments, Douglas Avenue to 2nd</u> <u>Street.</u>	1974	
3c. <u>Land Acquisition (URA</u> <u>Proposal); Bi-Centennial</u> <u>Site West of Arkansas River.</u>	1974	
3d. <u>B-41 1st and 2nd Street at</u> <u>Big Arkansas River.</u>	1974	
3e. <u>MS-174 2nd Street; Big</u> <u>Arkansas River to Dodge.</u> <u>(Construction).</u>	1976	
3f. <u>MS-171 2nd Street; Greenway</u> <u>to Main (reconstruction).</u>	1976	
4a. <u>Pedestrian Improvements</u> <u>Douglas Avenue; Main to</u> <u>Broadway</u>	1977	It is recommended that these projects be initiated during the same project year.
4b. <u>Pedestrian Improvements</u> <u>Douglas Avenue; Broadway</u> <u>to Emporia.</u>	1978	

- | | | |
|---|----------------------|---|
| 5. <u>E-7D Kellogg; Lulu to Topeka (ROW).</u> | 1974 | This will provide improved access to the downtown area and replace a deteriorating viaduct. |
| 6. AR: <u>New Museum</u>
AR1 <u>Construction</u>
AR2 <u>Plans</u>
AR3 <u>Land Acquisition</u> | 1975 | Action was taken by the City Commission to adopt a site south of the Library. URA has rescheduled East Douglas site acquisition for commercial redevelopment in 1978. |
| 7. <u>E-13 Inner Loop; ROW.</u> | 1976
1977
1978 | This project will provide access to and around the Center City, and lessen traffic congestion. |
| 8. <u>Urban Park</u>
North $\frac{1}{4}$ of block bounded by St. Francis, Douglas, R/R tracks and William. This area was proposed as a park in the East Douglas Study. | 1974 | The Salvation Army is willing to move from this area. The park would provide a setting for the "Old Town" development. |
| 9. <u>Pedestrian Improvements</u>
<u>Urban Park North $\frac{1}{4}$ of Block</u>
bounded by St. Francis, Douglas, R/R tracks & William. | 1975 | See No. 8. |
| 10a. <u>Old City Building (New Item)</u>
To bring building up to code standards.

Electrical
Sprinkler
Fire Exit
Mechanical | 1975 | 1975
These projects are considered together because of their relationship to Gaslight Park development. |
| 10b. <u>Police Building and Shop.</u> | 1975 | |
| 10c. <u>Site Development (for Gaslight Park).</u>

Construct Park
Engineering
Gaslight park is to be located at the site of the Old Police Building. | 1975 | These projects are considered as one priority number because of their relationship. |

11. Pedestrian Improvements
Old Town Square 1976

12. Land Acquisition Block bounded 1978 Revision of Number 10,
by Douglas, Emporia, 1st and CIP proposals. Com-
St. Francis. This site was mercial development is
previously proposed for the now proposed for this
new art museum. land.

13. B-63 Bridge at Maple and 1977 This project is a key
Arkansas River. in the further develop-
ment of proposed East-
West Circulation through
the core area.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

DATE
May 17, 1972

TO The Center City Steering Committee
FROM Richard L. Mathews, Planning Aide III, Advance Plans Division
SUBJECT Short Range and Long Range Pedestrian Circulation in Downtown Wichita

The Center City Steering Committee for the past several months has been evaluating short and long range development plans for the Central Business District (CBD) of Wichita. An integral part of the plans is a method of increasing interreactions between retail, office and public attractions. This involves reducing both the resistance to walking between attractions within the CBD and any possible resistance to long term parking expense by shoppers or employees.

The importance of distances can be seen in Table I, of the Appendix. This table shows measured walking distances in five cities. An approximate average curve is similar to the line representing Dallas. This indicates that 40% of those interviewed would walk 750 feet (.14 miles) while only 20% would walk approximately 1,250 feet (.24 miles). When these acceptable walking distances are compared with the following table of Wichita's CBD distances between major retail attractions, Wichita's pedestrian problem becomes evident.

TABLE II SHORT RANGE PLAN DISTANCES*

Attractions	Walking Distance (Feet)	Walk Time (Minutes)	Bus Time
Kiva Mall.....Topeka Street	1,765	7.0	2.5
City Annex Bldg....Topeka Street	1,260	5.1	2.0
Farm Credit Bank of Wichita.....Topeka Street	1,430	5.8	2.3
Macy's.....Topeka Street	750	3.0	1.2
Macy's.....Kiva Mall	1,670	6.7	2.7
Macy's.....Century II & Library	1,190	4.8	1.9
American Savings....Century II & Library	1,500	6.1	2.4

LONG RANGE PLAN DISTANCES*

Attractions	Walking Distance (Feet)	Walk Time (Minutes)	Bus Time
Administration Center.....Century II & Library	3,350	13.6	5.4
Penny's.....Century II & Library	1,880	7.6	3.1
Kiva Mall.....Possible Museum/Old Town Complex Area	2,500	10.1	4.1
Eastside Fringe Parking.....Macy's	2,950	12.0	4.7
Eastside Fringe.....Administration Center	6,150	24.9	10.0
Lawrence Stadium....Administration Center	5,700	23.1	12.0
Administration Center.....Macy's	3,000	15.0	7.6

* Walking Speed = 2.8 mile/hour (Average adult not handicapped or elderly)
 Bus Speed = 7 mile/hour

Major CBD retail activity stretches east and west on Douglas from the Kiva Mall to Topeka Street .33 miles away. The north and south pedestrian activity stretches from American Savings to Century II and the Library .284 miles apart. By 1980 these boundaries could range east and west from the Kiva Mall to the proposed museum/old town complex area .47 miles away and north and south from the Administration Center to Century II and the Library .64 miles away.

From the above table it can be seen that a "people mover" would cut pedestrian walk times in half for those attractions on the bus route. Given the degree of attractiveness of CBD destinations pedestrian activity would be stimulated by a reduction in travel times between destinations. Add to this, low cost long term parking and pedestrian movement in the CBD would increase.

The direct and spillover benefits resulting from fringe parking and pedestrian circulation are incurred by various entities. The City of Wichita gains financially with reduced hard core parking needs and the alternative of locating needed parking on less expensive land. Downtown merchants gain from increased retail and restaurant activity. There is a general increase in convenience to CBD employees and shoppers. Automobile travelers in the CBD benefit with reduced traffic and there-

fore improved travel times, reduced air and reduced noise pollution. In addition the Metropolitan Transit Authority's system could gain from the improved awareness of transit generated from the pedestrian circulation system.

In recognition of the public benefits derived from transit systems, there is evidence of a more conducive transit atmosphere in the Federal government. The result is a proposed amendment to the 1972 Housing and Urban Development Act which would amend the Urban Mass Transportation Assistance Act of 1964. This amendment, passed by the Senate and the House would change the existing 2/3 Urban Mass Transit Administration (UMTA) capital grant matching ratio to an 80-20 basis. The amendment also provides for operating assistance which could run from 7¢ to 8¢/passenger. Activity of this type at the Federal level lends a very favorable atmosphere to CBD pedestrian circulation planning.

EXISTING SYSTEM

- Route** The existing peak hour shuttle service is operated by the Metropolitan Transit Authority and runs from the Lawrence Stadium parking lot to the core area on the route shown on Map I. This route is serviced between 7:00 a.m. and 9:00 a.m. and 4:30 p.m. and 6:00 p.m. with 10-minute headways. The fare for the trip is 10¢.
- Buses** Two 1953 buses, purchased second hand in 1966, are used to maintain the shuttle service. In addition, the South Seneca and Friends University route buses service the parking lot on their way to and from the CBD. These buses have poor air-conditioning and heating systems, they have push-open back doors, and provide a rough ride throughout the shuttle route.
- Operations** - In 1971 the MTA received \$12,187 from their shuttle service operations. Based on the MTA's revenue figures as shown on Table III, one can see the variation of shuttle ridership between winter and summer. Ridership ranged from an average 418 passengers/day in the summer months (May-September) and 506 passengers/day in the winter months (October-April). To indicate the number of passengers generated from parked cars, a spot check was made one morning in March. There were 630 cars parked in the Lawrence Stadium lot by 9:00 a.m. which generated approximately 260 riders. These 260 riders represented 42% of the cars parked by 9:00 a.m. on that morning.

Total capacity of the Lawrence Stadium lot is about 980. Using the rough estimate of generation (42%) the existing system could be carrying a maximum of 410 passengers in the 7:00 a.m. to 9:00 a.m. period. This includes the parking area near the Metropolitan Baptist Church.

THE SHORT RANGE PLAN

Route After four months of evaluating the possibility of upgrading the shuttle system in Wichita's CBD, an initial short range system based on the existing east-west route has been determined feasible. Continuance and improvement of the existing system can best serve the short range pedestrian needs (1972-1975). This route is designed to serve major retail and office attractions in the CBD. As seen on Map II this route services from approximately 50 to 780 public parking spaces at each bus stop.

Buses The upgrading of the existing system entails the use of three 19-passenger buses running on 5-minute headways 12 hours a day (7:00 a.m.-7:00 p.m.). This would cut the existing headways in half and extend service to off-peak hours. These buses would provide comfortable air-conditioned rides and since these buses are only 21 feet long, they would be much easier to maneuver in traffic. The use of small attractive buses can add to the pedestrian atmosphere of the CBD.

Several companies are currently manufacturing small buses for shuttle bus and pedestrian circulation systems. GMC, a traditional bus manufacturer, is currently investigating the possibilities of adding a small bus to their product line. With the national accent on pedestrian circulation systems, the availability of small buses should increase.

Currently, the companies of Ward Bus Body, Flexible, Mercedes Benz, Mini-bus, and Highway Products offer suitable sized buses for CBD pedestrian circulation systems. Table IV provides costs data on each unit, three units for the short range plan and two additional units for the long range plan. Urban Mass Transportation Administration (UMTA) capital grants of $2/3-1/3$ could be obtained for the purchase of these buses, with the $1/3$ to be supplied locally. These units range from \$12,900 for the 14-passenger Ward Bus Body bus to \$17,000 for the 25-passenger Highway Products bus. Total cost for the short range program ranges from \$39,000 to \$51,000 for the three buses. Under the present $2/3$ UMTA matching program the three

buses would cost the City from \$12,900 to \$17,000. Under the proposed 80-20 matching program this system would cost from \$7,700 to \$10,000. The acquisition costs of these buses are considerably smaller than the 45-passenger GMC buses being purchased by the MTA at \$35,000 per unit.

Operations - In determining operating costs, operation data was collected from the Wichita MTA, Minneapolis, Washington, D.C., and several other cities with CBD shuttle systems. Special reports on pedestrian circulation systems were also utilized. Based on a twelve hour day with 80,900 miles per year, the total operating costs for three shuttle buses is roughly \$48,000/year. This is approximately \$.59/miles or \$.031/seat miles for a 19-passenger bus. These figures include all direct and indirect costs as detailed in Table V of the Appendix. These costs are similar to those projected in a study on 14 center city transportation systems done by Wilbur Smith and Associates.¹ These 14 cities ranged in size from New York, Chicago, and Los Angeles to cities the size of Charlotte, North Carolina and Trenton, New Jersey.

To project revenues for the short range system, the existing use of the Lawrence Stadium parking lot was extrapolated to capacity over three years. This was done to arrive at a maximum possible revenue figure from the lot. In addition, CBD route ridership was increased from two to five passengers per trip over a three year period to approximate retail and office growth. This pedestrian ridership figure represents an average over the total twelve hours of operation for the three buses and was arrived at by considering the existing CBD parking lot locations as shown on Map II. Based on 10¢ fares, the total revenue from the first year of operation is approximately \$24,000 and increases to about \$39,000 by the third year of operation. Given a proposed UMTA operating subsidy of 7¢ to 8¢ per passenger, operating revenue could range from \$41,900 the first year of operation to \$68,000 in the third year of operation. This would allow the system to operate at a profit after the first year of operation which includes the initial capital outlay.

Equipment

Evaluation - In evaluating buses to be used in a CBD pedestrian circulation system a general screening was first made. This was based on the criteria of maneuverability in traffic, easy entrances and exits from the bus, general attractiveness, and

¹ F.J. Devaney, "Planning Requirements for People Movers",
Wilbur Smith and Associates, October 26, 1971.

being manufactured by an experienced firm. Buses meeting these criteria ranged in size from 14 to 25-passenger capacity.

To evaluate these buses, a cost-benefit method of analysis was used to deal with the costs and revenues accruing over a five-year period. A five-year period of operation was considered predictable with reasonable certainty for both the cost and revenue or benefit streams of the project. Cost and benefit streams are the monetary costs and revenue receipts incurred each year over a five-year period. This method involves discounting each bus' cost-benefit streams back to the investment date (1973). The total present value of the cost stream was then subtracted from the total present value of the benefit stream to arrive at a present worth for each investment. Present worth is the value (benefit minus cost) of a five-year investment project at the date of implementation.

Based on a 2/3 UMTA capital grant, Lawrence Stadium and CBD ridership revenue at 10¢ fares, and an initial operating cost of \$48,000, none of the buses showed a positive present worth. Therefore the minimum negative present worth was used for evaluating each bus investment. It should be noted that acquisition and operating costs were compared only to those benefits quantifiable in monetary terms. Had benefits other than derived revenues been quantified and compared to the system's cost, higher present worths may have developed. For example, reduced CBD traffic, improved travel times, reduced air and reduced noise pollution, increased trade, increased pedestrian convenience, and public awareness of Wichita's MTA system are all benefits unquantifiable in monetary terms within the scope of this study.

Table VI shows that present worths range from -\$100,067 over a five-year period for the 14-passenger Ward Bus Body proffer (four buses required) to -\$88,991 over the same period for the Mercedes Benz proffer. The ranking of buses remained the same when each stream was discounted at 3% and 7%. The second best entry was the Flxette with a -\$90,786 loss for five years. An entry whose cost has not yet been determined is the Mini-bus which, based on Washington, D.C.'s experience, should parallel the Flxette closely.

With only -\$1,795 difference in present worths between the Mercedes Benz and the Flxette, the diseconomies involved in maintenance of two diverse chassis must be considered. That is, the additional tools and knowledge involved in servicing the Mercedes Benz could easily cost more than the present worth difference of -\$1,795 over a five-year period. Although

Mercedes Benz would provide free training for mechanics, MTA officials expressed concern over parts distribution and mechanic turnover problems presented by the Mercedes Benz bus. Therefore the Flxette and possibly the Mini-bus are considered acceptable choices.

Alternative

Systems

Several different systems of revenue collection and scheduling were evaluated for implementation of the short range three bus pedestrian circulation system. These are based on the cost stream over a five-year period for a 19-passenger bus with an initial investment of \$15,000. These are as follows: (Table VII in Appendix)

- A - Three buses running twelve hours per day (7:00 a.m.-7:00 p.m.) with 4.7 minute headways and 10¢ fares collected upon entry into the bus. Present worth of five-year stream = -\$90,786.
- B - The above system amended by using three buses on peak hours (7:00 a.m.-9:00 a.m., 12:00 noon-1:00 p.m., 4:00 p.m.-6:00 p.m.) and two buses on off-peak hours (9:00 a.m.-12:00 noon, 1:00 p.m.-4:00 p.m., 6:00 p.m.-7:00 p.m.). Present worth of five-year stream = -\$70,405.
- C - System A with a fare increase to 15¢, using the Simpson-Curtin formula of demand elasticity for transit ridership. Present worth of five-year stream = -\$71,303.
- D - Provide free shuttle service but charge 15¢ per day to all cars parking in the Lawrence Stadium lot. The capacity of the lot, 980 cars, was reached in the first three years. Lot attendant salary of \$6,447 per year was used and inflated for the cost stream. Present worth of five-year stream = -\$100,146.
- E - The above system but charging 25¢ per day parking. Present worth of five-year stream = +\$256.
- F - Using bus schedules A or B and providing free Lawrence Stadium Parking, free bus service to and from the Stadium and free service throughout the downtown area. The total cost of operations would be covered by downtown retail and office establishments. Present worth of five-year stream = -\$230,781.

The advantage of the present worth method of cost-benefit analysis is that it allows a meaningful ranking of alternatives. The six alternatives given above can be ranked E, B, C, A, D, F.

Page 8
May 17, 1972
Pedestrian Circulation

On the basis of present worth, these alternatives are recommended in that order.

The above alternatives represent three possible methods of revenue collection. Systems A, B and C represent methods of direct user charges for the bus service provided to the rider. Systems D and E are indirect methods of collecting revenue by providing a complimentary service. Alternative F provides maximum promotion of the downtown area and is financed indirectly by those receiving monetary benefits from the system. Several variations of these three approaches exist but represent only minor amendments to, or combinations of the above six alternatives.

By eliminating the operation of one bus on off-peak hours as described in alternative B, first year operating costs are decreased by approximately \$9,000 while operating revenues are reduced by approximately \$3,000 from alternative A. Using only two buses on off-peak hours is recommended until an additional third bus is warranted for the system.

Alternative C is not recommended because of the high elasticity of ridership demand. The Simpson-Curtin formula (a 1% increase in fare results in a 1/3 of 1% decrease in bus ridership) could well understate the elasticity of a pedestrian circulation system's demand. This formula is based on city-wide transit and does not account for the competitiveness of walking that exists with a CBD pedestrian system. Therefore, a change from the existing system's 10¢ fare is not advisable.

Alternative E is not only the superior parking fee method of collection but is superior to the three user charge methods. This alternative is partially dependent on Lawrence Stadium parking improvements and cooperation between the Parks Department and the Metropolitan Transit Authority. The Metropolitan Area Planning Department is currently surveying the need for Lawrence Stadium improvements, after which a cost estimate of improvements can be prepared.

The premise of system F is to provide the downtown pedestrian with the convenience he would receive when using outlying shopping centers or office facilities. Providing free means of parking and circulation between downtown retail and office activity is expected to increase pedestrian activity in the downtown area.

Page 9
May 17, 1972
Pedestrian Circulation

The importance of dependable and constant service should be stressed at this point. These alternatives should not suggest variability in the system's operation after its implementation. Rather, these alternatives are presented to indicate possible means of operating a pedestrian circulation system and not methods to be experimented with after initiation of the system. The two exceptions are Systems A and B where 5-6 minute headways can be maintained on off-peak hours with two buses and 4.7 minute headways with three buses during peak hours.

The decision as to which bus and system is most desirable should be made by the MAPD and the MTA at the time of implementation. At which time a program of announcement and advertising should be established on the basis of available funds.

LONG RANGE PLAN

Long range development plans now being considered by the CCSC for the East Douglas area include Art and Historical Museums, an "Old Town", major retail stores and office activity. In addition, an Administration Center will be constructed at the southwest corner of Central and Main by 1974. Both areas of development will be large traffic generators and require means of pedestrian circulation. There will be a natural desire to move back and forth from the proposed museum center/old town area to Century II and from the Kiva to the new 4th National Bank retail shops.

To service the proposed East Douglas development the short range shuttle system should be extended eastward as needs dictate. For example, the renovation of Kassebaum's property and possibly the Ward's building will require the extension of the east-west shuttle further east on Douglas. As an East Douglas museum/old town complex becomes a reality and additional long term parking is warranted, a second fringe parking area east of the overpass should be established. The Center City proposals include several sites where this parking could be provided. It is expected that Federal assistance could be obtained for fringe parking from the Urban Renewal Agency and UMTA.

Extending the east-west shuttle service to an eastside fringe parking area would create a continuous three bus (five-minute headway) service between the two fringe parking lots. As shown on Map III this service would run east on Douglas and west on William. This would allow pedestrians to travel from the Kiva Mall to the area of the proposed museum/old town complex in 4.1 minutes or from the eastside fringe parking lot to Macy's in 4.7 minutes.

Page 10
May 17, 1972
Pedestrian Circulation

To service the Administration Center and north-south pedestrian traffic, a loop running on Main, English, Broadway and Central could be established with two buses running on five-minute headways. This loop, shown on Map IV, would allow pedestrians or employees to travel from the Administration Center to Macy's in 7.6 minutes or to Century II and the Library in 5.4 minutes. The north-south loop could also run on Market rather than Broadway as shown on Map IV. This will depend on the development occurring on these streets before 1975.

A total pedestrian circulation system is developed with these two loops interconnecting to provide service to the CBD as shown on Map V. For example, one could park in Lawrence Stadium and ride to Douglas and Broadway, transfer for free, and ride to the Administration Center in approximately 12.0 minutes. Coming from an eastside fringe parking lot one could reach the Administration Center in approximately 10 minutes.

With the addition of two buses for the north-south loop it is recommended by MTA officials that a back-up bus be purchased. This would make a total of three additional buses required for implementation of the long range plan. The cost of the additional three buses to the City would range from \$12,900 to \$17,000 with an UMTA 2/3-1/3 capital grant matching and between \$7,700 and \$10,000 with the possible 80-20 UMTA matching. (Table IV)

The operating costs for these two buses would be approximately \$28,067 per year. This is based on an eleven hour day (7:00 a.m.-6:00 p.m.) and the costs associated with the short range system (Table V). Given three passengers per trip (averaged over the entire day) and 10¢ fares, the revenue from operations would be approximately \$8,900 per year. This would leave a deficit of about \$19,000 per year. With an UMTA operating subsidy of 7¢ to 8¢ this deficit would amount to approximately \$12,500 per year.

Financing - The answer as to who should finance the operating deficit should be based on the externalities or spill-over benefits of the system. That is, all benefits other than those received by the rider himself. There are many types of support for transit systems in the country ranging from parking meter revenue to a cigarette tax. Unlike a city-wide transit service a pedestrian circulation system benefits a special area and services a select group. Therefore, financial support of such a system should encompass means which avoid a city-wide tax base. Methods of support involving select recipients of a

Page 11
May 17, 1972
Pedestrian Circulation

pedestrian circulation system include: direct user charges in the form of bus fares; indirect user charges in the form of parking fees; collection from retail and office operations for increased pedestrian traffic; and special district assessment based on derived benefits and possible increased land valuation.

A method of direct user charges would involve fares paid by riders for the service provided them by the circulation system. In order for this system to cover all costs of operations, using the ridership figures projected for a 10¢ fare, a fare of 20¢ would have to be charged. It is doubtful that a fare this large would attract the ridership necessary to cover operations costs. Alternatives A and B are based on 10¢ fares which only partially cover operations costs yet insure a more successful circulation system than the 20¢ fares. This method of support would require additional financing from the MTA, the City or downtown businessmen.

Charging indirectly for bus service through parking fees not only provides a profitable service but distributes the cost of the bus service to all persons using the lot. Core area parking lots and garages could participate in a park and ride program to replace the 10¢ fare for pedestrians parking within the CBD.

A third method of financing a pedestrian circulation system is total or partial support from downtown retail and office establishments. The difficulty of implementing this system is in determining a satisfactory proxy to base individual retail or office support. Suggested proxies are total annual sales for retail establishments and total number employed in office buildings or individual offices. A more general means of support could be collected through membership fees in Greater Downtown Wichita Inc.

Total support from the core area retail and office establishments would range from \$48,000 for operations plus \$9,000 to \$15,000 for bus acquisition the first year of operation to approximately \$59,000 the fifth year of operations. A means of partial support could be developed with the City paying the acquisition costs, the MTA paying 7¢ to 8¢ per passenger and the remaining operations costs being paid by retail and office establishments. This method would leave approximately \$30,000 the first year of operations and \$29,500 the fifth year of operations for the retail and office portion.

The fourth method of support, special district assessment, is normally not recommended where the possibility of user charge

Page 12
May 17, 1972
Pedestrian Circulation

support exists. Because of the current question of correct CBD assessment, the possibility of special district assessment for the pedestrian circulation system's support should be reserved until 1975 or 1976.

RECOMMENDATIONS

On the basis of this study it is recommended that the existing peak hour shuttle service be improved and developed into a pedestrian circulation system operating throughout the day. This recommendation comprises the replacement of the two existing 45-passenger buses with three small buses in order that the existing 10-minute headways be reduced to 5-minute headways. These buses should run on the MTA's current Lawrence Stadium Shuttle route until redevelopment in the East Douglas area warrants extending the route east beyond Topeka Street. This short range pedestrian circulation system should be implemented as soon as funding is available.

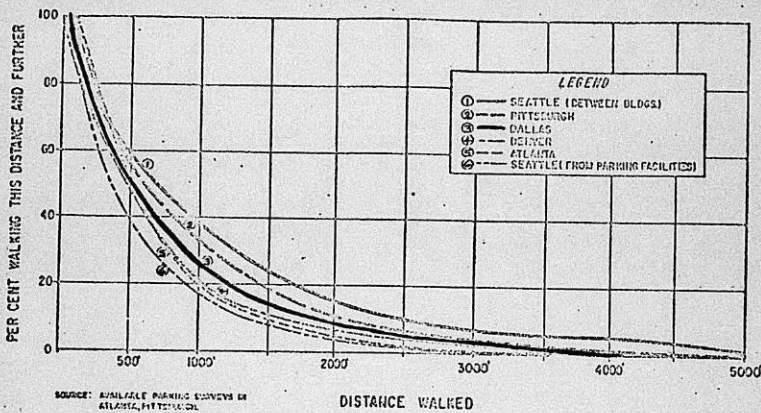
Long range (1975-1980) development of this system should proceed in response to added CBD pedestrian attraction. When developments in the East Douglas area such as the proposed museum/old town complex and Kassebaum's renovation projects warrant service, the short range route should be streamlined by eliminating the Water-1st-Main Street section and extending the route eastward on Douglas and William. When added parking for East Douglas area is warranted, an eastside fringe parking facility should be considered.

When the Administration Center is completed and pedestrian traffic between the Center and the hard core can support a bus service, a CBD loop could be established with two buses. This route could run on Central-Main-English-Broadway or Market depending on future development of the two streets.

The long range circulation system is dependent on the success of the short range system. The long range decision of extending the east-west service or implementing the north-south loop can be made on the basis of the short range system's operations and the state of pedestrian attraction at that time.

RLM:mq
attachments

TABLE I



WALKING DISTANCES IN THE CENTER CITY

The above graph was taken from "Planning Requirements for People Movers", a study done by Wilbur Smith and Associates. The graph shows the relationship between the percentage of people walking and the distance they walked. For example, 60% of those interviewed in Dallas walked approximately 375' while only 20% would walk 1250'.

Note the two extremes in the above set of curves were both measured in Seattle. The number (1) curve being a measure of between building walks and the number (8) curve being measured from parking facilities. An explanation of Seattle's large walking distances between buildings could be their system of elevators between certain buildings in hilly sections of the CBD.

TABLE II

SHORT RANGE PLAN DISTANCES*

Attractions	Walking Distance (Feet)	Walk Time (Minutes)	Bus Time
Kiva Mall.....Topeka Street	1,765	7.0	2.5
City Annex Bldg.....Topeka Street	1,260	5.1	2.0
Farm Credit Bank of Wichita.....Topeka Street	1,430	5.8	2.3
Macy's.....Topeka Street	750	3.0	1.2
Macy's.....Kiva Mall	1,670	6.7	2.7
Macy's.....Century II & Library	1,190	4.8	1.9
American Savings.....Century II & Library	1,500	6.1	2.4

LONG RANGE PLAN DISTANCES*

Attractions	Walking Distance (Feet)	Walk Time (Minutes)	Bus Time
Penny's.....Century II & Library	1,880	7.6	3.1
Kiva Mall.....Possible Museum/ Old Town Complex Area	2,500	10.1	4.1
Eastside Fringe Parking.....Macy's	2,950	12.0	4.7
Eastside Fringe Parking.....Administration Center	6,150	24.9	10.0
Lawrence Stadium.....Administration Center	5,700	23.1	12.0
Administration Center.....Century II & Library	3,350	13.6	5.4
Administration Center.....Macy's	3,000	15.0	7.6

* Walking Speed = 2.8 mile/hour (Average adult not handicapped or elderly)
 Bus Speed = 7 mile/hour

TABLE III

M T A REVENUE FROM SHUTTLE BUS SERVICE*

1971	<u>Month</u>	<u>Amount</u>
	January	\$ 1,253.00
	February ¹	866.00
	March	1,298.00
	April	1,105.00
	May	980.00
	June	925.00
	July	885.00
	August	869.00
	September	935.00
	October	945.00
	November	1,060.00
	December	<u>1,066.00</u>
	TOTAL	\$12,187.00 - 496 passengers/day

1972	<u>Month</u>	<u>Amount</u>
	January	\$1,086.00
	February	1,023.00
	March	<u>1,165.00</u>
	TOTAL	\$3,274.00 - 546 passengers/day

Summer months (May - September)

TOTAL - 45,940 passengers - 417.6 passengers/day

Winter months (October - April)

TOTAL - 75,930 passengers - 506 passengers/day

*Based on 10¢ fare with 10 minute headways and operating from 7:00 a.m. and 4:30 p.m. - 6:00 p.m.

¹February 1971 snowstorm caused the low monthly revenue figure.

TABLE IV
BUS ENTRIES¹

Bus	1-Unit	Short Range 3-Units	Long Range +2-Units & 1 Back-up	City's Portion UMTA Matching (2/3)		City's Portion UMTA Matching (80-20)	
				3-Units	2-Units 1 Back-up	3-Units	2-Units 1 Back-up
SM-20 Ward Bus Body (14 passenger)	\$12,900	\$38,700	\$38,700	\$12,900	\$12,900	\$7,700	\$7,700
Mercedes Benz (19 passenger standard model)	\$13,100	\$39,200	\$39,200	\$13,100	\$13,100	\$7,800	\$7,800
Flxette (19 passenger Flxible Co.)	\$15,000	\$45,000	\$45,000	\$15,000	\$15,000	\$9,000	\$9,000
Irwin Coach (25 passenger Highway Products)	\$17,000	\$51,000	\$51,000	\$17,000	\$17,000	\$10,000	\$10,000

¹ Costs based on 1972 prices.

TABLE V

OPERATING EXPENSES¹
SHORT RANGE PLAN

Operating Supplies (fuel & oil)	\$ 1,368.00
Tubes and Tires	294.00
Repair Parts Bus	713.00
Salaries: Driver	39,193.00 ²
Workman's Compensation	615.00
Employee FICA	2,743.00
Insurance - Hospital and Life	1,434.00
Insurance - Buses	1,500.00
Vehicle Licenses	151.00
TOTAL	\$48,011.00
Cost/Bus	16,003.00
Cost/Line Mile	\$.593
Cost/Seat Mile (14 passenger)	\$.0424
(19 passenger)	\$.03125
(25 passenger)	\$.02375

¹ Based on short range plan route as shown on Map I with three buses, five-minute headways and twelve hours of operation per day.

² Figure is based on possible December, 1972 wage increase resulting from MTA-Union contract negotiations.

TABLE VI

AVAILABLE SHUTTLE BUSESPresent Value
of 5 year streams-7%

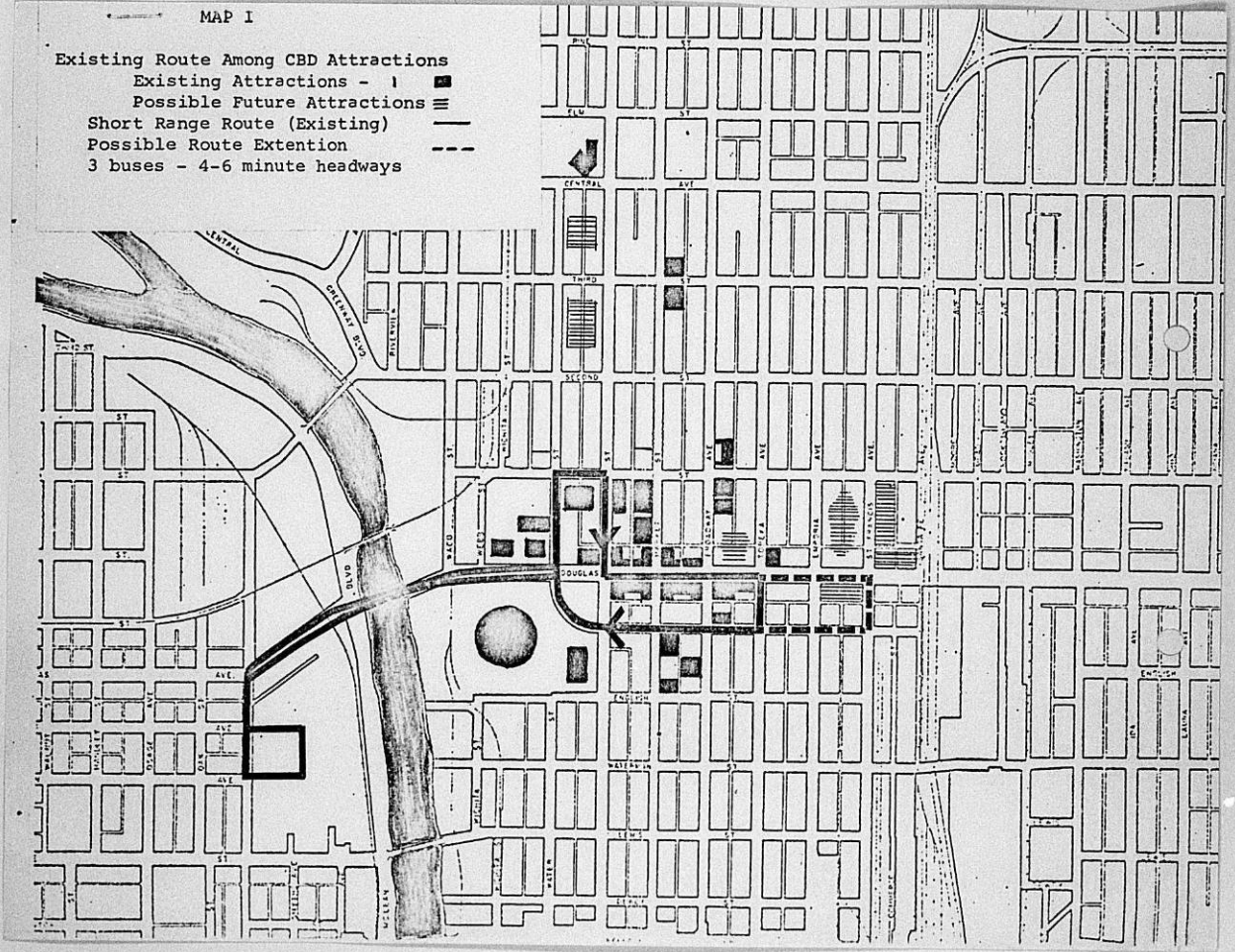
Bus	Costs	Receipts	Present Worth (Deficit)
SM-20 Ward Bus Body (14 passenger)	\$240,062	\$139,995	\$(100,067)
Mercedes Benz Standard Model (19 passenger)	228,986	139,995	(88,991)
Flxette Flxible Company (19 passenger)	230,781	139,995	(90,786)
Twin Coach Highway Products (25 passenger)	232,650	139,995	(92,655)
\$15,000 bus with possible UMTA 80-20 Capital Grant Matching and 7-8¢ operating subsidy	225,173	244,936	19,763

TABLE VII
SHORT RANGE ALTERNATIVE SYSTEMS

DESCRIPTION	PRESENT VALUE (5-year stream)		PRESENT WORTH (Deficit)
	COST	RECEIPTS	
A - Three buses running 12 hours per day (7 am-7 pm) with 4.7 minute headways and 10¢ fares.	\$230,781	\$139,995	\$(90,786)
B - The above system amended by using three buses on peak hours (7 am-9 am, 12 noon-1 pm, 4 pm-6 pm) and two buses on off-peak hours (9 am-12 noon, 1 pm-4 pm, 6 pm-7 pm).	\$192,201	\$121,796	\$(70,405)
C - System A with a fare increase to 15¢, using the Simpson Curtin formula of demand elasticity for transit ridership.	\$230,781	\$159,478	\$(71,303)
D - Provide free shuttle service but charge 15¢ per day to all cars parking at Lawrence Stadium. Lot attendant salary of \$6,447 per year was used and inflated for five-year stream.	\$230,781	\$130,635	\$(100,146)
E - The above system; a 25¢ per day parking charge.	\$230,781	\$231,037	\$256
F - Using bus schedules A or B and providing free Lawrence Stadium parking, free bus service from the stadium and free service throughout the downtown area. The total costs of operations would be covered by downtown retail and office establishments.	\$230,781	-0-	\$(230,781)

MAP I

- Existing Route Among CBD Attractions
- Existing Attractions - 1 ■
- Possible Future Attractions - 1 ▨
- Short Range Route (Existing) ———
- Possible Route Extension - - - - -
- 3 buses - 4-6 minute headways



MAP II

Number of Public Parking Spaces
Served by Existing Route

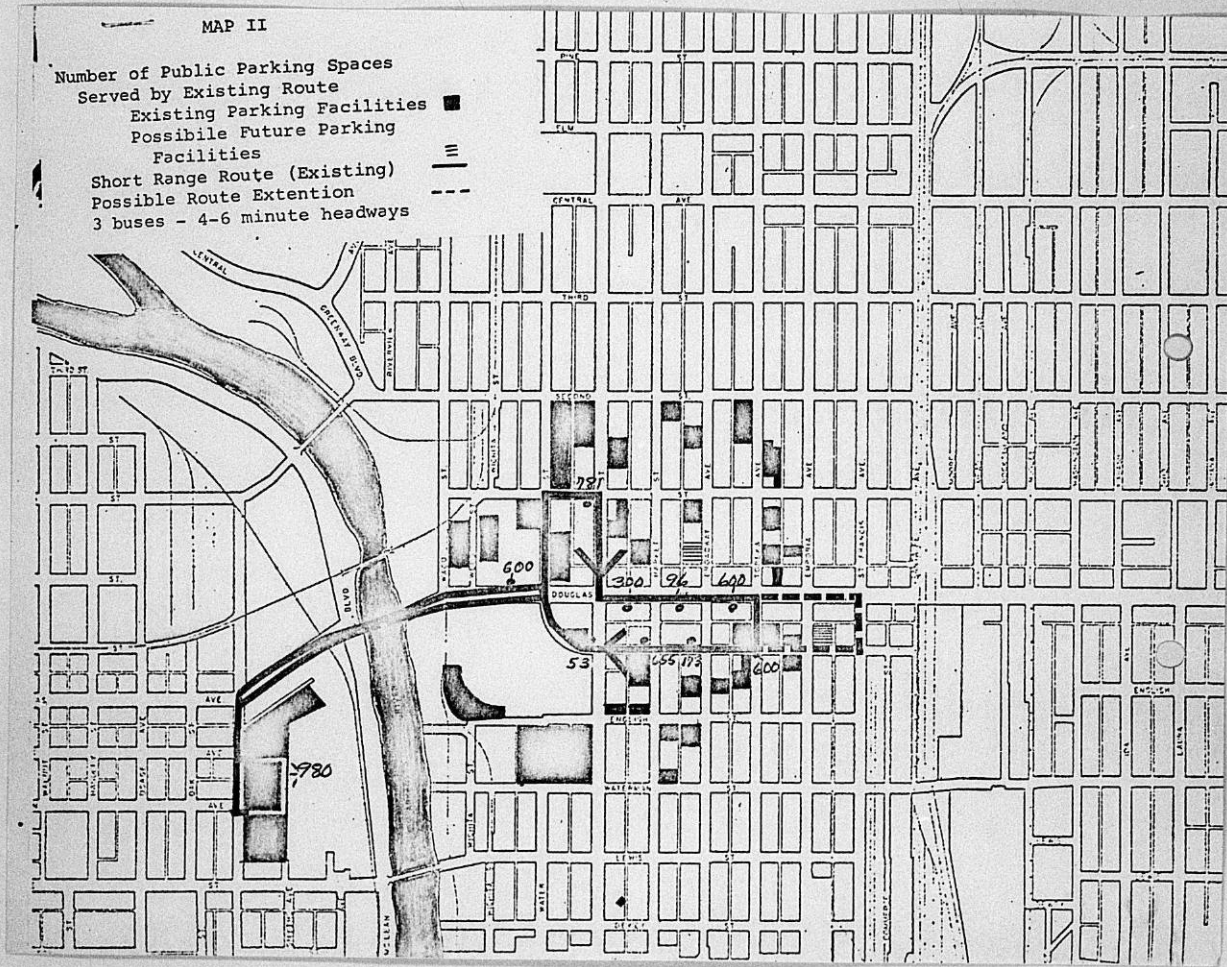
Existing Parking Facilities ■

Possible Future Parking
Facilities ≡

Short Range Route (Existing) —

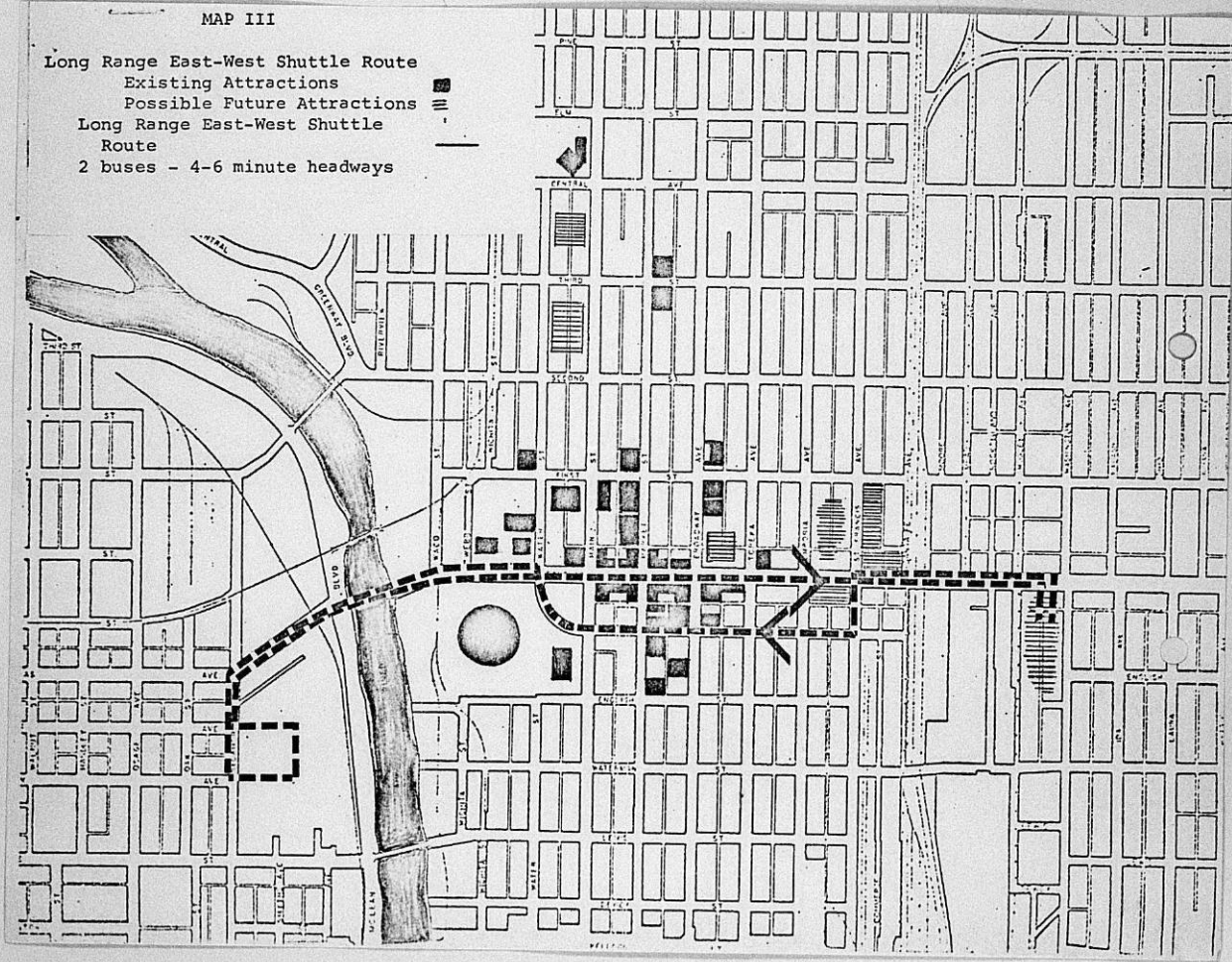
Possible Route Extension - - -

3 buses - 4-6 minute headways



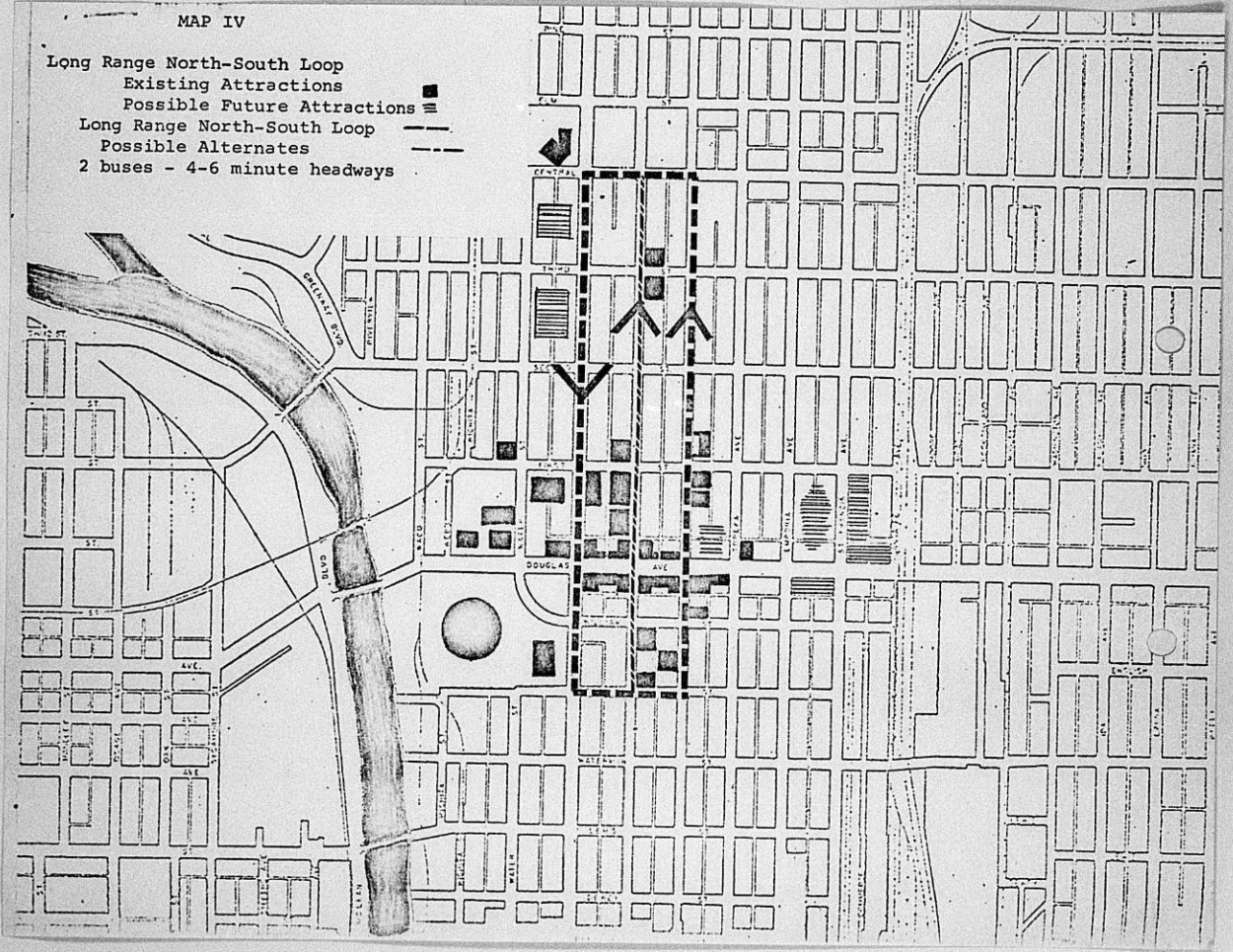
MAP III

Long Range East-West Shuttle Route
Existing Attractions
Possible Future Attractions
Long Range East-West Shuttle
Route
2 buses - 4-6 minute headways



MAP IV

Long Range North-South Loop
Existing Attractions
Possible Future Attractions
Long Range North-South Loop
Possible Alternates
2 buses - 4-6 minute headways



MAP V

Total Long Range Pedestrian
Circulation System

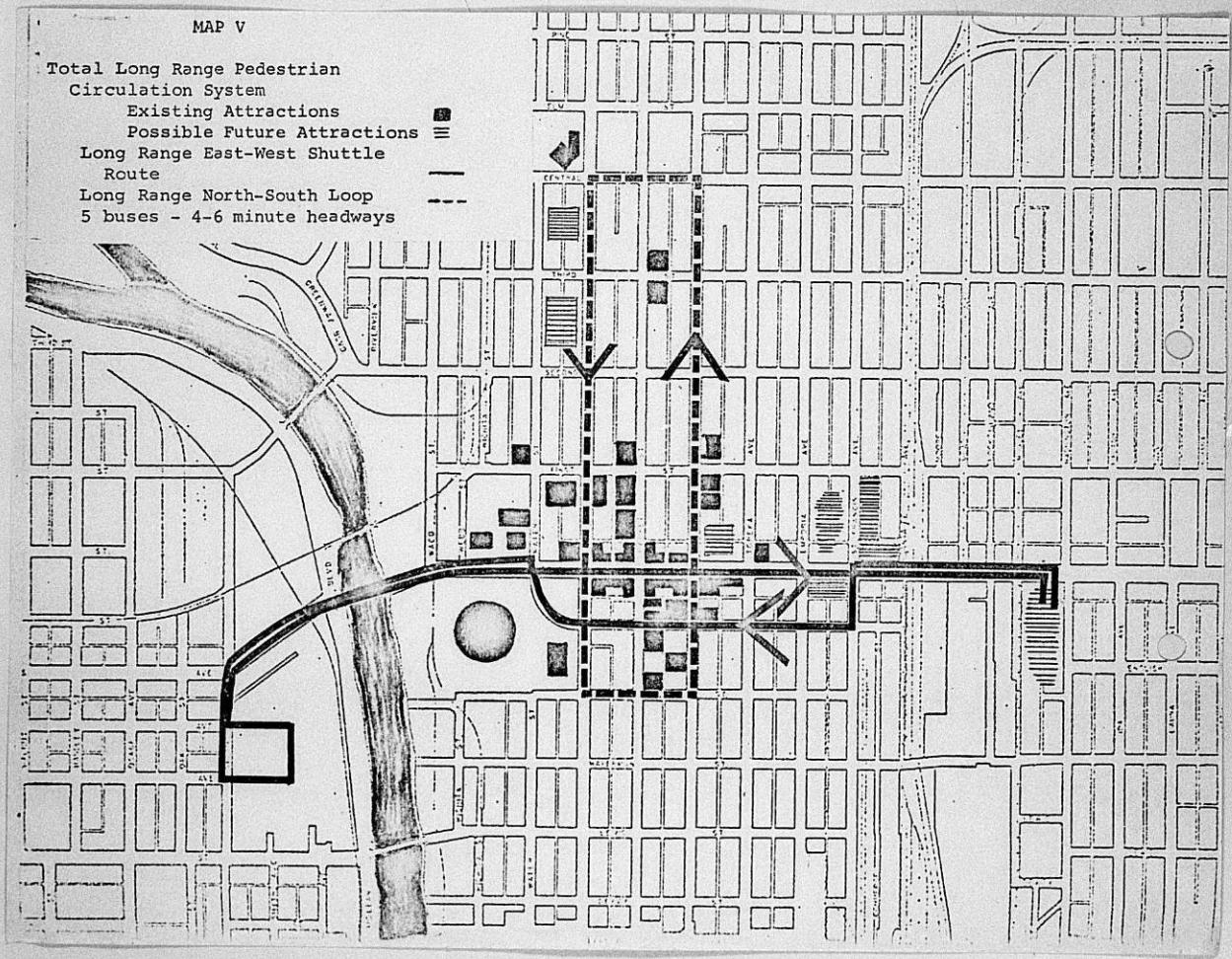
Existing Attractions

Possible Future Attractions

Long Range East-West Shuttle
Route

Long Range North-South Loop

5 buses - 4-6 minute headways



THE CITY OF WICHITA

OFFICE OF Budget and Management

DATE January 31, 1974



ON SAFETY
PHASE II

TO Robert G. Finch, Assistant City Manager

FROM Glen E. Dockery, Research and Budget Officer

Glen E. Dockery
SUBJECT Outside Agency Review of
Proposed Capital Improvement
Program

As requested by the City Commission the Proposed 1974-1979 Capital Improvement Program was distributed to various outside interested agencies and citizen groups for their review and comments prior to official action by the Board of City Commissioners.

The proposed program was accompanied with a letter inviting comments to be submitted to the Budget Office by January 30, 1974 for distribution to the City Commission prior to the February 5 meeting date. The program was distributed to 29 outside agencies and citizen groups on January 10, 1974.

As of this date we have received one written response from Mid-Town Citizens Association, Inc. The letter is attached for your review. I would note the letter has been forwarded by Mid-Town to members of the City Commission. Other groups may appear in person at the City Commission meeting for oral presentations.

GED:hlp
Attachment
cc: CIP Administrative Committee



THE CITY OF WICHITA



DEPARTMENT OF ADMINISTRATION
262-0611 — AREA CODE 316
CITY BUILDING — 204 S. MAIN ST.
WICHITA, KANSAS 67202

January 10, 1974

Gentlemen:

Enclosed is a copy (or copies) of the City of Wichita's Proposed 1974-1979 Capital Improvement Program as developed by the Capital Improvement Program Administrative Committee.

The Wichita Board of City Commissioners has indicated a desire to provide outside agencies, citizen groups, and interested individuals an opportunity to review and comment on the proposed program prior to final approval.

The enclosed program is being forwarded to you for your and/or your committee's review to provide you an opportunity to respond with any suggested comments or recommendations prior to final adoption by the Board of City Commissioners.

Any written response that you may have concerning the proposed program should be forwarded to the City's Budget and Management Division, 204 South Main, by January 30, 1974. Comments will be assembled and forwarded to the City Commissioners for their review.

If, in the event you would prefer to be in attendance and make an oral presentation as opposed to submitting written comments, the program will be reviewed by the Board of City Commissioners on February 5, 1974 in the City Commission room as a regular agenda item.

Sincerely yours,

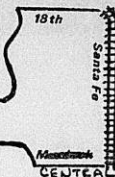
Glen E. Dockery
Research & Budget Officer

GED:hlp
Enclosure

*Mid-Town Citizens
Association, Inc.*

WICHITA, KANS.

To: Glen E. Dockery
Budget and Management Division
City of Wichita
204 S. Main
Wichita, Kansas 60202



27 January 1974

Thank you for including Midtown Citizens Association in your circulation of information regarding the 6 year capital improvements proposal. We want to respond to the proposal both in this letter and at the public discussion before the city commission. For the purpose of clarity, our response relates primarily to that section of the project proposal headed Park-Irving, also known by our association as Midtown.

The Midtown Association has spent considerable time developing a comprehensive zoning concept for the entire neighborhood which offers the opportunity for St. Francis Hospital to expand within reasonable limits. However, we question the allocation of roughly \$900,000 for the acquisition of land to a private organization (St. Francis Hospital). They seem fully capable, financially, of conduction of their own land acquisition.

We are shocked that no mention was made of the proposed park for the center of the Midtown neighborhood. Said park is proposed to be located between 13th and 14th streets and Park Place and Market Street. Our association has spent considerable time working with Model Cities and Urban Renewal on this park proposal but apparently no consideration was given to it in the 6 year plan.

We view the money allocated to Rehabilitation grants (\$1,912,500), Acquisition (\$450,000), Relocation (\$562,500), and Demolition (\$72,000) as very positive for our neighborhood and we hope that our association will be directly involved in the decision-making process regarding the use of this money for the improvement of the Midtown (Park-Irving) neighborhood.

We also noticed that amounts of \$283,250 and \$137,900 have been allocated for Park and Opportunity acquisition. As residents of this area, we feel that the city commission should involve us in the planning and expenditure of these funds.

We are pleased that, after years of neglect, the Midtown neighborhood is receiving considerable attention in the capital improvements area. We look forward to working along with the responsible authorities to make inner city areas such as ours something more than decaying areas which offer little opportunity for residents. We hope that the planning department and the city commission will support tax abatement programs, urban homesteading (similar to the Philadelphia Plan), and programs such as the Brothers Redevelopment program in Denver, Colorado. These and other programs across the nation would seem to serve as examples of what coordination efforts between the people and governing bodies can do to improve inner city living here in the city of Wichita.

Thank you for your consideration of this matter and we will have a representative present to speak at the meeting on February 5, 1974.

cc: James M. Donnell
Connie A. Peters
Garry Porter
Glenn J. Shanahan
John Stevens

Sincerely,
Theodore R. Collins
Theodore R. Collins, President
Midtown Citizens Association
1141 N. Market
Wichita, Kansas 67214

THE CITY OF WICHITA
OFFICE OF Administration

DATE January 30, 1974



TO Ralph Wulz, City Manager
R. Wulz
FROM Don E. Anderson, Director of Administration

SUBJECT Central Maintenance Facility

It is my opinion that the costs that have been projected by Schaefer, Schirmer and Associates should be questioned and certainly the plans should be examined as to any reductions that can be made in the cost of this project.

DEA:mg

c.c. CIP Administrative Committee
R. W. Linn, City Engineer
Paul B. Graves, City Traffic Engineer
G. H. Wilton, Supt. of Public Works Maintenance



January 28, 1974

Ralph Wulz, City Manager

Robert A. Lakin, Director of Planning

MAPC Review of the 1974-1979 Capital Improvement Program of the City of Wichita

The Metropolitan Area Planning Commission reviewed the current City Capital Improvement Program during their regular meeting of January 24, 1974. During their review, several specific projects were presented for consideration by Commission members.

Mr. Jay Hunter, representing Mid America All Indian Center, Inc., presented his group's proposal to construct an Indian Cultural-Museum complex at the confluence of the Big and Little Arkansas Rivers. Mr. Hunter requested that the City incorporate \$3,000,000 into the CIP to assist in financing the project. After discussion of the merits of the project, the effects of adding it to the CIP and alternate methods of financing, the Planning Commission unanimously passed a motion that the project be forwarded without comment to the Board of City Commissioners with the exception that in determining project feasibility, the City Commission consider a master plan bond election as provided for by State Statutes, as a possible means of financing.

In additional discussion, the Planning Commission indicated their concerns regarding the 1st and 2nd Street railroad underpasses. The Commission is specifically interested in the possibility of constructing additional overpass facilities on other east-west arterial streets. To this end, the Planning Commission unanimously passed a motion recommending that \$50,000 be incorporated into the CIP for a study on the feasibility of constructing railroad overpasses at Central and 13th Streets. The Commission also passed a motion recommending that the scheduling for projects B-64 and D-37 (1st and 2nd Street underpasses and drainage facilities) be moved forward in the CIP to 1974.

Following this action, Mr. K. O. Taylor, consulting engineer representing a landowner in southeast Wichita, requested that projects MS-179 and B-51 (reconstruction of Harry Street between Woodlawn and Rock Road) be moved forward in the CIP from 1977 to 1975. It was indicated that these projects had been scheduled for 1975 in last year's CIP and that the property owners affected have been proceeding on that basis with their platting and development activities. After discussion, the Planning Commission unanimously passed a motion recommending that the scheduling of these two projects (MS-179 and B-51) be returned to 1975.

Page 2 - Ralph Wulz, City Manager
January 28, 1974

Following additional discussion regarding the CIP in general, the Planning Commission passed a motion requesting that in preparing next year's program, proposed expenditures be summarized on a percentage basis by general priority categories (i.e., safety, convenience, efficiency, economy, etc.).

At the conclusion of their review, the Planning Commission unanimously passed a motion recommending that the 1974-1979 Capital Improvements Program of the City of Wichita be adopted subject to the specific recommendations set forth above.

RAL:RLY:ber

cc: Don Anderson, Director of Administration
Glen Dockery, Budget Director

E-13 Change to design Study '75 100M/200M

No money in Parks in Canal Route - 700M-800M

1974 - Phase III Construction Plans - 50M-100M 1/2 of Phase III

MTA-?

12-19-73 admn Comm. Wally Dechen, Anderson, Moore, Kishner, J. B. Romberger, Wilton
Linn Brenner 102

Anderson - to re

Assumption Parks continue 1000M/An.

Changes in ex. passways, drainage, public utility / materials

Possible changes in finances

* Why? Spend to 8%

12-21- admn Com

Permit changes = Public Works
New Spread Street.

Anderson = argues energy -

FAS still be included in "S" funds - disagree

* WLS - bring East side / Love lots - + Feed participation

* Cost Estimates for Mini-City Hall.
(Estimate 200 M.)

↳ Mungar,

12-27-

R/W Total 210,500 M

$$\text{City } \frac{1}{3} = 85M \times \frac{30}{100} = \frac{25.5M}{15M}$$

Letter 74 (1977)

↳ City Share.

THE CITY OF WICHITA

OFFICE OF Budget and Management

Lohin
DATE January 10, 1974



TO See Distribution Below

FROM Glen E. Dockery, Research and Budget Officer

Glen E. Dockery
SUBJECT 1974-1979 Capital Improvement Program

Attached with this memorandum is the Proposed 1974-1979 Capital Improvement Program as developed by the Capital Improvement Administrative Committee. This copy is provided to you for your information and review.

The revised Capital Improvement Program calendar calls for a review of the program by the Metropolitan Area Planning Commission on January 24, 1974. The program will be considered by the Board of City Commissioners on February 5, 1974.

Certain members of the Capital Improvement Administrative Committee have been requested to be in attendance at an informal workshop session with the Planning Commission on Friday, January 11. Members requested to be in attendance for the workshop session have been notified by previous memorandum.

Please feel free to contact the Budget Office if you have any questions concerning the attached program.

GED:hlp
Attachment

TO: Capital Improvement Administrative Committee Members
Robert G. Finch
Dick Linn
Jay Setter
Ford Rockwell
Chief Carney
George Wilton
Paul Graves
George Vollmer
Grover McKee
John Wynkoop
Vic Pickering
Paul McGinnis

Proposed

**CAPITAL IMPROVEMENT PROGRAM
CITY OF WICHITA 1974-1979**

PROPOSED
1974-1979
CAPITAL IMPROVEMENT PROGRAM

JANUARY 1974

CITY OF WICHITA

RALPH WULZ
CITY MANAGER

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
262-0611 — AREA CODE 316
CITY BUILDING — 204 S. MAIN ST.
WICHITA, KANSAS 67202

January 7, 1974

The Honorable Mayor and
Board of City Commissioners
City of Wichita
Wichita, Kansas

Gentlemen:

Presented herewith for your approval is the proposed 1974-1979 Six Year Capital Improvement Program. The Capital Improvement Program is a listing and scheduling of public and governmental physical improvements correlated within financial means available. The program is reviewed and recommended annually by the Capital Improvement Administrative Committee.

The proposed Capital Improvement Program is designed to meet the anticipated community needs and represents a long-range program of coordinated physical and financial planning. The 1974-1979 Capital Improvement Program represents a balanced and coordinated program for the construction of expressways, arterials, bridges, drainage, parks, and public buildings to serve all of the community's citizens.

Throughout the preliminary Capital Improvement Program Administrative Committee hearings the Committee was cognizant of the existing energy crisis. Consequently, the original program request for arterials was reduced accordingly. Included in the program for the first time is \$200,000 programmed in 1974 for a peripheral parking lot for downtown commuters to be located on the east side of the downtown core area.

The proposed program, excluding the self-supporting utility program expenditures, consists of 208 projects with an estimated total cost of \$95,262,000. The estimated total cost for the 1974 six year program is \$11,244,000 less than the 1973-1978 program which was approved in the amount of \$106,506,000. It should be noted these figures do not include utility expenditures.

Financing the proposed program is provided from the following sources:

General Program Expenditures

General Obligation Bonds	\$42,825,000
Special Assessments	17,036,000
Federal and State Grants	30,886,000
Public Building Commission and Other	<u>4,515,000</u>
	\$95,262,000

Utility programs included in the proposed 1974-1979 program are projected at a total cost of \$74,214,830 compared to \$35,282,000 in the 1973-1978 program. A summary comparison of each utility for the 1973-1978 program and the 1974-1979 program is presented below:

Utility Expenditures

	<u>1973-1978</u>	<u>1974-1979</u>
Water	\$10,627,000	\$ 9,688,000
Sewer Utility	13,542,000	38,187,000
Transit Authority	1,472,000	1,739,830
Airport	<u>9,641,000</u>	<u>24,600,000</u>
	\$35,282,000	\$74,214,830

A listing of projects and summary of expenditures and financing for utility operations is shown in detail beginning on Page 48 of this publication.

The proposed program for the water utility is based on the figures from the Black and Veatch report recommending a 15% rate increase. As noted on the summary of expenditures for the Water Department the rate increase was projected beginning January 1 of 1974.

The sewer utility fund summary reflects a total six year program increase of \$24,645,000. Included for the first time in the sewer utility projection are programs and projects recommended by the Professional Engineering Consultants long-range report entitled "The Next Thirty Years." Financing the proposed program is based on a projected rate increase of 35% as recommended by the Black and Veatch report on sewage service charges.

The Wichita Mid-Continent Airport proposed improvements from \$9,641,000 in the approved 1973 program to a projected \$24,600,000 program in 1974 through 1979 reflects a revenue bond issue in 1974 in the amount of \$5,000,000 and an additional revenue bond issue of \$8,000,000 in 1978. The program calls for Capital Improvement Program expenditures in the year 1978 of \$11,290,000.

Individual projects for the year 1974 are listed in detail beginning on Page 1. In addition to the general obligation and utility programs, the Urban Renewal Agency project list is presented for the year 1974 in the amount of \$7,500,000.

Included in this publication for the first time is the complete six year Urban Renewal Agency program found on Page 38 through 47. The total \$45,000,000 Urban Renewal program is not necessarily a commitment of possible Better Community Act funds on the part of the Capital Improvement Program Administrative Committee. The total program will require review in the event pending federal legislation is passed. The City Commission should be aware that if the Urban Renewal Agency is required to expend the majority of their funds in the Bridgeport area, certain projects included in the City program presently projected utilizing Urban Renewal funds would be required to be financed by general obligation bonds. An example is the purchase of right-of-way and construction of Wichita Street from Douglas to Central presently projected at a total cost of \$677,000 in 1974.

The summary of the proposed general obligation expenditures is presented on Page 13. It can be observed from the Summary Table that the proposed six year program can be financed within the 8% legal debt margin. The mill levy requirement to finance the proposed program ranges from a low of 7.875 mills in 1974 to a high of 11.751 mills in 1979.

Significant Changes from Last Year

The following table presents a comparison of the 1974-1979 Capital Improvement Program with the approved 1973-1978 program by major category, illustrating the total cost and general obligation requirements for the six year program.

	1973-1978		1974-1979	
	(In Thousands)		(In Thousands)	
	Total	G.O. Bonds	Total	G.O. Bonds
Expressways	\$ 16,378	\$ 4,253	\$12,613	\$ 3,527
Arterials	37,167	14,811	37,171	14,683
Traffic Signals	3,576	2,193	3,364	1,921
Bridges	7,665	3,825	6,735	3,121
Drainage	9,948	3,423	16,284	6,097
Parks	5,776	3,600	5,219	3,600
Public Buildings	25,996	15,183	13,876	9,876
Total	\$106,506	\$47,288	\$95,262	\$42,825

Page 4
Mayor and Board of
City Commissioners
January 7, 1974

It can be observed from the above table that expressways, arterials, traffic signals, bridges, and public buildings require less general obligation bond financing than the approved 1973 program. A significant increase is proposed for drainage projects.

The Wichita drainage canal lining project from English to 17th Street was presented in the 1973 program projected at \$1,650,000 in general obligation bonds and \$1,650,000 in federal funds for a total estimated cost of \$3,300,000. The 1974 program presents the anticipated increased cost to complete this program and reflects a \$3,600,000 general obligation expenditure and \$3,600,000 in federal funds for a total project cost of \$7,200,000. In addition to the increased cost for the drainage canal lining, a new project, the Maple Street interceptor storm water sewer, is included in the 1974 program in the amount of \$2,000,000 scheduled for the year 1979. These two projects along with other miscellaneous changes require the drainage category to increase from \$9,948,000 in the 1973 program to an estimated \$16,284,000 for the six year program beginning in 1974.

Several significant changes occur in the public buildings section of the attached proposal. The Northeast Branch Library projected at a cost of \$300,000 in the 1973 program has been increased \$100,000 and budgeted for \$400,000 in 1974.

In the 1973 approved program structural parking for the new City Administrative Center was projected at \$2,500,000 financed from Public Building Commission bonds. As a result of City Commission action limiting structural parking at \$1,500,000, the 1974 program projects this project at \$1,500,000 financed from general obligation bonds with the debt service to be paid from parking revenues. The total program Summary Table found on Page 13 reflects the mill levy reduction beginning in 1975 as a result of parking revenues.

The City material yard is projected in this program at \$750,000 for 1974 and \$518,000 in 1975. This represents a substantial decrease from the \$4,750,000 included in the 1973 program.

Included for the first time in the 1974 program is \$200,000 programmed for 1974 for a peripheral parking lot for downtown commuters. While a definite site has yet to be determined, it is projected that the parking lot will be constructed on the east side of the downtown core area.

The 1974³ program projected the cost of the new Art Museum at \$3,500,000 less other funds in the amount of \$2,500,000 resulting in a net general obligation bond requirement of \$1,000,000. For the 1974 program it is proposed that the Art Museum be projected at a cost of \$3,500,000 utilizing Public Building Commission bonds.

Presented for the first time in 1974 is an estimate of the local match requirement associated with the recreational development of the I-35W project. The 1974-1979 program contains a total of \$360,000 in general obligation funds projected at \$120,000 for each year beginning in 1977. The projected requirements are for items which are considered local responsibilities and therefore federal and/or state participation is not available. The basic system requiring a local match consists of earth mounding, bike paths, lighting, irrigation, fencing, etc.

It has been determined that certain remodeling requirements will be necessary for the existing City Building prior to its being utilized for any other purposes at the time the City occupies the new City Administrative Building. For 1974 \$25,000 has been projected in general obligation bonds for preliminary plans for the restoration of the present City Building. In addition, \$500,000 has been included for the year 1975 which is the projected cost of the restoration of this building.

The six year Capital Improvement Program is assembled based on annual requests by City departments and agencies for capital projects to be constructed during the next six year period. The Capital Improvement Administrative Committee reviews each project request in detail and makes recommendations as to placement in the program and financing of the project.

The recommended program is forwarded to the Wichita-Sedgwick County Metropolitan Area Planning Commission for their review and consideration. The MAPC is charged with the responsibility of reviewing the program as to its conformity with the comprehensive master plan. Findings and recommendations of the Metropolitan Area Planning Commission are forwarded to the Board of City Commissioners prior to the official adoption of the Capital Improvement Program.

The 1974-1979 Capital Improvement Program has been prepared based on the following criteria:

1. The Project List is in conformance with the comprehensive transportation plan and the goals approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission.

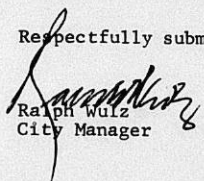
Page 6
Mayor and Board of
City Commissioners
January 7, 1974

2. The City of Wichita through its Capital Improvement Program strives to implement goals and programs which will stimulate economic activity and provide facilities which will encourage economic expansion and provide sufficient cultural and recreational facilities to satisfy the needs of the community and provide the citizenry of this City with a pleasing physical and mental environment in which to live.
3. Streets that connect with the inter-state system are scheduled at such time that the time of closure of such street system is held to a minimum.
4. Improvements are scheduled on major north-south and east-west thoroughfares in order that they will complete the arterial system into and through the City.
5. Streets carrying a high volume of traffic will receive priority for elimination of traffic congestion, improvement of traffic flow, and reduction of accidents.
6. Streets with excessive maintenance costs will receive priority, and, bridges on the street will be scheduled for reconstruction or construction at the same time the construction of the street project takes place.

The Board has from time to time indicated a desire to have outside civic and interested citizen groups given the opportunity to review the proposed Capital Improvement Program and make comments on the proposal prior to final review by the City Commission. The distribution list of the proposed Capital Improvement Program has been expanded to include those agencies and groups.

Due to the timing, the financial projections of the attached proposed Capital Improvement Program have been projected in accordance with existing financing policies. Any changes to the existing special assessment financing policy will require changes in the general obligation bond requirements of this program.

Respectfully submitted,


Ralph Wulz
City Manager

RW:dhp

Attachment

CITY OF WICHITA BOARD OF COMMISSIONERS

James M. Donnell, M.D.	Mayor
Garry L. Porter, M.D.	Vice Mayor
Connie A. Peters	
Glenn J. Shanahan	
John S. Stevens	

WICHITA-SEDGWICK COUNTY METROPOLITAN
AREA PLANNING COMMISSION

Marjorie L. Taylor	Chairman
Harlan Kamen	Vice Chairman
Alvin J. Hennessy	
Robert Blakey	
Austin Rising	
Sam Arnholz	
Jo Gardenhire	
Theo H. Hill	
Dwight Hopper	
Michael D. Gragert	

CAPITAL IMPROVEMENT ADMINISTRATIVE COMMITTEE

Ralph Wulz	City Manager
Don E. Anderson	Director of Administration
Glen E. Dockery	Research and Budget Officer
R. W. Bruggeman	Director of Public Works
Robert Lakin	Director of Planning
Russell Brenner	Federal Aid Coordinator
Kenneth Kitchen	Urban Renewal Agency (ex-officio)
Gary W. Richert	Economic and Industrial Development Officer

PREPARED BY:

DEPARTMENT OF ADMINISTRATION
BUDGET AND MANAGEMENT DIVISION

TABLE OF CONTENTS

	<u>Page</u>
City Manager's Transmittal Letter	i
1974 Capital Improvement Budget	1
Summary of Proposed General Obligation Bond Expenditures	13
Expressways	14
Arterials	14
Traffic Engineering	22
Bridges	28
Drainage	30
Park	32
Public Buildings	36
Urban Renewal	38
Water Department Proposed Expenditures and Financing	48
Sewer Utility Fund Proposed Expenditures and Financing	50
Metropolitan Transit Proposed Expenditures and Financing	55
Mid-Continent Airport Proposed Expenditures and Financing	57

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
252-0811 — AREA CODE 316
CITY BUILDING — 204 S. MAIN ST.
WICHITA, KANSAS 67202

January 7, 1974

The Honorable Mayor and
Board of City Commissioners
City of Wichita
Wichita, Kansas

Gentlemen:

Presented herewith for your approval is the proposed 1974-1979 Six Year Capital Improvement Program. The Capital Improvement Program is a listing and scheduling of public and governmental physical improvements correlated within financial means available. The program is reviewed and recommended annually by the Capital Improvement Administrative Committee.

The proposed Capital Improvement Program is designed to meet the anticipated community needs and represents a long-range program of coordinated physical and financial planning. The 1974-1979 Capital Improvement Program represents a balanced and coordinated program for the construction of expressways, arterials, bridges, drainage, parks, and public buildings to serve all of the community's citizens.

Throughout the preliminary Capital Improvement Program Administrative Committee hearings the Committee was cognizant of the existing energy crisis. Consequently, the original program request for arterials was reduced accordingly. Included in the program for the first time is \$200,000 programmed in 1974 for a peripheral parking lot for downtown commuters to be located on the east side of the downtown core area.

The proposed program, excluding the self-supporting utility program expenditures, consists of 208 projects with an estimated total cost of \$95,262,000. The estimated total cost for the 1974 six year program is \$11,244,000 less than the 1973-1978 program which was approved in the amount of \$106,506,000. It should be noted these figures do not include utility expenditures.

Page 2
Mayor and Board of
City Commissioners
January 7, 1974

Financing the proposed program is provided from the following sources:

General Program Expenditures

General Obligation Bonds	\$42,825,000
Special Assessments	17,036,000
Federal and State Grants	30,886,000
Public Building Commission and Other	<u>4,515,000</u>
	\$95,262,000

Utility programs included in the proposed 1974-1979 program are projected at a total cost of \$74,214,830 compared to \$35,282,000 in the 1973-1978 program. A summary comparison of each utility for the 1973-1978 program and the 1974-1979 program is presented below:

Utility Expenditures

	<u>1973-1978</u>	<u>1974-1979</u>
Water	\$10,627,000	\$ 9,688,000
Sewer Utility	13,542,000	38,187,000
Transit Authority	1,472,000	1,739,830
Airport	<u>9,641,000</u>	<u>24,600,000</u>
	\$35,282,000	\$74,214,830

A listing of projects and summary of expenditures and financing for utility operations is shown in detail beginning on Page 48 of this publication.

The proposed program for the water utility is based on the figures from the Black and Veatch report recommending a 15% rate increase. As noted on the summary of expenditures for the Water Department the rate increase was projected beginning January 1 of 1974.

The sewer utility fund summary reflects a total six year program increase of \$24,645,000. Included for the first time in the sewer utility projection are programs and projects recommended by the Professional Engineering Consultants long-range report entitled "The Next Thirty Years." Financing the proposed program is based on a projected rate increase of 35% as recommended by the Black and Veatch report on sewage service charges.

The Wichita Mid-Continent Airport proposed improvements from \$9,641,000 in the approved 1973 program to a projected \$24,600,000 program in 1974 through 1979 reflects a revenue bond issue in 1974 in the amount of \$5,000,000 and an additional revenue bond issue of \$8,000,000 in 1978. The program calls for Capital Improvement Program expenditures in the year 1978 of \$11,290,000.

Individual projects for the year 1974 are listed in detail beginning on Page 1. In addition to the general obligation and utility programs, the Urban Renewal Agency project list is presented for the year 1974 in the amount of \$7,500,000.

Included in this publication for the first time is the complete six year Urban Renewal Agency program found on Page 38 through 47. The total \$45,000,000 Urban Renewal program is not necessarily a commitment of possible Better Community Act funds on the part of the Capital Improvement Program Administrative Committee. The total program will require review in the event pending federal legislation is passed. The City Commission should be aware that if the Urban Renewal Agency is required to expend the majority of their funds in the Bridgeport area, certain projects included in the City program presently projected utilizing Urban Renewal funds would be required to be financed by general obligation bonds. An example is the purchase of right-of-way and construction of Wichita Street from Douglas to Central presently projected at a total cost of \$677,000 in 1974.

The summary of the proposed general obligation expenditures is presented on Page 13. It can be observed from the Summary Table that the proposed six year program can be financed within the 8% legal debt margin. The mill levy requirement to finance the proposed program ranges from a low of 7.875 mills in 1974 to a high of 11.751 mills in 1979.

Significant Changes from Last Year

The following table presents a comparison of the 1974-1979 Capital Improvement Program with the approved 1973-1978 program by major category, illustrating the total cost and general obligation requirements for the six year program.

	1973-1978 (In Thousands)		1974-1979 (In Thousands)	
	Total	G.O. Bonds	Total	G.O. Bonds
Expressways	\$ 16,378	\$ 4,253	\$12,613	\$ 3,527
Arterials	37,167	14,811	37,171	14,683
Traffic Signals	3,576	2,193	3,364	1,921
Bridges	7,665	3,825	6,735	3,121
Drainage	9,948	3,423	16,284	6,097
Parks	5,776	3,600	5,219	3,600
Public Buildings	25,996	15,183	13,876	9,876
Total	\$106,506	\$47,288	\$95,262	\$42,825

It can be observed from the above table that expressways, arterials, traffic signals, bridges, and public buildings require less general obligation bond financing than the approved 1973 program. A significant increase is proposed for drainage projects.

The Wichita drainage canal lining project from English to 17th Street was presented in the 1973 program projected at \$1,650,000 in general obligation bonds and \$1,650,000 in federal funds for a total estimated cost of \$3,300,000. The 1974 program presents the anticipated increased cost to complete this program and reflects a \$3,600,000 general obligation expenditure and \$3,600,000 in federal funds for a total project cost of \$7,200,000. In addition to the increased cost for the drainage canal lining, a new project, the Maple Street interceptor storm water sewer, is included in the 1974 program in the amount of \$2,000,000 scheduled for the year 1979. These two projects along with other miscellaneous changes require the drainage category to increase from \$9,948,000 in the 1973 program to an estimated \$16,284,000 for the six year program beginning in 1974.

Several significant changes occur in the public buildings section of the attached proposal. The Northeast Branch Library projected at a cost of \$300,000 in the 1973 program has been increased \$100,000 and budgeted for \$400,000 in 1974.

In the 1973 approved program structural parking for the new City Administrative Center was projected at \$2,500,000 financed from Public Building Commission bonds. As a result of City Commission action limiting structural parking at \$1,500,000, the 1974 program projects this project at \$1,500,000 financed from general obligation bonds with the debt service to be paid from parking revenues. The total program Summary Table found on Page 13 reflects the mill levy reduction beginning in 1975 as a result of parking revenues.

1,268,500
The City material yard is projected in this program at \$750,000 for 1974 and \$518,000 in 1975. This represents a substantial decrease from the \$4,750,000 included in the 1973 program.

Included for the first time in the 1974 program is \$200,000 programmed for 1974 for a peripheral parking lot for downtown commuters. While a definite site has yet to be determined, it is projected that the parking lot will be constructed on the east side of the downtown core area.

³
The 1974 program projected the cost of the new Art Museum at \$3,500,000 less other funds in the amount of \$2,500,000 resulting in a net general obligation bond requirement of \$1,000,000. For the 1974 program it is proposed that the Art Museum be projected at a cost of \$3,500,000 utilizing Public Building Commission bonds.

Presented for the first time in 1974 is an estimate of the local match requirement associated with the recreational development of the I-35W project. The 1974-1979 program contains a total of \$360,000 in general obligation funds projected at \$120,000 for each year beginning in 1977. The projected requirements are for items which are considered local responsibilities and therefore federal and/or state participation is not available. The basic system requiring a local match consists of earth mounding, bike paths, lighting, irrigation, fencing, etc.

It has been determined that certain remodeling requirements will be necessary for the existing City Building prior to its being utilized for any other purposes at the time the City occupies the new City Administrative Building. For 1974 \$25,000 has been projected in general obligation bonds for preliminary plans for the restoration of the present City Building. In addition, \$500,000 has been included for the year 1975 which is the projected cost of the restoration of this building.

The six year Capital Improvement Program is assembled based on annual requests by City departments and agencies for capital projects to be constructed during the next six year period. The Capital Improvement Administrative Committee reviews each project request in detail and makes recommendations as to placement in the program and financing of the project.

The recommended program is forwarded to the Wichita-Sedgwick County Metropolitan Area Planning Commission for their review and consideration. The MAPC is charged with the responsibility of reviewing the program as to its conformity with the comprehensive master plan. Findings and recommendations of the Metropolitan Area Planning Commission are forwarded to the Board of City Commissioners prior to the official adoption of the Capital Improvement Program.

The 1974-1979 Capital Improvement Program has been prepared based on the following criteria:

1. The Project List is in conformance with the comprehensive transportation plan and the goals approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission.

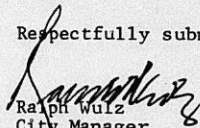
Page 6
Mayor and Board of
City Commissioners
January 7, 1974

2. The City of Wichita through its Capital Improvement Program strives to implement goals and programs which will stimulate economic activity and provide facilities which will encourage economic expansion and provide sufficient cultural and recreational facilities to satisfy the needs of the community and provide the citizenry of this City with a pleasing physical and mental environment in which to live.
3. Streets that connect with the inter-state system are scheduled at such time that the time of closure of such street system is held to a minimum.
4. Improvements are scheduled on major north-south and east-west thoroughfares in order that they will complete the arterial system into and through the City.
5. Streets carrying a high volume of traffic will receive priority for elimination of traffic congestion, improvement of traffic flow, and reduction of accidents.
6. Streets with excessive maintenance costs will receive priority, and, bridges on the street will be scheduled for reconstruction or construction at the same time the construction of the street project takes place.

The Board has from time to time indicated a desire to have outside civic and interested citizen groups given the opportunity to review the proposed Capital Improvement Program and make comments on the proposal prior to final review by the City Commission. The distribution list of the proposed Capital Improvement Program has been expanded to include those agencies and groups.

Due to the timing, the financial projections of the attached proposed Capital Improvement Program have been projected in accordance with existing financing policies. Any changes to the existing special assessment financing policy will require changes in the general obligation bond requirements of this program.

Respectfully submitted,


Ralph Wulz
City Manager

RW:dhp
Attachment

1974 CAPITAL IMPROVEMENT BUDGET
CITY OF WICHITA

Abbreviations used for "Methods of Financing."

GO General Obligation Bonds paid for by the City at large.
SA Special Assessment General Obligation Bonds paid for
by properties specially benefitted by the improvement.
PBC Building Commission.
R Revenue Bonds.
C Cash.
F Federal Funds.
S State Funds.
US Federal Aid Urban System.
URA Urban Renewal Agency.

1974 PROJECT LIST

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
<u>EXPRESSWAYS</u>			
E-13	Inner Loop; Right-of-way	\$ 7,000	GO
E-6F	Northeast Diagonal Location Study	30,000 70,000	GO S
<u>KELLOGG FREEWAY</u>			
E-7F	Kellogg; Estelle to Clifton Right-of-way	500,000 1,500,000	GO S
E-9	Kellogg West; I-235 to Seville Avenue (Right-of-way - Local share)	187,000 561,000	GO S

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
<u>ARTERIALS</u>			
MS-2	29th Street North; Broadway to Arkansas	\$ 110,000 110,000	GO SA
MS-45C	McLean; 31st to 29th Street South, Right-of-way	20,000	GO
MS-68	Mt. Vernon; K-15 to Hydraulic (Construction)	60,000 32,000	GO SA
MS-68A	Mt. Vernon; K-15 to Hydraulic (Right-of-way)	15,000	GO
MS-71	George Washington Boulevard; Pawnee to 800' North of Harry (See B-26)	810,000 182,500 992,500	GO SA S
MS-87	Interstate Connectors	50,000	GO
MS-88	Lincoln Street Connector; from Poplar to Green	105,000	GO
MS-118	Hillside; Right-of-way from 300' South of Central to Frisco RR	340,000	GO
MS-118A	Hillside; Reconstruction from 300' South of Central to Frisco RR	240,000 120,000	GO SA
MS-126	Kellogg; from 960' West of Armour to 750' East of Rock Road (Construction)	50,000 300,000	GO SA
MS-126A	Kellogg; from 960' West of Armour to 750' East of Rock Road (Right-of-way)	100,000	GO
MS-127	Rock Road; from North Line of Kellogg to South Line of Douglas (Construction)	35,000 182,500	GO SA
MS-127A	Rock Road; from North Line of Kellogg to South Line of Douglas (Right-of-way)	25,000	GO
MS-128	Rock Road; Kellogg to Harry (See B-35)	115,000 115,000 280,000	GO SA S

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
MS-147	MacArthur Road; Arkansas River to Hydraulic	\$ 135,000 135,000 270,000	GO SA S
MS-149	Seneca and Pawnee Intersection (Reconstruction)	350,000 350,000	GO S
MS-149A	Seneca and Pawnee Intersection (Right-of-way)	20,000 20,000	GO S
MS-157	Grove; 100' South of Lewis to Elm Avenue (Right-of-way)	180,000 420,000	GO S
MS-172	Pawnee; from Cherry Creek Drive to Oak Knoll	90,000 30,000	GO SA
MS-176	Main Street; Douglas to Pine	245,000 165,000	GO SA
MS-185	George Washington Boulevard; from North Line of Lincoln to Menlo Drive	85,000 85,000	GO S
MS-186A	Grove; Reconstruct from Lincoln to North Line of Orme	130,000 130,000	GO S
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-way)	250,000	GO
MS-214	1st Street; Water to Waco	130,000 36,000 200,000	GO SA URA
MS-216	Central Avenue; Ridge Road to I-235 (Construction) (See B-57 and B-58)	105,000 105,000 210,000	GO SA S
MS-216A	Central Avenue; Ridge Road to I-235 (Right-of-way)	100,000	GO
MS-217	Cleveland; Central to Murdock	11,000 54,000	GO SA
MS-219	K-15; Hydraulic to MacArthur Road	72,000 72,000	GO S
MS-225	Wichita Street; Douglas to First (Right-of-way)	266,000	URA
MS-226	Wichita Street; Douglas to Central (Construction)	411,000	URA

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
MS-227	Wheelchair Ramps on William, from Main to Emporia	\$ 45,000	GO
MS-228	Intersection of West Street and U.S. 54 (Construction)	165,000	GO
MS-228A	Intersection of West Street and U.S. 54 (Right-of-way)	75,000	GO
MS-231	Third Street; Wichita to Main	50,000	URA
MS-232	Tyler Road; 115' No. of Center Line of Central to 965' No. of Center Line of Central	60,000	GO
RS-1	Residential Street Improvements	100,000 450,000	GO SA
CS-1	Collector Streets; that part exceeding residential street standards	25,000 150,000	GO SA
<u>TRAFFIC ENGINEERING SIGNALIZATION</u>			
TE-19	Harry and Meridian	17,500	GO
	Harry and West	17,500	GO
	Kellogg and Webb	12,000	GO
	Kellogg and Bonnie Brae	4,000	GO
	Kellogg and Heather	4,000	GO
	Kellogg and Woodlawn	9,000	GO
	Central and Woodchuck	4,250	GO
	21st and Estelle	4,250	GO
	29th and Arkansas (See MS-2)	17,500	GO
	K-15 and Mt. Vernon (See MS-68)	17,500	GO
	Hydraulic and Mt. Vernon (See MS-68)	22,500	GO
	Central and Ridge (See MS-96)	22,500	GO
	Hillside at Murdock, Elm and Central (See MS-118)	30,000	GO

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
	Kellogg and Armour (See MS-126)	\$ 22,500	GO
	Kellogg and Rock Road (See MS-128)	25,000	GO
	Rock Road and Lincoln (See MS-128)	15,000	GO
	Pawnee and Rock Road (See MS-173)	20,000	GO
	Main and Douglas (See MS-176)	10,000	GO
	Main and First (See MS-176)	10,000	GO
	Main and Second (See MS-176)	10,000	GO
	Main and Third (See MS-176)	10,000	GO
	Main and Central (See MS-176)	10,000	GO
	Kellogg and West (See MS-228)	26,000	GO
	School signals as needed	12,000	GO
	Geo. Wash. Blvd. and Harry (See MS-71)	14,000 14,000	GO US
	Geo. Wash. Blvd. and Hillside (See MS-71)	12,500 12,500	GO US
	Geo. Wash. Blvd. and Mt. Vernon (See MS-71)	14,000 14,000	GO US
	Geo. Wash. Blvd. and Bayley (See MS-185)	12,500 12,500	GO US
	K-15 Signalization and improvement from Pawnee to 31st Street. New signal at Wassall (See MS-219)	35,000 35,000	GO US
	<u>BRIDGES</u>		
B-26	George Washington Blvd. at Dry Creek (See MS-71)	20,000 20,000	GO S
B-35	Rock Road at Gypsum Creek (See MS-128)	51,000 119,000	GO S

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
B-36	Roseberry at Dry Creek (See D-3A)	\$ 65,000	GO
B-41	1st/2nd Street at Big Arkansas River (See MS-171, 174, 213)	300,000 300,000	GO S
B-45	Bridge; Cessna Drive at Dry Creek Diversion (See D-3A)	65,000	GO
B-50	Walkways - Bridge at Amidon and Big Arkansas River	50,000	GO
B-57	Bridge; Central & Big Slough (See MS-216)	120,000 120,000	GO S
B-58	Bridge; Central & Floodway (See MS-216)	365,000 365,000	GO S
B-60	Collector Street Bridges	40,000	GO
<u>DRAINAGE</u>			
D-3A	Dry Creek Diversion; Gypsum Creek to Pawnee (Right-of-way and relocation)	155,000	GO
D-3B	Dry Creek Diversion; Gypsum Creek to Pawnee (See B-36 and B-51)	140,000	GO
D-4	Dry Creek Channel; Pawnee to Mt. Vernon (Right-of-way)	80,000	GO
D-5	Storm Water Sewer (unidentified)	400,000	SA
D-6	Little Arkansas River Dam	350,000	URA
D-11	Drainage Study and Engineering Southwest Industrial Area	50,000	GO
D-25	Drainage Structures in Central Avenue with Project MS-216	125,000 125,000	GO S
D-28	Gypsum Creek; 300' East of Hillside to George Washington Blvd. (relocation of utilities)	70,000	GO
D-29	Gypsum Creek; 355' East of Hillside to George Washington Blvd. (See B-53) (Const.)	150,500	GO

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
D-31	Right-of-way for Gypsum Creek south of Harry, west of turnpike	\$ 20,000	GO
D-32	Right-of-way for Dugan Tributary	10,000	GO
D-35	Cherry Hills Tributary to Gypsum Creek (Right-of-way)	6,000	GO
D-36	Sluice gates and Storm water sewers at 31st and Hydraulic	100,000	GO
D-38	Wichita Street storm water sewer, 2nd to 3rd Streets	81,000	URA
D-39	Third Street storm water sewer Wichita to Main Streets	81,000	URA
D-41	Big Slough, Right-of-way, between Maple and Central	20,000	GO
D-42	Arkansas River, Right-of-way left bank, Lincoln to Gilbert	35,000	GO
	<u>PARK</u>		
P-10	Park Maintenance Facilities Shops and Storage	200,000	GO
P-23A	Orchard Park Swimming Pool	140,000	GO
P-23C	Orchard Park Parking Area and Drive	20,000	GO
P-27B	Planeview Park Shelter and Rest Rooms	35,000	GO
P-28	Riverside Park Tennis Complex	180,000	GO
P-102A	Kiwanis Park Children's Play Area	25,000	GO
	<u>PUBLIC BUILDINGS</u>		
L-2	Branch Library; Northeast (Land, construction and equipment)	400,000	GO
PB-14	City Administrative Building	2,500,000	URA-GO
PB-15	Structural Parking	1,500,000	URA-GO
PB-20	City Material Yard (Construction)	750,000	GO

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
PB-21	Peripheral parking lot for downtown commuters	\$ 200,000	GO
AR-2	Preliminary plans for new Art Museum	30,000	GO
CB-1	Preliminary plans for restoration of present City Building	25,000	GO
	<u>URBAN RENEWAL AGENCY</u>		
	<u>ADMINISTRATIVE CENTER</u>		
URA-1	<u>Acquisition*</u>		
	R/W for Wichita Street Between Douglas and 1st, adjacent to Waco	266,000	URA
	<u>Land Acquisition</u> Between 2nd and 3rd, Riverview and Waco	161,000	URA
	<u>Site Improvements</u>		
	<u>Street Paving</u> Wichita Street; Douglas to Central	411,000	URA
	<u>BRIDGEPORT</u>		
URA-2	<u>Acquisition*</u>		
	<u>Land Acquisition</u> Blocks bounded by 35th, 33rd, Emporia, and Santa Fe	672,000	URA
	<u>WACO-FINN ACTIVITY AREA</u>		
URA-3	<u>Acquisition*</u>		
	<u>Site Improvements</u>		
	<u>Storm Drainage</u> Arkansas River to Waco, North on Waco to 22nd, East on 22nd to Jackson, West on Jackson to Fairview	280,000	URA
	21st St., Shelton to Wellington; Waco, 21st to 22nd; 22nd St., Jackson to Fairview	325,000	URA

*Includes land costs, acquisition expenses, relocation and demolition if required.

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
	<u>Rehabilitation Program</u>		
	<u>Rehabilitation Grants</u> 12 at \$4,500 each	\$ 54,000	URA
	<u>Acquisition</u> 9 tenant occupied residential structures and 4 owner occupied residential	58,500	URA
	<u>Relocation</u> 9 tenants and 4 owners	62,500	URA
	<u>Demolition</u> 28 vacant residential structures	11,200	URA
	<u>AMY-ISELY ACTIVITY AREA</u>		
URA-4	<u>Acquisition*</u>		
	<u>Land Acquisition</u> Blocks bounded by 15th, 17th, Lorraine and Hillside	517,250	URA
	<u>Rehabilitation Program</u>		
	<u>Rehabilitation Grants</u> 50 the first year	225,000	URA
	<u>Acquisition</u> 15 occupied dilapidated structures per year	75,000	URA
	<u>Relocation</u> 90 household relocations per year	93,750	URA
	<u>Demolition</u> 180 structures @ rate of 30 per year	12,000	URA
	<u>PARK IRVING</u>		
URA-5	<u>Acquisition*</u>		
	<u>Land Acquisition</u> Parcels in blocks bounded by AT & SF RR., Emporia, 9th and Murdock	179,670	URA

*Includes land costs, acquisition expenses, relocation and demolition if required.

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
	Parcels in block bounded by AT & SF RR., St. Francis, 9th and 10th	\$ 205,580	URA
	<u>Rehabilitation Program</u>		
	<u>Rehabilitation Grants</u> 50 grants 1st year	225,000	URA
	<u>Acquisition</u> 15 occupied dilapidated structures per year	75,000	URA
	<u>Relocation</u> 90 relocations $\frac{1}{2}$ owner occupied $\frac{1}{2}$ tenant occupied	93,750	URA
	<u>Demolition</u> 180 structures @ rate of 30 per year	12,000	URA
	<u>CENTRAL INDUSTRIAL CORRIDOR</u>		
URA-6	<u>Acquisition*</u>		
	<u>Additional Acquisition</u>	72,000	URA
	<u>PLANEVIEW ACTIVITY AREA</u>		
URA-7	<u>Acquisition*</u>		
	<u>WEST DOUGLAS</u>		
URA-8	<u>Acquisition*</u>		
	<u>Land Acquisition</u> Bi-Centennial Site west of Arkansas River	2,228,800	URA
	<u>EAST DOUGLAS</u>		
URA-9	<u>Acquisition*</u>		
	<u>Urban Park</u> North $\frac{1}{2}$ of block bounded by St. Francis, Douglas, R/R tracks and William	434,000	URA

*Includes land costs, acquisition expenses, relocation and demolition if required.

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
<u>WATER DEPARTMENT</u>			
W-65	Distribution System; Feeder Mains and Main Extension (Unidentified)	\$1,000,000	C
W-91	Deep Well Disposal Facilities (1) Sludge Collection and Thickening System	756,000	R
	(2) Sludge Disposal Well	226,000	R
	16-inch feeder main; Hoover and 31st Street South	174,000	C
<u>SEWER UTILITY</u>			
ST-1	Digested Sludge Disposal Facilities: Sewage Treatment Plants No. 1 & No. 2	625,000 625,000	GO (1) F
S-4	Reconstruction of Sanitary Sewer System	105,000	GO
S-5	Sanitary Submain and Lateral for Future Development and Developed Areas which are Annexed	50,000 1,000,000	GO (1) SA
S-6	Interceptors Unidentified	125,000 375,000	GO (1) F
S-7	Sanitary Sewer to Serve County Zoo	151,000 264,000 385,000	GO (1) F COUNTY
S-8	Dry Creek Interceptor on George Wash. Blvd., from Pawnee to Bluff	112,000 338,000	GO (1) F
S-9	Sanitary Sewer No. 22 - Lift Station No. 4 Relief Line on 25th Street, Meridian to Amidon	20,000 60,000	GO (1) F
S-10	Sanitary Sewer No. 12 in Grove, Lincoln to 2nd Streets	375,000 1,125,000	GO (1) F
S-11	W.S.U. Interceptor on 16th Street, Pennsylvania to Yale	95,000 285,000	GO (1) F

(1) Outside Debt Limit

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
S-18	St. Joseph's Hospital Relief Line	\$ 41,000	GO (1)
<u>TRANSIT AUTHORITY</u>			
MT-8	10 New 45-Passenger Buses for Replacement and Added Services	87,360 349,440	C F
MT-26	32 Side Destination Signs	672 2,688	C F
MT-30	21 Bus Stop Waiting Shelters	4,035 16,141	C F
MT-31	Spare Parts	6,129 24,514	C F
<u>AIRPORT</u>			
A-3A	Maintenance Shops	10,000	GO (1)
A-9D	Stream Diversion	360,500 1,081,500	GO (1) F
A-17	Roads and Drives	92,500 277,500	GO (1) F
A-18	Utilities Extensions	100,000	GO (1)
A-19	Hangars, etc.	1,000,000	GO (1)
A-26	Land Purchase for Extension of Runway 1L-19R	50,000 150,000	GO (1) F

(1) Outside Debt Limit

1974-1979 CAPITAL IMPROVEMENT PROGRAM
SUMMARY OF PROPOSED GENERAL OBLIGATION
EXPENDITURES

(IN THOUSANDS)

	1974		1975		1976		1977		1978		1979		Total G.O.	Total Other
	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other		
EXPRESSWAYS	\$ 724	\$2,131	\$ 1,825	\$ 5,475	\$ 60	\$ 140	\$ 60	\$ 140	\$ 858	\$1,200	\$ --	\$ --	\$ 3,527	\$ 9,086
ARTERIALS	4,448	5,924	1,531	3,598	1,639	2,806	2,382	3,738	2,465	3,200	2,218	3,222	14,683	22,488
TRAFFIC SIGNALS	441	88	212	210	290	282	330	300	263	335	385	228	1,921	1,443
BRIDGES	1,076	924	290	420	100	140	510	35	555	1,545	590	550	3,121	3,614
DRAINAGE	1,312	687	635	1,250	2,350	2,950	1,800	2,300	--	500	--	2,500	6,097	10,187
PARKS	600	--	600	149	600	600	600	200	600	465	600	205	3,600	1,619
PUBLIC BUILDINGS	<u>5,405</u>	--	<u>3,045</u>	<u>4,000</u>	<u>231</u>	--	<u>380</u>	--	<u>695</u>	--	<u>120</u>	--	<u>9,876</u>	<u>4,000</u>
TOTAL	\$14,006	\$9,754	\$ 8,138	\$15,102	\$ 5,270	\$6,918	\$ 6,062	\$6,713	\$ 5,436	\$7,245	\$ 3,913	\$6,705	\$42,825	\$52,437
E Add: 8% Debt Outstanding January 1	\$33,394		\$43,501		\$47,127		\$47,049		\$47,523		\$47,143			
Less: Bonds Retired	3,899		4,412		5,348		5,588		5,816		6,190			
TOTAL DEBT OUT- STANDING	\$43,501		\$47,127		\$47,049		\$47,523		\$47,143		\$44,866			
8% Legal Debt Limit	<u>47,494</u>		<u>48,920</u>		<u>50,400</u>		<u>51,920</u>		<u>53,480</u>		<u>55,080</u>			
8% Legal Debt Margin	<u>3,993</u>		<u>1,793</u>		<u>3,351</u>		<u>4,397</u>		<u>6,337</u>		<u>10,214</u>			
Mill Levy Requirement	7.875		8.286		11.021		11.154		11.322		11.520			
Add: PBC Bonds	--		--		.463		.441		.419		.398			
Less: Structural Parking Revenues	--		.204		.194		.185		.175		.167			
Total Mill Levy	7.875		8.082		11.290		11.410		11.566		11.751			

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
<u>EXPRESSWAYS</u>									
E-13	Inner Loop; Right-of-way	X			X			7,000	GO
								60,000	GO
								140,000	S
					X			858,000	GO
								1,200,000	S
E-14	Design Location for Inner Loop			X				60,000	GO
								140,000	S
E-6F	Northeast Diagonal Location Study	X						30,000	GO
								70,000	S
<u>KELLOGG FREEWAY</u>									
E-7D	Kellogg; Lulu to Topeka Right-of-way		X					500,000	GO
								1,500,000	S
E-7F	Kellogg; Estelle to Clifton Right-of-way	X						500,000	GO
			X					1,500,000	S
								325,000	GO
								975,000	S
E-9	Kellogg West; I-235 to Seville Avenue (Right-of-way - local share)	X						187,000	GO
			X					561,000	S
								1,000,000	GO
								3,000,000	S
<u>ARTERIALS</u>									
MS-1	29th Street North; Amidon to Arkansas (See B-48)				X			200,000	GO
								200,000	SA
MS-2	29th Street North; Broadway to Arkansas	X						110,000	GO
								110,000	SA
MS-22	Harry; K-15 to Hydraulic		X					100,000	GO
								90,000	SA
MS-32	West Street; Merton to K-42			X				190,000	GO
								190,000	SA
MS-35	Meridian; 37th Street North to City Limits K-96		X					5,000	GO
								5,000	SA
								25,000	S
MS-36	Amidon; 29th Street to 37th Street (See B-34)		X					70,000	GO
								70,000	SA
								330,000	S

project number	project description						project cost	method of financing
		1974	1975	1976	1977	1978		
MS-45C	McLean; 31st to 29th Street South, Right-of-Way	X					20,000	GO
MS-49	Seneca; MacArthur Road to 47th Street South			X			80,000 80,000 370,000	GO SA S
MS-50	Seneca; 47th to 55th Streets			X			80,000 80,000 370,000	GO SA S
MS-52	Hydraulic; MacArthur Road to 47th Street South				X		80,000 80,000 370,000	GO SA S
MS-59	Woodlawn; Rockhill to 29th Street					X	600,000 600,000	GO SA
MS-65	37th Street North; Broadway to Hydraulic					X	66,000 66,000 308,000	GO SA S
MS-68	Mt. Vernon; K-15 to Hydraulic (Construction)	X					60,000 32,000	GO SA
MS-68A	Mt. Vernon; K-15 to Hydraulic (Right-of-Way)	X					15,000	GO
MS-71	George Washington Boulevard; Pawnee to 800' North of Harry (See B-26)	X					810,000 182,500 992,500	GO SA S
MS-72	Central; Santa Fe to Pennsylvania					X	51,000 51,000 208,000	GO SA S
MS-87	Interstate Connectors	X	X	X	X		50,000 50,000 50,000 50,000	GO GO GO GO
MS-88	Lincoln Street Connector; from Poplar to Green	X					105,000	GO
MS-91	17th Street; Broadway to I-35W			X			190,000 160,000	GO SA

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
MS-96	Central; Woodchuck to Ridge Road	X						160,000 40,000	GO SA
MS-99	Maple; Sheridan to McLean (See D-19)					X		830,000 550,000	GO SA
MS-106	Mt. Vernon; K-15 to Market Construction					X		325,000 215,000	GO SA
MS-106A	Mt. Vernon; K-15 to Market Right-of-Way					X		50,000	GO
MS-108A	31st Street South; K-15 to Turnpike				X			260,000 220,000	GO SA
MS-108B	31st Street South; Turnpike to George Washington Boulevard				X			260,000 90,000	GO SA
MS-113	Arkansas Avenue; from 600' North of 29th to I-235					X		310,000 310,000	GO SA
MS-118	Hillside; Right-of-Way from 300' South of Central to Frisco RR	X						340,000	GO
MS-118A	Hillside; Reconstruction from 300' South of Central to Frisco RR	X						240,000 120,000	GO SA
MS-120	Hydraulic; Kellogg to Harry			X				340,000 230,000	GO SA
MS-122	McLean Boulevard; 29th Street to MacArthur Road (Construction)				X			210,000 500,000	GO S
MS-126	Kellogg; from 960' West of Armour to 750' East of Rock Road (Construction)	X						50,000 300,000	GO SA

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
MS-126A	Kellogg; from 960' West of Armour to 750' East of Rock Road (Right-of-Way)	X						100,000	GO
MS-127	Rock Road; from North Line of Kellogg to South Line of Douglas (Construction)	X						35,000 182,500	GO SA
MS-127A	Rock Road; from North Line of Kellogg to South Line of Douglas (Right-of-Way)	X						25,000	GO
MS-128	Rock Road; Kellogg to Harry (See B-35)	X						115,000 115,000 280,000	GO SA S
MS-129	Rock Road; Central to ½ Mile North of Central				X			140,000 140,000	GO SA
MS-130	Tyler Road; Kellogg to Maple					X		175,000 175,000	GO SA
MS-132	Tyler Road; 700' North of Central to 700' North of 13th Street				X			340,000 280,000	GO SA
MS-133	West Street; 31st Street South to I-235		X					75,000 75,000	GO SA
MS-134	West Street; K-42 to 31st Street South		X					270,000 270,000	GO SA
MS-146B	Arkansas Avenue; 21st Street to 600' North of 29th Street					X		310,000 255,000	GO SA
MS-147	MacArthur Road; Arkansas River to Hydraulic	X						135,000 135,000 270,000	GO SA S
MS-148	MacArthur Road; I-235 to Seneca (See B-52)				X			66,000 66,000 308,000	GO SA S
MS-149	Seneca and Pawnee Intersection (Reconstruction)	X						350,000 350,000	GO S

project number	project description						project cost	method of financing
		1974	1975	1976	1977	1978		
MS-149A	Seneca and Pawnee Intersection (Right-of-Way)	X					20,000 20,000	GO S
MS-150	Seneca and 31st Street Intersection (Reconstruction)				X		170,000 400,000	GO S
MS-150A	Seneca and 31st Street Intersection (Right-of-Way)			X			60,000 140,000	GO S
MS-157	Grove; 100' South of Lewis to Elm Avenue (Right-of-Way)	X	X				180,000 420,000 540,000 1,260,000	GO S GO S
MS-157A	Grove; 100' South of Lewis to Elm Avenue (Construction)		X				90,000 90,000 430,000	GO SA S
MS-171	2nd Street; Greenway to Main Streets		X				65,000 95,000	SA URA
MS-172	Pawnee; from Cherry Creek Drive to Oak Knoll	X					90,000 30,000	GO SA
MS-174	2nd Street; Big Arkansas River to Dodge (See B-41)			X			150,000 90,000 30,000	GO SA URA
MS-176	Main Street; Douglas to Pine	X					245,000 165,000	GO SA
MS-177	Main Street; Pine to 12th Street		X				165,000 165,000	GO SA
MS-179	Harry; Woodlawn to Rock Road (See B-51)			X			250,000 250,000	GO SA
MS-180	Broadway; 21st Street to 25th Street					X	51,000 51,000 238,000	GO SA S
MS-181	Ridge Road; U.S. 54 to 700' North of Maple					X	35,000 35,000 140,000	GO SA S

project number	project description							project cost	method of financing
		1974	1975	1976	1977	1978	1979		
MS-182	13th Street; Tyler Road to Maize Road		X					65,000 10,000 175,000	GO SA S
MS-185	George Washington Boulevard; from North Line of Lincoln to Menlo Drive		X					85,000 85,000	GO S
MS-186A	Grove; Reconstruct from Lincoln to North Line of Orme		X					130,000 130,000	GO S
MS-193	Emporia; 13th to 17th Streets			X				220,000 145,000	GO SA
MS-195	Greenwich Road; Douglas to KTA				X			48,000 48,000 224,000	GO SA S
MS-199	47th Street South; Hydraulic to I-35W			X				160,000 110,000	GO SA
MS-200	47th Street South; Broadway to Seneca				X			280,000 280,000	GO SA
MS-205	37th Street; Meridian to East Line of Sherwood Glenn, 2nd Addition				X			220,000 220,000	GO SA
MS-208	Rock Road; Harry to Pawnee (2-lane to 4-lane)			X				54,000 54,000 252,000	GO SA S
MS-212	Sycamore; McLean Boulevard to U.S. 54				X			270,000 270,000	GO SA
MS-213	1st Street; Big Arkansas River to Waco Street (Construction) (See B-41)		X					26,000 26,000 52,000	GO SA URA
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-way)		X					250,000	GO
MS-214	1st Street; Water to Waco		X					130,000 36,000 200,000	GO SA URA

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
MS-216	Central Avenue; Ridge Road to I-235 (Construction) (See B-57 and B-58)	X						105,000 105,000 210,000	GO SA S
MS-216A	Central Avenue; Ridge Road to I-235 (Right-of-Way)	X						100,000	GO
MS-217	Cleveland; Central to Murdock	X						11,000 54,000	GO SA
MS-219	K-15; Hydraulic to MacArthur Road	X						72,000 72,000	GO S
MS-222	Hillside; Bayley to Skinner				X			285,000 190,000	GO SA
MS-224	Broadway; Arkansas River to 290' South of the Centerline of Pawnee (See B-49)						X	65,000 65,000 130,000	GO SA S
MS-225	Wichita Street; Douglas to First (Right-of-way)	X						266,000	URA
MS-226	Wichita Street; Douglas to Central (Construction)	X						411,000	URA
MS-227	Wheelchair Ramps on William, from Main to Emporia	X						45,000	GO
MS-228	Intersection of West Street and U.S. 54 (Construction)	X						165,000	GO
MS-228A	Intersection of West Street and U.S. 54 (Right-of-Way)	X						75,000	GO
MS-229	Grove; Elm to 14th Streets				X			318,000 212,000	GO SA
MS-230	Grove; 14th to 21st Streets					X		105,000 105,000 140,000	GO SA S
MS-231	Third Street; Wichita to Main	X						50,000	URA
MS-232	Tyler Road; 115' No. of Center Line of Central to 965' No. of Center Line of Central	X						60,000	GO
MS-233	Highway 81; 47th Street So. to 55th Street So. (Right-of-way)		X					30,000 70,000	GO S

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
RS-1	Residential Street Improvements	X						100,000	GO
			X					450,000	SA
				X				100,000	GO
					X			450,000	SA
						X		100,000	GO
							X	450,000	SA
								100,000	GO
								450,000	SA
								100,000	GO
								450,000	SA
CS-1	Collector Streets; that part exceeding residential street standards	X						25,000	GO
			X					150,000	SA
				X				25,000	GO
					X			150,000	SA
						X		25,000	GO
							X	150,000	SA
								25,000	GO
								150,000	SA
								25,000	GO
								150,000	SA

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>TRAFFIC ENGINEERING SIGNALIZATION</u>								
TE-19	Harry and Meridian	X						17,500	GO
	Harry and West	X						17,500	GO
	Kellogg and Webb	X						12,000	GO
	Kellogg and Bonnie Brae	X						4,000	GO
	Kellogg and Heather	X						4,000	GO
	Kellogg and Woodlawn	X						9,000	GO
	Central and Woodchuck	X						4,250	GO
	21st and Estelle	X						4,250	GO
	29th and Arkansas (See MS-2)	X						17,500	GO
	K-15 and Mt. Vernon (See MS-68)	X						17,500	GO
	Hydraulic and Mt. Vernon (See MS-68)	X						22,500	GO
	Central and Ridge (See MS-96)	X						22,500	GO
	Hillside at Murdock, Elm & Central (See MS-118)	X						30,000	GO
	Kellogg and Armour (See MS-126)	X						22,500	GO
	Kellogg and Rock Road (See MS-128)	X						25,000	GO
	Rock Road and Lincoln (See MS-128)	X						15,000	GO
	Pawnee and Rock Road (See MS-173)	X						20,000	GO
	Main and Douglas (See MS-176)	X						10,000	GO
	Main and First (See MS-176)	X						10,000	GO

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
TE-19 (cont.)	Main and Second (See MS-176)	X						10,000	GO
	Main and Third (See MS-176)	X						10,000	GO
	Main and Central (See MS-176)	X						10,000	GO
	Kellogg and West (See MS-228)	X						26,000	GO
	School signals as needed	X						12,000	GO
	Geo. Wash. Blvd. and Harry (See MS-71)	X						14,000 14,000	GO US
	Geo. Wash. Blvd. and Hillside (See MS-71)	X						12,500 12,500	GO US
	Geo. Wash. Blvd. and Mt. Vernon (See MS-71)	X						14,000 14,000	GO US
	Geo. Wash. Blvd. and Bayley (See MS-185)	X						12,500 12,500	GO US
	K-15 Signalization and improvement from Pawnee to 31st Street. New signal at Wassall (See MS-219)	X						35,000 35,000	GO US
TE-20	Harry and K-42		X					18,000	GO
	13th and Ridge Road		X					25,000	GO
	Harry and K-15 (See MS-22)		X					15,000	GO
	Harry and Hydraulic (See MS-22)		X					20,000	GO
	Main and Murdock (See MS-177)		X					10,000	GO
	1st and Waco (See MS-213)		X					22,500	GO
	School signals as needed		X					12,000	GO
	Grove and Douglas (See MS-157)		X					7,500 17,500	GO US

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
TE-20 (cont.)	Grove and First (See MS-157)	X						7,500 17,500	GO US
	Grove and Second (See MS-157)	X						7,500 17,500	GO US
	Grove and Central (See MS-157)	X						7,500 17,500	GO US
	31st and McLean (See MS-122)	X						7,500 17,500	GO US
	McLean and MacArthur (See MS-122)	X						7,500 17,500	GO US
	18 School crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual	X						44,800 104,500	GO US
TE-21	West and K-42 (See MS-32)		X					15,000	GO
	Seneca and MacArthur (See MS-49)		X					22,500	GO
	Seneca and 47th (See MS-49)		X					22,500	GO
	Lincoln and Hydraulic (See MS-120)		X					22,500	GO
	West Street and 31st (See MS-133)		X					22,500	GO
	Pawnee and West (See MS-134)		X					22,500	GO
	2nd and Waco (See MS-171)		X					10,000	GO
	2nd and Water (See MS-171)		X					10,000	GO
	2nd and Main (See MS-171)		X					10,000	GO
	School signals as needed		X					12,000	GO

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
TE-21 (cont.)	29th and Amidon (See MS-36)		X					7,500 17,500	GO US
	37th and K-96 (See MS-36)		X					7,500 17,500	GO US
	19 School crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual		X					68,400 159,600	GO US
	Optically programmed signals at left turn bays and skewed intersections		X					37,500 87,500	GO US
TE-22	Seneca and 55th (See MS-50)			X				25,000	GO
	Hydraulic and MacArthur (See MS-52)			X				15,000	GO
	Hydraulic and 47th (See MS-52)			X				25,000	GO
	17th and Mosley (See MS-91)			X				22,500	GO
	Central and Rock Road (See MS-129)			X				22,500	GO
	Tyler Road and 13th (See MS-132)			X				22,500	GO
	2nd and McLean (See MS-174)			X				15,000	GO
	Harry and Woodlawn (See MS-179)			X				20,000	GO
Kellogg and Greenwich (See MS-195)			X				22,500	GO	
	School signals as needed			X				12,000	GO

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
TE-22 (cont.)	19 School crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual				X			68,400 159,600	GO US
	Modernization of CBD traffic signals				X			60,000 140,000	GO US
TE-23	21st and Woodlawn (See MS-59)				X			22,500	GO
	31st and Oliver (See MS-108A)				X			20,000	GO
	Tyler Road and Kellogg (See MS-130)				X			20,000	GO
	Tyler Road and Maple (See MS-130)				X			22,500	GO
	2nd and Sycamore (See MS-212)				X			22,500	GO
	School signals as needed				X			12,000	GO
	19 School crossing signal revisions composed of overhead indications and 3-section signals in conformance with the new Manual				X			68,400 159,600	GO US
	Traffic signal and pavement marking improvements at 31st and Seneca (See MS-150)				X			15,000 35,000	GO US
TE-24	Computerization study of signal systems				X			30,000 70,000	GO US
	Modernization of traffic signals to comply with 1971 MUTCD				X			30,000 70,000	GO US
	37th and Broadway (See MS-65)					X		25,000	GO
	Central and Washington (See MS-72)					X		20,000	GO

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
TE-24 (cont.)	Maple and McLean (See MS-99)					X		20,000	GO
	Mt. Vernon and Market (See MS-106)					X		20,000	GO
	Mt. Vernon and Broadway (See MS-106)					X		20,000	GO
	Mt. Vernon and Topeka (See MS-106)					X		20,000	GO
	Mt. Vernon and Emporia (See MS-106)					X		20,000	GO
	Mt. Vernon and St. Francis (See MS-106)					X		20,000	GO
	Mt. Vernon and Washington (See MS-106)					X		20,000	GO
	37th and Arkansas (See MS-113)					X		22,500	GO
	21st and Arkansas (See MS-146B)					X		22,500	GO
	23rd and Broadway (See MS-180)					X		20,000	GO
	Maple and Ridge (See MS-181)					X		25,000	GO
	School signals as needed					X		12,000	GO
	Modernization of traffic signals to comply with 1971 MUTCD					X		30,000 70,000	GO US
	Interconnection and coordination of signal system groups					X		37,500 87,500	GO US
	Replacement of obsolete equipment with solid state equipment					X		30,000 70,000	GO US

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>BRIDGES</u>								
B-26	George Washington Blvd. at Dry Creek (See MS-71)	X						20,000 20,000	GO S
B-34	Amidon; Meridian at Flood Control (See MS-35 & MS-36)		X					180,000 420,000	GO S
B-35	Rock Road at Gypsum Creek (See MS-128)	X						51,000 119,000	GO S
B-36	Roseberry at Dry Creek (See D-3A)	X						65,000	GO
B-40	Bridge at Flood Control & Big Arkansas River West of I-235 and 25th Street Interchange					X		515,000 515,000 1,030,000	GO County S
B-41	1st/2nd Street at Big Arkansas River (See MS-171, 174, 213)	X						300,000 300,000	GO S
B-45	Bridge; Cessna Drive at Dry Creek Diversion (See D-3A)	X						65,000	GO
B-46	Bridge; Elmwood at Dry Creek (See D-4A)		X					70,000	GO
B-48	Bridge Widen; 29th Street at Little Arkansas River (See MS-1)				X			225,000	GO
B-49	Bridge; Broadway at Big Arkansas River (See MS-224)					X		550,000 550,000	GO S
B-50	Walkways-Bridge at Amidon and Big Arkansas River	X						50,000	GO
B-51	Bridge; Harry Street and Gypsum Creek (See MS-179)				X			210,000	GO
B-52	Bridge; MacArthur Road & Big Slough (See MS-148)				X			35,000 35,000	GO S

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
B-57	Bridge; Central & Big Slough (See MS-216)	X						120,000	GO
								120,000	S
B-58	Bridge; Central & Floodway (See MS-216)	X						365,000	GO
								365,000	S
B-60	Collector Street Bridges	X						40,000	GO
			X					40,000	GO
				X				40,000	GO
					X			40,000	GO
						X		40,000	GO
							X	40,000	GO
B-64	1st/2nd Streets - Railroad Underpasses (See D-37)							60,000	GO
				X				140,000	S

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>DRAINAGE</u>								
D-3A	Dry Creek Diversion; Gypsum Creek to Pawnee (Right-of-way and relocation)	X						155,000	GO
D-3B	Dry Creek Diversion; Gypsum Creek to Pawnee (See B-36 and B-51)	X						140,000	GO
D-4	Dry Creek Channel; Pawnee to Mt. Vernon (Right-of-way)	X						80,000	GO
D-4A	Dry Creek Channel; Pawnee to Mt. Vernon (See B-46)		X					435,000	GO
D-5	Storm Water Sewer (unidentified)	X						400,000	SA
			X					450,000	SA
				X				450,000	SA
					X			500,000	SA
						X		500,000	SA
							X	500,000	SA
D-6	Little Arkansas River Dam	X						350,000	URA
D-8	Wichita Drainage Canal Lining; English to 17th Street		X					1,800,000	GO
				X				1,800,000	F
					X			1,800,000	GO
								1,800,000	F
D-11	Drainage Study and Engineering Southwest Industrial Area	X						50,000	GO
D-12	Third Street; Drainage Canal to Grove (Construction)		X					200,000	URA
D-12A	Third Street; Drainage Canal to Grove (Right-of-way)		X					100,000	URA
D-12B	Third Street; Grove to Hillside			X				200,000	GO
D-19	Maple Street Interceptor, Storm Water Sewer (See MS-99)					X		2,000,000	SA
D-24	19th Street; Shadybrook Storm Sewer	X		X				700,000	URA
								700,000	URA

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
D-25	Drainage Structures in Central Avenue with Project MS-216	X						125,000 125,000	GO S
D-28	Gypsum Creek; 300 ft east of Hillside to George Washington Blvd (relocation of Utilities)	X						70,000	GO
D-29	Gypsum Creek; 355 ft east of Hillside to George Washington Blvd (See B-53) (Const.)	X						150,500	GO
D-31	Right-of-way for Gypsum Creek south of Harry, west of tumpike	X						20,000	GO
D-32	Right-of-way for Dugan Tributary	X						10,000	GO
D-35	Cherry Hills Tributary to Gypsum Creek (Right-of-way)	X						6,000	GO
D-36	Sluice Gates and Storm Water Sewers at 31st and Hydraulic	X						100,000	GO
D-37	1st Street Storm Water Sewer, Water to Santa Fe (See B-64)		X					350,000	GO
D-38	Wichita Street Storm Water Sewer, 2nd to 3rd Streets	X						81,000	URA
D-39	Third Street Storm Water Sewer Wichita to Main Streets	X						81,000	URA
D-41	Big Slough, Right-of-way, Between Maple and Central	X						20,000	GO
D-42	Arkansas River, Right-of-way Left Bank, Lincoln to Gilbert	X						35,000	GO

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>PARK</u>								
P-1B	Aley Park Children's Play Area			X				10,500 10,500	GO F
P-5	College Hill Park Recreation Building Including Equipment, Furnishing, Parking Area and Walks					X		135,000	GO
P-10	Park Maintenance Facilities Shops and Storage	X						200,000	GO
P-10A	Park Maintenance Facilities Maintenance Shops and Storage		X					50,000 50,000	GO F
P-12	McAdams Park Two Lighted Tennis Courts		X					15,000 15,000	GO F
P-17	Murdock Park Two Lighted Tennis Courts				X			15,000 15,000	GO F
P-18B	Linwood Park Parking Area and Drives			X				25,000 25,000	GO F
P-18D	Linwood Park Recreation Center, Including Equipment and Furnishing		X					330,000	GO
P-18G	Linwood Park Light Two Softball Fields			X				30,000 30,000	GO F
P-23A	Orchard Park Swimming Pool	X						140,000	GO
P-23C	Orchard Park Parking Area and Drive	X						20,000	GO
P-25B	Edgemoor Park Children's Play Area, Walks and Site Development				X			25,000 25,000	F

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
P-25D	Edgemoor Park Parking Area		X					10,000 10,000	GO F
P-27B	Planeview Park Shelter and Rest Rooms	X						35,000	GO
P-28	Riverside Park Tennis Complex	X						180,000	GO
P-28A	Riverside Park Redevelopment Additions and Rehabilitation of existing facilities			X				75,000 75,000	GO F
P-28B	Riverside Park Site Development					X		130,000 130,000	GO F
P-28C	Riverside Park Additions and Rehabilitation of existing facilities				X			80,000 80,000	GO F
P-28D	Riverside Park Swimming Pool					X		160,000 160,000	GO F
P-31A	Watson Park Extend Train Track				X			60,000	GO
P-33	Schweiter Park Two Lighted Tennis Courts			X				12,500 12,500	GO F
P-33A	Schweiter Park One Multi-Use Court			X				5,000 5,000	GO F
P-38A	Buffalo Park Two Lighted Tennis Courts		X					15,000 15,000	GO F
P-87C	Boston Park Parking Area			X				25,000 25,000	GO F
P-87D	Boston Park Swimming Pool			X				135,000 135,000	GO F
P-87E	Boston Park Recreation Center including Equipment and Furnishings				X			340,000	GO

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
P-87F	Boston Park Two Lighted Tennis Courts							15,000	GO
			X					15,000	F
P-102	Kiwanis Park Recreation Building including Equipment and Furnishing		X					121,000	GO
P-102A	Kiwanis Park Children's Play Area	X						25,000	GO
P-102B	Kiwanis Park Parking Area							11,000	GO
			X					11,000	F
P-105A	Chisholm Creek Park Site Development							13,000	GO
			X					13,000	F
P-105B	Chisholm Creek Park Shelter and Restrooms				X			25,000	GO
								25,000	F
P-105C	Chisholm Creek Park One Lighted Softball Field				X			15,000	GO
								15,000	F
P-105D	Chisholm Creek Park Site Development							45,000	GO
			X					45,000	F
					X			25,000	GO
						X		25,000	F
							X	50,000	GO
								50,000	F
P-200	Land Acquisition Parks							54,500	GO
				X				54,500	F
					X			30,000	GO
								30,000	F
P-202A	River Bank Beautification Bike Trails, Walks and Site Development							75,000	GO
			X					75,000	F
P-202B	River Bank Beautification Bike Trails, Walks and Site Development							40,000	GO
				X				40,000	F

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
P-202C	River Bank Beautification Site Development					X		50,000	GO
								50,000	F
P-203	West Douglas Park Two Lighted Tennis Courts			X				13,750	GO
								13,750	F
P-203C	West Douglas Park One Lighted Softball Field			X				13,750	GO
								13,750	F
P-204	Willow Park Children's Play Area, Walks, Benches and Site Development					X		30,000	GO
								30,000	F
P-206B	Pawnee Prairie Park Site Development			X				45,000	GO
								45,000	F
					X			120,000	GO
								120,000	F
						X		30,000	GO
P-210	Sycamore Park Children's Play Area, Walks, Softball Field, Multi-Use Court and Site Development		X					30,000	GO
								30,000	F
P-210A	Sycamore Park Parking Area and Drives					X		15,000	GO
								15,000	F
P-211	Sycamore Park Recreation Center including Equipment and Furnishing					X		340,000	GO
P-211A	Sycamore Park Two Lighted Tennis Courts				X			15,000	GO
								15,000	F
P-215	Lawrence Stadium Rehabilitation					X		55,000	GO
P-220	Brown Thrush Park Site Development				X			40,000	GO
								40,000	F

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>PUBLIC BUILDINGS</u>								
FS-5	Fire Station No. 13 and Equipment in the vicinity of West Street and Bounous		X					231,000	GO
FS-17	Fire Training Grounds; 31st and Oliver, Project E Extension of paving for driver training area		X					57,000	GO
FS-25	Fire Station in the vicinity of 33rd Street North and Broadway. Relocation of present station at 18th and Market		X					225,000	GO
FS-26	Fire Station in the vicinity of Lincoln and Market. Replacing #2 Station at Lewis and Topeka and #6 Station at Mt. Vernon and Santa Fe				X			375,500	GO
L-2	Branch Library; Northeast (Land, construction and equipment)	X						400,000	GO
L-3	Branch Library; Construction of new Boulevard Branch to replace rented quarters			X				260,000	GO
L-4	Branch Library; Construction of branch for Westlink to replace rented quarters				X			200,000	GO
PB-14	City Administrative Building	X	X					2,500,000 2,000,000	URA-GO URA-GO
PB-15	Structural Parking	X						1,500,000	URA-GO
PB-20	City Material Yard (construction)	X	X					750,000 518,000	GO GO
PB-21	Peripheral parking lot for downtown commuters	X						200,000	GO
AR-1	New Art Museum	X						3,500,000	PBC

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
AR-2	Preliminary plans for new Art Museum	X						30,000	GO
C-1	Pave and meter present dirt lot at Century II		X					70,000	GO
C-2	Land acquisition for Century II parking		X					175,000	GO
CA-1	Canal route recreation development (City share)				X			120,000	GO
					X			120,000	GO
						X		120,000	GO
CB-1	Preliminary plans for restoration of present City Building		X					25,000	GO
CB-2	Restoration of present City Building		X					500,000	OTHER

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
URA-1	<u>ADMINISTRATION CENTER</u>								
	<u>Acquisition*</u>								
	R/W for Wichita Street Between Douglas and 1st, adjacent to Waco	X						266,000	URA
	<u>Land Acquisition</u> Between 2nd and 3rd, Riverview and Waco	X						161,000	URA
	<u>Land Acquisition</u> Between 1st and 2nd, Waco and Wichita			X				72,000	URA
	<u>Land Acquisition</u> Parcel southwest of 2nd and Waco			X				1,174,000	URA
	<u>Site Improvements</u>								
	<u>Street Paving</u> Wichita Street; Douglas to Central	X						411,000	URA
	<u>Storm Sewer</u> Main Street; 2nd to 3rd Streets		X					81,000	URA
	<u>Pedestrian Improvements</u> Main Street; Douglas to Pine		X					500,000	URA
	<u>Pedestrian Improvements</u> City Building		X					100,000	URA
	<u>Street Paving (City Project)</u> 18.75% by URA 2nd Street; Greenway to Main			X				30,000	URA
<u>Storm Sewer</u> 3rd Street; Alley west of Riverview to Market			X				425,600	URA	
<u>Storm Sewer</u> 2nd Street; East Bank of Arkansas River to Market			X				336,000	URA	

*Includes land costs, acquisition expenses, relocation and demolition if required.

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
URA-2	<u>ADMINISTRATION CENTER</u> (cont.)								
	<u>Pedestrian Improvements</u> Federal Building					X		150,000	URA
	<u>BRIDGEPORT</u>								
	<u>Acquisition*</u>								
	<u>Land Acquisition</u> Blocks bounded by 35th, 33rd, Emporia, and Santa Fe	X						672,000	URA
	Blocks bounded by 37th, 35th Emporia, and Santa Fe, excluding school property		X					1,107,400	URA
	Blocks bounded by 37th, 33rd, Lawrence and Emporia			X				746,500	URA
	Blocks bounded by 37th, 33rd, Frisco R/R tracks and Cleveland				X			1,581,800	URA
	<u>Site Improvements</u>								
	<u>Phase I - West Side</u> Streets, storm sewers, water lines and engineering			X				345,300	URA
<u>Phase II - West Side</u> Streets, storm sewers, water lines, and engineering, 33rd to 35th				X			387,000	URA	
<u>Additional Improvements - West Side</u> 33rd street paving, storm, and sanitary sewer, water lines and engineering					X		167,300	URA	
<u>East Side Improvements</u> Sanitary, and storm sewer water lines, street paving and engineering						X	571,100	URA	
*Includes land costs, acquisition expenses, relocation and demolition if required.									

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
URA-3	<u>WACO-FINN ACTIVITY AREA</u>								
	<u>Acquisition*</u>								
	<u>Commercial Development</u> North of 21st Street and Broadway			X				332,100	URA
	<u>Site Improvements</u>								
	<u>Storm Drainage</u> Arkansas River to Waco, North on Waco to 22nd, East on 22nd to Jackson, West on Jackson to Fairview	X						280,000	URA
	<u>Street Paving (50%)</u> Market; 18th to 20th		X					55,000	URA
	21st St.; Shelton to Wellington; Waco, 21st to 22nd; 22nd St., Jackson to Fairview	X						325,000	URA
	<u>Utility Improvements</u> Street paving, storm sewer; sidewalk, drives		X					675,400	URA
	Street paving, sidewalks and drives			X				458,300	URA
	Street paving, storm sewers				X			252,000	URA
	<u>Pedestrian Improvements</u> Commercial area north of 21st and Broadway				X			28,000	URA
	Commercial area south of 21st and Broadway					X		112,000	URA
	<u>Rehabilitation Program</u>								
<u>Rehabilitation Grants</u> 12 at \$4,500 each 13 at \$4,500 each	X	X					54,000 58,500	URA URA	
*Includes land costs, acquisition expenses, relocation and demolition if required.									

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
URA-4	<u>WACO-FINN ACTIVITY AREA (cont.)</u>								
	<u>Acquisition</u> 9 tenant occupied residential structures and 4 owner occupied residential	X						58,500	URA
	9 tenant occupied residential structures and 3 owner occupied structures		X					54,000	URA
	<u>Relocation</u> 9 tenants and 4 owners	X						62,500	URA
	9 tenants and 3 owners		X					52,500	URA
	<u>Demolition</u> 28 vacant residential structures	X						11,200	URA
	25 structures		X					10,000	URA
	<u>AMY-ISELY ACTIVITY AREA</u>								
	<u>Acquisition*</u>								
	<u>Land Acquisition</u> Blocks bounded by 15th, 17th, Lorraine and Hillside	X						517,250	URA
	<u>Land Acquisition</u> Blocks bounded by 15th, 17th, Lorraine and Chautauqua		X					738,850	URA
	<u>Site Improvements</u>								
	<u>Storm Sewer</u> Shadybrook Sewer 1st 1/2 of line	X						750,000	URA
	2nd 1/2 of line			X				750,000	URA
	<u>Rehabilitation Program</u>								
<u>Rehabilitation Grants</u> 50 the first year	X						225,000	URA	
75 the succeeding 5 years		X					337,500	URA	
			X				337,500	URA	
				X			337,500	URA	
					X		337,500	URA	

*Includes land costs, acquisition expenses, relocation and demolition if required.

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>AMY-ISELY ACTIVITY AREA (cont.)</u>								
	<u>Acquisition</u> 15 occupied dilapidated structures per year	X	X	X	X	X	X	75,000 75,000 75,000 75,000 75,000 75,000	URA URA URA URA URA URA
	<u>Relocation</u> 90 Household relocations per year	X	X	X	X	X	X	93,750 93,750 93,750 93,750 93,750 93,750	URA URA URA URA URA URA
	<u>Demolition</u> 180 Structure @ rate of 30 per year	X	X	X	X	X	X	12,000 12,000 12,000 12,000 12,000 12,000	URA URA URA URA URA URA
	<u>PARK IRVING</u>								
URA-5	<u>Acquisition*</u>								
	<u>Land Acquisition</u> Parcels in blocks bounded by AT & SF RR., Emporia, 9th and Murdock	X						179,670	URA
	Parcels in block bounded by AT & SF RR., St. Francis, 9th and 10th	X						205,580	URA
	<u>Park and Opportunity Acquisition</u>	X	X					283,250 137,900	URA URA
	<u>Land Acquisition</u> Parcel in block bounded by St. Francis, Emporia, Pine and Murdock			X				86,800	URA
	*Includes land costs, acquisition expenses, relocation and demolition if required.								

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>PARK IRVING</u> (cont.)								
	Parcels in block bounded by AT & SF RR., St. Francis, 10th and 11th				X			196,300	URA
	Parcels in blocks bounded by Santa Fe, Emporia, 10th and 11th					X		233,450	URA
	<u>Rehabilitation Program</u>								
	<u>Rehabilitation Grants</u>								
	50 grants 1st year	X						225,000	URA
	75 grants the succeeding years		X					337,500	URA
				X				337,500	URA
					X			337,500	URA
						X		337,500	URA
							X	337,500	URA
	<u>Acquisition</u>								
	15 occupied dilapidated structures per year	X						75,000	URA
			X					75,000	URA
				X				75,000	URA
					X			75,000	URA
						X		75,000	URA
	<u>Relocation</u>								
	90 relocations 1/2 owner occupied 1/2 tenant occupied	X						93,750	URA
			X					93,750	URA
				X				93,750	URA
					X			93,750	URA
						X		93,750	URA
							X	93,750	URA
	<u>Demolition</u>								
	180 structures @ rate of 30 per year	X						12,000	URA
			X					12,000	URA
				X				12,000	URA
					X			12,000	URA
						X		12,000	URA
							X	12,000	URA

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
URA-6	<u>CENTRAL INDUSTRIAL CORRIDOR</u>								
	<u>Acquisition*</u>								
	Goodman Tractor		X					161,000	URA
	<u>Land Acquisition</u>			X				443,600	URA
	Blocks bounded by Frisco RR., Ohio, 16th and 17th								
	Blocks bounded by Frisco RR., Ohio, 15th and 16th			X				348,600	URA
	Blocks bounded by Frisco RR., Canal, 19th to 21st				X			451,000	URA
	Blocks bounded by Washington, Mosley, Bently Place and 21st					X		176,740	URA
	Block bounded by Washington, Mosley 19th and Bently Place					X		258,770	URA
	Block bounded by Ohio, Wabash, 13th and 14th					X		290,780	URA
	Block bounded by Wabash, Washington, 14th and 15th					X		107,470	URA
	<u>Additional Acquisition</u>	X						72,000	URA
	<u>Additional Acquisition</u>					X		24,740	URA
	<u>Site Improvements</u>								
	<u>Storm Sewers</u>								
	Wabash Ave; 16th to 17th					X		10,000	URA
Mosley Ave; 18th to 19th					X		10,000	URA	
19th st.; Wabash to Central					X		15,000	URA	
<u>Street Paving</u>									
17th St.; Mosley to Ohio					X		99,800	URA	
Ohio Ave; 17th to 21st					X		267,200	URA	
*Includes land costs, acquisition expenses, relocation and demolition if required.									

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
	<u>PLANEVIEW ACTIVITY AREA</u>								
URA-7	<u>Acquisition*</u>								
	<u>Land Acquisition</u> Portion of N.E. corner of Planeview Sub. #1			X				793,800	URA
	North central portion of Planeview Sub. #1				X			1,337,000	URA
	Remainder of N.E. portion and S.E. portion of Planeview Sub. #1					X		2,413,750	URA
	Remainder of Planeview Sub. #1 and Part of north portion of Sub. #2						X	3,847,000	URA
	<u>Site Improvements</u>								
	<u>Land Improvements</u> Streets, storm drainage, water and sanitary sewers				X			180,400	URA
					X			326,900	URA
						X		606,000	URA
	<u>WEST DOUGLAS</u>								
URA-8	<u>Acquisition*</u>								
	<u>Land Acquisition</u> Bi-Centennial Site west of Arkansas River	X						2,228,800	URA
	<u>Site Improvements</u>								
	<u>Pedestrian Improvements</u> Bicentennial Park		X					675,000	URA
	<u>EAST DOUGLAS</u>								
URA-9	<u>Acquisition*</u>								
	<u>Urban Park</u> North 1/2 of block bounded by St. Francis, Douglas, R/R tracks and William	X						434,000	URA
*Includes land costs, acquisition expenses, relocation and demolition if required.									

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
URA-10	<u>EAST DOUGLAS</u> (cont.)								
	<u>Land Acquisition</u> Block bounded by Douglas, Emporia, 1st, and St. Francis					X		1,000,000	URA
	<u>Site Improvements</u>								
	<u>Pedestrian Improvements</u> Urban Park-north ½ of block bounded by St. Francis, Douglas, R/R tracks and William		X					263,200	URA
	Old Town Square			X				271,000	URA
	Douglas Ave; Main to Broadway				X			440,000	URA
	Douglas Ave; Broadway to Emporia					X		400,000	URA
	<u>HISTORICAL MUSEUM</u>								
	<u>City Building</u> - Code Com- pliance								
	Electrical		X					10,000	URA
	Sprinkler		X					15,000	URA
	Fire Exit		X					12,000	URA
	Mechanical (include Municipal Courts)							60,000	URA
<u>Police Building and Shop</u>									
Demolition		X					17,500	URA	
<u>Site Development</u>									
Construct Park		X					174,000	URA	
Engineering		X					20,900	URA	

WATER DEPARTMENT
UTILITY IMPROVEMENT FUND
SUMMARY OF EXPENDITURES AND FINANCING
1973-1979
(In Thousands)

	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
REVENUE							
Balance UIF Jan. 1	\$6,439	\$3,478	\$2,301	\$5,751	\$5,367	\$3,176	\$2,628
Add: Operating							
Income to UIF	838	1,614	1,566	1,449	1,391	1,321	1,279
Federal Funds	--	--	--	--	--	--	--
Revenue Bond							
Issue	--	--	<u>3,500</u>	--	--	--	--
Sub-Total	\$7,277	\$5,092	\$7,367	\$7,200	\$6,758	\$4,497	\$3,907
EXPENDITURES							
Total Project Cost	\$3,151	\$2,156	\$1,000	\$1,200	\$2,932	\$1,200	\$1,200
Plant Retirement	20	20	20	20	20	20	20
Construction							
Refunding	40	40	40	40	40	40	40
Replacements	<u>588</u>	<u>575</u>	<u>556</u>	<u>573</u>	<u>590</u>	<u>609</u>	<u>628</u>
Year-End Balance	\$3,478	\$2,301	\$5,751	\$5,367	\$3,176	\$2,628	\$2,019

The above computations were based on figures from the Black & Veatch report recommending a 15% rate increase. Rate increase was projected beginning January 1, 1974.

project number	project description						project cost	method of financing
		1974	1975	1976	1977	1978		
W-30	20-inch Feeder Main; in Hillside from Bayley to Mt. Vernon				X		132,000	C
W-65	Distribution System; Feeder Mains and Main Extension (unidentified)	X					1,000,000	C
			X				1,000,000	C
				X			1,200,000	C
					X		1,200,000	C
						X	1,200,000	C
W-91	Deep Well Disposal Facilities (1) Sludge Collection & Thickening System (2) Sludge Disposal Well					X	1,200,000	C
							1,200,000	C
W-91	16-inch Feeder Main; Hoover & 31st Street South	X					756,000	R
		X					226,000	R
W-92	Comotara Pump Station	X					174,000	C
					X		1,600,000	R

SEWER UTILITY FUND
SUMMARY OF EXPENDITURES AND FINANCING
1974-1979 CAPITAL IMPROVEMENT PROGRAM

(In Thousands)

	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
REVENUE:						
Cash Balance Jan. 1	\$ 873	\$1,535	\$1,938	\$1,813	\$1,275	\$ 670
Add: Operating Revenues	4,122	4,163	4,205	4,247	4,248	4,290
Less: Total Expenditures	3,460	3,760	4,330	4,785	4,853	4,900
Add: Revenue Bonds	<u>1,699</u>	<u>3,235</u>	<u>3,095</u>	<u>1,068</u>	<u>1,300</u>	<u>967</u>
Total Cash & Revenues	\$3,234	\$5,173	\$4,908	\$2,343	\$1,970	\$1,027
EXPENDITURES:						
Total Project Cost	\$6,156	\$9,187	\$8,519	\$4,809	\$5,171	\$4,345
Less: Special Assessments	1,385	1,000	1,000	1,000	1,233	1,029
Federal & State Funds	<u>3,072</u>	<u>4,952</u>	<u>4,424</u>	<u>2,741</u>	<u>2,638</u>	<u>2,349</u>
Expenditures	\$1,699	\$3,235	\$3,095	\$1,068	\$1,300	\$ 967
Year-end Balance	\$1,535	\$1,938	\$1,813	\$1,275	\$ 670	\$ 60

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
ST-1	Digested Sludge Disposal Facilities: Sewage Treatment Plants No. 1 & No. 2	X						625,000 625,000	GO (1) F
ST-2	Standby Power - Sewage Treatment Plant No. 1		X					37,500 37,500	GO (1) F
	Standby Power - Sewage Treatment Plant No. 2		X					47,500 47,500	GO (1) F
ST-3	Sewage Effluent Chlorination Facility			X				104,250 312,750	GO (1) F
ST-4	Treatment Plant Interceptor from Plant No. 1 to Plant No. 2		X					2,201,000 2,201,000	GO (1) F
				X				2,201,000 2,201,000	GO (1) F
ST-5	Pumping and Treatment of Extraneous Flows		X					700,000 700,000	GO (1) F
ST-7	Grease Incineration Facility		X					210,000 210,000	GO (1) F
S-4	Reconstruction of Sanitary Sewer System	X	X	X	X	X	X	105,000 105,000 105,000 105,000 105,000 105,000	GO GO GO GO GO GO
S-5	Sanitary Submain and Lateral for Future Development and Developed Areas which are annexed	X	X	X	X	X	X	50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000	GO (1) SA GO (1) SA GO (1) SA GO (1) SA GO (1) SA GO (1) SA

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
S-6	Interceptors Unidentified	X						125,000	GO (1)
			X					375,000	F
				X				125,000	GO (1)
					X			375,000	F
						X		125,000	GO (1)
							X	375,000	F
								125,000	GO (1)
							X	375,000	F
								125,000	GO (1)
								375,000	F
S-7	Sanitary Sewer to Serve County Zoo							151,000	GO (1)
		X						264,000	F
								385,000	COUNTY
S-8	Dry Creek Interceptor on George Wash. Blvd., from Pawnee to Bluff	X						112,000	GO (1)
								338,000	F
S-9	Sanitary Sewer No. 22 - Lift Station No. 4 Relief Line on 25th Street, Meridian to Amidon	X						20,000	GO (1)
								60,000	F
S-10	Sanitary Sewer No. 12 in Grove, Lincoln to 2nd Streets	X						375,000	GO (1)
								1,125,000	F
S-11	W.S.U. Interceptor on 16th Street, Pennsylvania to Yale	X						95,000	GO (1)
								285,000	F
S-12	Arkansas Street Extension in Arkansas, from 36th to 53rd Streets		X					165,000	GO (1)
								500,000	F
S-13	Sanitary Sewer No. 22 - West Street Interceptor on West Street, from 31st Street South to U.S. 54		X					200,000	GO (1)
				X				600,000	F
					X			400,000	GO (1)
								1,200,000	F
S-14	Sanitary Sewer No. 1 and No. 20 - Reconstruct 1889 Sewer North of Douglas		X					75,000	GO (1)
				X				225,000	F
					X			110,000	GO (1)
						X		335,000	F
							X	186,000	GO (1)
								559,000	F
							X	89,000	GO (1)
						267,000	F		

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
S-14	Sanitary Sewer No. 1 and No. 20 - Reconstruct 1889 Sewer North of Douglas (Continued)						X	100,000 300,000	GO (1) F
S-15	Lift Station No. 6 (replace) Glenn and 32nd Street South		X					19,000 56,000	GO (1) F
S-16	Sanitary Sewer No. 12 (Reconstruct) Pawnee to the Treatment Plant				X			500,000 1,500,000	GO (1) F
S-17	2nd Street Extension - Cowskin along Cowskin Creek, 2nd to Central				X			67,000 202,000	GO (1) F
S-18	St. Joseph's Hospital Relief Line	X						41,000	GO (1)
S-19	W.I.S. - Beech Relief Interceptor - Along Gypsum Creek, Peach Tree to Central				X			35,000 105,000	GO (1) F
S-20	Westlink Street Extension, along Westlink north of 13th Street					X		68,000 68,000	GO (1) SA
S-21	Big Slough S.W.I. Extension (North of Zoo)				X			165,000 165,000	GO (1) SA
S-22	Gypsum Creek - Tara Street Extension on Tara Street, Extended Through the Wichita Country Club					X		26,500 79,500	GO (1) F
S-23	Gypsum Creek - Tara Street Extension along Gypsum Creek, from Central to 17th Street				X			67,000 202,000	GO (1) F
S-24	Lift Station No. 7 (replace) on 27th Street South, between Oak and Sycamore Streets				X			5,000 15,000	GO (1) F
S-25	Sanitary Sewer No. 12 - Pawnee to Lincoln Streets (replace)					X		600,000 1,700,000	GO (1) F

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
S-26	Sanitary Sewer No. 1 and No. 20 - South of Douglas						X	125,000 375,000	GO (1) F
S-27	Sanitary Sewer No. 22 - K-15 Pawnee to Treatment Plant No. 1						X	210,000 630,000	GO (1) F
S-28	Cowskin - 2nd Street Extension - West, North of Central and East of Millbrook						X	29,500 29,500	GO (1) SA
S-29	Cowskin - 3rd Street Extension - East, West of Maize, Central to 17th Street						X	48,000 144,000	GO (1) F
S-30	Cowskin Interceptor, Maize Road Juncture, Along Cowskin Creek, Harry to 2nd						X	175,000 525,000	GO (1) F

METROPOLITAN TRANSIT AUTHORITY
SUMMARY OF EXPENDITURES AND FINANCING
1974-1979 CAPITAL IMPROVEMENTS PROGRAM

	1973*	1974*	1975	1976	1977	1978	1979
Cash Balance Jan. 1							
Operating Fund Revenues	\$ (1,167) <u>974,284</u>	\$ (483) <u>1,192,820</u>	\$ (321) <u>929,420</u>	\$ (285,849) <u>994,553</u>	\$ (591,074) <u>1,064,437</u>	\$ (916,448) <u>1,139,427</u>	\$ (1,263,123) <u>1,219,900</u>
Total Cash Balance and Revenues	\$973,117	\$1,192,337	\$ 929,741	\$ 708,704	\$ 473,363	\$ 222,979	\$ (43,216)
Deduct: Expenditures	<u>973,600</u>	<u>1,093,820</u>	<u>1,170,387</u>	<u>1,252,316</u>	<u>1,339,976</u>	<u>1,433,775</u>	<u>1,534,139</u>
Cash Available	\$ (483)	\$ 98,517	\$ (240,646)	\$ (543,612)	\$ (866,613)	\$ (1,210,796)	\$ (1,577,355)
Less: Utility Improvement Costs	--	490,979	226,013	237,311	249,176	261,634	274,717
Deduct: Federal Contribution	--	<u>392,783</u>	<u>180,810</u>	<u>189,849</u>	<u>199,341</u>	<u>209,307</u>	<u>219,774</u>
UIF Contribution	\$ --	\$ 98,196	\$ 45,203	\$ 47,462	\$ 49,835	\$ 52,327	\$ 54,940
Year-end Cash Balance	\$ (483)	\$ 321	\$ (285,849)	\$ (591,074)	\$ (916,448)	\$ (1,263,123)	\$ (1,632,298)

*Revenues for 1973 and 1974 reflect appropriated revenue sharing funds in the amount of \$107,000 and \$316,115 respectively

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
MT-8	10 New 45-Passenger Buses for Replacement and Added Services	X						87,360 349,440	C F
MT-9	5 New 45-Passenger Buses for Replacement		X					45,203 180,810	C F
MT-10	5 New 45-Passenger Buses for Replacement			X				47,462 189,849	C F
MT-11	5 New 45-Passenger Buses for Replacement				X			49,835 199,341	C F
MT-26	32 Side Destination Signs	X						672 2,688	C F
MT-29	5 New 45-Passenger Buses for Replacement					X		52,327 209,307	C F
MT-30	21 Bus Stop Waiting Shelters	X						4,035 16,141	C F
MT-31	Spare Parts	X						6,129 24,514	C F
MT-32	5 New 45-Passenger Buses for Replacement					X		54,943 219,774	C F

WICHITA MID-CONTINENT AIRPORT
SUMMARY OF EXPENDITURES AND FINANCING
(1974-1979)

(In thousands)

	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
REVENUE:						
Cash Balance Jan. 1	\$1,131	\$4,522	\$3,281	\$1,743	\$ 1,367	\$2,675
(1) Operating Revenue	1,819	1,928	2,044	2,167	2,297	2,435
Revenue Bonds	5,000	--	--	--	8,000	--
Less:						
(2) Operating Expenses	1,736	1,823	1,914	2,010	2,111	2,217
(3) New Debt Service	<u>--</u>	<u>250</u>	<u>250</u>	<u>250</u>	<u>250</u>	<u>650</u>
Sub-Total	\$6,214	\$4,377	\$3,161	\$1,650	\$ 9,303	\$2,243
EXPENDITURES:						
C.I.P. Expenditures	\$3,122	\$3,848	\$3,050	\$1,330	\$11,290	\$1,960
(4) Less: Federal Fund	<u>1,430</u>	<u>2,752</u>	<u>1,632</u>	<u>1,047</u>	<u>4,662</u>	<u>1,115</u>
Local Expenditure	\$1,692	\$1,096	\$1,418	\$ 283	\$ 6,628	\$ 845
Year-end Balance	<u>\$4,522</u>	<u>\$3,281</u>	<u>\$1,743</u>	<u>\$1,367</u>	<u>\$ 2,675</u>	<u>\$1,398</u>

Notes:

- (1) Operating revenue is projected at 6% increase per year
- (2) Operating expenses are projected at 5% increase per year
- (3) New debt service reflects only interest payments; principal payments to begin after present debt service has been retired in 1983
- (4) Federal funds for 1974-1979 are based on 90% reimbursement during the year in which the projects take place and 10% the following year

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
AIRPORT									
A-1	Land Acquisition for Airport Development		X					50,000 150,000	GO (1) F
A-2	Service-Security Road		X					18,000 72,000	GO (1) F
A-3A	Maintenance Shops	X						10,000	GO (1)
A-4	Cargo Building			X				880,000	GO (1)
A-5	Airline Maintenance Building			X				180,000	GO (1)
A-6	Land Acquisition for Airport Development			X				87,500 262,500	GO (1) F
A-7	Construct Runway 14L-32R and Taxiways			X				410,000 1,230,000	GO (1) F
A-8	Cargo Apron				X			100,000 300,000	GO (1) F
A-9D	Stream Diversion	X						360,500 1,081,500	GO (1) F
A-9E	1L-19R & Taxiway Extension		X					889,500 2,668,500	GO (1) F
A-10	Land Acquisition for Airport Development				X			25,000 75,000	GO (1) F
A-11	Taxiways				X			1,410,000 4,230,000	GO (1) F
A-12	Passenger Terminal				X			4,692,500 727,500	GO (1) F
A-13	Auto Parking				X			80,000	GO (1)
A-14	Construct Hangars					X		1,060,000	GO (1)
A-15	Land Acquisition for Airport Development					X		25,000 75,000	GO (1) F
A-17	Roads and Drives	X						92,500 277,500	GO (1) F
A-18	Utilities Extensions	X						100,000	GO (1)
A-19	Hangars, etc.	X						1,000,000	GO (1)

project number	project description	1974	1975	1976	1977	1978	1979	project cost	method of financing
AIRPORT									
A-22	Extend Taxiway 1A north and construct all of Taxiway 3D			X				132,500 397,500	GO (1) F
A-24	Reconstruct Runways and Taxiways					X		200,000 600,000	GO (1) F
A-26	Land Purchase for Extension of Runway 1L-19R	X						50,000 150,000	GO (1) F
A-32	Construct Holding Areas for Runways			X				75,000 225,000	GO (1) F
A-33	Taxiway Sign System				X			37,500 112,500	GO (1) F
(1) Outside Debt Limited									

THE CITY OF WICHITA

OFFICE OF Director of Public Works

DATE January 28, 1974



TO Ralph Wulz, City Manager

FROM R. W. Bruggeman, Director of Public Works

SUBJECT Central Maintenance Facility

On October 3, 1973 I submitted a report of cost and the time factor for acquisition and construction of the new Central Maintenance Facility. Subsequent to this date, the City Commission approved an agreement for the employment of the firm of Schaefer, Schirmer and Associates for preparation of plans, specifications and estimate of cost for this facility on Site A-1.

On January 22, 1974 this firm submitted a total project cost estimate based on the work that they had done to date. Their estimate is in the amount of \$1,973,136. A comparison of their estimated cost and the estimated cost of the firm of Oblinger-Smith Corporation, presented in June, 1973, is as follows:

	<u>Schaefer, Schirmer & Associates</u>	<u>Oblinger-Smith Corporation</u>
Total Building Construction	\$ 1,525,600	\$ 847,939
Demolition	--	12,000
Paving	70,000	70,000
Fencing	25,000	24,370
Landscaping/ Screen Walls	40,000	--
Utilities	117,000	117,000
Sub-Total	\$ 1,777,600	\$ 1,071,309
Contingencies	88,880	128,569
Design and Inspection	106,656	67,835
Total Project Cost Estimate	\$ 1,973,136	\$ 1,267,713

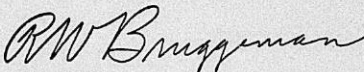
Ralph Wulz, City Manager
January 28, 1974

Page 2

The firm of Schaefer, Schirmer and Associates arrived at the construction cost estimate by using an average cost per square foot for building construction of \$17.34 plus a cost escalation of 10% or \$1.73, for a total estimated cost per square foot of \$19.07. The firm of Oblinger-Smith Corporation used a cost ranging from \$6.50 per square foot to \$21.50 per square foot. The firm of Schaefer, Schirmer and Associates recommends a total building construction of 80,000 square feet and the firm of Oblinger-Smith Corporation recommended a total building construction of 80,658 square feet.

The 1974 - 1979 Capital Improvement Program contains an expenditure for this project in 1974 of \$750,000 and in 1975 of \$518,000. It is my recommendation that this amount be increased for 1974 to \$1,250,000 and 1975 to \$723,500.

Please bring this matter to the attention of the City Commission so that it may be approved at the time the 1974 - 1979 Capital Improvement Program receives approval. Representatives of the firm of Schaefer, Schirmer and Associates will be available at the City Commission meeting to discuss this item.



R. W. Bruggeman
Director of Public Works

RWB:gg

cc: CIP Administrative Committee ✓
R. W. Linn, City Engineer
Paul B. Graves, City Traffic Engineer
G. H. Wilton, Supt. of Public Works Maintenance

January 18, 1974

Wichita-Sedgwick County Metropolitan
Area Planning Commission

Robert A. Lakin, Director of Planning

DR 73-20 - Review of 1974-1979
Capital Improvement Program of
the City of Wichita

The Commission has been furnished a copy of the proposed 1974-1979 Capital Improvement Program of the City of Wichita and the City Manager's summary cover letter directing this document to the Board of City Commissioners. Prior to City Commission action, the Capital Improvement Program is required by local law to be formally reviewed by MAPC to determine its conformity to adopted Comprehensive Plan elements.

As was indicated in the work session held on January 11, the six year Capital Improvement Program is an annual updating whereby the past year's completed projects are deleted from the program and an additional year and new projects are added. During this process, all projects within the program are reevaluated as to their priority in meeting current goals and objectives and the projected financial ability of the community to satisfy apparent needs.

As indicated in last Friday's work session, the program has been reviewed item-by-item by the City Manager's Capital Improvement Administrative Committee. MAPD staff has been involved in this review and has evaluated projects on the basis of the recommendations contained in the various adopted elements of the Comprehensive Plan. Staff has also reviewed the coordination of related city projects to those contained in the recently approved County Capital Improvements Program. On the basis of this review, it appears that the projects listed in the 1974-1979 City CIP are consistent with the recommendations of adopted plan elements. Furthermore, the total program is now within the projected financial capability of the City in regard to legal debt limit requirements.

The priorities and selection of projects are basically derived from the various operating departments. Until a more sophisticated process is developed to provide a more objective overview of projects, the existing subjective approach will suffice. As the Director of Planning, I made two general comments as to priority selection. These both involve autonomous boards and their policies, goals and objectives.

Page 2 - Metropolitan Area Planning Commission
January 18, 1974

First, I have questioned the advisability of commencing the clearance of Planeview (URA-7) as an Urban Renewal project. This is not to say it doesn't need to be done, but is to suggest that the same dollar amounts may be more effective in rehabilitative efforts in some of the older neighborhoods. I also have a concern about having too many projects commencing without completing old projects.

My second concern is in the area of park land acquisition (P-200). It is granted that the Park Board has acquired much land since 1964 and that the drying up of Federal grants has created several financing problems. Also, new demands such as relocating the park shops has crimped their ability to schedule land acquisition in 1974. However, I argued in the Administrative Committee that additional monies in the six year program should be available for what I call "opportunity acquisition". These would be for smaller park sites in the 10-20 acre range which should (must?) be acquired as land is being platted. This is the same as USD 259 does in acquiring sites in advance of need. It is too late after all the land is platted and is impossible after the houses are built. Some new grant monies may become available after July, either in reopening the HUD Open Space Program or as a part of Special Revenue Sharing-Better Communities Act (BCA). Note the URA programs are being scheduled in anticipation of their receipt of a major portion of any local BCA monies. The Director of Parks has suggested another alternative. This would be for the MAPC to amend the Subdivision Rules and Regulations to require dedication of park (and school?) sites, or making in-lieu payments, by the developer.

The Commission in their work session asked for a re-evaluation of PB-21, a proposed parking lot on the east side of downtown which would operate like Lawrence Stadium. A number of sites have been examined. Land costs would appear to vary from \$200,000 for mediocre internal sites to \$500,000 for really optimum sites. An additional \$140,000 would be required for improvements on a 200,000 square foot site. Although urban system funds could be used as a federal grant match, the available funds have been allocated for 1974 and programmed in the CIP for the remaining six years. If the Commission is in support of PB-21, the funds to be programmed should be earmarked.

Should you have any additional questions regarding the program or specific projects contained therein, staff members of the Department of Administration will be available to answer the same.

RAL:ber

THE CITY OF WICHITA

OFFICE OF Budget and Management

DATE January 8, 1974

Young
2
ZERO
ON SAFETY
PHASE II

TO See Distribution Below

FROM Glen E. Dockery, Research and Budget Officer

Glen E. Dockery SUBJECT Capital Improvement Program
Review with MAPC

An informal work session has been scheduled for Friday, January 11, 1974 from 2:00 p.m. to 4:00 p.m. in the Planning conference room for the purpose of reviewing the proposed Capital Improvement Program with the Metropolitan Area Planning Commission.

You may recall that last year the review was held with the Planning Commission prior to the date established for formal Planning Commission review.

It would be helpful for the individuals in receipt of this memorandum to be present to discuss the proposed program with members of the Planning Commission.

GED:hlp

TO: Don E. Anderson, Director of Administration
R. W. Bruggeman, Director of Public Works
Robert Lakin, Director of Planning ✓
Dick Linn, City Engineer
Kenneth Kitchen, Executive Director, URA
Jay Setter, Park Board Director



from: WCS Date: 1/14/54

admin. adv. plans com. dev. social graphics

- | | | | | |
|------------------------------------|-------------------------------------|--|-----------------------------------|----------------------------------|
| <input type="checkbox"/> bakin | <input type="checkbox"/> stockwell | <input type="checkbox"/> gabrath | <input type="checkbox"/> mitchell | <input type="checkbox"/> pierce |
| <input type="checkbox"/> debson | <input type="checkbox"/> looney | <input type="checkbox"/> lytle | <input type="checkbox"/> forinash | <input type="checkbox"/> harbor |
| <input type="checkbox"/> rubins | <input type="checkbox"/> young, don | <input checked="" type="checkbox"/> young, bob | <input type="checkbox"/> cole | <input type="checkbox"/> garland |
| <input type="checkbox"/> mabanks | <input type="checkbox"/> shon | <input type="checkbox"/> meek | <input type="checkbox"/> kalther | <input type="checkbox"/> king |
| <input type="checkbox"/> lalker | <input type="checkbox"/> coleman | <input type="checkbox"/> shirley | <input type="checkbox"/> gibson | <input type="checkbox"/> pale |
| <input type="checkbox"/> wagner | <input type="checkbox"/> hawbaker | <input type="checkbox"/> newby | <input type="checkbox"/> batson | <input type="checkbox"/> brown |
| <input type="checkbox"/> frison | <input type="checkbox"/> darrow | <input type="checkbox"/> richler | <input type="checkbox"/> filzner | <input type="checkbox"/> creek |
| <input type="checkbox"/> | <input type="checkbox"/> heuston | <input type="checkbox"/> mc-murry | <input type="checkbox"/> azim | <input type="checkbox"/> ltvocay |
| <input type="checkbox"/> | <input type="checkbox"/> carlman | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> russ |
| <input type="checkbox"/> | <input type="checkbox"/> mathews | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> pates | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> lynch | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> | <input type="checkbox"/> maxwell | <input type="checkbox"/> | <input type="checkbox"/> | |
| <input type="checkbox"/> netson, v | <input type="checkbox"/> brann | | | |
| <input type="checkbox"/> ringwald | <input type="checkbox"/> netson, p | | | |
| <input type="checkbox"/> stogtruid | <input type="checkbox"/> hira | | | |

- | | |
|-------------------------------------|-----------------------------------|
| <input type="radio"/> all staff | <input type="radio"/> information |
| <input type="radio"/> comment | <input type="radio"/> files |
| <input type="radio"/> note & return | <input type="radio"/> signature |
| <input type="radio"/> handle | <input type="radio"/> library |

remarks: I asked Joney
to review EIP -
He'll see his comment.

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE
December 19, 1973

TO Willard L. Stockwell, Chief Planner
Advance Plans Division
FROM James P. Looney, Senior Planner
Advance Plans Division
SUBJECT 1974 - 1978 CIP
Drainage, Water, Sewers

DRAINAGE

There are 25 drainage projects listed on pages 17 and 18. These projects are classified as follows:
Priority #1 - 11 projects
Priority #2 - 3 projects
Priority #3 to #5 - 9 projects and
one project listing unidentified storm water sewers and one for the Dam on the Little Arkansas River. This project does not fit the priority classifications but it is dealt with in the "Water Plan" as a necessity to provide an alternate water supply.

WATER

I find there has been a change in policy in listing projects for water. They are not listing recurring items such as replacement of water wells but including these items in their budget. This appears to be contrary to the principal of Capital Improvement programming. Most of the distribution mains listed as needed in 1973 have been built. They do not show projects carried over or in progress under the CIP heading of 1973 & prior years.

SANITARY SEWERS

SEWAGE TREATMENT

Nearly all of the 35 projects listed on pages 31 through 34 are listed in the Sewer Plan. The exception is projects which are continuing such as 54, 55, and 56.

JPL:df

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public WorksPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Init'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
E-6F	<u>EXPRESSWAYS</u> Northeast Diagonal	-	-	-	-	-	-	-	Location Study Underway
E-7F	<u>KELLOGG FREEWAY</u> Kellogg; Estelle to Clifton Right-of-Way	-	-	-	-	-	-	-	Acquiring Right-of-Way
E-9	Kellogg, West - I-235 to Seville Right-of-Way	-	-	-	-	-	-	-	Deferred to 1974
MS-45C	<u>ARTERIALS</u> McLean; 31st to 29th South, Right-of-Way	3-30-71	-	-	-	-	1974	95%	Pending agreement with Missouri Railroad
MS-68	Mt. Vernon; K-15 to Hydraulic	-	-	-	-	-	-	-	R/W being appraised
MS-71	George Washington Blvd. Pawnee to 800' North of Harry (See B-26)	-	-	-	-	-	-	-	Deferred to 1974
MS-89B	29th St., Broadway to I-35W Construction	10-19-71	3-21-72	358,688	6-27-72	342,110	1973	100%	Completed
MS-93	13th Street; from 1/2 mile west of Ridge Road to Big Slough	9-25-73	-	-	9-27-73	-	1974	-	Contracts awarded by SHC



STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public WorksPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-93A	13th St., Ridge Road to Big Slough - Construction	9-25-73	-	-	9-27-73	-	1974	-	Contracts awarded by SHC
S-93B	Ridge Road; 600' north of 13th to 600' south of 13th	-	-	-	-	-	-	-	Coordinated with County 13th Street Construction
MS-94A	Innerloop Connecting Pavement; Mathewson to Cleveland	-	-	-	-	-	-	97%	Under contract - State Highway Commission
MS-118	Hillside; Right-of-Way from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1974	-	Right-of-way being acquired
MS-118A	Hillside; Reconstruction from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1974	-	Deferred to 1974
MS-147	MacArthur Road, Arkansas River to Hydraulic	-	-	-	-	-	-	-	Preliminary plans being prepared for submission as Federal Aid Secondary Project
MS-149	Seneca & Pawnee Inter-section (reconstruction)	3-27-73	-	-	-	-	1974	-	Final Plans in preparation

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public WorksPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-149A	Seneca & Pawnee Inter-section (Right-of-Way)	3-27-73	-	-	-	-	-	-	
MS-157	Grove; 100' south of Lewis to Central Avenue Right-of-Way	-	-	-	-	-	1974	-	Deferred to 1974
MS-159	1st Street, Ash to Grove	10-6-72	12-28-72	Paving - 78,808 Drainage 69,046	1-30-73 12-19-72	Paving - 78,770.25 Drainage 67,625	1973	100%	Completed
MS-160	2nd Street Minnesota to Grove	10-6-72	12-28-72	Pavement 92,757.15 Drainage 65,799.50	1-30-73 12-19-72	Pavement 92,677.65 Drainage 63,530.70	1973	100%	Completed
MS-173	Pawnee; Relocation from Rock Road to about 1,000' South-easterly of Rock Road (See D-16)	-	-	-	-	-	1974	35%	Being coordinated with development of adjacent land. Final plans being prepared
MS-185	George Washington Blvd. from north line of Lincoln to Menlo Drive	-	-	-	-	-	-	-	Preparing final plans, coordinate with I-35W

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public WorksPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-186A	Grove; Reconstruct from Lincoln to North line of Orme	-	-	-	-	-	-	-	Preparing final plans, coordinate with I-35W
MS-192	Harry, Hillside to Oliver	5-16-72	6-27-72	135,102	7-11-72	134,832	11-73	100%	Completed
MS-196	Edgemoor; Orme to Waterman	5-2-72	5-16-72	107,607	12-21-73	93,568	1974	0	Contract Awarded
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-Way)	-	-	-	-	-	-	-	Right-of-Way to be acquired
MS-216A	Central Avenue; Ridge Road to I-235	-	-	-	-	-	-	-	Right-of-Way to be acquired
MS-219	K-15; Hydraulic to MacArthur Road	-	-	-	-	-	-	-	Plans being prepared
MS-221	U.S. 54; Kellogg Drive Slip-off East of Edgemoor	7-11-72	-	-	-	-	-	-	Combine with MS-196
MS-223	Zoo Blvd.; Floodway to 1300' North of 13th	-	-	-	-	-	-	-	Construction under contract by County
B-26	<u>BRIDGES</u> George Washington Blvd. at Dry Creek	-	-	-	-	-	1974	-	Deferred to 1974

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public Works

PERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
B-53	Roosevelt & Gypsum Creek	5-22-73	5-22-73	214,926	12-14-73	214,642	1974	-	Contract awarded
B-57	Bridge; Central & Big Slough (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired
B-58	Bridge; Central & Floodway (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired
B-62	Bridge; Harry Street & Big Arkansas River - Deck Replacement	5-16-72	12-28-72	188,050.60	1-25-73	187,494.80	1973	100%	Completed
	<u>DRAINAGE</u>								
D-3A	Dry Creek Diversion; Gypsum Creek to Pawnee (Right-of-Way Relocation)	-	-	-	-	-	1974	-	Plans being prepared by Consultant.
B-3B	Dry Creek Diversion; Gypsum Creek to Pawnee (See B-36 & B-45)	-	-	-	-	-	-	-	Plans being prepared by Consultant and right-of-way being acquired
B-36	Bridge; Roseberry at Dry Creek	-	-	-	-	-	-	-	Plans being prepared by Consultant and right-of-way being acquired
B-45	Construction; Bridge, Cessna Drive at Dry Creek and Utility Relocations	-	-	-	-	-	-	-	Plans being prepared by Consultant and right-of-way being acquired

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public WorksPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-6	Little Arkansas River Dam	-	-	-	-	-	-	-	U. R. A.
D-7B	Main Storm Drain 14 North End Industrial	3-12-71	3-21-72	2,249,000	6-27-72	2,077,257	1974	76%	Construction under contract
D-11	Drainage Study and Engineering - Southwest Industrial Area	-	-	-	-	-	1974	-	Application made to EDA for grant assistance.
D-16	Drainage Structures in connection with relocation of Pawnee from Rock Road to about 1000' southeast of Rock Road (See MS-173)	-	-	-	-	-	-	-	Preliminary plans being prepared. To be coordinated with development of adjacent land.
D-28	Gypsum Creek; 300' east of Hillside to George Washington Blvd. (Right-of-Way and relocation)	6-6-72	-	-	-	-	1974	-	Right-of-Way being acquired
D-29	Gypsum Creek; 355' east of Hillside to George Washington Blvd. (See B-53)	-	-	-	-	-	-	-	Right-of-Way being acquired - Consultant preparing plans
D-30	Gypsum Creek Right-of-Way north of U.S. 54	-	-	-	-	-	-	-	Offer of purchase made

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-31	Right-of-Way for Gypsum Creek south of Harry, west of Turnpike	-	-	-	-	-	-	-	
D-32	Right-of-Way for Dugan Tributary	-	-	-	-	-	-	-	
D-33	Storm Water Sewer, Mission Road and Gypsum Creek	10-9-73	1-8-74	35,000	10-30-73	26,200	1974	-	Contract awarded.
D-34	Storm Water Sewer, Meridian Avenue, North of AT&SF Railway	10-23-73	12-18-73	15,000	12-11-73	2,560	1974	-	Contract awarded.
S-7	<u>SEWERS</u> Sanitary Sewer to serve County Zoo along the Flood Control R/W from Central to 13th	-	-	-	-	-	-	-	Awaiting action on Grant Application
S-8	Dry Creek Interceptor on George Wash. Blvd. from Elmwood to Gypsum Creek	3-16-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public Works

PERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
S-9	Sanitary Sewer #22, Lift Station #4, Relief Line on 25th from Meridian to Amidon	3-30-73	-	-	-	-	-	-	Final plans complete. Preliminary application filed, formal application being prepared
S-10	Sanitary Sewer #12 in Grove - Lincoln to Second Street	3-23-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
S-11	Wichita State University Interceptor on 18th from Pennsylvania to Hillside	3-30-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Main 7, Sanitary Sewer #23 on 29th St. No. Woodlawn to Rock Road	4-17-73	7-10-73	149,427.48	7-24-73	131,356	11-1-73	100%	Completed
	Extension to Sanitary Sewer #23 on 29th St. No., 1/2 mile east of Oliver to Woodlawn	4-17-73	7-7-73	433,153.69	7-17-73	394,873	11-15-73	100%	Completed

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiation Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
TE 16-10	TRAFFIC ENGINEERING								
TE 16-11	1st & 2nd Streets Pawnee & Seneca	- 6-22-71	10-5-71	36,000	-	-	3-74	40%	Equipment on order
TE 16-12	Kellogg at Topeka, Broadway, Market & Main	6-22-71	-	44,000	-	-	12-74	15%	Preparation of estimate for bid letting of equipment
TE 17a	Central & Hydraulic; Central & Cleveland; Central & Grove; 13th & Waco; 9th & Grove; 100 block N. Water crosswalk	5-18-71	-	16,000	-	-	12-74	10%	TOPICS programming.
TE 17c	TOPICS - 21 school crossings & 2 park crossings	4-25-72	7-10-72	81,325	-	-	6-73	100%	Complete
TE 17d	TOPICS - 13 inter- section revisions	5-30-72	-	70,000	-	-	9-74	20%	Equipment on order
TE 17e	4 midblock school crosswalks	5-30-72	-	159,000	-	-	7-74	30%	Equipment on order
TE 17f	West & 2nd; Kellogg & Ridge; Clifton & Harry; Douglas & Hydraulic; Taft & West	5-30-72 8-15-72	-	10,400	-	-	3-74	75%	Work proceeding in construction stage
			-	82,100	-	-	3-74	80%	Work proceeding in construction stage

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
TE 18a	TOPICS - 28 inter-section revisions	5-30-72	-	400,000	-	-	7-75	20%	Preparation of estimate for bid letting of equipment
TE 18b	8 intersections & 8 crosswalks	7-3-72	-	179,000	-	-	12-74	5%	Preparation of estimate for bid letting of equipment
TE 18c	3 school crosswalks	7-24-73	-	12,000	-	-	9-74	10%	Preparation of estimate for bid letting of equipment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: December 31, 1973

DEPARTMENT: Park

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-2-A-1	Cessna Park East	8-23-71	-	-	-	-	-	To be completed during Fall of 1973	
P-2-A-3	Children's Play Area	8-23-71	8-23-71	11,211	9-25-72	10,404	8-31-73	100% Contract awarded to Inland Co., Inc.	
P-2-A-4	Landscaping	8-23-71	-	-	-	-	-	To be completed by force account	
P-2-A-5	Park Lighting	8-23-71	8-23-71	5,500	4-9-73	4,030	10-3-73	99% Contract awarded to Thornton and Florence Electric	
P-2-C	Softball Diamond Lighting	8-23-71	-	-	-	-	-	Contract to be awarded in February, 1974	
P-3-A-2	Picnic Facilities and Walks	8-23-71	-	-	-	-	-	Project to be accomplished by Park Board employees	
P-3-B	Park Lighting	8-23-71	8-23-71	35,000	8-28-72	30,259	10-3-73	99% Contract awarded Thornton and Florence Electric	
P-6-B	Columbine Park: Area Lighting	8-23-71	-	-	-	-	-	Project to be accomplished by Park Board employees.	
P-17	Park Maintenance Facilities: Shops and Storage	10-29-73	10-29-73	-	-	-	-	To be awarded in the Fall of 1974	
P-17	Linwood Park, North - Irrigation	8-23-71	-	-	-	-	-	Project to be developed for the Spring of 1974, dependent upon the schedule of the Highway Department	
P-23	Orchard Park Children's Play Area	8-23-71	8-23-71	11,465	4-9-73	10,832	9-26-73	99% Contract awarded to Inland Co., Inc.	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-23-A	Orchard Park Swimming Pool	11-3-72	11-3-72	-	-	-	-	Only one-half of the necessary funds are available	
P-23-C	Parking Area and Drive	10-29-73	10-29-73	-	-	-	-	Only one-half of the necessary funds are available	
P-25A	Edgemoor Park - Four Lighted Tennis Courts	11-3-72	11-3-72	-	-	-	-	To be awarded Spring of 1974	
P-25C	Site Development	8-23-71	8-23-71	-	-	-	-	Work to be accomplished by Park Board employees	
P-27A	Planeview Park Tennis Court Lights	8-23-71	8-23-71	12,500	4-9-73	11,462	99%	Contract awarded to Thornton and Florence Electric	
P-27B	Planeview Park Picnic Shelter & Rest Rooms	-	-	-	-	-	-	To be awarded in the Spring of 1974	
P-27D	Site Development, Drives, Parking	8-23-71	-	-	-	-	-	To be awarded in the Spring of 1974	
P-27D-1	Ball Diamonds	8-23-71	8-23-71	16,200	4-9-73	16,200	99%	Contract awarded to Inland Co., Inc.	
P-28	Riverside Park Tennis Complex	11-3-72	11-3-72	-	-	-	-	To be awarded in the Fall of 1974	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: ParkPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-31-1	Watson, O. J., Irrigation System	8-23-71	-	-	-	-	-	50%	Project scheduled for completion in the Spring of 1974 by force account
P-31-2	Miniature Golf Course Grading	8-23-71	-	-	-	-	-	-	Contract to be awarded in Spring of 1974
P-31B	Watson Park Miniature Golf Course Installation	11-3-72	-	-	-	-	-	-	Contract to be awarded Spring 1974
P-38	Buffalo Park Children's Play Area	8-23-71	8-23-71	8,739.50	2-26-73	8,292.66	7-31-73	100%	Completed. Play equipment to be erected by Park Board employees
P-87A	Boston Park Landscaping	8-23-71	-	-	-	-	-	-	Complete by Park Board employees after construction is completed
P-87B	Boston Park: Multi-Use Court; Softball Field	8-23-71	8-23-71	14,774	4-9-73	13,071.50	12-4-73	100%	Contract awarded to Inland Co. Inc.
P-93	Evergreen Park Swimming Pool	8-23-71	8-23-71	227,000	12-28-72	221,000	9-19-73	99%	Contract awarded 2-12-73 to McBride and Dehmer Construction Co.
P-200A	Land Acquisition: 2nd and Brown Thru	-	-	-	-	-	-	-	Bureau of Outdoor Recreation approved funds 6-8-72

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: December 31, 1973

DEPARTMENT: Park

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-100A	Maize Rd. & Central	-	-	-	-	-	-	Bureau of Outdoor Recreation Approved funds 6-8-72	
P-102A	Kiwanis Park Children's Play Area	11-3-72	11-3-72	-	-	-	-	Contract to be awarded Spring 1974	
P-103A	Hyde Park: Parking	11-3-72	11-3-72	-	-	-	-	Contract to be awarded Spring 1974	
P-200	Park Land Acquisition	11-3-72	11-3-72	-	-	-	-	To be purchased during 1974	
P-200B	Chisholm Creek Land Purchase	-	-	-	-	-	-	In process of acquisition	
P-200D	Parks-in-Cities	-	-	-	-	-	100%	Complete	
P-201	River Bank Beautification, Landscaping	-	-	-	-	-	-	Complete in Spring of 1974	
P-202	River Bank Beautification, Bike Trails and Walks	11-3-72	11-3-72	-	-	-	-	Will award in Spring 1974	
P-202	Rest Rooms	11-3-72	11-3-72	29,000	8-13-73	28,888	2-22-74	Contract to Rainbow Construction Co.	
P-205	Evergreen Park Neighborhood Facilities	4-1-71	1-27-72	827,000	2-14-72	783,090	3-15-73	Complete	
P-207	Pawnee Prairie Park Cart Paths, Seal Parking Lot & Extend Water Lines	11-3-72	11-3-72	-	-	-	-	To be complete in Spring 1974	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: December 31, 1973

DEPARTMENT: Park

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-208	Emery Park Development	11-3-72	11-3-72	-	-	-	-	-	Complete in 1974
P-212	MacDonald Park Cart Paths and Site Development	11-3-72	11-3-72	-	-	-	-	100%	Complete
P-213	Sim Park Cart Paths, Rebuild and/or Seal Roads and Site Development	11-3-72	11-3-72	-	-	-	-	80%	Complete in Spring of 1974

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: FirePERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
PUBLIC BUILDINGS & GROUNDS									
FIRE									
12A	Construction for the relocation of Fire Station Number One	7-21-70	10-5-71	788,280	10-19-72 Change Order 4-3-73	617,900 + 463 618,363	Mar. 74	93.31%	E. W. Johnson awarded contract 10-19-72
	Architects Services			52,814	5-11-71 Change Order 4-3-73	41,399.30 + 31.02 41,430.32 (6.7% of const. cost)			Fees for architectural services adjusted to 6.7% of actual construction cost of which 96% has been paid
	Land Approx. 59,640 Sq. Ft.				10-17-72	83,160			Land has been acquired, cleared and construction of the building is in progress with 93.31% completed
FS-23B	Fire Station No. 16; Central & Caddy Architectural Services	8-14-73			11-27-73	6.5% of const. cost			Ground has been purchased. The firm of Pettit and Bullinger has been approved by the City Commission for architectural services. Preliminary plans are in progress.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: _____ PERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
L-2	Northeast Branch Library								Site has been acquired at Murdock School and architect is being selected

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: Public WorksPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
PB-3	Operating Station No. 2	6-2-70	10-31-72	185,000	10-31-72	169,888	7/73	100%	Completed
	Architects Services				Change Order 12-26-72	205 170,093			
PB-17	Salt Storage Building East Substation	10-23-73	10-24-73	50,000	11-30-73	45,500			Construction not started
PB-18	Salt Storage Building West Substation	10-23-73	10-24-73	50,000	11-30-73	45,500			Construction not started
PB-14	City Administrative Land Architect Fee Project Supervision and Misc.	12-12-72	9-12-72	12,311,598 673,800 650,000	12-29-72	10,856,497 650,000	7-1-75	21%	% of construction completed represents amount of contracted cost expended. % of construction is approximately 15% exact amount of completed construction is not possible to determine at this time
PB-15	Parking & Motor Pool Facilities Constr. Architect Fee	1-30-73	6-26-73 12-13-73 (Final est. approved)	1,576,783 73,360			7-1-75	-	Architect selected - final plans approved - taking of constr. bids for garage and motor pool facilities planned for 4-5-74.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: WATER

PERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
W-11	Island Pump Station New Construction	5-15-72	-	6,005,000	4-18-72	5,015,308	1974	92.7%	Construction is on schedule
W-12	Water Reservoir	Undetermined	-	1,000,000	4-2-73	794,405	1974	75.9%	Construction is behind schedule
W-20	20-inch Feeder Main; in Central, Woodlawn to Armour	3-19-73	-	58,000	-	-	8-1-73	100%	50% grant awarded by E.D.A.
W-25	24-inch Feeder Main; in Murdock, Edgemoor and Central from Crestway to Woodlawn	3-19-73	-	228,000	-	-	8-1-73	100%	50% grant awarded by E.D.A.
W-65	Distribution System; Feeder Mains and Main Extensions (Unidentified)	Varied	-	995,000	-	-	12-31-73	100%	Annual repair or replacement of existing equipment
W-77	16-inch Feeder Main; in Armour south of 2nd St. to Kellogg	3-19-73	-	43,000	-	-	8-1-73	100%	50% grant awarded by E.D.A.
W-91	Deep Well Disposal Collection System	10-1-72	-	807,000	8-7-73	756,000	1974	0	Deferred
Part I Part II	Deep Well System	Undetermined	-	293,456	-	-	1974	-	Held in abeyance by City Commission
WATER POLLUTION CONTROL									
ST-2	Standby Power and Pumping S.T.P. No. 1	-	-	-	-	-	-	-	Deferred until 1974

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: AirportPERIOD ENDING: December 31, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
A-3A	Maintenance Shops	11-3-72	-	-	-	-	-	-	
A-9D	Stream Diversion	10-29-73	10-29-73	-	-	-	-	-	To be awarded Spring 1974
A-17	Roads and Drives	10-29-73	10-29-73	-	-	-	-	-	To be awarded Summer 1974
A-18	Utilities Extensions	10-29-73	10-29-73	-	-	-	-	-	To be awarded Spring 1974
A-19	Hangars and Aprons	10-29-73	10-29-73	-	-	-	-	-	To be awarded Fall 1974
A-26	Land Purchase for Extension of Runway 1L-19R	12-2-70	-	-	-	-	-	-	Land to be purchased after Airport Master Plan Study is completed
A-35	Fire and Rescue Building & Equipment	12-4-72	12-4-72	251,000	6-25-73	234,905	2-10-74	58%	Contract awarded to Palmer Const. Co.
A-36	Operations and Administration Facility	11-3-72	10-29-73	322,000	10-29-73	301,000	20-24-74	2%	Contract to Palmer Constr. Co.

Young

1973
8% LEGAL DEBT MARGIN
BASED ON ACTUAL AND ESTIMATED DEBT
AS OF DECEMBER 31, 1973

Assessed Valuation		<u>\$567,449,490</u>
Legal Debt Limit		<u>\$ 45,395,959</u>
Bonds Outstanding 12/31/73		\$ 30,622,124
ADD: Projects Underway	\$3,920,633	
Projects Yet to be Initiated	<u>2,543,500</u>	<u>6,464,133</u>
Total Actual & Estimated Debt 12/31/73		<u>\$ 37,086,257</u>
Legal Debt Margin 12/31/73		<u>\$ 8,309,702</u>



PROJECTS UNDER WAY
AS OF DECEMBER 31, 1973

	CIP Number	CIP 8% Amount	Preliminary Estimate	Contract Payments To Date	Statement of Cost	Temporary Notes Issued	Chargeable to Debt Limit 8%	Chargeable to Debt Limit 17%
Major Traffic Streets								
DAKM566024 - 29th Brdwy. to I35W	MS-89B	\$ -	\$386,288	\$260,582	\$ -	\$ 374,700	\$ 75,000	\$ 386,288
DAKM570029 - MacArthur, Bdwy. to Hyd. Drainage	Law Suit				441,762	421,009	221,634	441,762
DAKM571028 - 1st, Hydraulic to Kans.	MS-190	40,000	188,522	-	101,689	101,053	50,845	101,689
DAKM571029 - 2nd, Hydraulic to Kans.	MS-191	30,000	142,354	-	-	182,295	40,000	188,522
DAKM572015 - Edgemoor Drive, Orme to Waterman	MS-196	81,400	81,400	68,900	-	139,500	30,000	142,354
DAKM572023 - Edgemoor Drive, Orme to Waterman	MS-196		137,610	-	-	71,251	81,400	81,400
DAKM572023 - Intersection of US 54 @ Kellogg Dr. & Christing	---	-	7,924	-	-	-	137,610	137,610
DAKM572050 - 13th, Westridge Adn. to Country Acres 4th	---	-			-	-	7,924	7,924
DAKM572051 - 1st, Ash to Grove Drainage	MS-159	137,500	265,305	265,305	-	257,346	265,305	265,305
DAKM572052 - 2nd, Minnesota to Grove Drainage	MS-159		89,786	66,387	-	82,980	44,893	89,786
DAKM572052 - 2nd, Minnesota to Grove Drainage	MS-160	165,000	107,243	80,109	-	78,390	79,995	79,995
DAKM572058 - South Side Pawnee to CL Brdwy. Avenue	MS-160		78,024	55,639	-	98,760	53,622	107,243
DAKM573001 - 1st, Poplar to Hillside	RS-1	-	40,299	27,148	-	76,460	78,024	78,024
DAKM573002 - 2nd, Poplar to Hillside	RS-1	-	153,397	92,496	-	39,090	3,000	40,299
DAKM573041 - Pawnee, Rock Rd. to Cherry Creek Drive	RS-1	-	148,921	95,982	-	148,454	40,000	153,397
DAKM573080 - Ridge Rd., 600' N. of 13th to 600' S. of 13th	MS-173 D-16	59,500 18,000	78,190 17,709	47,942 11,592	-	75,845 17,178	39,095 17,709	78,190 17,709
Bridge DAKB573046 - Roosevelt @ Gypsum Creek	MS-93B	67,000	48,515	48,515	-	47,059	48,515	48,515
Collector Streets	B-53	150,000	253,626	-	-	-	253,626	253,626
DAKC569060 - 9th, Edwards to McLean Drainage			27,336	14,990	-	26,516	6,800	27,336
DAKC571004 - 27th, Richmond to Meridian			29,269	22,224	-	28,391	-	29,269
DAKR Right-of-Way			35,947	31,453	36,847	35,200	12,208	36,847
			-	-	7,890	-	7,890	7,890

Collector Streets (continued)	CIP Number	CIP 8% Amount	Preliminary Estimate	Contract Payments to Date	Statement of Cost	Temporary Notes Issued	Chargeable to Debt Limit 8%	Chargeable to Debt Limit 17%
DAKCS72003 - Willow Esque 1st Admn. Streets		\$	\$106,678	\$ 79,903	\$95,609	\$ 104,500	12,448	95,609
DAKCS73022 - Cherry Creek Hills Admn. Streets			96,115	61,137	-	93,231	12,000	96,115
DAKCS73051 - Longford Lane, Cedar Lake Village Admn.			114,848	20,607	-	111,403	17,000	114,848
DAKD Drainage			26,586	12,578			26,586	26,586
DAKD Culvert			25,625	18,516			25,625	25,625
Right of Way								
DAKR500210 - Central & Gilda to Floodway	MS-216A		3,000	237			3,000	3,000
DAKR500270 - Kellogg & Bonnie Brae				40				
DAKR500320 - Arkansas, 21st to 29th				3,046				
DAKR500400 - Gypsum Creek, George Washington to Hillside	D-28		210,000	84,465			210,000	210,000
DAKR500410 - Hillside, Central to 9th	MS-118		170,000	7,219			170,000	170,000
DAKR500420 - 13th, Maize to Windmill Rd.				12,720				
DAKR500430 - Gypsum Creek R/W North of US 54	D-30		30,000	35			30,000	30,000
DAKR500450 - McLean Blvd., Mac Arthur to 29th South	MS-45C		65,000	9,128			65,000	65,000
DAKR500460 - US 54, Estelle to Clifton (75% State)	E-7F	500,000	500,000	46,169			500,000	500,000
DAKR500470 - MacArthur Rd., Hyd. to River	MS-147			1,288				
DAKR500480 - 1st, Waco to River	MS-213A	250,000	250,000	1,948			250,000	250,000
DAKR500490 - Central, Ridge Rd., to I-235	MS-216A	100,000	100,000	8			100,000	100,000
DAKR500500 - Mt. Vernon, K-15 to Hydraulic	MS-68							
DAKR500510 - Interstate Expressway, US 54 to I-35W								
Traffic Signalization								
DAKT571110 - TOPICS - 1st & 2nd Hydraulic to I-35W	TE-16-10		36,000	13,757			36,000	36,000
DAKT571111 - Left Turn Bays - Pawnee to Seneca	TE 16-11		44,000	4,557			44,000	44,000
DAKT571112 - Traffic Signal, Kellogg @ Market, Main and Brdwy.	TE-16-12		16,000	3,032			16,000	16,000

	CIP Number	CIP 8% Amount	Preliminary Estimate	Contract Payments to Date	Statement of Cost	Temporary Notes Issued	Chargeable to Debt Limit 8%	Chargeable to Debt Limit 17%	
Traffic Signalization (Continued)									
	DAK572103 - TOPICS - 25 Crosswalks	\$ 35,000	\$ 69,978	\$ 30,458	\$ -	\$ -	\$ 35,000	\$ 69,978	
	TE-17D	79,500	158,985	98,135	-	-	79,500	158,985	
	DAK572104 - TOPICS - 13 Intersec.	200,000	-	6,215	-	-	-	-	
	TE-18A	10,400	10,327	6,457	-	-	10,327	10,327	
	DAK572105 - TOPICS -								
	TE-17E								
	573101 - Intersection &								
	Pedestrian Crosswalks								
	TE-18B	12,000	178,862	2,872	-	-	178,862	178,862	
	TE-18C			1,263	-	-			
	572102								
Residential Streets									
	Storm Water Sewers and Drains								
	DBKD568090 - North End Industrial Sewer		2,895,000	1,728,081		1,315,803	-	2,895,000	
	DAKR568090 - R/W			349,804		325,000	-	350,000	
	DBKA572035 - Storm Water Sewer #98		151,263	102,723		151,263	35,000	151,263	
	DBKA572071 - Storm Water Sewer #99		99,728	58,482		99,728	4,500	99,728	
	DBKA572072 - Storm Water Sewer #100		262,679	140,298		262,679	-	262,679	
	DBKA572075 - Storm Water Sewer #101		233,776	213,749	239,691	233,776	11,221	239,691	
	DBKA573007 - Storm Water Sewer #103		37,463	29,135		37,463	10,000	37,463	
	DBKA573022 - Storm Water Sewer #104		60,960	37,626		60,960	-	60,960	
	DBKA573027 - Storm Water Sewer #105		280,877	180,767		280,877	-	280,877	
	DBKA573074 - Storm Water Sewer - Woodlawn at								
	Gypsum Creek								
	D-33		31,216				31,216	31,216	
	DBKA573078 - Storm Water Sewer - Meridian								
	and At&SF R.R.		4,969				4,969	4,969	
	D-34								
	DBKD573008 - Gypsum Creek Drainage		7,500	8,880			7,500	7,500	
	Channel Imp.								
	Submain Sewers								
	DBKM573033 - Main 7, SS #23		149,427	124,831	136,652	149,427	-	136,652	
	DBKM573034 - Main 17, War Industries Sewer		155,328	110,700	-	155,328	77,664	155,328	
	Lift Station No. 1, Main 7, SS #23 (Outside)								
	Laterals		67,837			67,837	-	-	
	Water Main		1,147,570	605,000	146,891	874,676	-	1,089,475	
			1,327,600	1,003,442	-	1,215,500	-	1,327,600	

	CIP Number	CIP 8% Amount	Preliminary Estimate	Contract Payments to Date	Statement of Cost	Temporary Notes Issued	Chargeable to Debt Limit
		\$	\$	\$	\$	\$	8% 17%
Fire Improvements							
Balance on Fire Station #1		\$ 10,000	\$ 10,000	\$	\$	\$ 10,000	\$ 10,000
Public Improvements							
DGKB500009 - Salt Storage Bins Sub-Station #1, #2			100,000	6,846		50,000	100,000
DGKB500010 - Material Yard Relocation Study			19,775	20,283		19,775	19,775
						<u>\$2,500,000</u>	<u>\$3,920,533</u>
							<u>\$14,011,842</u>

1972
 CAPITAL IMPROVEMENT PROGRAM
 PROJECTS YET TO BE INITIATED
 AS OF DECEMBER 31, 1973

	C.I.P. Project No.	City's Share	
		Estimated Project Costs 8%	17%
<u>Expressways</u>			
Northeast Diagonal Location & Study	E-6F	\$ 30,000	\$ 30,000
<u>Arterials</u>			
Mt. Vernon, K-15 to Hydraulic	MS-68	60,000	92,000
13th, 1/2 mile West of Ridge Rd. to Big Slough	MS-93	330,000	385,000
MacArthur Rd., Arkansas River to Hydraulic (DAKM573081)	MS-147	135,000	270,000*
Seneca & Pawnee Intersection (Reconstruction)	MS-149	350,000	350,000*
Seneca & Pawnee Intersection (Right-of-Way)	MS-149A	20,000	20,000*
George Washington Blvd., NL Lincoln to Menlo Drive	MS-185	85,000	85,000*
Grove-Reconstruct from Lincoln to Orme	MS-186A	130,000	130,000*
K-15, Hydraulic to MacArthur Rd.	MS-219	72,000	72,000
Wichita Street; Douglas to Central	MS-225	-	-
<u>Traffic Signalization</u>			
Traffic Signals-Urban System	TE-18	85,500	231,000
<u>Bridges</u>			
Roseberry at Dry Creek (D-3A) DBKD572032	B-36	65,000	65,000
Cessna Drive at Dry Creek Diversion (D-3A)	B-45	65,000	65,000
Central & Big Slough (MS-216)	B-57	120,000	120,000*
Central & Floodway (MS-216)	B-58	365,000	365,000
Collector Street Bridges	B-60	40,000	40,000
<u>Drainage</u>			
Dry Creek Diversion; Gypsum Creek to Pawnee (B-36, 45) DBKD572031	D-3B	140,000	140,000
Little Arkansas River Dam (URA)	D-6	-	-*
Drainage Study and Engineering S/W Industrial Area	D-11	50,000	50,000
Gypsum Creek; 300' East of Hillside to George Washington Blvd. (-53)	D-29	205,000	205,000
Gypsum Creek; South of Harry West of Turnpike (R/W)	D-31	50,000	50,000
Right-of-Way for Dugan Tributary	D-32	10,000	10,000
<u>Public Buildings</u>			
Branch Library; Northeast (Acq. and Equip.)	L-2	300,000	300,000
<u>Sewers</u>			
Reconstruction of SS #12 (Grove, Lincoln to Lewis) DBKJ573024	S-4	187,500 ¹	187,500*
(Grove, Lincoln to 2nd) DBKJ573023		187,500	187,500*
Sanitary Sewer to Serve County Zoo (DBKM572018)	S-6	151,000	536,000*
Dry Creek No. SS #12 (DBKM573011)	S-6	65,000 ¹	65,000*
Dry Creek Interceptor	S-6	25,000 ¹	112,500*
Wichita State University (DBKJ573026)	S-6	65,000 ¹	65,000*
TOTAL WITHIN 8% DEBT LIMIT		<u>\$2,543,500</u>	

1. Outside Debt Limit
 * City's Share

THE CITY OF WICHITA
OFFICE OF Budget and Management

DATE December 3, 1973



TO CIP Administrative Committee
FROM Glen E. Dockery, Research and Budget Officer

Glen E. Dockery SUBJECT Revised Schedule for Capital
Improvement Program

Attached with this memorandum is the revised calendar for the completion of the Capital Improvement Program. Delays in receiving the proposed project requests have necessitated extending the adoption calendar.

It should be noted the first meeting of the Administrative Committee is planned for Wednesday and Thursday, December 19 and 20. Please reserve those days on your calendar. Hopefully only one-half day will be required for each of the two days noted above.

The City Commission has from time to time indicated a desire to have outside civic and interested citizen groups to have the opportunity to comment on the proposed Capital Improvement Program prior to presenting the proposal to the City Commission for final approval. Attached with this memorandum is a proposed distribution list to outside citizen groups. If you have suggestions for additional agencies to receive the proposed CIP, please advise this office.

If you have any additional questions or are in need of further clarification, please advise.

GED:hlp
Attachments



REVISED
CAPITAL IMPROVEMENT PROGRAM
CALENDAR FOR 1974-1979

Monday, October 1, 1973	City Manager's letter and Project Request forms sent to Department Heads.
Friday, October 19, 1973	All CIP project requests due to Budget and Management Division from departments. Budget and Management Division prepares draft of the CIP budget.
Wednesday, December 12, 1973	Budget and Management Division forwards draft of CIP budget to CIP Administrative Committee.
Wednesday and Thursday, December 19 and 20, 1973	CIP Administrative Committee and MAPC Subcommittee review draft CIP list, make recommendations and adjustments for final CIP budget.
Friday, December 28, 1973	Distribute proposed CIP budget to Planning Commission and other interested civic and citizen groups.
Thursday, January 10, 1974	Civic and interested citizen groups respond with any suggested recommendations concerning CIP to Budget and Management Division.
<i>Fri or Tue</i> Monday, January 12 ^{11 or 15} , 1974	Informal presentation of CIP to MAPC.
Thursday, January 24, 1974	MAPC reviews CIP for conformance with the Comprehensive Plan and makes recommendations to the City Commission.
Tuesday, February 5, 1974	CIP presented to City Commission for final approval.

December 3, 1973

SUGGESTED DISTRIBUTION OF THE PROPOSED
CAPITAL IMPROVEMENT PROGRAM

Wichita State University

Board of Education
USD #259

Wichita Area Chamber of Commerce

Community Planning Council

Urban League of Wichita

Plainview Neighborhood Center

Sleepy Hollow, Inc.

Mid Town Citizens Association, Inc.

Center City Steering Committee

County Engineer

Greater Downtown Wichita

WREAC

Community Action Agency Neighborhood Centers

Chairman of the Community Action Board

Chairman of the Model Cities Neighborhood Councils

Chairman of the Model Cities Physical Development and Housing
Task Force

Chairman of the Model Cities Governing Board

December 5, 1973

Department Head Letter

B. Young



To: All Department Heads
Subject: 1974-1979 Capital Improvement Program

DH 599
Issued: October 1, 1973
Destroy: December 31, 1973

The calendar for the preparation of the 1974-1979 Capital Improvement Program is attached. Completion of the Capital Improvement Program in accordance with the attached schedule will require the cooperation of all departments and divisions of the City and the Park, Library, and Art Museum Boards.

The Budget and Management Division of the Department of Administration has been assigned the responsibility for coordinating the CIP and summarizing its financial requirements. Budget analysts will be assigned to the departments and boards to assist in the development of the requests if desired. The 1974-1979 project request forms will be made available from the Budget Office.

As a part of your capital improvement proposals it will be necessary to indicate the types of funding which will be necessary to finance your improvements. The same revenue sources should be utilized on your projects as in prior years. Capital improvements for utilities should be included only if they can be financed within the resources of the utility. Of course, if available, federal funds can be utilized to offset utility capital improvement expenses.

The Board of City Commissioners has received a study prepared by Dr. Fisher recommending certain changes in the special assessments and the financing of public improvements in the City of Wichita. Included within the report are recommendations which would, in the event of adoption, affect significantly the City's existing capital improvement financing policies. As of this writing, the City Commission has requested City staff to study the recommendations and provide further comments at a later date. Due to the timing and the dates established by the attached calendar, departments and divisions should project capital improvement programming for 1974 in accordance with existing policies.

As a part of the justification for your capital improvements also provide criteria for each category of projects which established the project priority and the justification for the year that the project is to be initiated. This justification and criteria will be submitted to the City Commission along with the proposed capital improvement program.

All open CIP projects which will not be under construction by December 31, 1973, or have not been put under contract at that time, will be rescheduled during the annual CIP budgeting process. Therefore, any projects presently in the 1973-1978 CIP which have been accelerated or will be delayed during 1973 will have to be taken into consideration when completing requests. Only those projects under contract and/or construction in 1973 will be carried forward automatically.


Office of City Manager

DH 599-2
October 1, 1973

(2nd Page)
Subject: 1974-1979 Capital
Improvement Program

Review and recommendations of the Administrative Committee will begin Wednesday, October 31, 1973. On that date, the Budget and Management Division will forward a draft copy of the CIP budget to the Administrative Committee.

It is my desire that the Federal Aid Coordinator sit as a member of the Administrative Committee to recommend and advise the committee with respect to federal fund programming for the CIP budget.



Ralph Wulz
City Manager

RW/fmp
Attachment

CAPITAL IMPROVEMENT PROGRAM
CALENDAR FOR 1974-1979

Monday, October 1, 1973	City Manager's letter and Project Request forms sent to Department Heads.
Friday, October 19, 1973	All CIP project requests due to Budget and Management Division from departments. Budget and Management Division prepares draft of the CIP budget.
Wednesday, October 31, 1973	Budget and Management Division forwards draft of CIP budget to CIP Administrative Committee.
Wednesday and Thursday, November 7 and 8, 1973	CIP Administrative Committee and MAPC Subcommittee review draft CIP list, make recommendations and adjustments for final CIP budget.
Thursday, November 15, 1973	Distribute proposed CIP budget to Planning Commission and other interested civic and citizen groups.
Wednesday, November 21, 1973	Civic and interested citizen groups respond with any suggested recommendations concerning CIP to Budget and Management Division.
Monday, November 26, 1973	Informal presentation of CIP to MAPC.
Thursday, December 13, 1973	MAPC reviews CIP for conformance with the Comprehensive Plan and makes recommendations to the City Commission
Tuesday, December 18, 1973	CIP presented to City Commission for final approval.

Ko
R. Young

1973
8% Legal Debt Margin
Based on Actual + Estimated Debt
Projected to December 31, 1973
As of September 30, 1973

1				
2				
3	Assessed Valuation			587,449,490
4				
5	Legal Debt Margin			45,395,959
6				
7				
8	Bonds Outstanding September 30, 1973			30,977,008
9				
10	Add: Estimated Bond Issue 12/31/73	1,725,000		
11	Projects Underway	2,937,166		
12	Projects Yet to be Anticipated	3,924,100		
13		8,586,266		
14				
15	Less: Remaining Gen Tax Funds*	-0-	8,586,266	
16				
17				
18	Less: Bonds Yet to be Retired in 1973		39,563,274	
19				
20				177,5597
21				
22	Total Actual + Estimated Debt as of 12/31/73			37,787,677
23				
24	Estimated Legal Debt Margin			
25	December 31, 1973			76,062,822
26				
27				
28				
29				
30				
31				
32				
33	* Gen Tax Funds Available for Reducing			
34	Bonded Debt per C.P. Budget			700,000
35				
36	Less: Bonds Need to Reduce 6-1-73 Bond Issue	42,3505		
37		-44,773		
38		42,7915		
39				
40	Remaining Gen Tax Funds			202,055*
	To be Retired in Gen Tax Fund			



Project No.	Description	C.I. #	C.I. #	C.I. #	Preliminary Estimate	Contract Amount to Date	Contract Amount to Date	Contract Amount to Date	Contract Amount to Date	Contract Amount to Date	Contract Amount to Date	Contract Amount to Date
		Number	Address	Address	to 4/1/46	to 4/1/46	to 4/1/46	to 4/1/46	to 4/1/46	to 4/1/46	to 4/1/46	to 4/1/46
	Collectors Streets											
D&C 57003	Willow Grove 1st Add. Streets				106678	79903	104500	11700	106678			
D&C 57004	27th Fairwood to Meridian				35947	24116	3220	3500	35947			
D&C 57002	Cherry Creek Hills Addn Streets				96115	-	-	12000	96115			
D&C 57000	9th Edwards to McLean				27336	-	-	5800	27336			
D	Drainage				29269	-	-	-	29269			
<i>Light of Way</i>												
D&C 50010	Central to Gilda to Broadway	M5-2164			3000	237		3000	3000			
270	to 1899 @ Bonnie Lane				-	40						
370	McLeans, 1st to 29th				-	3046						
400	Exp. Creek, Geo. West. to White	D-28			210000	69167		210000	210000			
410	Albion (Central to 9th	M5-118			170000	2162		170000	170000			
420	13th Albion to Windmill Road				30000	12715		30000	30000			
430	Exp. Creek S.W. to 41st N55th	D-30			65000	16		65000	65000			
440	McLeans Exp. to McArthur to St. Louis	M5-45C			50000	920		50000	50000			
450	N55th Exp. to 13th (5th Street)	E-9F			-	4917		-	-			
470	McArthur Road, Hydroville to 11th	M5-147			250000	1388		250000	250000			
480	13th Street, Hydroville to 11th	M5-213A			100000	198		100000	100000			
490	Central, Bridge Road to I-235	M5-216A			-	-		-	-			

Prepared By: _____ Date: _____
 Approved By: _____

Division	Project Description	C.I.P. Number	C.I.P. Amount	Preliminary Estimate	Contract Amount to Date	Subcontract Amount	Change Order	Balance
DART	57103 Topics - 15th and 4th to 135th	TE-16-10		36,000	13,928		36,000	56,000
	111 Left Turn Bays, Finance & Green	TE-16-11		44,000	4,557		44,000	44,000
	112 Traffic Signals, Bellway, Mt. Vernon Bldg	TE-16-12		16,000	7,022		16,000	16,000
	57203 Topics - 25 Crosswalks	TE-17-C		35,000	29,660		35,000	35,000
	104 13 Intersections	TE-17-D		79,500	92,550		79,500	79,500
	105 28 Intersections	TE-18A		200,000	48,518		200,000	200,000
DART	106 11-11 Ave Intersection Crosswalks (4)	TE-17E		10,400	6,434		10,400	10,400
	57302 Crosswalks, Ridge & 13th Street	TE-18C		12,000	644		12,000	12,000
Residential Streets				1335,240	556,452	46,521	968,5	1335,240
Sewers								
Storm Water Sewers & Drains	568090 North End Interceptor Sewer			280,000	128,192			299,500
	510035 - Storm Water Sewer #98			151,243	335,221			335,221
	71 -			97,725	102,723			151,243
	72 -			262,679	58,442			4,500
	75 -			233,776	21,374			262,679
571007			32,463	26,222			9,000	
73			60,960				233,776	
74			230,872	180,247			100,000	37,463
								20,960
								20,872

Prepared By _____ Date _____
 Approved By _____

Project No.	Project Name	C. I. A. Number	C. I. A. Description	Estimated Expenditure	Contract Amount to Date	Settlement of Contract	Contract No.	Contract Date	Contractor
1	Water Sewers (Cont'd)								
2	Storm Water Sewers & Drains (Cont'd)								
3	2840-57200 S Cypress Creek Drainage Channel Imp.			7500	-			7500	7500
4	Submain Sewers								
5	DBXM 572033 Main 7 Submain Sewer			149227					149227
6	34 Main 7, Waco Industries Sewer			155328				77664	155328
7	Light Station No. 1, Main 7, S S 23 (Outflow)			67837					
8	LATERALS								
9				920508	385786				920508
10	WATER MAINS								
11				1074400					
12	Fire Improvements								
13	Balance on Fire Station #1			10000				10000	10000
14	Total							6400000	4878865

City of Waco, Texas, Department of Public Works, Engineering Division

1973
Capital Improvement Program
Projects Yet to be Initiated
As of September 30, 1973

C. I. P. Project No.	City Share Estimated Project Costs		
	8%	17%	
Expressways			
Northwest Virginia Location & Study	E-6F	30,000	30,000
Arterials			
MA Vernon, K-15 to Hydraulics	MS-88	60,000	97,000
Interstate Connectors (DAMM 573076)	MS-87	105,000	105,000
13 th , 1/2 mile West of Ridge Road to Big Stone	MS-93	330,000	385,000*
Ridge Road: 600' North of 13 th to 600' South of 13 th (DAMM 573080)	MS-93B	67,000	67,000
May Arthur Ref; Arkansas River to Hydraulics	MS-147	135,000	270,000*
Lucas & Lawrence Intersection (Reconstruction)	MS-149	350,000	350,000*
Lucas & Lawrence Intersection (Right-of-Way)	MS-149A	20,000	20,000*
Go. Weirton Blvd.; N. Lincoln to Masonic Drive	MS-185	85,000	85,000*
Drive; Reconstruct from Lincoln to Camel	MS-186A	130,000	130,000*
Edgemoor Drive to Lincoln (DAMM 572002)	MS-221	63,600	63,600
K-15; Hydraulics to Masonic Dr		72,000	72,000
Wendell Street; Douglas to Penton	MS-225	-	-*

COLUMN WRITE

	1	2	3	4
1				
2	Traffic Signalization			
3	Traffic Signals - Urban System	TE-18	85500	231000
4				
5				
6	Bridges			
7				
8	Forsberg at Dry Creek (D-3A) ^{FOUR} 572037	B-36	65000	65000
9				
10	Lesage - Shreve at Dry Creek			
11	Extension	D-3A	B-45	65000
12			65000	65000
13				
14	Forscott at Cypress Creek	B-53	150000	150000
15				
16	Central & Big Sough (MS-216)	B-57	120000	120000*
17				
18	Central & Broadway (MS-216)	B-58	365000	365000*
19				
20	Collector Street Bridge	B-60	40000	40000
21				
22				
23	Drainage			
24				
25	Dry Creek Extension: Dry Creek to			
26	Tawnee (Ch. 36, 45) 572031	D-3B	140000	140000
27				
28	Little Ark. Lake Dam (NAT)	D-6	-	-*
29				
30	Drainage Study & Engineering			
31	SP Industrial Area	D-11	50000	50000
32				
33	Dry Creek; 300' East of Wilkenda			
34	to Geo. Wash. Blvd. (B-53)	D-29	205000	205000
35				
36	Dry Creek; South of Valley			
37		D-31	50000	50000
38				
39	Light of Way for Thomas Whaley	D-32	10000	10000
40	Storm Water Sewer, Mission St. - Dry Creek	D-33	35000	35000
	Storm Water Sewer, Mission St. - JAY & SE	D-34	15000	15000

COLUMN WHITE

	1	2	3	4
Public Buildings				
Branch Library: Westport (Bldg + Equipment)	L-2	300000	300000	
Lat. Storage Bas - East Substation	PB-17	50000	50000	
Lat. Storage Bas - W. + Substation	PB-18	50000	50000	
Sewers				
Reconstruction of S th St (Move, sewer in + sewer) DBM 57304	S-4	187500	187500	*
(Move, sewer to road) DBM 57302		187500	187500	*
Sanitary Sewer to Sewer County Zone (DBM 572012)	S-6	151000	536000	*
Wyg Creek No. 1, S th St DBM 57301	S-6	65000 ⁽¹⁾	65000	*
Wyg Creek Interceptor	S-6	25000 ⁽¹⁾	112500	*
Wyg Creek Interceptor DBM 57306	S-6	65000 ⁽¹⁾	65000	*
		3924100		

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

Young

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
E-6F	<u>EXPRESSWAYS</u> Northeast Diagonal	-	-	-	-	-	-	-	Location Study Underway
●	<u>KELLOGG FREEMWAY</u>								
E-7F	Kellogg; Estelle to Clifton Right-of-Way	-	-	-	-	-	-	-	Acquiring Right-of-Ways
E-9	Kellogg West - I-235 to Seville Right-of-Way	-	-	-	-	-	-	-	<u>Deferred to 1974</u>
	<u>ARTERIALS</u>								
MS-45C	McLean; 31st to 29th South, Right-of-Way	3-30-71	-	-	-	-	1973	95%	Pending agreement with Missouri Railroad
MS-68	Mt. Vernon; K-15 to Hydraulic	-	-	-	-	-	-	-	Coordinate with I-35 Construction
●	George Washington Blvd. Pawnee to 800' North of Harry (See B-26)	-	-	-	-	-	-	-	<u>Deferred to 1974</u>
MS-89B	29th St., Broadway to I-35W Construction	10-19-71	3-21-72	358,688	6-27-72	342,110	1973	70%	Under contract to be coordinated with North Industrial Park Storm Drainage. Drainage contractor began work July 5, 1973
MS-93	13th Street; from 1/2 mile west of Ridge Road to Big Slough	9-25-73	-	-	9-27-73	-	1973	-	Contracts awarded by SHC. ✓
MS-93A	13th St., Ridge Road to Big Slough - Construction	9-25-73	-	-	9-27-73	-	1973	-	Contracts awarded by SHC. ✓



STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-93B	Ridge Road; 600' north of 13th to 600' south of 13th	-	-	-	-	-	-	-	Coordinated with County 13th Street Construction
MS-94A	Innerloop Connecting Pavement, Mathewson to Cleveland	-	-	-	-	-	-	97%	Under contract - State Highway Commission
MS-118	Hillside; Right-of-Way from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1973	-	Right-of-Way to be acquired
MS-118A	Hillside; Reconstruction from 300' south of Central to Frisco Railroad	4-3-73	-	-	-	-	1974	-	Deferred to 1974
MS-147	MacArthur Road, Arkansas River to Hydraulic	-	-	-	-	-	-	-	Preliminary plans being prepared for submission as Federal Aid Secondary Project
MS-149	Seneca & Pawnee Intersection (reconstruction)	3-27-73	-	-	-	-	1973	0	Final Plans in preparation
MS-149A	Seneca & Pawnee Intersection (Right-of-Way)	3-27-73	-	-	-	-	-	-	
MS-157	Grove; 100' south of Lewis to Central Avenue Right-of-Way	-	-	-	-	-	1974	0	Deferred to 1974

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: September 30, 1973DEPARTMENT: PUBLIC WORKS

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-159	1st Street, Ash to Grove	10-6-72	12-28-72	Paving - 78,808 Drainage - 69,046	1-30-73 12-19-72	Paving - 78,770.25 Drainage - 67,625	1973	10% 100%	Paving construction begun ✓ Completed ✓
MS-160	2nd Street Minnesota to Grove	10-6-72	12-28-72	Pavement - 92,757.15 Drainage - 65,799.50	1-30-73 12-19-72	Pavement - 92,677.65 Drainage - 65,530.70	1973	100% 100%	Completed ✓ Completed ✓
MS-173	Pawnee; Relocation from Rock Road to about 1,000' South-easterly of Rock Road (See D-16)	-	-	-	-	-	1973	-	To be coordinated with development of adjacent land. Final plans being prepared
MS-185	George Washington Blvd. from north line of Lincoln to Menlo Drive	-	-	-	-	-	-	-	Preparing preliminary plans, Coordinate with I-35W
MS-186A	Grove; Reconstruct from Lincoln to north line of Orme	-	-	-	-	-	-	-	Preparing preliminary plans, Coordinate with I-35W
MS-192	Harry, Hillside to Oliver	5-16-72	6-27-72	135,102	7-11-72	134,832	11-73	95%	Construction in progress ✓
MS-196	Edgemoor; Orme to Waterman	5-16-72	-	-	-	-	-	0	Right-of-Way acquired

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-Way)	-	-	-	-	-	-	-	Right-of-Way to be acquired
MS-216A	Central Avenue; Ridge Road to I-235	-	-	-	-	-	-	-	Right-of-Way to be acquired
MS-219	K-15; Hydraulic to MacArthur Road	-	-	-	-	-	-	-	Plans being prepared
MS-221	U.S. 54; Kellogg Drive Slip-off East of Edgemoor	7-11-72	-	-	-	-	-	-	Combine with MS-196
MS-223	Zoo Blvd.; Floodway to 1300' North of 13th	-	-	-	-	-	-	-	Construction under contract by County
B-26	<u>BRIDGES</u> George Washington Blvd. at Dry Creek	-	-	-	-	-	1973	0	<u>Deferred to 1974</u>
B-53	Roosevelt & Gypsum Creek	-	-	-	-	-	-	-	Right-of-Way being acquired
B-57	Bridge; Central & Big Slough (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired
B-58	Bridge; Central & Floodway (See MS-216)	-	-	-	-	-	-	-	Right-of-Way to be acquired

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-7B	Main Storm Drain 14 North End Industrial	3-12-71	3-21-72	2,249,000	6-27-72	2,077,257	1973	66.7%	Construction under Contract ✓
D-11	Drainage Study and Engineering - Southwest Industrial Area	-	-	-	-	-	1973	0	Preparing Contract for project ✓
D-16	Drainage Structures in connection with relocation of Pawnee from Rock Road to about 1000' southeast of Rock Road (See MS-173)	-	-	-	-	-	-	-	Preliminary plans being prepared. To be coordinated with development of adjacent land.
D-28	Gypsum Creek; 300' east of Hillside to George Washington Blvd. (Right-of-Way and relocation)	6-6-72	-	-	-	-	1973	-	Right-of-Way being acquired
D-29	Gypsum Creek; 355' east of Hillside to George Washington Blvd. (See B-53)	-	-	-	-	-	-	-	Right-of-Way being acquired - Consultant preparing plans
D-30	Gypsum Creek Right-of-Way north of U.S. 54	-	-	-	-	-	-	-	Offer of purchase made

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
D-31	Right-of-Way for Gypsum Creek south of Harry, west of Turnpike	-	-	-	-	-	-	-	
D-32	Right-of-Way for Dugan Tributary	-	-	-	-	-	-	-	
D-33	Storm Water Sewer, Mission Road and Gypsum Creek	-	-	-	-	-	-	-	Contract to be let this year
D-34	Storm Water Sewer, Meridian Avenue, North of AT&SF Railway	-	-	-	-	-	-	-	Contract to be let this year
S-6	<u>SEWERS</u> Sanitary Sewer to serve County Zoo along the Flood Control R/W from Central to 13th	-	-	-	-	-	-	-	Awaiting action on Grant Application
S-6	Dry Creek Interceptor on George Wash. Blvd. from Elmwood to Gypsum Creek	3-16-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiatn. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
	Sanitary Sewer #12 in Grove - Lincoln to Second Street	3-23-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Wichita State University Interceptor on 18th from Pennsylvania to Hillside	3-30-73	-	-	-	-	-	-	Preliminary application filed, formal application being prepared
	Main 7, Sanitary Sewer #23 on 29th St. No. Woodlawn to Rock Road	4-17-73	7-10-73	\$149,427.48	7-24-73	\$131,356	11-1-73	90%	Construction in progress ✓
	Extension to Sanitary Sewer #23 on 29th St. No. ½ mile east of Oliver to Woodlawn	4-17-73	7-7-73	433,153.69	7-17-73	394,873	11-15-73	36%	Construction in progress ✓
	Sanitary Sewer #22, Lift Station #4, Relief Line on 25th from Meridian to Amidon	3-30-73	-	-	-	-	-	-	Final plans complete. Preliminary application filed, formal application being prepared

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
TE 16-10	<u>TRAFFIC ENGINEERING</u>	-	10-5-71	36,000	-	-	10-73	20%	Equipment on order ✓
TE 16-11	1st & 2nd Streets Pawnee & Seneca	6-22-71	-	44,000	-	-	12-73	15%	Preparation of estimate for bid letting of equipment
TE 16-12	Kellogg at Topeka, Broadway, Market & Main	5-18-71	-	16,000	-	-	12-73	10%	TOPICS programming
TE 17a	Central & Hydraulic; Central & Cleveland; Central & Grove; 13th & Waco; 9th & Grove; 100 block N. Water crosswalk	4-25-72	7-10-72	81,325	-	-	6-73	90%	Central & Hydraulic, Grove & Central & 100 block N. Water are completed; work is in progress at 9th & Grove, Central & Cleveland
TE 17c	TOPICS - 21 school crossings & 2 park crossings	5-30-72	-	70,000	-	-	12-73	20%	Equipment on order ✓
TE 17d	TOPICS - 13 inter- section revisions	5-30-72	-	159,000	-	-	12-73	20%	Equipment on order ✓
TE 17e	4 midblock school crosswalks	5-30-72	-	10,400	-	-	8-73	15%	Work proceeding in construction stage ✓
TE 18a	TOPICS - 28 inter- section revisions	5-30-72	-	400,000	-	-	12-74	10%	Preparation of estimate for bid letting of equipment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
TE 16-10	TRAFFIC ENGINEERING 1st & 2nd Streets	-	10-5-71	36,000	-	-	10-73	20%	Equipment on order ✓
TE 16-11	Pawnee & Seneca	6-22-71	-	44,000	-	-	12-73	15%	Preparation of estimate for bid letting of equipment
TE 16-12	Kellogg at Topeka, Broadway, Market & Main	5-18-71	-	16,000	-	-	12-73	10%	TOPICS programming
TE 17a	Central & Hydraulic; Central & Cleveland; Central & Grove; 13th & Waco; 9th & Grove; 100 block N. Water crosswalk	4-25-72	7-10-72	81,325	-	-	6-73	90%	Central & Hydraulic, Grove & Central & 100 block N. Water are completed; work is in progress at 9th & Grove, Central & Cleveland ✓
TE 17c	TOPICS - 21 school crossings & 2 park crossings	5-30-72	-	70,000	-	-	12-73	20%	Equipment on order ✓
TE 17d	TOPICS - 13 inter-section revisions	5-30-72	-	159,000	-	-	12-73	20%	Equipment on order ✓
TE 17e	4 midblock school crosswalks	5-30-72	-	10,400	-	-	8-73	15%	Work proceeding in construction stage ✓
TE 18a	TOPICS - 28 inter-section revisions	5-30-72	-	400,000	-	-	12-74	10%	Preparation of estimate for bid letting of equipment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: September 30, 1973

DEPARTMENT: PUBLIC WORKS

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
TE 17f	West & 2nd; Kellogg & Ridge; Clifton & Harry; Douglas & Hydraulic; Taft & West	8-15-72	-	82,100	-	-	12-73	50%	Work proceeding in construction stage ✓
TE 18b	8 intersections & 8 crosswalks	7-3-72	-	179,000	-	-	12-74	5%	Preparation of estimate for bid letting of equipment
TE 18c	3 school crosswalks	7-24-73	-	12,000	-	-		5%	Preparation of estimate for bid letting of equipment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: September 30, 1973DEPARTMENT: PARK

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-2-A-1	Cessna Park East	8-23-71	-	-	-	-	-	To be completed during Fall of 1973 ✓	
P-2-A-3	Children's Play Area	8-23-71	8-23-71	11,211	9-25-72	10,404	8-31-73	95% Contract awarded to Inland Company, Inc. ✓	
P-2-A-4	Landscaping	8-23-71	-	-	-	-	-	To be completed by force account ✓	
P-2-A-5	Park Lighting	8-23-71	8-23-71	5,500	4-9-73	4,030	10-3-73	80% Contract awarded to Thornton and Florence Electric ✓	
P-2-A-6	Multi-use Court	8-23-71	8-23-71	4,300	8-28-72	4,295	7-20-73	100% Completed ✓	
P-2-C	Softball Diamond Lighting	8-23-71	-	-	-	-	-	Contract to be awarded in December of 1973	
P-3-A-1	Cessna Park West: parking	8-23-71	8-23-71	27,307	8-28-72	26,399	7-20-73	100% Completed ✓	
P-3-A-2	Picnic Facilities and Walks	8-23-71	-	-	-	-	-	90% Project to be accomplished by Park Board employees ✓	
P-3-B	Park Lighting	8-23-71	8-23-71	35,000	8-28-72	30,259	10-3-73	85% Contract awarded Thornton and Florence Electric ✓	
P-6-B	Area Lighting	8-23-71	-	-	-	-	-	95% Project to be accomplished by Park Board employees ✓	
P-17	Linwood Park, North - Irrigation	8-23-71	-	-	-	-	-	- Project to be developed for the Fall of 1973, dependent upon the schedule of the Highway Department	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-23	Orchard Park Children's Play Area	8-23-71	8-23-71	11,465	4-9-73	10,832	9-26-73	60%	Contract awarded to Inland Co., Inc. ✓
P-23-A	Orchard Park Swimming Pool	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973, and then only $\frac{1}{2}$ of the necessary funds will be available
P-25A	Edgemoor Park - Four Lighted Tennis Courts	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973
P-25C	Site Development	8-23-71	8-23-71	-	-	-	-	-	Work to be accomplished by Park Board employees
P-27A	Planeview Park Tennis Court Lights	8-23-71	8-23-71	12,500	4-9-73	11,462	10-3-73	80%	Contract awarded to Thornton and Florence Electric ✓
27B	Planeview Park Picnic Shelter & Rest Rooms	-	-	-	-	-	-	-	Curtailment of Federal funding has necessitated scheduling this project in the <u>Spring of 1974</u>
P-27D	Site Development, Drives, Parking	8-23-71	-	-	-	-	-	-	To be awarded in the Fall of 1973
P-27D-1	Ball Diamonds	8-23-71	8-23-71	16,200	4-9-73	16,200	9-26-73	98%	Contract awarded to Inland Co., Inc. ✓
P-28	Riverside Park Tennis Complex	11-3-72	11-3-72	-	-	-	-	-	Bond funds not available until December of 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-31-1	Watson, O. J., Irrigation System	8-23-71	-	-	-	-	-	50%	Project scheduled for completion in Fall of 1973 by force account ✓
P-31-2	Miniature Golf Course Grading	8-23-71	-	-	-	-	-	-	Contract to be awarded in Fall of 1973
P-31-B	Watson Park Miniature Golf Course Installation	11-3-72	-	-	-	-	-	-	Bond funds not available until December of 1973
P-38	Buffalo Park Children's Play Area	8-23-71	8,739.50	8,739.50	2-26-73	8,292.66	7-31-73	100%	Completed. Play equipment to be erected by Park Board employees ✓
P-87-A-1	Boston Park: Landscaping	8-23-71	-	-	-	-	-	-	Complete by Park Board employees after construction is completed
P-87-B	Boston Park: Multi-Use Court; Softball Field	8-23-71	14,774	14,774	4-9-73	13,071.50	12-4-73	99%	Contract awarded to Inland Co., Inc. ✓
P-87-C	Boston Park; Parking	8-23-71	24,648.15	24,648.15	2-26-73	23,806.46	7-31-73	100%	Completed ✓
P-93	Evergreen Park Swimming Pool	8-23-71	227,000	227,000	12-28-72	221,000	9-19-73	98%	Contract awarded 2-12-73 to McBride and Dehmer Construction Company ✓
P-200-A	Land Acquisition: 2nd and Brown Thru	-	-	-	-	-	-	-	Bureau of Outdoor Recreation approved funds 6-8-72

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: September 30, 1973DEPARTMENT: PARK

Proj. No.	Project Description	Project Initia'l Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-100-A	Maize Rd. & Central	-	-	-	-	-	-	Bureau of Outdoor Recreation approved funds 6-8-72	
P-102A	Kiwanis Park Children's Play Area	11-3-72	11-3-72	-	-	-	-	Curtailment of Federal funding has necessitated <u>scheduling to Spring 1974</u>	
P-103A	Hyde Park Equipment & Furnish Recreation Building	11-3-72	11-3-72	-	-	-	-	Bond funds available in December 1973	
P-200	Park land acquisition	11-3-72	11-3-72	-	-	-	-	Bond funds available in December 1973	
P-200-B	Chisholm Creek Land Purchase	-	-	-	-	-	-	In process of acquisition	
P-200-D	Parks-in-Cities	-	-	-	-	-	99%	Partial acquisition. Remainder to be purchased	
201	River Bank Beautifi- cation, Landscaping	-	-	-	-	-	-	To be completed in Fall of 1973	
P-202	River Bank Beautifi- cation, Bike Trails and Walks	11-3-72	11-3-72	-	-	-	-	Bond funds available in December 1973	
P-202	Rest Rooms	11-3-72	11-3-72	29,000	8-13-73	28,888	2-22-74	Contract awarded to Rainbow Construc- tion Co.	
P-205	Evergreen Park Neigh- borhood Facilities	4-1-71	1-27-72	827,000	2-14-72	783,090	3-15-73	99% Pending completion of construction ✓ check list	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARK PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
P-207	Pawnee Prairie Park Cart Paths, Seal Parking Lot and Extend Water Lines	11-3-72	11-3-72	-	-	-	-	-	Bond funds available in December 1973 To be completed in 1973
P-208	Emery Park Development	11-3-72	11-3-72	-	-	-	-	-	Bond funds available in December 1973
P-212	MacDonald Park Cart Paths and Site Development	11-3-72	11-3-72	-	-	-	-	-	Bond funds available in December 1973
P-213	Sim Park Cart Paths, Rebuild and/or seal Roads and Site Development	11-3-72	11-3-72	-	-	-	-	-	Bond funds available in December 1973

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: AIRPORT

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiatn. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
A-3A	Maintenance Shops	11-3-72	-	-	-	-	-		
A-26	Land Purchase for Extension of Runway 1L-19R	12-2-70	-	-	-	-	-	Land to be purchased after Airport Master Plan Study is completed	
A-35	Fire and Rescue Building & Equipment	12-4-72	12-4-72	251,000	6-25-73	234,905	2-10-74	20%	Contract awarded to Palmer Construction Company
A-36	Operations and Administration Facility	11-3-72	-	-	-	-	-	-	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: September 30, 1973

DEPARTMENT: FIRE

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
<u>PUBLIC BUILDINGS & GROUNDS</u>									
F-2A	Construction for the relocation of Fire Station Number One	7-21-70	10-5-71	788,280	10-19-72 Change Order 4-3-73	617,900 + 463 618,363	Jan. 74	73.51%	E. W. Johnson awarded contract 10-19-72 ✓
	Architects Services			52,814	5-11-71 Change Order 4-3-73	41,399.30 + 31.02 41,430.32 (6.7% of const.cost)			Fees for architectural services adjusted to 6.7% of actual construction cost of which 95% has been paid ✓
	Land Approx. 59,640 Sq. Ft.				10-17-72	83,160			Land has been acquired, cleared and construction of the building is in progress with 73.51% completed
FS-23B	Fire Station Number 16; Central & Caddy Lane								Ground has been purchased. The initiating resolution for construction was approved by the City Commission on 8-14-73 and selection of an architect is in progress
L-2	Branch Library Northeast Land			48,100					Site has been acquired at Murdock School and architect is being selected

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
PB-3	Operating Station No. 2	6-2-70	10-31-72	185,000	10-31-72	169,888	July 1973	100%	Completed ✓
					Change Order 12-26-72	205			
	Architects Services					170,093 (6% of Constr. Costs)			Architect Selected
PB-17	Salt Storage Building East Substation	Not Initiated							Architect Selected
PB-18	Salt Storage Building West Substation	Not Initiated							Architect Selected
PB-14	City Administrative Land Architect Fee Project Supervision and Misc.	12-12-72	9-12-72	12,311,598 673,800 650,000 60,000	12-29-72	10,856,497 650,000	5-1-75	20%	% of Construction completed represents amount of contracted cost expended. % of construction is approximately 15% exact amount of completed construction is not possible to determine at this time
PB-15	Parking & Motor Pool Facilities Constr. Architect Fee	1-30-73	6-26-73	1,464,205 73,360			5-1-75	-	Architect selected - preliminary plans approved - working drawings being prepared - estimated date for start of construction January 1974

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: WATER

PERIOD ENDING: September 30, 1973

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
W-11	Island Pump Station New Construction	5-15-72	-	6,005,000	4-18-72	5,015,308	1974	82.9%	Construction is on schedule ✓
W-12	Water Reservoir	Undetermined	-	1,000,000	4-2-73	794,405	1974	55.6%	Construction is on schedule ✓
W-20	20-inch Feeder Main; in Central, Woodlawn to Armour	3-19-73	-	58,000	-	-	8-1-73	100%	50% grant awarded by E.D.A. ✓
W-25	24-inch Feeder Main; in Murdock, Edgemoor and Central from Crestway to Woodlawn	3-19-73	-	228,000	-	-	8-1-73	100%	50% grant awarded by E.D.A. ✓
W-65	Distribution System; Feeder Mains and Main Extensions (Unidentified)	Varied	-	995,000	-	-	12-31-73	75%	Annual repair or replacement of existing equipment
W-91	16-inch Feeder Main; in Armour south of 2nd St. to Kellogg	3-19-73	-	43,000	-	-	8-1-73	100%	50% grant awarded by E.D.A. ✓
Part I	Deep Well Disposal	10-1-72	-	807,000	8-7-73	756,000	1974	0	Construction to commence December 1, 1973
Part II	Deep Well System	Undetermined	-	293,456	-	-	1974	-	Held in abeyance by City Commission
WATER POLLUTION CONTROL									
ST-2	Standby Power and Pumping S.T.P. No. 1	-	-	-	-	-	-	-	Deferred until 1974

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: September 30, 1973DEPARTMENT: URBAN RENEWAL AGENCY

Proj. No.	Project Description	Project Initiat'n. Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
Kans. A-5	Industrial Corridor Impr. Contract #1	2-7-73	3-14-73	456,510					?
Ka A-5	Fire Station No. 1 Impr.	9-4-72	11-7-72	22,700	1-2-73	22,307	12-31-73	0%	✓
Kans. A-5	Shadybrook Storm Drain	4-9-71	6-11-71	1,400,000	-	-	-	-	Further progress on this project depends entirely on future funding
Kans. A-5	Relocation of Public Utilities - City Hall Complex	2-2-71	3-1-71	83,177	7-9-71	77,935	12-31-73	95%	✓

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

January 28, 1974

TO Ralph Wulz, City Manager
FROM Robert A. Lakin, Director of Planning *RL*

SUBJECT MAPC Review of the 1974-1979 Capital Improvement Program of the City of Wichita

The Metropolitan Area Planning Commission reviewed the current City Capital Improvement Program during their regular meeting of January 24, 1974. During their review, several specific projects were presented for consideration by Commission members.

Mr. Jay Hunter, representing Mid America All Indian Center, Inc., presented his group's proposal to construct an Indian Cultural-Museum complex at the confluence of the Big and Little Arkansas Rivers. Mr. Hunter requested that the City incorporate \$3,000,000 into the CIP to assist in financing the project. After discussion of the merits of the project, the effects of adding it to the CIP and alternate methods of financing, the Planning Commission unanimously passed a motion that the project be forwarded without comment to the Board of City Commissioners with the exception that in determining project feasibility, the City Commission consider a master plan bond election as provided for by State Statutes, as a possible means of financing.

In additional discussion, the Planning Commission indicated their concerns regarding the 1st and 2nd Street railroad underpasses. The Commission is specifically interested in the possibility of constructing additional overpass facilities on other east-west arterial streets. To this end, the Planning Commission unanimously passed a motion recommending that \$50,000 be incorporated into the CIP for a study on the feasibility of constructing railroad overpasses at Central and 13th Streets. The Commission also passed a motion recommending that the scheduling for projects B-64 and D-37 (1st and 2nd Street underpasses and drainage facilities) be moved forward in the CIP to 1974.

Following this action, Mr. K. O. Taylor, consulting engineer representing a landowner in southeast Wichita, requested that projects MS-179 and B-51 (reconstruction of Harry Street between Woodlawn and Rock Road) be moved forward in the CIP from 1977 to 1975. It was indicated that these projects had been scheduled for 1975 in last year's CIP and that the property owners affected have been proceeding on that basis with their platting and development activities. After discussion, the Planning Commission unanimously passed a motion recommending that the scheduling of these two projects (MS-179 and B-51) be returned to 1975.

Page 2 - Ralph Wulz, City Manager
January 28, 1974

Following additional discussion regarding the CIP in general, the Planning Commission passed a motion requesting that in preparing next year's program, proposed expenditures be summarized on a percentage basis by general priority categories (i.e., safety, convenience, efficiency, economy, etc.).

At the conclusion of their review, the Planning Commission unanimously passed a motion recommending that the 1974-1979 Capital Improvements Program of the City of Wichita be adopted subject to the specific recommendations set forth above.

RAL:RLY:ber

cc: Don Anderson, Director of Administration
Glen Dockery, Budget Director

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

January 28, 1974

TO Ralph Wulz, City Manager
FROM Robert A. Lakin, Director of Planning *RL*

SUBJECT MAPC Review of the 1974-1979 Capital Improvement Program of the City of Wichita

The Metropolitan Area Planning Commission reviewed the current City Capital Improvement Program during their regular meeting of January 24, 1974. During their review, several specific projects were presented for consideration by Commission members.

Mr. Jay Hunter, representing Mid America All Indian Center, Inc., presented his group's proposal to construct an Indian Cultural-Museum complex at the confluence of the Big and Little Arkansas Rivers. Mr. Hunter requested that the City incorporate \$3,000,000 into the CIP to assist in financing the project. After discussion of the merits of the project, the effects of adding it to the CIP and alternate methods of financing, the Planning Commission unanimously passed a motion that the project be forwarded without comment to the Board of City Commissioners with the exception that in determining project feasibility, the City Commission consider a master plan bond election as provided for by State Statutes, as a possible means of financing.

In additional discussion, the Planning Commission indicated their concerns regarding the 1st and 2nd Street railroad underpasses. The Commission is specifically interested in the possibility of constructing additional overpass facilities on other east-west arterial streets. To this end, the Planning Commission unanimously passed a motion recommending that \$50,000 be incorporated into the CIP for a study on the feasibility of constructing railroad overpasses at Central and 13th Streets. The Commission also passed a motion recommending that the scheduling for projects B-64 and D-37 (1st and 2nd Street underpasses and drainage facilities) be moved forward in the CIP to 1974.

Following this action, Mr. K. O. Taylor, consulting engineer representing a landowner in southeast Wichita, requested that projects MS-179 and B-51 (reconstruction of Harry Street between Woodlawn and Rock Road) be moved forward in the CIP from 1977 to 1975. It was indicated that these projects had been scheduled for 1975 in last year's CIP and that the property owners affected have been proceeding on that basis with their platting and development activities. After discussion, the Planning Commission unanimously passed a motion recommending that the scheduling of these two projects (MS-179 and B-51) be returned to 1975.

Page 2 - Ralph Wulz, City Manager
January 28, 1974

Following additional discussion regarding the CIP in general, the Planning Commission passed a motion requesting that in preparing next year's program, proposed expenditures be summarized on a percentage basis by general priority categories (i.e., safety, convenience, efficiency, economy, etc.).

At the conclusion of their review, the Planning Commission unanimously passed a motion recommending that the 1974-1979 Capital Improvements Program of the City of Wichita be adopted subject to the specific recommendations set forth above.

RAL:RLY:ber

cc: Don Anderson, Director of Administration
Glen Dockery, Budget Director

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

January 28, 1974

TO Ralph Wulz, City Manager
FROM Robert A. Lakin, Director of Planning *RL*

SUBJECT MAPC Review of the 1974-1979 Capital Improvement Program of the City of Wichita

The Metropolitan Area Planning Commission reviewed the current City Capital Improvement Program during their regular meeting of January 24, 1974. During their review, several specific projects were presented for consideration by Commission members.

Mr. Jay Hunter, representing Mid America All Indian Center, Inc., presented his group's proposal to construct an Indian Cultural-Museum complex at the confluence of the Big and Little Arkansas Rivers. Mr. Hunter requested that the City incorporate \$3,000,000 into the CIP to assist in financing the project. After discussion of the merits of the project, the effects of adding it to the CIP and alternate methods of financing, the Planning Commission unanimously passed a motion that the project be forwarded without comment to the Board of City Commissioners with the exception that in determining project feasibility, the City Commission consider a master plan bond election as provided for by State Statutes, as a possible means of financing.

In additional discussion, the Planning Commission indicated their concerns regarding the 1st and 2nd Street railroad underpasses. The Commission is specifically interested in the possibility of constructing additional overpass facilities on other east-west arterial streets. To this end, the Planning Commission unanimously passed a motion recommending that \$50,000 be incorporated into the CIP for a study on the feasibility of constructing railroad overpasses at Central and 13th Streets. The Commission also passed a motion recommending that the scheduling for projects B-64 and D-37 (1st and 2nd Street underpasses and drainage facilities) be moved forward in the CIP to 1974.

Following this action, Mr. K. O. Taylor, consulting engineer representing a landowner in southeast Wichita, requested that projects MS-179 and B-51 (reconstruction of Harry Street between Woodlawn and Rock Road) be moved forward in the CIP from 1977 to 1975. It was indicated that these projects had been scheduled for 1975 in last year's CIP and that the property owners affected have been proceeding on that basis with their platting and development activities. After discussion, the Planning Commission unanimously passed a motion recommending that the scheduling of these two projects (MS-179 and B-51) be returned to 1975.

Page 2 - Ralph Wulz, City Manager
January 28, 1974

Following additional discussion regarding the CIP in general, the Planning Commission passed a motion requesting that in preparing next year's program, proposed expenditures be summarized on a percentage basis by general priority categories (i.e., safety, convenience, efficiency, economy, etc.).

At the conclusion of their review, the Planning Commission unanimously passed a motion recommending that the 1974-1979 Capital Improvements Program of the City of Wichita be adopted subject to the specific recommendations set forth above.

RAL:RLY:ber

cc: Don Anderson, Director of Administration
Glen Dockery, Budget Director

PROJECT

ADMINISTRATION CENTER

URA BILL *B. Young*
9-10-73

Category	Project Description	1974	1975	1976	1977	1978	1979	Project Cost
							AFTER '79	
Acquisition*	R/W for Wichita Street - Between Douglas and 1st, adjacent to Waco	X						266,000
	Land Acquisition Between 2nd and 3rd, Riverview and Waco			X				161,000
	Land Acquisition Between 1st and 2nd, Waco and Wichita			X				72,000
	Land Acquisition Parcel southwest of 2nd and Waco			X				1,174,000
Site Improvements	Street Wichita Street; Douglas to Central	X						411,000
	Storm Sewer Main Street; 2nd to 3rd Streets		X					81,000
	Pedestrian Improvements Main Street; Douglas to Pine		X					500,000
	Pedestrian Improvements City Building		X					100,000
	Street (City Project) 18.75% by URA 2nd Street; Greenway to Main				X			30,000
	Storm Sewer 3rd Street; Alley west of Riverview to Market			X				425,600
	Storm Sewer 2nd Street; East bank of Arkansas River to Market			X				336,000
	Pedestrian Improvements Federal Building					X		150,000

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

BRIDGEPORT

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
Acquisition*	<u>Land Acquisition</u>	X							672,000
	Blocks bounded by 35th, 33rd, Emporia and Santa Fe								
	Blocks bounded by 37th, 35th Emporia, and Santa Fe, excluding school property		X						1,107,400
	Blocks bounded by 37th, 33rd, Lawrence and Emporia			X					746,500
	Blocks bounded by 37th, 33rd, St. Louis & San Francisco R/R tracks and Cleveland				X				1,581,800
Site Improvements	<u>Phase I</u>								
	Streets, storm sewers and water lines and engineering			X					345,300
	<u>Phase II</u>								
	Streets, storm sewers, water lines engineering, 33rd to 35th			X					387,000
	<u>East Side Improvements</u>								
	Sanitary, storm, water lines, engineering, paving					X			571,100
	<u>Additional Improvements</u>								
	33rd street paving, storm, sanitary and water lines				X				167,300

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

WACO-FINN ACTIVITY AREA

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
Acquisition*	Commercial Development North of 21st Street & Broadway			X					332,100
Site Improvements	<u>Storm Drainage</u> Arkansas River to Waco thence North in Waco to 22nd and then East to Jackson and West to Fairview	X							280,000
	<u>Street Paving (50%)</u> Market; 18th to 20th		X						55,000
	21st St.; Shelton to Wellington, Waco; 21st to 22nd, 22nd St.; Jackson to Fairview	X							325,000
	<u>Utility Improvements</u> Street paving, storm sewer; sidewalk, drives		X						675,400
	Street paving, sidewalks and drives			X					458,300
	Street paving, storm sewers				X				252,000
	<u>Pedestrian Improvements</u> Planning and landscaping Commercial area North of 21st & Broadway				X				28,000
	Commercial area south of 21st St. & Broadway					X			112,000
Rehabilitation Program	<u>Rehabilitation Grants</u> 12 at \$4,500 each 13 at \$4,500 each	X	X						54,000 58,500
	<u>Acquisition</u> 18 tenant occupied residential structures and 7 owner occupied residential	X	X						56,000 56,500
*Includes land costs, acquisition expenses, relocation and demolition if required.									

PROJECT

WACO-FINN ACTIVITY AREA

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
Rehabilitation Program	<p><u>Demolition</u> 25 structures 28 preprogrammed vacant residential structures</p> <p><u>Relocation</u> 18 tenants 10 owners</p>	X	X						<p>17,200 6,000</p> <p>59,000 58,500</p>

PROJECT AMY-ISELY ACTIVITY AREA

Category	Project Description	1974	1975	1976	1977	1978	1979	Project Cost
							AFTER '79	
Acquisition*	<u>Land Acquisition</u> Block bounded by Carmen, 21st and Hillside.	X						517,250
	<u>Land Acquisition</u> Blocks bounded by Carmen, Chautauqua, Maplewood, Hillside and 21st.		X					734,750
Site Improvements	<u>Storm Sewer</u> Shadybrook Sewer 1st 1/2 of line 2nd 1/2 of line		X	X				750,000 750,000
	<u>Rehabilitation Program</u> <u>Rehabilitation Grants</u> 50 the First Year 75 the Succeeding 5 Years	X	X	X	X	X	X	225,000 337,500 337,500 337,500 337,500 337,500
	<u>Acquisition</u> 15 occupied dilapidated structures per year	X	X	X	X	X	X	75,000 75,000 75,000 75,000 75,000 75,000
	<u>Relocation</u> 90 Household Relocations	X	X	X	X	X	X	93,750 93,750 93,750 93,750 93,750 93,750

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

PARK IRVING

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
Acquisition*	<u>Land Acquisition</u>								
	Parcels in Blocks bounded by AT & SF R.R., Emporia, 9th and Murdock	X							179,670
	Parcels in block bounded by AT & SF R.R., St. Francis, 9th and 10th	X							205,580
	<u>Park & Opportunity Acquisition</u>		X						283,100
				X					137,900
	<u>Land Acquisition</u>								
	Parcel in block bounded by St. Francis, Emporia, Pine, and Murdock				X				86,800
	Parcels in block bounded by AT & SF R.R., St. Francis, 10th and 11th				X				195,440
	Parcels in blocks bounded by Santa Fe, Emporia, 10th and 11th					X			233,450
	Rehabilitation Program	<u>Rehabilitation Grants</u>							
50 grants 1st Year		X							225,000
75 grants the succeeding Years			X						337,500
				X					337,500
					X				337,500
<u>Acquisition</u>						X	X		337,500
15 occupied dilapidated structures per year		X							75,000
			X						75,000
				X					75,000
					X				75,000
						X			75,000
<u>Relocation</u>							X	X	75,000
90 relocations 1/2 owner occupied 1/2 tenent occupied		X							93,750
			X						93,750
				X					93,750
				X				93,750	
<u>Demolition</u>					X	X		93,750	
180 structures at rate of 30/year	X							12,000	
		X						12,000	
			X					12,000	
				X				12,000	
					X			12,000	
						X		12,000	

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

CENTRAL INDUSTRIAL CORRIDOR

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost	
Acquisition*	Goodman Tractor	X							233,000	
	<u>Land Acquisition</u>									
	Blocks bounded by St. Louis-San Francisco R.R., Ohio, 16th and 17th			X					443,600	
	Blocks bounded by St. Louis, San Francisco R.R., Ohio, 15th and 16th				X				348,600	
	Blocks bounded by St. Louis-San Francisco R.R., Canal, 19th to 21st					X			451,000	
	Blocks bounded by Washington, Mosley, Bently Place and 21st						X		176,740	
	Block bounded by Washington, Mosley, 19th, and Bently Place						X		258,770	
	Block bounded by Ohio, Wabash, 13th and 14th						X		290,780	
	Block bounded by Wabash, Washington 14th and 15th						X		107,470	
	<u>Additional Acquisition</u>								28,840	
Site Improvements	<u>Storm Sewers</u>									
	Wasbash Ave; 16th to 17th						X		10,000	
	Mosley Ave; 18th to 19th						X		10,000	
	19th St. Wasbash to Central						X		15,000	
	<u>Street Paving</u>									
	17th St. Mosley to Ohio						X		99,800	
Ohio Ave; 17th to 21st						X		267,200		

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

PLANEVIEW ACTIVITY AREA

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
Acquisition*	<u>Land Acquisition</u> Portion of N.E. corner of Planeview Sub. #1 North central portion of Planeview Sub. #1. Remainder of N.E. portion and south east portion of Planeview Sub. #1 Remainder of Planeview Sub. #1 and Part of north portion of Sub. #2.		X		X		X		793,800 1,337,000 2,413,800 3,847,000
Site Improvements	<u>Land Improvements</u> Streets, storm drainage, water and sanitary sewers			X	X		X		180,400 326,900 606,000

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

WEST DOUGLAS

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
Acquisition*	<u>Land Acquisition</u> Bi-Centennial Site West of Arkansas River	X	X						2,228,800
Site Improvements	<u>Pedestrian Improvements</u> Bicentennial Park		X						675,000

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

EAST DOUGLAS

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
Acquisition*	<u>Urban Park</u> North 1/2 of block bounded by St. Francis, Douglas, R/R tracks and William	X							434,000
Site Improvements	<u>Land Acquisition</u> Block bounded by Douglas, Emporia, 1st, and St. Francis					X			1,000,000
	<u>Pedestrian Improvements</u> Urban Park north 1/2 of block bounded by St. Francis, Douglas, R/R tracks and William		X						263,200
	Old Town Square			X					271,000
	Douglas Ave; Main to Broadway				X				440,000
	Douglas Ave; Broadway to Emporia					X			400,000

*Includes land costs, acquisition expenses, relocation and demolition if required.

PROJECT

HISTORICAL MUSEUM

Category	Project Description	1974	1975	1976	1977	1978	1979	AFTER '79	Project Cost
	<u>City Building</u> Code Compliance								
	Electrical		X						10,000
	Sprinkler		X						15,000
	Fire Exit		X						12,000
	Mechanical (include municipal Courts)		X						60,000
	<u>Police Building and Shop</u>								
	Demolition		X						17,500
	<u>Site Development</u>								
	Construct Park		X						174,000
	Engineering		X						20,900

	1974	1975	1976	1977	1978	1979	Total
Administration	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000
Administration Center	677,000	681,000	1,407,000	791,600	150,000	-	3,706,600
Bridgeport	672,000	1,107,400	1,091,800	1,968,800	738,400	-	5,578,400
Waco-Finn	791,200	909,500	818,400	364,500	-	-	2,883,600
Amy-Isley	923,000	2,003,000	1,268,200	518,200	518,200	518,200	5,748,800
Park-Irving (Midtown Inc.)	791,000	801,400	656,200	800,500	751,700	518,200	4,319,000
Central Industrial Corridor	233,000	-	443,600	348,600	451,000	1,260,600	2,736,800
Planeview	-	-	793,800	1,517,400	2,740,700	4,453,000	9,504,900
West Douglas	2,228,800	675,000	-	-	-	-	2,903,800
East Douglas	434,000	263,200	271,000	440,000	1,400,000	-	2,808,600
Historical Museum (Old City Hall)	-	309,500	-	-	-	-	309,500
Total	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	45,000,000

? on 21st / Halbrook

Strategy Re CIC continuation

" Re Plannin^g vs Rehab in other areas

City Commission Communication

Young

To: The Honorable Board of City Commissioners

CC 625

Subject: Amendments to the 1973 Capital Improvement Program

September 6, 1973

BACKGROUND

On August 23, 1973, Commission Communication 624 was published recommending certain amendments to the 1973 Capital Improvement Program. This CC makes further revision to the previous change recommendations following further review by the Department of Public Works.

CHANGES TO CC 624 - 1973 AMENDED CAPITAL PROJECTS

ARTERIALS

Retain: MS-147 MacArthur Road, Arkansas River to Hydraulic. 135,000 GO
135,000 SA
270,000 FAS

Sedgwick County is in the process of issuing a work order for the construction of a new bridge on MacArthur Road across the Arkansas River and it is necessary that a contract be entered into with a consultant for the improvement of MacArthur Road, Arkansas River to Hydraulic.



DRAINAGE

Add: D-33 Storm Water Sewer, Mission Road and Gypsum Creek 35,000 GO

Relocation of Gypsum Creek channel southward away from the end of Mission Road requires installation of a storm sewer.

Add: D-34 Storm Water Sewer, Meridian Avenue, North of AT&SF Railway 15,000 GO

Outfall for drainage system in connection with the Santa Fe - Orient Industrial Addition.

As a result of these revisions to the 1973 Capital Improvement Program, the general obligation bond requirement will decrease by \$2,088,000 to a total of \$10,317,000.

City Commission Communication

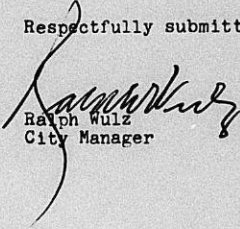
Subject: Amendments to the 1973 Capital
Improvement Program

CC 625-2

RECOMMENDATION

The City Manager recommends that the revisions to the 1973 Capital
Improvement Program be approved.

Respectfully submitted,


Ralph Wulz
City Manager

RW:k