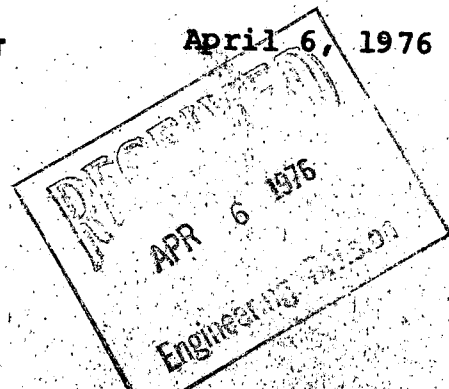


WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

April 6, 1976



TO Files
FROM Robert A. Lakin, Director of Planning
SUBJECT DP-71 - Towne West Square

At a meeting held on March 31, 1976, Wulz, Lakin, Linn, Kingdon, Schaefer, and Friesen, met to discuss potential financing on the street improvements related to Towne West CUP. Attached is a copy of the initial cost estimates prepared by Law-Kingdon. These cost estimates are based on the geometrics of March 17, 1976, and do not include the extra transition requested by Graves on Kellogg, West, and Maple. Costs also do not include right-of-way. Law-Kingdon cost estimates assume maximum salvage of existing pavements. Intersection costs include signals, lights, and incidental drainage. Note: Not all intersections include signalization.

Dick Linn was asked by the Manager to provide historic breakdown on Towne East cost allocations relative to Kellogg and Rock Road. Based on the discussion, it was the Manager's recommendation that the following financing formula be followed. It is assumed that this is tentative until final costs can be determined, including the financing capacity for both the developer and the City of Wichita.

Tracy
On Maple Street all costs will be the developer's, except that the south 1/2 of the Taft/Maple intersection, will be paid for by the City of Wichita, plus the traffic signalization at Maple and West Street.

Tracy from Maple to Taft would be paid for by assessing 20 1/2 feet of pavement along the east side as part of a benefit district. The balance for the remaining pavement, west half and cost of channelization, would be the developer's.

Tracy from Taft to Kellogg would be a special assessment of 5 feet to K-Mart benefit district to the east and 5 feet as a benefit district to the west, including Precision Pattern. As a part of the benefit district to the east, in the event a third northbound lane is built, the north 3/4, plus or minus (that determined not necessary as the transition from the service roads to Tracy), would be assessed to a benefit district on the east. The developer would be required to pay all of the balance of the pavement, including all channelization, and for the south 1/4, plus or minus, of the east third northbound lane.

Taft from West to Florence Street would have an additional 5 feet of pavement assessed to the north and an additional 5 feet for the pavement assessed to the south as a benefit district, with the balance of the improvement cost to the developer.

Taft from Tracy to Florence would be assessed 20 feet to the north and 20 feet to the south as a part of the benefit district, with the balance to the developer. The intersection cost at Taft and Florence would be developer's cost. The east half of the Tracy/Taft intersection would be to the City at large. Any traffic signalization which may be required at the Taft/Tracy intersection would be the developer's cost.

West Street Signals at the intersection of West and Taft would be City at large. From a point north of the north side of Kellogg (east side), for the entire length of the improvement along West Street, and from a point along the north line of the east extension of McCormick southerly, the cost for the improvements of West Street would be allocated 50% to the developer and 50% City at large.

On U. S. 54, it was determined that an effort should be made to request the State to fund, along with the Federal government, the development of the freeway section from I-235 to an area east of West Street. As a second alternate, that the State should be requested to participate in the entire improvement from I-235 to east of West Street as an upgraded arterial in the amount of 70-30. As a third alternate, that the State should be requested to participate 70-30 in those areas delineated in orange on the discussion document used at the March 31, 1976 meeting. The orange areas on that drawing include the Kellogg and Tracy intersection (south half), and include the Kellogg/West Street intersection, with the west point of the intersection being the beginning of full storage bays eastbound on Kellogg, all of U. S. 54 east of West Street, and the shortened dimensions on West Street (north line of McCormick easterly extension, and north right-of-way of Kellogg, east side), as the limits of the Kellogg intersection. In the final alternate, if we are unable to secure State or Federal participation, the yellow then would be the cost of the developers, with the orange being City of Wichita cost, except: a) only the south half of Kellogg and Tracy intersection would be included; and b) whatever transition is required east of West Street along U. S. 54 would be City of Wichita cost. Signalization of the intersection of Kellogg and West would also be City of Wichita cost.

All of the balance of the project, including medials, service roads, main lanes and widening, would be the cost of the developer. This would be nominally then shown in yellow as indicated on the March 31, 1976 plan.

Page 3 - Files - DP-71 Towne West Square
April 6, 1976

All rights-of-way costs would be allocated on the same basis as street improvement costs.



Robert A. Lakin
Director of Planning

RAL:ber
Attachment

cc: Ralph Wulz, City Manager, w/a
Ray Bruggeman, Director of Public Works, w/a
Paul Graves, City Traffic Engineer, w/a
X Dick Linn, City Engineer, w/a
Jack Galbraith, Chief Planner, w/a
Willard Stockwell, Chief Planner, w/a
James R. Schaefer, Attorney, w/a
R. J. Kingdon, Architect, w/a

METROPOLITAN AREA PLANNING DEPARTMENT

ATTACHMENT A

TO Towne West File

FROM Mike Lindebak, Principal Planner, Advance Plans Division

SUBJECT TOWNE WEST/US 54 FREEWAY COST ESTIMATE

To improve Kellogg between I-235 and West Street to freeway standards will require modification of the existing I-235 interchange and the construction of an interchange at West Street. The Kansas Department of Transportation currently is conducting a freeway location study for Kellogg from I-235 to Topeka. Preliminary cost estimates have been prepared for modification of the I-235 interchange, construction of an interchange at West Street and construction of mainline Kellogg. The cost estimates are as follows:


I-235 Interchange Modification (includes mainline of Kellogg from Hoover to Tracy)--
\$6,000,000

West Street Interchange (includes mainline of Kellogg from Tracy to 2500 feet east of West Street) - \$7,000,000

If a fly over off ramp accommodating east to north turning movements at Tracy could be constructed, it is estimated to cost \$1,400,000. This would require construction of an additional east bound lane in the Kellogg median west of Tracy that would ramp and bridge the westbound Kellogg traffic. In addition, westbound on and off ramps have been included in this estimate.

The Tracy interchange cost figures were developed without preliminary construction drawing. Geometrics, grades and right of way requirements may make this alternate infeasible.

For talking purposes, roughly \$15,000,000 would be required to develop Kellogg to freeway standards at this time. Ultimate right of way costs for the West Street interchange could inflate these costs greatly. A motel and a potato chip factory must be removed, therefore without actual appraisals there is more uncertainty associated with this project than most.


Mike Lindebak
Principal Planner
Advance Plans Division

MEL:rh

THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE April 28, 1976



ATTACHMENT B

TO Robert A. Lakin, Director of Planning
FROM William G. McKinley, Assistant Traffic Engineer

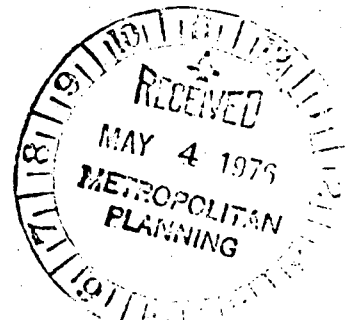
SUBJECT Towne West Square

With regard to your memo of April 19 regarding Towne West Square, I believe this item was discussed in the early analysis of Towne West by both the developer's consultant, the Kansas Department of Transportation, and staff of the City of Wichita. At that time, we were talking about the possibilities of this segment being a freeway segment from I-235 through the Kellogg and West intersection. Some of the possible ways of accomplishing this are by way of direct left hand off-ramps or flyovers similar to one on a development back east which I think was referred to as The Landing. From this direct route, we then discussed some routes which weren't quite as direct such as maybe using the Texas U-turn concept, or a tunnel under Kellogg somewhere in the vicinity of Tracy.

In order of priority, of course, the direct left turnoff flyover into the shopping center would have the greatest traffic carrying capacity while the Texas U-turn or tunnel under Kellogg would be an improvement over existing and possibly the proposed design although it would require rather sharp lefthand turns. Also the travel distance of the Texas U-turn would probably be an adverse distance due to the ramp locations at I-235 and Kellogg. In other words, the Texas U-turn concept or tunnel concept under Kellogg probably would have to be located someplace east of Tracy, thereby requiring eastbound traffic on Kellogg to proceed by the site and then turn around to go back to the site by way of the frontage road system on the south and north sides of Kellogg.

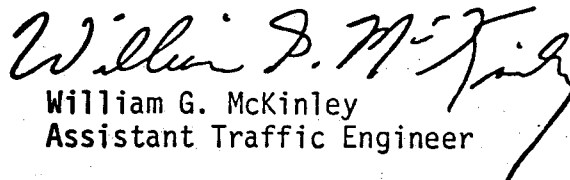
On one of the earlier consultant sketches, the actual Texas U-turn concept would be accomplished within the interchange of Kellogg and West Street which would obviously require the traffic to travel at least a half mile further than what is presently indicated.

Of course, it has always been the desire of the City of Wichita and the Kansas Department of Transportation to upgrade this segment of Kellogg to freeway standards. I believe it was decided by all parties concerned that the earliest possible funding for this freeway segment would be sometime around 1985. In my opinion, any proposed improvement for this segment of Kellogg to anything which approaches a freeway standard such as separation of the Kellogg/Tracy or Kellogg/West interchange would require considerable expenditures beyond those presently estimated for the improvements for the Towne West site. It would also require a great deal of additional right-of-way which does not presently show on any of the proposed improvement plans.



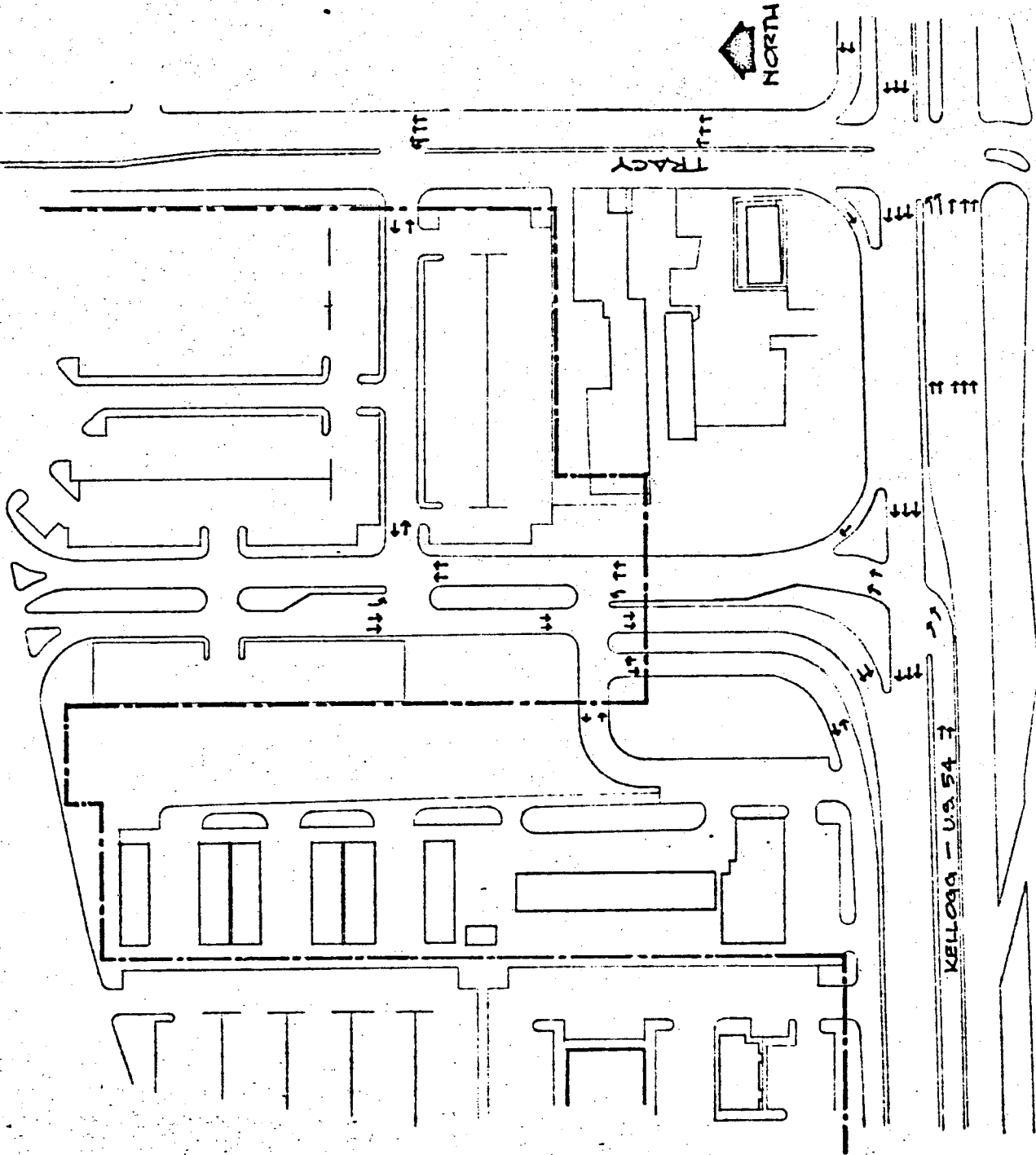
I believe it was for these reasons that the proposed interim plan for Towne West was developed as a stop gap improvement measure until adequate funding could be provided to upgrade this facility to freeway standards.

One of your questions dealt with regard to service capacity. Without a doubt, the left turn off-ramp flyover concept would provide a high level of service into and out of the center, although the probable high cost associated with this type of facility would be prohibitive at this time. Hopefully, these comments will give you some basis to draw your conclusions with regard to the Traffic Commission's and Planning Commission's comments.


William G. McKinley
Assistant Traffic Engineer

WGM/g1
cc:R. W. Bruggeman

ATTACHMENT C



SCALE: 1"=100'-0"

MOTEL ACCESS

ESTIMATE OF OFF-SITE STREET IMPROVEMENTS

TONNE WEST SQUARE
WICHITA, KANSAS

APRIL 16, 1976

Items	Off-Site Improvements
Kellogg Avenue (Highway 54):	
Transition east of West Street	\$ 59,654
Kellogg & West Intersection	315,703
Kellogg - West to Tracy Street	203,843
Kellogg & Tracy Intersection	87,681 <i>1/2 43850</i>
Kellogg - from Tracy to I-235	425,602
Subtotal	\$1,092,483
Maple Street:	
Transition east of West Street	\$ 31,972
Maple & West Street Intersection	79,056
Maple - from West Street to Tracy Street	110,912
Maple & Tracy Intersection	52,724 <i>1/2 26362</i>
Maple - from Tracy Street to I-235	296,162
Subtotal	\$ 570,826
West Street:	
Transition north of Maple Street	\$ 26,962
West Street - from Maple to Taft Street	120,012 <i>50-50</i>
West & Taft Intersection	3,555
West Street - from Taft Street to Kellogg Avenue	135,657
Transition south of Kellogg Avenue	14,948
Subtotal	\$ 301,134
Tracy Street:	
Tracy Street from Maple to Taft Street (67 ft.)	\$ 160,628
Note: Tracy Street from Maple to Taft Street - 40 ft. wide: \$89,241	
Tracy & Taft Street Intersection	55,027
Tracy Street - from Taft Street to Kellogg Avenue	124,887
Subtotal	\$ 340,542
Taft Street:	
Taft Street - from West Street to Florence Street	\$ 41,288
Taft & Florence Street Intersection	2,283
Taft Street - from Florence Street to Tracy Street (49 ft.)	61,788
Note: Taft Street - from Florence Street to Tracy Street - 40 ft. wide: \$54,287	
Subtotal	\$ 105,359
GRAND TOTAL	\$2,410,344

ATTACHMENT "D"

L-K 5-28-76

2115

HOLMES, MELLOR, SCHAEFER & COMPTON

ATTORNEYS AT LAW

800 BROWN BUILDING

WICHITA, KANSAS 67202

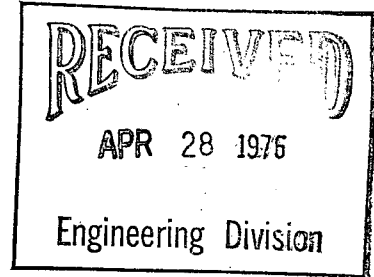
TELEPHONE (316) 262-4403

R. L. HOLMES (1860 - 1929)
W. E. HOLMES (1887 - 1956)
JOHN J. DARRAH (1910 - 1973)

WILBUR H. JOHNSON
COUNSEL

RICHARD W. HOLMES
PHILLIP MELLOR
JAMES R. SCHAEFER
GEORGE R. COMPTON
ARDEN P. MILLER

April 23, 1976



Mr. Robert Lakin
Director of Planning
City Building
455 North Main Street
Wichita, Kansas 67202

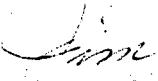
Re: Towne West

Dear Bob:

I am herewith enclosing a copy of a letter from Tom Borniger, attorney for C & W Manhattan Associates, owner of the K-Mart west store, concerning the lane on Tracy Street which was originally programed to be adjacent to their property.

I am of the opinion that this letter should satisfy your requirement relative to them.

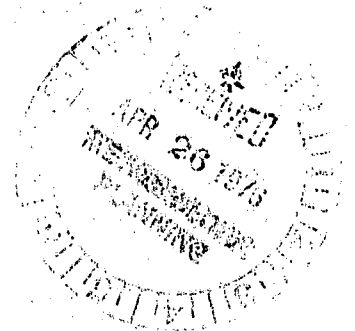
Yours very truly,


James R. Schaefer
of HOLMES, MELLOR, SCHAEFER & COMPTON

JRS/je

Enclosure

cc: B. J. Kingdon



LAW OFFICES OF
CURFMAN, BRAINERD, HARRIS, BELL, WEIGAND & DEPEW

SUITE 830 FIRST NATIONAL BANK BUILDING

WICHITA, KANSAS 67202

(316) 263-9111

LAWRENCE WEIGAND
COUNSEL

LAWRENCE E. CURFMAN
BYRON BRAINERD
CHARLES W. HARRIS
DONALD A. BELL
J. L. WEIGAND, JR.
SPENCER L. DEPEW
PAUL M. BUCHANAN
JOHN R. STALLINGS
BRIAN G. GRACE
WINDELL G. SNOW
WINTON M. HINKLE
JACK SCOTT MCINTEER
DENNIS L. GILLEN
VAN R. DELHOTAL
JOHN E. CATON
THOMAS D. BORNIGER
STEPHEN J. BEDNAR

April 21, 1976

Mr. James R. Schaefer
Attorney at Law
800 Brown Building
Wichita, Kansas 67202

Re: K-Mart West and the Towne
West Shopping Center
Traffic Improvement

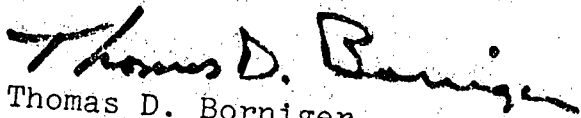
Dear Jim:

This letter is to confirm the position of my client, C & W Manhattan Associates, that, to the extent they would be expected to pay for it, they neither want nor need the additional lane to be constructed on the east side of Tracy as proposed by Towne West in the plan presented to the joint meeting of the Wichita Traffic Commission and the Metropolitan Area Planning Commission.

I would request, however, that with regard to the proposed changes in Tracy Street, you ask Law-Kingdon Company in redrawing the proposed plans on Tracy Street to include another curb cut onto the K-Mart property at the location of the break in the medial which is proposed to bisect Tracy. Then traffic coming from the north on Tracy would be able to turn at such break in the medial and go east onto the K-Mart property.

I am authorized to make this statement and to bind C & W Manhattan Associates, having confirmed my authority to deliver this letter to you by telephone conversation on Wednesday, April 21, 1976. If there is anything further you require from us, please feel free to call upon me.

Yours truly,



Thomas D. Borniger
of CURFMAN BRAINERD HARRIS BELL WEIGAND & DEPEW

TDB:kh

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS	CHECK	CORRECTIONS	
				AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT			AMOUNT	UNIT

BALANCE BROUGHT FORWARD

REMOVE EXIST. 8" CITY PAVING 13000 SF 25 3250 3250

✓ CURE & GUTTER 2478 LF 1.15 2844 2844

RELOCATE EXIST. LIGHT POLES TO 11 EA 500 5500 5500

✓ POWDER LINES 44 FT 1.02 10500 10500

✓ TELEPHONE LINES 1500 LF 7.02 10500 10500

REMOVE ✓ SIDEWALK 8800 SF 0.20 1760 1760

NEW 8" CONCRETE CITY PAVING 21560 SF 12.24 26321 26321

✓ INTERGRAL CURE & GUTTER 2415 LF 3.02 7245 7245

✓ MEDIAN ✓ 2690 LF 4.02 10760 10760

ASPHALT FILL & MEDIAN 7760 SF 1.02 7760 7760

UNDERPIN NEW PAVING TO EXIST. 2520 LF 3.52 8120 8120

NEW SIDE WALK ON WEST ST, 4500 SF 1.10 4950 4950

SUBTOTAL 100010 100010

ENGINEERING FEES 10% 10001 10001

ESCALATION TO 1977 (AMERICAN) 10% 10001 10001

TOTALS 120012

BALANCE FORWARD

SHEET 1 OF 1

ITEM NO.	CONSTRUCTION ESTIMATE	DESCRIPTION OF WORK ITEMS	QUANTITY	DISTRIBUTION OF ITEMIZED COSTS				TOTAL COSTS	CHECK	CORRECTIONS	
				DIRECT MATERIAL	DIRECT LABOR	SUB-CONTRACTS	AMOUNT			UNIT	AMOUNT
	BALANCE BROUGHT FORWARD										
	RELOCATE EXISTING POWER LINES		622 LF			7 ⁰⁰	4375	4375			
	NEW 8" CONCRETE CITY PAVEMENT		25825 SF			12 ⁰⁰	31878	31878			
	NEW UTILITY CONC & GUTTER		1212 LF			3 ⁰⁰	3636	3636			
	NEW CURB INLETS FOR STORM SEWER		3 EA			450	1350	1350			
	NEW STORM SEWER LINES		160 LF			25	4000	4000			
	SUB TOTALS										
	ENGINEERING FEES						45239	45239			
	ESCALATION TO 1977 CONSTRUCTION							4524			
	TOTALS							54287			
	BALANCE FORWARD										

6	7	8	9	10	11	12	13
RECAP OF "OFF-SITE" IMPROVEMENTS							
	DEVELOPERS	"OTHERS"	CITY OF	R.O.W.	STATES	TOTAL	
	COSTS	COSTS	VICHITA	COSTS BY	COSTS	COSTS	
	#	#	# COSTS	CITY OF VICHITA	#	#	#
1. KELLOGG STREET -	435339		(1) 214144		443000		1072183
2. MAPLE STREET -	443574		122252	20085			590911
3. WEST STREET -	152557		148577	48621			349755
4. TRACY STREET -	280895	44620	15027	5561			346103
5. TAFT STREET -	51072	54287		9350			114709
SUBTOTALS	\$138437	\$98907	\$500000	\$83617	\$443000		\$2493961
6. FINAL OWNER'S OFFER	+ 31563				< 31563 >		
TOTALS (2)	\$1400000	\$98907	\$500000	\$83617	\$411437		\$2493961

NOTES:

(1) ADJUSTED FIGURE: $\$220,176^{\infty} - \$6032^{\infty} = \$214,144^{\infty}$

(2) TOTAL DEVELOPERS COST OF $\$1,400,000^{\infty}$ BREAKDOWN AS FOLLOWS:

A. KELLOGG STREET	\$445371	435,000
B. MAPLE STREET	458919	443,000
C. WEST STREET	156077	156,000
D. TRACY STREET	287375	287,000
E. TAFT STREET	52250	52,000
TOTALS	\$1400000 [∞]	1,400,000

(3) OWNER MUST ADD IN COLUMN LINE #2, HIS ADDITIONAL SITE COSTS, I.E.

- A. PYLON SIGNS
- B. SITE LANDSCAPING
- C. SITE TESTING
- D. CONSULTANTS FEES
- E. ETC.

OPPOSITE STREET IMPROVEMENTS

TOURNE WEST SQUARE SHOPPING CTR.
WICHITA, KANSAS

PARAMETER ESTIMATE
APRIL 9, 1976

ESTIMATE OF OFF-SITE STREET IMPROVEMENTS
 TORONTO WEST SQUARE SHOPPING CENTER
 WICHITA, KANSAS
 APRIL 9, 1976

PREPARED BY

DATE

4-11-76

ITEMS		OFF-SITE IMPROVEMENTS	
<u>KELLOGG AVE. (HWY 54):</u>			
TRANSITION EAST OF WEST STREET		\$ 59,654	
KELLOGG & WEST INTERSECTION		31,570	
KELLOGG - WEST TO TRACY STREET		20,384	
KELLOGG & TRACY INTERSECTION		8,768	
KELLOGG - FROM TRACY TO I-235		42,560	
SUBTOTAL			\$109,246.-
<u>MAPLE STREET:</u>			
TRANSITION EAST OF WEST STREET		\$ 3,197	
MAPLE & WEST ST. INTERSECTION		7,905	
MAPLE - FROM WEST ST. TO TRACY ST.		11,091	
MAPLE & TRACY INTERSECTION		5,270	
MAPLE - FROM TRACY ST. TO I-235		29,616	
SUBTOTAL			\$57,082.-
<u>WEST STREET:</u>			
TRANSITION NORTH OF MAPLE ST.		\$ 2,696	
WEST ST - FROM MAPLE TO TAFT ST		12,001	
WEST & TAFT INTERSECTION		3,555	
WEST ST - FROM TAFT ST TO KELLOGG AVE		135,657	
TRANSITION SOUTH OF KELLOGG AVE		14,948	
SUBTOTAL			\$301,134.-
<u>TRACY STREET:</u>			
TRACY ST. FROM MAPLE TO TAFT ST. (67 FT.)		\$ 16,063	
NOTE: TRACY ST. FROM MAPLE TO TAFT ST. - 40 FT. WIDE: #89,241.00.		---	
TRACY & TAFT ST. INTERSECTION		5,502	
TRACY ST - FROM TAFT ST. TO KELLOGG AVE, EXCEPT K-MART LAINE		124,287	
TRACY ST. - FROM TAFT ST. TO KELLOGG AVE (K-MART LAINE)		---	
SUBTOTAL			\$340,542.-
<u>TAFT STREET:</u>			
TAFT ST. - FROM WEST ST. TO FLORENCE ST.		\$ 4,128	
TAFT & FLORENCE ST. INTERSECTION		2,283	
TAFT ST - FROM FLORENCE ST. TO TRACY ST. (49 FT.)		61,733	
NOTE: TAFT ST. - FROM FLORENCE ST. TO TRACY ST. - 40 FT. WIDE: #54,287.00.		---	
SUBTOTAL			\$105,359.-
GRAND TOTALS			\$2,110,344.-

PROJECT: TOWNS WEST SQUARE
REPOSED STREET IMPROVEMENT SHEET 1 OF 1

ITEM NO.	CONSTRUCTION ESTIMATE DESCRIPTION OF WORK ITEMS	QUANTITY	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS	CHECK	CORRECTIONS	
			UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	AMOUNT		V	UNIT
	BALANCE BROUGHT FORWARD											
	REMOVE EXISTING 9" HUR. PAVEMENT	3600	SF		0.19		900	900				
	" " ASPHALT FROSTAGE RO.											
	" " CURBS & GUTTER	2005	LF		1.12		2875	2875				
	" " INTERSTATE PAVED SIDE											
	RELOCATE EXISTING STREET LIGHTS						2500	2500				
	" " " "											
	" " POWER LINES											
	" " FIRE HYDRANTS											
	PLUG EXISTING 24" X 50" BOX CURB											
	NEW 4 LANE INTERSTATE PAVED SIDE BY PASS											
	RAISE-UP EXISTING FROSTAGE RO. GRADE											
	NEW 7" CONC RETE CITY PAVEMENT (FROSTAGE ROAD)											
	" 8" " " "											
	" 9" " " "	16700	SF		8" @ 0.04							
	4" GRAVING FILL SUB-GRADE @ 9" PAVEMENT	16700	SF		0.10		23096	23096				
	NEW INTERGRAN. CURBS & GUTTERS	2720	LF		1.25		2171	2171				
	UNDER-PAS " " TO EXISTING	225	LF		270		8160	8160				
	" " NEW PAVEMENT TO EXISTING	1910	LF		270		1575	1575				
	ASPHALT FIN. @ MEDIAN CURBS	2250	SF		?		6685	6685				
	NEW CURB DOWNS @ STORM SEWERS						2250	2250				
	" " STORM SEWER LINES (24" Ø)											
	TWO EXISTING STORM SEWER MANHOLES											
	NEW JERSEY TYPE CONCRETE MEDIAN BARRIER											
	@ KULLOGS & LOWER EVEL FROSTAGE RO.											
	(422 CF Concrete + 11 TON REBAR)											
	BALANCE FORWARD											
									49712			
									4971			
									4971			
									59654			

PROJECT: Proposed Street Improvements SHEET 1 OF 1

CONSTRUCTION ESTIMATE
Tracey St. @ Kellogg St. Intersection

DESCRIPTION OF WORK ITEMS

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DIRECT MATERIAL AMOUNT	DIRECT LABOR AMOUNT	SUB-CONTRACTS UNIT	SUB-CONTRACTS AMOUNT	TOTAL COSTS AMOUNT	CHECK	CORRECTIONS UNIT	CORRECTIONS AMOUNT
	BALANCE BROUGHT FORWARD										
	REMOVE EXISTING 9" HUR PAVEMENT	3200	SF			0.25	800.	800.			
	" " ASPHALT FEEDBACK P.										
	NEW 9" CONCRETE HUR PAVEMENT	3380	SF			1.325	7441.	7441.			
	" 4" GRANULAR SUBBASE @ 9" PAVEMENT	3380	SF			0.15	699.	699.			
	" 8" CONCRETE CITY PAVEMENT	14825	SF			2.44	18442.	18442.			
	" INTEGRAL CURB & GUTTER	965	LF			3.00	2895.	2895.			
	UNDER-PAD NEW PAVEMENT TO EXISTING	660	LF			3.50	2310.	2310.			
	ASPHALT FILL @ MEDIAN CURB & GUTTER	480	SF			1.00	480.	480.			
	NEW TRAFFIC LIGHT SYSTEM @ TRACEY ST.		LS				40000.	40000.			
				-0-	-0-						
						+10%		73067.			73067.
						+10%		73067.			73067.
						+10%		73067.			73067.
	BALANCE FORWARD							87681.			

PROJECT: TOURER WEST SQUARE PROPOSED STREET IMPROVEMENT SHEET 1 OF 1

CONSTRUCTION ESTIMATE
KELLOGG STREET (EA HWY) (TRACY TO T-235)
 DESCRIPTION OF WORK ITEMS QUANTITY UNIT

BALANCE BROUGHT FORWARD

REMOVE EXISTING 9" HWY. PAVEMENT

15500 SF

15500

15500

0.25

3125

8125

✓

" ASPHALT FROSTAGE RO.

500 LF

500

600

1.15

545

545

✓

" " INTERSTATE PAVED SIDE

1 EA.

500

500

600

600

600

✓

REMOVE EXISTING STREET LIGHTS

5 EA.

500

500

500

2500

2500

✓

" " POWER LINES

4250 LF

4250

4250

7.00

29750

29750

✓

" " FIRE HYDRANTS

2 EA.

200

200

200

400

400

✓

Pipe EXISTING 2"x5" Box Culvert

1 EA.

7500

7500

7500

7500

7500

✓

NEW 4 LANE INTERSTATE PAVED SIDE @ Bk Pass

15500 SF

15500

15500

0.15

16200

16200

✓

RAISE-UP EXISTING FROSTAGE RD. GRADE

16250 SF

16250

16250

1.05

17956

17956

✓

NEW 7" CONCRETE CURB PAVEMENT (FROSTAGE ROAD)

31600 SF

31600

31600

1.244

39310

39310

✓

" 8" " " "

60730 SF

60730

60730

1.323

83990

83990

✓

" 9" " " "

60730 SF

60730

60730

0.13

7895

7895

✓

4" GRANULAR FILL SUB-GRADE @ 9" PAVEMENT

60730 SF

60730

60730

0.13

7895

7895

✓

NEW INTERGRAL CURB & GUTTERS

2738 LF

2738

2738

3.32

26214

26214

✓

UNDER-PIN " " TO EXISTING

4200 LF

4200

4200

7.00

29400

29400

✓

" NEW PAVEMENT TO EXISTING

2730 LF

2730

2730

3.50

9555

9555

✓

ASPHALT FILL @ MEDIAN CURBS

3528 SF

3528

3528

1.50

5528

5528

✓

NEW CURB TOWERS @ STORM SEWERS

1 EA.

7200

7200

4.50

7200

7200

✓

" STORM SEWER LINES (24" Ø)

540 LF

540

540

25

18900

12900

✓

TAP EXISTING STORM SEWER MANHOLES

3 EA.

300

300

100

300

300

✓

NEW JEEPER TYPE CURBSTONE MEDIAN BARRER

755 LF

755

755

60

45300

45300

✓

@ KELLOGG & LOWER END, FROSTAGE RO.

1 EA.

354668

354668

354668

354668

354668

✓

(522 LF Granite + 11 Tons Rebar)

425602

425602

425602

425602

425602

425602

✓

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS		CHECK	CORRECTIONS	
				AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT		AMOUNT	UNIT
	BALANCE BROUGHT FORWARD													
	REMOVE EXISTING CURB & GUTTER	175 LF						201.		201.				
	NEW 8" CONCRETE CITY PAVEMENT	1500 SF						1866.		1866.				
	UNDER-PIN @ EXISTING PAVEMENT	175 LF						613.		613.				
	NEW CURB & GUTTER	150 LF						450.		450.				
	" ASPHALT T.O. FILL & MEADOWS	750 SF						750.		750.				
	REMOVE EXISTING TRAFFIC LIGHTS	4 EA.						2000.		2000.				
	INSTALL NEW " "	4 EA.						60000.		60000.				
								65880		65880				
								-10		65880				
								410		65880				
										79056				
	BALANCE FORWARD							-0-		-0-				

PROJECT TOWN OF WEST SOURCE SHEET 1 OF 1 DISTRIBUTION OF ITEMIZED COSTS

CONSTRUCTION ESTIMATE
Maple Street (West to Tracy)
 IMPROVEMENTS

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS	CHECK	CORRECTIONS	
				AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT				AMOUNT
	BALANCE BROUGHT FORWARD												
	REMOVE EXISTING 8" CITY PAVEMENT	3360	SF					0.25	843				
"	" CURB & GUTTERING	2510	LF					1.15	2887				
"	" SIDEWALKS	480	SF					0.20	96				
	RELOCATE EXISTING POWER LINES (K.G. & E.)	1230	LF					1.00	8610				
"	" TELEPHONE "	1230	LF					1.00	8610				
"	" CROSSWALK LIGHT							1.00	8610				
	NEW 8" CONCRETE CITY PAVEMENT	20490	SF					1.24	32954				
"	" INTEGRAL CURB & GUTTER	2670	LF					3.01	8010				
	UNDER-PAY NEW PAVEMENT TO EXISTING	2600	LF					3.50	9100				
	MEDIUM CURB & GUTTER ON EXISTING PAVEMENT	760	LF					4.00	3040				
	ASPHALT FILL @ MEDIAN CURB & GUTTERS	1900	LF					1.00	1900				
	NEW CURB JOISTS FOR STORM SEWERS	6	EA					450	2700				
"	" STORM SEWERS - LINES	90	LF					25	2250				
	TWO EXISTING DEEP TUNNEL MANHOUSES	6	EA					100	600				
	NEW SIDEWALKS @ MAPLE STREET	9240	SF					1.15	10824				
"	" TRAFFIC LIGHTS @ ANNA ST. INTERSECTIONS												
	BALANCE FORWARD												
				-0-		-0-				92426		92426	
												9243	
												9243	
												10912	

PROJECT TOURNE MONT SOUTHERN SHEET 1 OF 1 DISTRIBUTION OF ITEMIZED COSTS

SEC. Proposed Street Improvements CONSTRUCTION ESTIMATE MAPLE STREET (TRAIL TO T-235)

ITEM NO.	DESCRIPTION OF WORK/ITEMS	QUANTITY	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS		CHECK	CORRECTIONS	
			UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	AMOUNT	AMOUNT		UNIT	AMOUNT
	BALANCE BROUGHT FORWARD												
	REMOVE EXISTING 8" CITY PAVEMENT	7875 SF					0.25	1969.	1969.				
	" " CURB & GUTTERING	6075 LF				1.15	6986.	6986.					
	" " SIDEWALKS	9220 SF				0.25	1864.	1864.					
	RELOCATE EXISTING POWER LINES (K.C. & E.)	3000 LF				7.02	21000.	21000.					
	" " TELEPHONE "	3000 LF				7.02	21000.	21000.					
	" " CROSSWALK LIGHT	1 EA				500.00	500.	500.					
	NEW 8" CONCRETE CITY PAVEMENT	61500 SF				2.44	76630.	76630.					
	" " INTERSECT CURB & GUTTER	6200 LF				2.92	18600.	18600.					
	REMOVE OLD MEDIAN PAVEMENT TO EXISTING	6025 LF				3.52	21088.	21088.					
	MEDIAN CURB & GUTTER AND EXISTING PAVEMENT	1260 LF				4.12	5040.	5040.					
	ASPHALT FILL @ MEDIAN CURB & GUTTERS	6900 SF				1.09	6900.	6900.					
	NEW CURB DOWNS FOR STORM SEWERS	13 EA				450.00	5850.	5850.					
	" " STORM SEWERS LINES	195 LF				25.00	4875.	4875.					
	TAP EXISTING DROP INLET MANHOLES	13 EA				100.00	1300.	1300.					
	NEW SIDEWALKS @ MAPLE STREET	12000 SF				1.15	13200.	13200.					
	" " TRAFFIC LIGHTS @ ANNA ST. INTERSECT	1 EA				40000.00	40000.	40000.					
							246802.	246802.					
							+107.	24680.					
							+107.	24680.					
							+107.	24680.					
	BALANCE FORWARD							246163.					

ITEM NO.	CONSTRUCTION ESTIMATE	QUANTITY	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS	CHECK	CORRECTIONS	
			UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	AMOUNT		Y	UNIT

	BALANCE BROUGHT FORWARD											
	REMOVE EXISTING 8" CITY PAVEMENT & DRIVEWAY APPROX											
	REMOVE EXISTING CURBS & GUTTER	540	LF			1 1/2		621	621			
	RELOCATE " LIGHT PIPES											
	" " POWER LINES (K&E)	270	LF			7 00		1890	1890			
	" " TELEPHONE LINES											
	REMOVE EXISTING SIDEWALKS x 42' W.											
	URD @ " CONCRETE CITY PAVEMENT	5000	SF			1 24		6220	6220			
	" INTERGRAL CURBS & GUTTER	600	LF			3 00		1800	1800			
	" MEDIAN " " DO EXIST. PAV											
	ASPHALT FILL @ MEDIAN CURBS & GUTTER											
	WOODER-FIN NEW PAVEMENT TO EXISTING	550	LF			3 50		1925	1925			
	NEW SIDEWALKS @ WEST ST. (42' W.)											
				- 0 -		0 -		12456	12456			
						1 10 1/2		1246	1246			
						1 0 7/8		1246	1246			
	BALANCE FORWARD							14948	14948			

PROJECT HOUSE, WEST SQUARE SHEET 1 OF 1 PROPOSED STREET IMPROVEMENT

CONSTRUCTION ESTIMATE
TRACY STREET (TACT TO MIDDLE)

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS		CHECK	CORRECTIONS	
			UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	AMOUNT	AMOUNT		UNIT	AMOUNT
	BALANCE BROUGHT FORWARD												
	REMOVES EXISTING CURBS & GUTTERS	---											
	RELOCATE " POWER LINES	---											
	" " TELEPHONE LINES	---											
	NEW 8" CONCRETE CURB PARALLEL	831.00	SF					1244	109596	109596			
	" IMPERIAL CURB & GUTTERS	2480	LF					3.00	7440	7440			
	HOOPER AND NEW PARALLEL TO EXISTING	---											
	NEW MEDIAN CURB & GUTTERS AND	---											
	EXISTING PARALLEL	2630	LF					4.00	10520	10520			
	NEW MEDIAN ASPHALT FILL	6300	SF					1.00	6300	6300			
				-0-					-0-				
										133856		133856	
										13386		13386	
										13586		13586	
	BALANCE FORWARD											160622	

ITEM NO.	CONSTRUCTION ESTIMATE	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DISTRIBUTION OF ITEMIZED COSTS		SUB-CONTRACTS	TOTAL COSTS	CHECK	CORRECTIONS
					AMOUNT	AMOUNT				

		BALANCE BROUGHT FORWARD								
		REMOVE EXISTING CURBS & GUTTERS	---							
		RELOCATE " POWER LINES	---							
		" " TELEPHONE LINES	---							
		NEW 6" CONCRETE CITY PAVEMENT	53800	SF			1244	66927	66927	
		" IMPROVED CURBS & GUTTERS	2480	LF			300	7440	7440	
		MOORE PWD NEW PAVEMENT TO EXISTING	---							
		NEW MEDIAN CURBS & GUTTERINGS ON	---							
		EXISTING PAVEMENT	---							
		NEW MEDIAN ASPHALT FILL	---							
					0			74367	74367	
					0			7437	7437	
								7457	7457	
								89241	89241	

BALANCE FORWARD										
-----------------	--	--	--	--	--	--	--	--	--	--

PROJECT: TOUCHING WEST SQUARES SHEET 1 OF 1

SEC: PROPOSED STREET IMPROVEMENTS

ITEM NO. 1 CONSTRUCTION ESTIMATE TRAY ST. @ TAYLOR ST. INTERSECTIONS

DESCRIPTION OF WORK ITEMS

QUANTITY

UNIT

DIRECT MATERIAL

AMOUNT

UNIT

DIRECT LABOR

AMOUNT

UNIT

SUB-CONTRACTS

AMOUNT

TOTAL COSTS

AMOUNT

CHECK

UNIT

CORRECTIONS

AMOUNT

BALANCE BROUGHT FORWARD

NEW 8" CONCRETE CURB PAVEMENT

" CONCRETE CURB & GUTTER

" MEDIAN CURB & GUTTER

" ASPHALT FIN @ MEDIAN

NEW 4-WAY TRAFFIC LIGHT

BALANCE FORWARD

4200 SF

210 LF

LS

0-

0-

1244

300

40000

+10%

+10%

+10%

5223

630

40000

45855

45855

45855

5223

630

40000

45855

45855

45855

55027

ITEM NO.	CONSTRUCTION ESTIMATE	QUANTITY	DIRECT MATERIAL	DIRECT LABOR	SUB-CONTRACTS	TOTAL COSTS	CHECK	CORRECTIONS
----------	-----------------------	----------	-----------------	--------------	---------------	-------------	-------	-------------

	BALANCE BROUGHT FORWARD							
	RELOCATE EXISTING POULCE LINES	625 LF			700	4375	4375	
	" GAS LINE RISE / POP OFF							
	REMOVE EXISTING CURBS & GUTTER							
	NEW 8" CONCRETE CITY PAVEMENT	25625 SF			1244	31878	31878	
	REMOVE-PAV NEW PAVEMENT TO EXISTING							
	NEW INTEGRAL CURBS & GUTTER	1212 LF			305	3636	3636	
	" GRS TROVERS FOR STORM SWALES	3 EA.			450	1350	1350	
	" STORM SEWER LINES	160 LF			25	4000	4000	
			-0-	-0-		45239	45239	

45239
45234
45287

BALANCE FORWARD								
-----------------	--	--	--	--	--	--	--	--

SA
Dev.

F

60

West St

150,567

150,567

~~326,412~~

~~329,183~~

~~673,276~~

443,000

Kellogg

~~419,207~~

323,071

Maple

26,362

544,464

Tracy

340,542

Taft

105,359

500,000

~~596,136~~

1,814,208

1,470,115

Less State or Fed

~~443,000~~

~~1,371,208~~

596,136

1,427,345

83617

500 —

679953

443,000

583,617

2,413,115

96136

419207

96136

323071

2771

98907

673,276

96136

769412

443

326412

2771

329,183

COMMISSIONERS PROCEEDINGS

3585

July 27, 1976

Comm. Stevens

Commissioner Stevens felt that nothing could be gained by continuing membership in the National League of Cities, therefore, he could not support the Commission's attendance at this conference.

Motion--

Stevens moved that the City not renew its membership in the National League of Cities.

Discussion
Mayor Donnell

Discussion was had, and Mayor Donnell stated that he would have to vote against the motion as he could see some benefit from visiting and conferring with other City officials, plus the advantage that the cities have been helped through the lobbying efforts of the League in behalf of revenue sharing funds.

--failed

Motion failed 3 to 1. Casado, Peters, Donnell, "NO".

Motion--

Donnell moved that those City Commissioners who are available to attend, and their spouses, be authorized to attend this meeting in Denver. Motion carried 3 to 1. Stevens, "NO".

--carried

FUNDING OF TRAFFIC
GEOMETRIC REQUIREMENTS
IN CONNECTION WITH
THE PROPOSED TOWNE
WEST SQUARE SHOPPING
CENTER

Funding of Traffic Geometric Requirements in Connection with the Proposed Towne West Square Shopping Center.

Note: Hearing on this matter was set for 9:30 a.m.

On June 29, 1976, the City Commission considered that matter of funding of certain street improvements in connection with the development of the proposed Towne West Shopping Center and moved that the project proceed with tentative approval of the street design and with the funding as set out below:

City-at-large
Special Assessments
Developer
State

\$ 583,617
98,907
1,368,437
443,000

2,493,961 incl
83,617 R/W

In addition, the Commission requested that the developer work with the Towne and Country Motel operator to resolve the questions of access to the motel.

The Towne West developer has submitted a letter to the City which proposes that funding of street improvements be as set out above with the exception that his share will not exceed \$1,400,000. The developer further advises that any change in the Kellogg design will meet his approval provided that the shopping center main accesses to Kellogg are not destroyed and further provides that same meets with the approval of the City and State engineers.

Recommendation

The City Manager recommended that the proposal of the Towne West developer be accepted as substantially complying with the guidelines of the City Commission subject to favorable action by the State to participate in the funding in the amount of \$443,000 and further subject to the accuracy of the cost estimates for street improvements as prepared by the developer.

City Manager

City Manager reviewed the latest proposal by the developer in which he will contribute an amount not to exceed \$1,400,000 and recommended acceptance of the funding proposal as presented by the Towne West developer (James R. Schaefer letter of July 21, 1976 to E. H. Denton, City Manager), with the stipulation that in the event cost estimates and/or state participation are not as estimated, that the scope of the intended improvements be resubmitted to the City Commission for further review.

COMMISSIONERS PROCEEDINGS

3580

July 27, 1976

City Manager

In discussing this matter, the City Manager stated that this permits the developer to proceed but it also will refer back to the staff and the Commission in the event some unforeseen developments occur regarding financing of the project. He further pointed out that in the event the cost is underrun, then the agreement provides that the developer participate in proportion to the total cost of the project.

Director of Law

In answer to inquiry by the Commission, the Director of Law stated that the City was not committed to any dollar amount until the bids are received and accepted.

Mayor Donnell

Mayor Donnell suggested that any additional expense anticipated, such as project details or street geometrics be flagged and as changes occur that they be brought to the attention of the Commission immediately.

James R. Schaefer

James R. Schaefer, representing the developer, appeared in support of their proposal and stated that any access to the motel from Kellogg which is acceptable to the City, the State and the Federal Government is satisfactory to them and they will further provide access from the shopping center site to the motel property, which would probably be from the ring road.

Grey Dresie

Grey Dresie, Attorney for the Town and Country Motel, stated that he had just received a copy of the letter stating the developer's proposal and it appeared that the only new offering being made by the developer is that of a strategically located sign, but that no serious effort has been made to work out the access.

Harry Pollock

Harry Pollock, Town and Country Motel operator, contended that the access was such that business would deteriorate and he felt some formula should be devised whereby he would be compensated if he has a loss of business. He requested that a portion of the non-mountable medial be removed to give motorists eastbound more time to prepare to exit U.S. 54 to go to the motel.

Motion--

Donnell moved that the funding proposal as presented by the Towne West developer be accepted, subject to State funding participation in the amount of \$443,000 and further subject to the accuracy of the street improvement cost estimates as prepared by the developer, with the stipulation that in the event cost estimates and/or state participation are not as estimated that the scope of the intended improvements be resubmitted to the City Commission for further review.

Amendment--

Stevens moved an amendment to the motion to request the Traffic Engineer to provide a report as to any alternative to the non-mountable medial at this location. Amendment carried 4 to 0.

--carried

--motion as amended carried

Motion, as amended, carried 4 to 0.

PUBLIC HEARING ON
PROPOSED 1977 BUDGET
AND THE 1977 REVENUE
SHARING PROGRAM

Public Hearing on the Proposed 1977 Budget and the 1977 Revenue

Sharing Program, presented.

Note: Hearing on this item was set for 10:00 a.m.

This hearing has been set in accordance with the provisions of K.S.A. 79-2929 for the purpose of answering and hearing objections of taxpayers relating to the proposed budget and for the purpose of considering amendments to the proposed budget.

Hearing on utilization of General Revenue Sharing funds for the year 1977 will be held concurrently with the public hearing on the 1977 City budget.

Also presented are the salary ordinances effecting the 6% salary increase for all City employees. These ordinances although adopted at this time would not be effective until December 25, 1976.

Notice of hearing was published as required by law in the official City newspaper on July 15, 1976.

Mayor Donnell

The Mayor announced the City Commission would hear from interested persons in the matter of the proposed 1977 budget.

3. CENTER CITY STEERING COMMITTEE RECOMMENDATION CONCERNING MAINTENANCE OF SIDEWALKS IN CENTER CITY.

A Center City Steering Committee request to the City Commission requesting a strict enforcement of ordinances concerning maintenance of sidewalks was deferred to this date to permit an additional meeting between the Committee and staff on July 21, 1976.

The meeting with the Committee, Public Works, Planning and Health was held and at that time it was agreed that further work was necessary prior to City Commission consideration for the following reasons:

- (1) It was determined that it was probably illegal to increase penalties for littering in a selected portion of the City (downtown) without equal penalties for the remainder of the City.
- (2) It was reported that Tulsa, Oklahoma has a voluntary maintenance program between the City and Downtown merchants which should be explored as to adaptability to Wichita.
- (3) It was finally determined that consideration should be given to an ordinance providing for snow removal from sidewalks with a provision for removal by the City with billing of cost to the property owner in the event of noncompliance.

It is requested at this time that to permit sufficient time for the concerned parties to investigate the above matters that this matter be stricken from further City Commission consideration.

An integrated report will be brought back for Commission consideration within 60-90 days.

ACTION: Strike the item pending further investigation and final report.

SECTION II

4. FUNDING OF TRAFFIC GEOMETRIC REQUIREMENTS IN CONNECTION WITH THE PROPOSED TOWNE WEST SQUARE SHOPPING CENTER.

Note: Hearing on this matter has been set for 9:30 a. m.

On June 29, 1976, the City Commission considered that matter of funding of certain street improvements in connection with the development of the proposed Towne West shopping center and moved that the project proceed with tentative approval of the street design and with the funding as set out below:

City-at-large	\$ 583,617 ✓	
Special Assessments	98,907 ✓	
Developer	1,368,437	✓ \$1,400,000
State	443,000 ✓ ?	

In addition, the Commission requested that the developer work with the Town and Country Motel operator to resolve the question of access to the motel.

The Towne West developer has submitted a letter to the City which proposes that funding of street improvements be as set out above with the exception that his share will not exceed \$1,400,000. The developer further advises that any change in the Kellogg design will meet his approval provided that the shopping center main accesses to Kellogg are not destroyed and further provided that same meets with the approval of the City and State engineers.

Motel Owner wants the non-mountable median but left turn lane & ...

COMMISSIONERS PROCEEDINGS

3709

August 24, 1976

Motion--
--carried

Donnell moved that for a trial basis, the Commission approve departure from the usual paving policy for Wood Lane west of Douglas an an experimental exception to allow the kind of asphalt overlay as approved by the City Engineer and considered to be appropriate for that particular street (3-inch asphalt mat). Motion carried 3 to 0.

Discussion

Discussion was had and it was suggested by the Commission that a 3-inch asphalt overlay be constructed and the cost assessed to the Benefit District and also pointed out that it could be deferred if the residents desired to petition the County Commission for this work, however, no deferral was requested.

Motion--

Shanahan moved that the commission approve and adopt Policy No. 6, as revised and presented at this meeting.

City Manager

City Manager emphasized that the Commission should clarify that the above action does not diminish the City's policy regarding street construction.

Amendment to
motion--
--carried

Donnell moved to amend Policy No. 6, that the present policy of standard City streets in new developments be reaffirmed and not be diminished by the exception for Wood Lane. Amendment carried 3 to 0.

Motion--as amended
--carried

Motion to approve Policy No. 6 as amended carried 3 to 0.

Commissioner Shanahan commented that possibly the CPO would want to consider this matter also.

recessed --

The Commission recessed at 10:45 A.M. and reconvened at 11:07 A.M.

U.S. 54 Medial
design in conj.
with proposed
Towne W. Shopping
Center

Kellogg-US 54 Medial design in conjunction with the proposed Towne West Shopping Center, presented.

On July 27, 1976, the City Commission approved the proposed funding of the off-site improvements in connection with the proposed Towne West Center. The street design had previously received tentative approval on June 29, 1976.

Following discussion of the medial controlling traffic into the Center from US 54, the Commission moved that there is no alternative to the presently designed non-mountable medial which could be considered in the best public interest for any additional medial break. To accomodate traffic directly into the Town and Country Motel would be to create a serious accident location.

The report was received and filed on August 17, 1976, with consideration being deferred for one week.

Item 4 postponed
Motion--
--carried--

Donnell moved that Item 4, being the Kellogg US 54 Medial design, be postponed and considered at 1:30 P.M.

Motion carried 3 to 0. (See page for this item)

Planning Agenda
Item 8 set for
4:00 p.m.
Motion carried

Shanahan moved that Item 8 on the Planning Agenda being DP-8-Amendment to University Gardens Community Unit Plan be considered at 4:00 P.M.

Motion carried 3 to 0.

August 24, 1976

US 54 medial
design in conj.
with proposed
Towne West Shopp-
ing Center

Kellogg US 54 medial design in conjunction with the proposed
Towne West Shopping Center, presented.

On July 27, 1976, the City Commission approved the proposed
funding of the off-site improvements in connection with the proposed
Towne West Center. The street design has previously received tentative
approval on June 29, 1976.

Following discussion of the medial controlling traffic into
the Center from US 54, the Commission moved that there is no alternative
to the presently designed non-mountable medial which could be considered
in the best public interest for any additional medial break. to
accomodate traffic directly into the Town and Country Motel would be
to create a serious accident location.

The report was received and filed on August 17, 1976, with
consideration being deferred for one (1) week.

Harry Pollak

Mr. Harry Pollak, owner of Town and Country Motel, stated
that he did not understand the report submitted by the traffic Engineer
and had some questions in that regard. He further stated that the
traffic pattern, as it is now designed, is not acceptable to him, it
makes his motel inaccessible and he felt the developers should pay him
for any loss of business that he might lose as a result of the
design. Mr. Pollak presented the City Commission with an engineering
drawing showing his recommendation for a slip-off on the north side
of U S 54 in front of his Motel.

August 24, 1976

Mr. Dresie

Mr. Dresie, attorney for Mr. Pollak, reiterated the feelings of Mr. Pollak, and stated that the Towne West developers have not cooperated as much as they should.

Jim Schaefer

Jim Schaefer, attorney for Towne West, stated that they had cooperated all the way with the Motel and the traffic pattern designed meets with the approval of the Kansas Department of Transportation and the Wichita Traffic Commission.

Paul Graves

Paul Graves, City Traffic Engineer, stated the changes that Mr. Pollak requested would increase the hazard for accidents.

Discussion

Discussion was had.

Motion -- no action
-- carried

Donnell moved that the City Commission take no further action. Motion carried 3 to 0.

HEARING ON PROPOSED ASSESSMENTS ON SPECIAL ASSESSMENT PROJECTS

Public Hearing on proposed assessments on Special Assessment Projects, appeared on the agenda.

NOTE: Hearing on this matter was set for 2:00 P.M.

On August 3, 1976, the Commission was notified that the proposed assessment folls for the following street and sewer improvements had been prepared and were on file in the office of the City Clerk for public inspection:

It was requested that Items 2, 29, and 42 be withheld for discussion.

1. Improving Barron from the south line of Dos Rios to the west line of Laurel, as authorized by an amended resolution adopted on July 15, 1975. Petition for this improvement was signed by the owners of 100% of the property owner square footage, with the cost of the improvement to be assessed 100% to the improvement district except for the costs of intersections. Total cost of the improvement has been ascertained to be \$20,734.06, assessed \$20,707.58 to the improvement district and \$26.48 to the City at large. The cost has been assessed on a square foot basis, plus driveways.
2. Improving Barron Circle from the east line of Laurel to and including a Cul-de-sac, as authorized by an amended resolution adopted on July 15, 1975. Petition for this improvement was signed by the owners of 100% of the property owner square footage, with the cost of the improvement to be assessed 100% to the improvement district except for the costs of intersections. Total cost of the improvement has been ascertained to be \$20,085.42, assessed \$20,058.94 to the improvement district and \$26.48 to the City at large. The cost has been assessed on a square foot basis, plus driveways.
3. Improving Bluestem Lane from the east line of Rock Road to the east line of Cedar Lakes Village 2nd Addition, as authorized by an amended resolution adopted on October 1, 1974. Petition for this improvement was signed by the owners of 100% of the property owner square footage, with the cost of the improvement to be assessed 100% to the improvement district except for the costs of intersections. Total cost of the improvement has been ascertained to be \$88,249.51, assessed \$76,798.64 to the improvement district and \$11,450.87 to the City at large. The cost has been assessed on a fractional basis.
4. Improving Clifton Avenue from the north line of Harry Street to the north line of Grand Avenue, as authorized by an amended resolution adopted on May 21, 1974. Petition for this improvement was signed by the owners of 57.7% of the property owner square footage, with the cost of the improvement to be assessed 100% to the improvement district except for the costs of intersections. Total cost of the improvement has been ascertained to be \$44,052.81, assessed \$33,005.32 to the improvement district and \$11,047.49 to the City at large. The cost has been assessed on a square foot basis, plus driveways.

02 Proj. 23 Side

3. PAVING OF WOOD LANE NORTH OF DOUGLAS.

This matter was deferred three weeks from August 3, 1976, to provide for revision of the present policy on reconstruction of mat streets and to provide for notification of property owners of further Commission consideration.

The Commissioners have been provided with a revised City of Wichita Policy No. 6 - Policy for Reconstruction of Mat Streets and with a report from the Director of Public Works concerning costs of reconstruction of existing mat streets in the City as well as maintenance of mat vs. City standard constructed streets.

The City Manager recommends that the amended policy not provide for complete reconstruction of mat streets to mat street standards.

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

4. KELLOGG-US 54 MEDIAL DESIGN IN CONJUNCTION WITH THE PROPOSED TOWNE WEST SHOPPING CENTER.

On July 27, 1976, the City Commission approved the proposed funding of the off-site improvements in connection with the proposed Towne West center. The street design had previously received tentative approval on June 29, 1976.

Following discussion of the medial controlling traffic into the Center from US 54, the Commission moved that there is no alternative to the presently designed non-mountable medial which could be considered in the best public interest for any additional medial break. To accommodate traffic directly into the Town and Country Motel would be to create a serious accident location.

The report was received and filed on August 17, 1976, with consideration being deferred for one week.

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

SECTION II

5. PUBLIC HEARING ON REPAVING OF STREETS IN FOREST HILLS ADDITION.

NOTE: Hearing on this matter is set for 11:00 A.M.

On September 16, 1975, the City Commission considered a petition from residents in the Forest Hills area for the improving of all streets in the area. The petition requested stabilization of an existing mat roadway and construction of a 4" thick asphaltic overlay in 22' and 24' widths.

The City Commission denied the petition and requested that estimates be prepared for both standard paving without curb and gutter, and for the non-standard asphalt mat streets. A breakdown as to how each type of project would be assessed under the current policy was also requested. In administrative follow-up to the Commission's action, the City Manager further requested that the report address the drainage problems in the area and possible solutions.

Approved: Alternate #2
+ San. sewers
- 160,000 drainage