

DR 72-1 - 1972-1977 CAPITAL
IMPROVEMENT PROGRAM

ACTION

DATE

COMMITTEE

M.A.P.C.	Apprve -	1-13-72
B.C.C. 12001	Depr 2WK	1-25-72
BCC	Accept	2-8-72
	+ 5th on program.	

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COMPARISON OF TOTAL G.O. EXPENDITURES
(figures in thousands)

	CIP <u>1971-1976</u>	CIP <u>1972-1977</u>	Change Increase <u>(Decrease)</u>
Expressways	\$ 2,830	\$ 1,660	\$(1,170)
Arterials	17,269.5	13,996	(3,273.5)
Bridges	5,215	3,970	(1,245)
Drainage	3,238	3,773	535
Urban Renewal Agency	750	--	(750)
Parks	3,587	3,600	13
Public Buildings	<u>3,167</u>	<u>17,038.5</u>	<u>13,871.5*</u>
Total	\$36,056.5	\$44,037.5	\$ 7,981.0

*Major reason for increase
 City Building \$10,000
 Computer Purchase 1,644.2
 Health Building 792
 Art Museum 1,000
 \$13,436.2

DEBT OUTSTANDING 1-1-72
UNDER 8% DEBT LIMIT

Total General Obligation Bonds Outstanding	\$25,428,809
Add:	
Sewer Bonds Within the 8% Debt Limit	<u>3,367,253</u>
Total Bonded Debt Within the 8% Debt Limit	\$28,796,062
Add:	
Projects Under Way 1-1-72 (List Attached)	<u>2,359,888</u>
Total 8% Debt Outstanding 1-1-72	<u>\$31,155,950</u>

1971 and Prior Years
Projects Under Way December 31, 1971

<u>Project Number</u>	<u>Description</u>	<u>G.O. Requirement</u>
<u>MAJOR TRAFFIC STREETS</u>		
MS-2	29th, Broadway to Arkansas	90,000
MS-5B	21st, Meridian to West	201,409
MS-30	West, 17th to 21st	97,320
MS-87	Central, Pennsylvania to Hydraulic	44,721
MS-89B	29th, Broadway to I-235	65,550
MS-95A	Central, Maize to Norman	108,000
MS-107	31st, Sheridan to West	140,273
MS-137	Woodlawn - Turnpike	40,000
MS-147A	MacArthur Road, Broadway to Hydraulic	274,769
MS-154	13th, Otis to St. Francis	235,000
MS-178	Market, 13th to 18th	117,735
MS-189	9th, Minnesota to Grove	57,253
MS-192A	Harry, Hillside to Oliver Right-of-way	50,000
MS-194	Broadway, 14th to 21st	128,588
MS-214	Intersection of Harry and Oliver	172,032
MS-215	Kellogg Medial at Beverly	5,000
MS-	Douglas, Arkansas River to Webb	18,248
MS-	Intersection of 21st & Broadway	18,000
MS-	Intersection of 13th & McLean	13,000
<u>COLLECTOR STREETS</u>		
CS-1	Edwards, Martinson to Maple	24,974
<u>STREET OPENING & WIDENING</u>		
DAKR 500210	Central & Gilda to Floodway	3,000
MS-191A	2nd, Hydraulic to I-35W	50,000

<u>Project Number</u>	<u>Description</u>	<u>G.O. Requirement</u>
<u>TRAFFIC SIGNALIZATION</u>		
TE-16	13th & McLean	11,502
TE-16	21st & Broadway	11,829
TE-16	17th & Broadway	10,419
TE-16	29th & Broadway	13,447
TE-16	Bluffview Drive & Harry	16,067
TE-16	21st & Woodrow	10,810
TE-16	13th, Otis to St. Francis	43,000
TE-16	School Ped. - Main Trafficways	45,718
TE-16	McArthur & Broadway Intersection	12,000
TE-16	Traffic Signal Installation	24,014
TE-16	TOPICS - 1st & 2nd, Hydraulic to I-35W	18,000
TE-16	TOPICS - Left Turn Bays - Pawnee and Seneca	14,000
TE-16	TOPICS - Harry & Oliver	13,460
TE-16	TOPICS - Kellogg at Main, Broadway & Topeka	8,000
<u>RESIDENTIAL STREETS</u>		
RS-1	Residential Streets	<u>152,750</u>
Total Street Improvements		2,359,888
<u>PUBLIC BUILDINGS</u>		
PB-10A	City Material Yard; Preliminary Survey and Plans	<u>10,000</u>
Grand Total		2,369,888

**1972-1977 CAPITAL IMPROVEMENT PROGRAM
SUMMARY OF PROPOSED GENERAL OBLIGATION
EXPENDITURES**

	1972		1973		1974		1975		1976		1977		Total G.O.	Total Other
	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other		
EXPRESSWAYS	\$ 50	\$ -	\$ 110	\$ 290	\$ 110	\$ 290	\$ 360	\$1,020	\$ 420	\$1,208	\$ 610	\$1,790	\$ 1,660	\$ 4,598
ARTERIALS	2,912.5	3,480.5	1,536	2,268	1,872	2,742	1,746.5	2,728.5	2,148	3,158	3,781	4,493.5	13,996	18,870.5
BRIDGES	515	195	1,155	1,205	175	85	655	335	655	1,645	815	550	3,970	4,015
DRAINAGE	895	1,800	513	750	1,730	2,100	635	700	-	500	-	500	3,773	6,350
PARKS	600	288	600	190	600	196	600	66	600	60	600	314	3,600	1,114
PUBLIC BUILDINGS	6,416.2	2,320	3,243.5	-	5,301.8	4,500	1,126.8	528	482.6	-	467.6	-	17,038.5	7,348
TOTAL	\$11,388.7	\$8,083.5	\$7,157.5	\$4,703	\$9,788.8	\$9,913	\$5,123.3	\$5,377.5	\$4,305.6	\$6,571	\$6,273.6	\$7,647.5	\$44,037.5	\$42,295.5
Less: Special City Highway Gas Tax	<u>726.7</u>		<u>800.5</u>		<u>800.8</u>		<u>801.3</u>		<u>802.6</u>		<u>802.6</u>		<u>4,734.5</u>	
TOTAL G.O. BONDS	\$10,662		\$6,357		\$8,988		\$4,322		\$3,503		\$5,471		\$39,303	
Add: 8% Debt Outstanding January 1	31,166		38,127		40,084		44,398		43,523		41,588			
Less: Bonds Retired	<u>3,701</u>		<u>4,400</u>		<u>4,674</u>		<u>5,197</u>		<u>5,438</u>		<u>5,305</u>			
TOTAL DEBT OUTSTANDING	\$38,127		\$40,084		\$44,398		\$43,523		\$41,588		\$41,754			
8% Legal Debt Limit	<u>43,971</u>		<u>44,850</u>		<u>45,747</u>		<u>46,662</u>		<u>47,595</u>		<u>48,547</u>			
8% Legal Debt Margin	<u>\$ 5,844</u>		<u>\$ 4,766</u>		<u>\$ 1,349</u>		<u>\$ 3,139</u>		<u>\$ 6,007</u>		<u>\$ 6,793</u>			
Mill Levy Requirement	7.853		7.639		8.144		9.172		9.230		8.693			

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
<u>EXPRESSWAYS</u>									
E-13	Inner Loop; Right-of-way	X						50,000	GO
			X					60,000	GO
			X					140,000	S
				X				60,000	GO
				X				140,000	S
					X			60,000	GO
					X			140,000	S
						X		60,000	GO
						X		140,000	S
							X	60,000	GO
E-6G	North Wichita Thruway Right-of-way		X					50,000	GO
			X					150,000	S
				X				50,000	GO
				X				150,000	S
					X			50,000	GO
					X			150,000	S
						X		50,000	GO
						X		150,000	S
							X	50,000	GO
							X	150,000	S
<u>KELLOGG FREEWAY</u>									
E-7D	Kellogg; Laura to Washington Right-of-way				X			250,000	GO
								730,000	S
E-7F	Kellogg; Chautauqua to Rutan Right-of-way					X		310,000	GO
								918,000	S
E-9	Kellogg West; I-235 to Tyler Road; Right-of-way (local share)						X	500,000	GO
								1,500,000	S
<u>ARTERIALS</u>									
MS-1	29th Street North; Amidon to Arkansas (See B-48)						X	200,000	GO
								200,000	SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-22	Harry; K-15 to Hydraulic			X				100,000 90,000	GO SA
MS-32	West Street; Merton to K-42		X					190,000 190,000	GO SA
MS-35	Meridian; 37th Street North to City Limits K-96	X						5,000 5,000 25,000	GO SA US
MS-36	Amidon; 29th Street to 37th Street (See B-34)	X						70,000 70,000 330,000	GO SA US
MS-45C	McLean; MacArthur Road, 31st to 29th South (Right-of-way)	X						45,000	GO
MS-49	Seneca; MacArthur Road to 47th Street South			X				130,000 130,000 260,000	GO SA FAS
MS-50	Seneca; 47th to 55th Street				X			135,000 135,000 270,000	GO SA FAS
MS-52	Hydraulic; MacArthur Road to 47th Street South					X		135,000 135,000 270,000	GO SA FAS
MS-59	Woodlawn; Rockhill to 21st Street	X						60,000 50,000	GO SA
MS-65	37th Street North; Broadway to Hydraulic					X		110,000 110,000 220,000	GO SA FAS
MS-68	Mt. Vernon; K-15 to Hydraulic			X				60,000 32,000	GO SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-71	George Washington Boulevard; Pawnee to 800' North of Harry (See B-26)							285,000	GO
		X						95,000	SA
									380,000
MS-87	Interstate Connectors		X					50,000	GO
				X				50,000	GO
					X			50,000	GO
						X		50,000	GO
							X	50,000	GO
MS-91	17th Street; Waco to I-35W							250,000	GO
							X	210,000	SA
MS-93	13th Street; Ridge Road to 1/2 Mile West of Ridge Road							55,000	GO
		X						55,000	SA
								110,000	FAS
MS-93A	13th Street; Ridge Road to Big Slough (Construction)		X					20,000	GO
								20,000	FAS
MS-94A	Inner Loop Connecting Pavement; Mathewson to Cleveland		X					25,000	GO
MS-96	Central; Woodchuck to Ridge Road							160,000	GO
		X						40,000	SA
MS-108A	31st Street South; K-15 to Turnpike							260,000	GO
								220,000	SA
MS-108B	31st Street South; Turnpike to George Washington Boulevard							260,000	GO
							X	90,000	SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-113	Arkansas Avenue; from 600 ft. North of 29th to I-235						X	310,000 310,000	GO SA
MS-118	Hillside; Right-of-way from 300 ft. South of Central to Frisco RR	X						170,000	GO
MS-118A	Hillside; Reconstruct from 300 ft. South of Central to Frisco RR		X					170,000 115,000	GO SA
MS-119	Hydraulic; Douglas to Central	X						170,000 110,000	GO SA
MS-120	Hydraulic; Kellogg to Harry		X					340,000 230,000	GO SA
MS-122	McLean Boulevard; 29th Street to MacArthur Road (Const.)			X				210,000 500,000	GO US
MS-123	Meridian; University to Newell					X		120,000 120,000 560,000	GO SA US
MS-128	Rock Road; Kellogg to Harry (See B-35)		X					115,000 115,000 280,000	GO SA FAS

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-129	Rock Road; Central to 1/2 Mile North of Central					X		140,000 140,000	GO SA
MS-130	Tyler Road; Kellogg to Maple					X		175,000 115,000	GO SA
MS-132	Tyler Road; 700 feet North of Central to 700 feet 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 ft. 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 FAS
MS-148	MacArthur Road; I-235 to Seneca (See B-52)				X			110,000 110,000 220,000	GO SA FAS
MS-149	Seneca and Pawnee Intersection (Reconstruction)	X						285,000 285,000	GO T
MS-149A	Seneca and Pawnee Intersection (Right-of-way)	X						150,000 150,000	GO S
MS-150	Seneca and 31st Street Intersection (Reconstruction)			X				100,000 100,000	GO T
MS-150A	Seneca and 31st Street Intersection (Right-of-way)			X				100,000 100,000	GO T
MS-153	13th Street; Big Arkansas River to North River Blvd. (See B-61)	X						85,000 85,000	GO SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-155	13th Street; Little Arkansas River to Waco	X						50,000 50,000	GO SA
MS-157	Grove; 100 feet South of Lewis to Central Avenue				X			90,000 90,000 430,000	GO SA US
MS-159	1st Street; Ash to Grove	X						135,000 40,000	GO SA
MS-159A	1st Street; Grove to Hillside			X				185,000 100,000	GO SA
MS-160	2nd Street; Piatt to Grove Avenue	X						165,000 45,000	GO SA
MS-160A	2nd Street; Grove to Hillside					X		100,000 100,000	GO SA
MS-161	1st Street; Hillside to Oliver			X				265,000 265,000	GO SA
MS-171	2nd Street; Greenway to Main Street		X					65,000 65,000 25,000	GO SA URA
MS-172	2nd Street; Hillside to 300 ft. East of Oliver					X		245,000 245,000	GO SA
MS-173	Pawnee; Relocation from Rock Road to about 1,000 ft. South-easterly of Rock Road (See D-16)		X					40,000 40,000	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

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
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				85,000 85,000 170,000	GO SA S
MS-182	13th Street; Tyler to West Line of Westlink Village, 8th Addition	X						115,000 10,000 125,000	GO SA FAS
MS-185	George Washington Boulevard; from North Line of Lincoln to Menlo Drive			X				50,000 120,000	GO US
MS-186A	Grove; Reconstruct from Lincoln to North Line of Orme			X				75,000 175,000	GO US
MS-190	1st Street; Hydraulic to I-35 Construction	X						40,000 40,000 80,000	GO SA T
MS-190A	1st Street; Hydraulic to I-35 Right-of-way	X						25,000 25,000	GO T
MS-191	2nd Street; Hydraulic to I-35 Construction	X						30,000 30,000 60,000	GO SA T
MS-191A	2nd Street; Hydraulic to I-35 Right-of-way	X						25,000 25,000	GO T
MS-192	Harry; 600 ft. East of Hillside to 600 ft. West of Oliver (Const.)	X						160,000 160,000	GO SA
MS-193	Emporia; 13th to 17th				X			220,000 145,000	GO SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-195	Greenwich Road; Douglas to KTA		X					80,000 80,000 160,000	GO SA FAS
MS-196	Edgemoor; Orme to Waterman	X						140,000	GO
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			220,000 200,000	GO SA
MS-207	Arkansas; from 39th to 45th				X			230,000 160,000	GO SA
MS-208	Rock Road; Harry to Pawnee				X			90,000 90,000 180,000	GO SA FAS
MS-212	Sycamore; McLean Boulevard to U.S. 54			X				270,000 270,000	GO SA
MS-213	1st Street; Big Arkansas River to Water Street (Construction) (See B-41)		X					26,000 26,000 52,000	GO SA URA
MS-213A	1st Street; Big Arkansas River to Water Street (Right-of-way)	X						12,000 12,000	GO URA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-216	Central Avenue; Ridge Road to I-235		X					105,000	GO
								105,000	SA
								210,000	FAS
MS-217	Cleveland; Central to Murdock	X						11,000	GO
								54,000	SA
MS-219	K-15; Hydraulic to MacArthur Road	X						20,000	GO
MS-221	U.S. 54; Kellogg Drive Slip-off East of Edgemoor	X						5,000	GO
MS-222	Hillside; Bayley to Skinner						X	285,000	GO
								190,000	SA
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
					X			100,000	GO
					X			450,000	SA
						X		100,000	GO
						X		450,000	SA
							X	100,000	GO
					X	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
					X			25,000	GO
					X			150,000	SA
						X		25,000	GO
						X		150,000	SA
							X	25,000	GO
					X	150,000	SA		

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>TRAFFIC ENGINEERING</u>								
TE-17	Traffic Signals as Required	X						170,000	GO
	Traffic Signals - TOPICS	X						224,000	GO
	Program	X						224,000	T
	Traffic Signals - Urban	X						40,500	GO
	System	X						40,500	US
TE-18	Traffic Signals as Required		X					40,000	GO
	Traffic Signals - TOPICS		X					200,000	GO
	Program		X					200,000	T
	Traffic Signals - Urban		X					25,000	GO
	System		X					25,000	US
TE-19	Traffic Signals as Required			X				195,000	GO
	Traffic Signals - TOPICS			X				82,000	GO
	Program			X				82,000	T
	Traffic Signals - Urban			X				15,000	GO
	System			X				35,000	US
TE-20	Traffic Signals as Required				X			160,000	GO
	Traffic Signals - TOPICS				X			86,500	GO
	Program				X			86,500	T
	Traffic Signals - Urban				X			15,000	GO
	System				X			35,000	US
TE-21	Traffic Signals as Required					X		90,000	GO
	Traffic Signals - TOPICS					X		105,500	GO
	Program					X		105,500	T
	Traffic Signals - Urban					X		7,500	GO
	System					X		17,500	US
TE-22	Traffic Signals as Required					X		252,500	GO
	Traffic Signals - TOPICS					X		106,000	GO
	Program					X		106,000	T
	Traffic Signals - Urban					X		7,500	GO
	System					X		17,500	US

project number	project description							project cost	method of financing
		1972	1973	1974	1975	1976	1977		
	<u>BRIDGES</u>								
B-26	George Washington Boulevard at Dry Creek (See MS-84)	X						20,000 20,000	GO US
B-34	Amidon; Meridian at Flood Control (See MS-35 and MS-36)		X					180,000 420,000	GO US
B-35	Rock Road at Gypsum Creek (See MS-128)			X				85,000 85,000	GO FAS
B-36	Roseberry at Dry Creek (See D-3A)	X						65,000	GO
B-40	Bridge at Flood Control and Big Arkansas River West of I-235 and 25th Street Interchange					X		515,000 515,000 1,030,000	GO County S & F
B-41	1st/2nd Street at Big Arkansas River (See MS-171, 174, 213)		X					300,000 300,000	GO T
B-45	Bridge; Cessna Drive at Dry Creek Diversion	X						65,000	GO
B-46	Bridge; Elmwood at Dry Creek (See D-4A)				X			70,000	GO
B-47	Bridge; Nims and Little Arkansas River	X						175,000 175,000	GO URA
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					X		550,000 550,000	GO T
B-50	Sidewalks - Bridge at Amidon and Big Arkansas		X					50,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
B-51	Bridge; Harry Street and Gypsum Creek (See MS-179)				X			210,000	GO
B-52	Bridge; MacArthur Road and Big Slough (See MS-148)				X			35,000 35,000	GO FAS
B-53	Roosevelt and Gypsum Creek		X					150,000	GO
B-57	Bridge; Central and Big Slough (See MS-216)		X					120,000 120,000	GO FAS
B-58	Bridge; Central and Floodway (See MS-216)			X				365,000 365,000	GO FAS
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-61	Bridge; Abutment Repair - 13th Street and Big Arkansas River	X						20,000	GO
B-62	Bridge; Harry Street and Big Arkansas River - Deck Replacement		X					130,000	GO
B-63	Bridge; Maple at Arkansas River				X			300,000 300,000	GO T
B-64	1st & 2nd Street Railroad Underpasses					X		100,000 100,000	GO T

project number	project description	1972	1973	1974	1975	1976	1977	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-45)	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 Sewers (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					175,000	GO
								175,000	URA
D-8	Wichita Drainage Canal Lining; English to 17th Street			X				1,650,000	GO
								1,650,000	F
D-11	Drainage Study & Engineering	X						50,000	GO
D-12	Third Street; Drainage Canal to Hillside Avenue				X			200,000	GO
								200,000	SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
D-16	Drainage Structures in connection with relocation of Pawnee from Rock Road to about 1,000 ft. SE of Rock Road (See MS-173)		X					8,000	GO
D-24	19th Street; Shadybrook Storm Sewer	X						1,400,000	URA
D-25	Drainage Structures in Central Avenue with Project MS-216		X					125,000 125,000	GO FAS
D-26	Storm Water Sewer Reconstruction; 13th Street from St. Francis to Indiana	X						210,000	GO
D-27	Gypsum Creek; Broadmoor to Rock Road (Right-of-way)	X						25,000	GO
D-28	Gypsum Creek; 300 ft. East of Hillside to George Washington Boulevard (Right-of-way and Relocation)	X						285,000	GO
D-29	Gypsum Creek; 355 ft. East of Hillside to George Washington Boulevard (See B-53)		X					205,000	GO
D-30	Gypsum Creek Right-of-way; North of U.S. 54	X						30,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>URBAN RENEWAL</u>								
URA-1	Site Clearance and Demolition Waco-Finn; Bridgeport; Administration Center; Central Industrial Corridor; Park Plaza	X						532,000	URA
URA-2	Riverbank Improvements - Douglas Avenue to 2nd Street	X						282,000	URA
URA-3	Drainage and Street Improve- ments in Waco-Finn Activity Area	X						426,000	URA
URA-4	Pedestrian Improvements (Waco- Finn Activity Area)	X						111,000	URA
URA-5	Street Improvements and Storm Drainage in Evergreen Park Activity Area	X						162,000	URA
URA-6	Storm Water Drainage - Douglas Avenue from East Line of Main Street East to Rail- road Underpass	X						526,000	URA

project number	project description							project cost	method of financing
		1972	1973	1974	1975	1976	1977		
	<u>PARK</u>								
P-1B	Aley Park Children's Playground & Play Equipment				X			20,000	GO
P-2B	Cessna Park - East Multi-Use Court				X			4,000	GO
P-2C	Cessna Park - East Lighted Softball Field	X						18,000	GO
P-3B	Cessna Park - West Shelter - Rest Rooms Park Lighting	X X						28,400 5,000	GO GO
P-5	College Hill Park Enclosed Shelter Parking Area & Walks				X X			100,000 25,000	GO GO
P-17	Linwood Park - North Irrigation System	X						15,000	GO
P-18B	Linwood Park - South Drives & Parking Areas		X					20,000 36,000	GO GO
P-18D	Linwood Park - South Recreation Center			X				250,000	GO
P-18E	Linwood Park - South Shelter		X					25,000	GO
P-18F	Linwood Park - South Baseball Diamond (1) Lighted					X		60,000	GO
P-18G	Linwood Park - South Softball Fields (2) Lighted				X			36,000	GO
P-23	Ninth & Anna Park Children's Play Area	X						20,000	GO
P-23A	Ninth & Anna Park Swimming Pool		X					115,000 115,000	GO F
P-23C	Ninth & Anna Park Parking Area			X				25,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
P-25	Edgemoor Park Multi-Use Court	X						4,000	GO
P-25A	Edgemoor Park Tennis Courts - Lighted (4)		X					45,000	GO
P-25B	Edgemoor Park Sidewalks				X			7,000	GO
	Children's Play Area				X			10,000	GO
	Landscaping				X			5,000	GO
	Softball Field				X			6,000	GO
P-25C	Edgemoor Park Walks and Footbridges	X						6,600	GO
P-25D	Edgemoor Park Parking Area				X			25,000	GO
P-27B	Planeview Park Picnic Shelters (2)		X					40,000	GO
	Toilet Buildings (2)		X					20,000	GO
P-27D	Planeview Park Site Development	X						6,700	GO
		X						3,300	F
	Drives and Parking	X						40,000	GO
		X						20,000	F
	Ball Fields	X						13,300	GO
		X					6,700	F	
P-27E	Planeview Park Parking					X		30,000	GO
P-28	Riverside Park Redevelopments		X					30,000	GO
P-28A	Riverside Park Redevelopments				X			50,000	GO
P-28B	Riverside Park Redevelopments					X		30,000	GO
P-28C	Riverside Park Redevelopments						X	30,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
P-31A	Watson Park Extend Miniature Railroad Track				X			55,000	GO
P-33	Schweiter Park Build Lighted Tennis Courts (2)		X					25,000	GO
P-33A	Schweiter Park Build Multi-Use Area				X			4,000	GO
P-38	Maize Road and Hardtner Children's Play Area	X						20,000	GO
P-38A	Maize Road and Hardtner Lighted Tennis Courts (2)			X				25,000	GO
P-87B	Boston and Woodlawn Park Multi-Use Court (1) Softball Field (1)	X X						4,000 6,000	GO GO
P-87C	Boston and Woodlawn Park Build Parking Area	X						15,000	GO
P-87D	Boston and Woodlawn Park Build Swimming Pool			X				115,000 115,000	GO F
P-87E	Boston and Woodlawn Park Recreation Center				X			255,000	GO
P-87F	Boston and Woodlawn Park Lighted Tennis Courts (2)		X					25,000	GO
P-87G	Boston and Woodlawn Park Parking Area			X				40,000	GO
P-87H	Boston and Woodlawn Park Parking Area				X			10,000	GO
P-93	Evergreen Park Swimming Pool	X						115,000 115,000	GO F

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
P-102	Kiwanis Park Recreation Shelter		X					100,000	GO
P-102A	Kiwanis Park Children's Play Area		X					20,000	GO
P-103	Hyde Park Recreation Shelter	X						100,000	GO
P-104	Herman Hill Park Pave Parking Areas		X					20,000	GO
P-105B	Chisholm Creek Park Site Development			X				75,000	GO
P-105C	Chisholm Creek Park Rest Rooms Baseball Diamond - Lighted (1)				X			30,000	GO
					X			60,000	GO
P-105D	Chisholm Creek Park Site Development					X		75,000	GO
P-200	Park Land Acquisition	X						143,000	GO
		X						143,000	F
			X					75,000	GO
			X					75,000	F
				X				81,000	GO
				X				81,000	F
					X			66,000	GO
					X			66,000	F
						X		60,000	GO
						X		60,000	F
							X	64,000	GO
							X	64,000	F
P-201	River Bank Beautification Landscaping	X						10,000	GO
			X					40,000	GO
					X			30,000	GO
P-203	West Douglas Park - Douglas and Sheridan Tennis Courts - Lighted (2) Softball Field				X			25,000	GO
					X			30,000	GO

project number	project description							project cost	method of financing
		1972	1973	1974	1975	1976	1977		
P-206	Village Tract Park - English and Edgemoor Play Area					X		20,000	GO
	Walks and Benches					X		15,000	GO
P-206A	Pawnee Prairie Park Site Development				X			85,000	GO
P-206B	Pawnee Prairie Park Site Development						X	100,000	GO
P-208	Emery Park Site Development	X						30,000	GO
P-209	L.W. Clapp Golf Course Reconstruct Clubhouse and Golf Course						X	250,000	GO
								250,000	F
P-210	13th and West Street Park Children's Playground and Site Development						X	20,000	GO
	Parking						X	10,000	GO
	Walks						X	35,000	GO
	Softball Field						X	10,000	GO
							X	6,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>PUBLIC BUILDINGS</u>								
FS-3	Fire Station No. 20 and equipment in vicinity of Washington and 29th Street North			X				290,000	GO
FS-4	Fire Station No. 17 and equipment in vicinity of Amidon and 29th Street North		X					254,800	GO
FS-5	Fire Station No. 13 and equipment in vicinity of West Street and Bounous				X			222,600	GO
FS-6	Fire Station No. 18 and equipment in vicinity of Harry Street and Airport Road					X		267,600	GO
FS-12A	Fire Station No. 1 Relocation	X						1,152,000	GO
FS-14	Fire Training Grounds; 31st and Oliver; Project B			X				44,800	GO
FS-17	Fire Training Grounds; 31st and Oliver; Project E, extension of concrete - Driving Training Area		X					47,000	GO
FS-23B	Fire Station No. 16 and equipment in vicinity of Caddy Lane and Central - Construction	X						243,500	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
L-2	Branch Library; Central and Edgemoor (Acquisition, remodeling and equipment)	X						300,000	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
PA-1	Project Amy - Improvements	X						20,000	GO
PB-3	Operating Station No. 2	X						185,000	GO
PB-14	City Administrative Building	X						3,000,000	URA-GO
		X						2,225,000	PBC
			X					3,000,000	URA-GO
				X				4,000,000	URA-GO
PB-15	Structural Parking			X			2,000,000	PBC	
PB-17	Salt Storage Bins - East Substation	X					20,000	GO	
PB-18	Completion East Wing Prison Farm	X						95,000	GO
								95,000	F
CDP-1	Computer Purchase; IBM 370/155 Computer and a 3330 Storage Unit	X						1,644,200	GO
CH-1	Expansion of Community Health Department Building Facilities				X			660,000	GO
								440,000	F
CH-2	Land Acquisition for Relocation of Parking and Service Facilities Resulting from Expansion of Building Facilities				X			132,000	GO
AR-1	New Art Museum							88,000	F
				X				1,000,000	GO
								1,750,000	F
							750,000	C	

WATER DEPARTMENT
UTILITY IMPROVEMENT FUND
SUMMARY OF EXPENDITURES AND FINANCING
1972-1977 CAPITAL IMPROVEMENTS

	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
REVENUE							
Balance UIF Jan. 1	\$2,247,688	\$ 1,957,142	\$1,942,902	\$1,717,902	\$1,517,902	\$ 879,902	\$ 266,902
Add: Operating							
Income to UIF	979,454	376,760	840,000*	865,000	890,000	915,000	940,000
Federal Funds		3,316,000					
Revenue Bond							
Issue		<u>6,000,000</u>					
Sub-Total	\$3,227,142	\$11,649,902	\$2,782,902	\$2,582,902	\$2,407,902	\$ 1,794,902	\$ 1,206,902
EXPENDITURES							
Total Project Cost	\$1,200,000	\$ 9,637,000	\$ 995,000	\$ 995,000	\$1,458,000	\$ 1,458,000	\$ 1,568,000
Plant Retirement	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Construction							
Refunding	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>
Year-end Balance	\$1,957,142	\$ 1,942,902	\$1,717,902	\$1,517,902	\$ 879,902	\$ 266,902	\$ (431,098)

*15% Rate Increase

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>WATER</u>								
W-11	Island Pumping Station New Construction	X						3,420,000 2,580,000	R F
W-12	Water Reservoir (7.5 M.G.) New Construction	X						540,000 460,000	R F
W-20	20-Inch Feeder Main; in Central, Woodlawn to Armour	X						58,000	C
W-25	24-Inch Feeder Main; in Murdock, Edgemoor & Central from Crestway to Woodlawn	X						228,000	C
W-30	20-Inch Feeder Main; in Hillside from Bayley to Mt. Vernon						X	110,000	C
W-65	Distribution System; Feeder Mains and Main Extension (Unidentified)	X	X	X	X	X		995,000 995,000 995,000 1,458,000 1,458,000 1,458,000	C C C C C C
W-67	16-Inch Feeder Main in Armour; South of 2nd Street to Kellogg	X						43,000	C
W-91	Deep Well Disposal Facilities	X						1,037,000 276,000	R F

SEWER UTILITY FUND
SUMMARY OF EXPENDITURES AND FINANCING
1972-1977 CAPITAL IMPROVEMENT PROGRAM

(In Thousands)

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
REVENUE:						
Cash Balance Jan. 1	\$ 974	\$ 806	\$ 574	\$ 244	\$ (21)	\$ (313)
Add: Operating Revenue	2,813	2,859	2,895	2,917	2,946	2,978
Less: Total Expenditures	2,981	3,091	3,225	3,181	3,238	3,178
Add: Revenue Bonds	<u>140</u>	<u>605</u>	<u>105</u>	<u>286</u>	<u>105</u>	<u>105</u>
Total Cash & Revenues	\$ 946	\$1,179	\$ 349	\$ 266	\$ (208)	\$ (408)
EXPENDITURES:						
Total Project Cost	\$1,185	\$2,105	\$1,105	\$1,468	\$1,105	\$1,105
Less: Special Assessments	1,000	1,000	1,000	1,000	1,000	1,000
Federal Funds	<u>45</u>	<u>500</u>	<u>-</u>	<u>181</u>	<u>-</u>	<u>-</u>
Sewer Utility Expenditures	\$ 140	\$ 605	\$ 105	\$ 287	\$ 105	\$ 105
Year-end Balance	\$ 806	\$ 574	\$ 244	\$ (21)	\$ (313)	\$ (513)

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
<u>SEWERS</u>									
ST-1	Digested Sludge Disposal Facilities; Sewage Treatment Plants No. 1 and 2		X					500,000	GO (1)
								500,000	F
ST-2	Standby Power and Pumping STP No. 1	X						45,000	GO (1)
								45,000	F
ST-3	Sewage Effluent Chlorination Facility				X			181,500	GO (1)
								181,500	F
S-4	Reconstruction of Sanitary Sewer System	X						95,000	GO (1)
			X					105,000	GO (1)
				X				105,000	GO (1)
					X			105,000	GO (1)
						X		105,000	GO (1)
							X	105,000	GO (1)
S-5	Sanitary Submain and Lateral Sewers for Future Development and Developed Areas Which Are Annexed	X						1,000,000	SA
			X					1,000,000	SA
				X				1,000,000	SA
					X			1,000,000	SA
						X		1,000,000	SA
							X	1,000,000	SA
								1,000,000	SA
ST-4	Treatment Plant Interceptor from Plant No. 1 to Plant No. 2							6,897,000	GO (1)
			X					6,897,000	F
(1) Outside Debt Limit									

METROPOLITAN TRANSIT AUTHORITY
SUMMARY OF EXPENDITURES AND FINANCING
1972-1977 CAPITAL IMPROVEMENTS PROGRAM

	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Cash Balance Jan. 1							
Operating Fund	\$152,074	\$ 49,600	\$ (104,000)	\$ (513,988)	\$ (988,959)	\$ (1,542,599)	\$ (2,232,797)
Debt Service Fund	91,325	77,141					
Revenues	698,609	786,053*	789,175	796,232	803,297	810,370	817,451
Revenue Bonds	-	185,000	-	-	-	-	-
Total Cash Balance and Revenues	\$942,008	\$1,097,794	\$ 685,175	\$ 282,244	\$ (185,662)	\$ (732,229)	\$ (1,415,346)
Deduct: Expenditures	892,408	1,001,794	1,106,663	1,194,703	1,279,437	1,420,568	1,543,211
Cash Available	\$ 49,600	\$ 96,000	\$ (421,488)	\$ (912,459)	\$ (1,465,099)	\$ (2,152,797)	\$ (2,958,557)
Less:							
Utility Improvement Costs	\$ -	\$ 600,000	\$ 277,500	\$ 229,500	\$ 232,500	\$ 240,000	\$ 495,000
Deduct: Federal Contribution	-	400,000	185,000	153,000	155,000	160,000	230,000
UIF Contribution	\$ -	\$ 200,000	\$ 92,500	\$ 76,500	\$ 77,500	\$ 80,000	\$ 265,000
Year-end Cash Balance	\$ 49,600	\$ (104,000)	\$ (513,988)	\$ (988,959)	\$ (1,542,599)	\$ (2,232,797)	\$ (3,223,557)

*Return to full half-mill levy.

project number	project description						project cost	method of financing
		1972	1973	1974	1975	1976		
MT-6	14 New 45-Passenger Buses for Replacement	X					8,500	C
							185,000	R
							387,000	F
MT-7	10 Small Capacity Buses for Neighborhood Service		X				70,000	C
							140,000	F
MT-8	5 New 45-Passenger Buses for Replacement			X			75,000	C
							150,000	F
MT-9	5 New 45-Passenger Buses for Replacement				X		77,500	C
							155,000	F
MT-10	5 New 45-Passenger Buses for Replacement					X	80,000	C
							160,000	F
MT-11	10 New 45-Passenger Buses for Replacement						165,000	C
						X	330,000	F
MT-13	1 Service Truck - Fully Equipped						1,500	C
		X					3,000	F
MT-26	46 Side Destination Signs			X			1,500	C
							3,000	F
MT-27	Radio Communication System		X				22,500	C
							45,000	F
MT-28	Shop Equipment		X				5,000	C
							10,000	F

MUNICIPAL AIRPORT
SUMMARY OF EXPENDITURES AND FINANCING
(1972-1977)

(In Thousands)

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
REVENUE:						
Cash Jan. 1	\$ 757	\$1,506	\$ 749	\$ 256	\$ 503	\$ (64)
Operating Revenue	1,915	1,965	2,015	2,065	2,115	2,165
Less: Operating Expenses (excludes Depreciation)	<u>1,297</u>	<u>1,362</u>	<u>1,430</u>	<u>1,502</u>	<u>1,577</u>	<u>1,656</u>
Sub-Total	\$1,375	\$2,109	\$1,334	\$ 819	\$1,041	\$ 445
EXPENDITURES:						
Less: Federal Funds*	870	1,795	1,818	1,025	1,443	1,045
	<u>1,001</u>	<u>435</u>	<u>740</u>	<u>709</u>	<u>338</u>	<u>722</u>
Total Local Expenditures	\$ (131)	\$1,360	\$1,078	\$ 316	\$1,105	\$ 323
Year-end Balance	<u>\$1,506</u>	<u>\$ 749</u>	<u>\$ 256</u>	<u>\$ 503</u>	<u>\$ (64)</u>	<u>\$ 122</u>

Note: Operating Revenue increase estimated \$50,000 per year.
Operating Expenditures increased 5% per year.
Revenue available from Operations to be \$600,000 per year.

* FAA funds for 1972 are estimated actual from present construction.
FAA funds for 1973 through 1977 are delayed one year as compared to the CIP Program to allow for preparation of applications and audits prior to actual receipt of FAA funds.

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>AIRPORT</u>								
A-3A	Maintenance Shops		X					35,000	GO (1)
A-9C	Road Relocations				X			187,500 187,500	GO (1) F
A-9D	Stream Diversion					X		721,500 721,500	GO (1) F
A-9E	Runway 1L-19R & Taxiway Extension						X	575,000 575,000	GO (1) F
A-11	Extend Runway 1R-19L to 8,650 feet			X				484,000 484,000	GO (1) F
A-13A	Extend Cargo Apron				X			150,000 150,000	GO (1) F
A-16	Auto Parking Area		X					40,000	GO (1)
A-17	Roads and Drives				X			250,000	GO (1)
A-18	Utilities Extensions				X			100,000	GO (1)
A-19	Hangars, etc.					X		400,000	GO (1)
A-22	Extend Taxiway 1-A and Construct Taxiway 3B		X					450,000 450,000	GO (1) F
A-23	Extend Taxiway #2 Relocate Taxiway #2N		X					100,000 60,000	GO (1) F
A-23A	Construct Taxiway #2A	X						70,000 70,000	GO (1) F
A-24	Reconstruct Runways and Taxiways					X		320,000 320,000	GO (1) F
A-25	Extend Cargo Building			X				400,000	GO (1)
	(1) Outside Debt Limit								

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
A-26	Land Purchase for Extension of Runway 1L-19R	X						80,000 80,000	GO (1) F
A-27	Land Purchase for Runway 14L-32R			X				150,000 150,000	GO (1) F
A-28	Construct Taxiway #3B West	X						80,000 80,000	GO (1) F
A-29	Construct Taxiway #2	X						40,000 40,000	GO (1) F
A-30	Construct Taxiway #1	X						40,000 40,000	GO (1) F
A-31	Reconstruct Taxiway #4		X					230,000 230,000	GO (1) F
A-32	Construct Holding Areas for Runways					X		150,000 150,000	GO (1) F
A-33	Taxiway Sign System			X				75,000 75,000	GO (1) F
A-34	Terminal Building Addition		X					200,000	GO (1)
A-35	Fire and Rescue Building and Equipment	X						125,000 125,000	GO (1) F
(1) Outside Debt Limit									

NOTE: City Manager's Letter is not
included in this book.

Proposed

**CAPITAL IMPROVEMENT PROGRAM
CITY OF WICHITA 1972-1977**

PROPOSED

1972-1977

CAPITAL IMPROVEMENT PROGRAM

JANUARY 1972

CITY OF WICHITA

RALPH WULZ
CITY MANAGER

CITY OF WICHITA BOARD OF COMMISSIONERS

Jack H. Greene	Mayor
Glenn J. Shanahan	President
James M. Donnell, M.D.	
Gary L. Porter, M.D.	
John S. Stevens	

WICHITA-SEDGWICK COUNTY METROPOLITAN
AREA PLANNING COMMISSION

Floyd R. Souders	Chairman
Robert Blakey	Vice Chairman
James Burnett	
Alvin J. Hennessy	
Abner V. J. Jackson	
Harlan Kamen	
Austin Rising	
Marjorie L. Taylor	

CAPITAL IMPROVEMENT ADMINISTRATIVE COMMITTEE

Ralph Wulz	City Manager
Don E. Anderson	Director of Administration
Russell L. Brenner	Research and Budget Officer
R. W. Bruggeman	Director of Public Works
Robert Lakin	Director of Planning
Kenneth Kitchen	Urban Renewal Agency (ex-officio)

PREPARED BY:

DEPARTMENT OF ADMINISTRATION
BUDGET AND MANAGEMENT DIVISION

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1972 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.
BC Building Commission.
R Revenue Bonds.
C Cash.
F Federal Funds.
S State Funds
FAS Federal Aid Secondary System.
FAM
US Federal Aid Urban System.
T Federal Aid Topics Program.
URA Urban Renewal Agency

1972 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	\$ 50,000	GO
	<u>ARTERIALS</u>		
MS-45C	McLean; MacArthur Road, 31st to 29th South (Right-of-way)	45,000	GO

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
MS-71	George Washington Boulevard; Pawnee to 800' North of Harry (See B-26)	\$285,000	GO
		95,000	SA
		380,000	US
MS-93	13th Street; Ridge Road to 1/2 Mile West of Ridge Road	55,000	GO
		55,000	SA
		110,000	FAS
MS-93A	13th Street; Ridge Road to Big Slough (Construction)	20,000 20,000	GO FAS
MS-94A	Inner Loop Connecting Pavement; Mathewson to Cleveland	25,000	GO
MS-118	Hillside; Right-of-way from 300' South of Central to Frisco RR	170,000	GO
MS-119	Hydraulic; Douglas to Central	170,000	GO
		110,000	SA
MS-147	MacArthur Road; Arkansas River to Hydraulic	135,000	GO
		135,000	SA
		270,000	FAS
MS-149	Seneca and Pawnee Intersection (Reconstruction)	285,000 285,000	GO T
MS-149A	Seneca and Pawnee Intersection (Right-of-way)	150,000 150,000	GO S
MS-153	13th Street; Big Arkansas River to North River Blvd. (See B-61)	85,000	GO
		85,000	SA
MS-155	13th Street; Little Arkansas River to Waco	50,000	GO
		50,000	SA
MS-177	Main Street; Pine to 12th Street	165,000	GO
		165,000	SA
MS-182	13th Street; Tyler to West Line of Westlink Village, 8th Addition	115,000	GO
		10,000	SA
		125,000	FAS
MS-190	1st Street; Hydraulic to I-35 Construction	40,000	GO
		40,000	SA
		80,000	T
MS-190A	1st Street; Hydraulic to I-35 Right-of-way	25,000	GO
		25,000	T

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
MS-191	2nd Street; Hydraulic to I-35 Construction	\$ 30,000 30,000 60,000	GO SA T
MS-191A	2nd Street; Hydraulic to I-35 Right-of-way	25,000 25,000	GO T
MS-192	Harry; 600 ft. East of Hillside to 600 ft. West of Oliver (Construction)	160,000 160,000	GO SA
MS-196	Edgemoor; Orme to Waterman	140,000	GO
MS-213A	1st Street; Big Arkansas River to Water Street (Right-of-way)	24,000	URA
MS-219	K-15; Hydraulic to MacArthur Road	20,000	GO
MS-221	U.S. 54; Kellogg Drive Slip-off East of Edgemoor	5,000	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</u>			
TE-17	Traffic Signals as Required	170,000	GO
	Traffic Signals - TOPICS Program	224,000 224,000	GO T
	Traffic Signals - Urban System	40,500 40,500	GO US
<u>BRIDGES</u>			
B-26	George Washington Boulevard at Dry Creek (See MS-84)	20,000 20,000	GO US
B-36	Roseberry at Dry Creek (See D-3A)	65,000	GO
B-45	Bridge; Cessna Drive at Dry Creek Diversion	65,000	GO
B-47	Bridge; Nims and Little Arkansas River	262,000 88,000	GO URA
B-60	Collector Street Bridges	40,000	GO

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
B-61	Bridge; Abutment Repair - 13th Street and Big Arkansas River	\$ 20,000	GO
B-62	Bridge; Harry Street and Big Arkansas River - Deck Replacement	130,000	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-45)	140,000	GO
D-5	Storm Water Sewers (Unidentified)	400,000	SA
D-11	Drainage Study & Engineering	50,000	GO
D-24	19th Street; Shadybrook Storm Sewer	1,400,000	URA
D-26	Storm Water Sewer Reconstruction; 13th Street from St. Francis to Indiana	210,000	GO
D-27	Gypsum Creek; Broadmoor to Rock Road (Right-of-way)	25,000	GO
D-28	Gypsum Creek; 300 ft. East of Hillside to George Washington Boulevard (Right-of-way and Relocation)	285,000	GO
D-30	Gypsum Creek Right-of-way; North of U.S. 54	30,000	GO
	<u>URBAN RENEWAL</u>		
URA-1	Site Clearance and Demolition Waco-Finn; Bridgeport; Administration Center; Central Industrial Corridor; Park Plaza	532,000	URA
URA-2	Riverbank Improvements - Douglas Avenue to 2nd Street	282,000	URA
URA-3	Drainage and Street Improvements in Waco-Finn Activity Area	426,000	URA
URA-4	Pedestrian Improvements (Waco-Finn Activity Area)	111,000	URA

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
URA-5	Street Improvements and Storm Drainage in Evergreen Park Activity Area	\$162,000	URA
URA-6	Storm Water Drainage - Douglas Avenue from East Line of Main Street East to Railroad Underpass	526,000	URA
<u>PARK</u>			
P-2C	Cessna Park - East Lighted Softball Field	18,000	GO
P-3B	Cessna Park - West Shelter - Rest Rooms Park Lighting	28,400 5,000	GO GO
P-17	Linwood Park - North Irrigation System	15,000	GO
P-23	Ninth & Anna Park Children's Play Area	20,000	GO
P-25	Edgemoor Park Multi-Use Court	4,000	GO
P-25C	Edgemoor Park Walks and Footbridges	6,600	GO
P-27D	Planeview Park Site Development	6,700	GO
		3,300	F
	Drives and Parking	40,000	GO
		20,000	F
	Ball Fields	13,300	GO
		6,700	F
P-38	Maize Road and Hardtner Children's Play Area	20,000	GO
P-87B	Boston and Woodlawn Park Multi-Use Court (1) Softball Field (1)	4,000 6,000	GO GO
P-87C	Boston and Woodlawn Park Build Parking Area	15,000	GO
P-93	Evergreen Park Swimming Pool	115,000 115,000	GO F

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
P-103	Hyde Park Recreation Shelter	\$100,000	GO
P-200	Park Land Acquisition	143,000 143,000	GO F
P-201	River Bank Beautification Landscaping	10,000	GO
P-208	Emery Park Site Development	30,000	GO
<u>PUBLIC BUILDINGS</u>			
FS-12A	Fire Station No. 1 Relocation	1,152,000	GO
L-2	Branch Library; Central and Edgemoor (Acquisition, re- modeling and equipment)	300,000	GO
PA-1	Project Amy - Improvements	20,000	GO
PB-3	Operating Station No. 2	185,000	GO
PB-14	City Administrative Building	3,000,000 2,225,000	URA-GO PBC
PB-17	Salt Storage Bins - East Substation	20,000	GO
PB-18	Completion East Wing Prison Farm	95,000 95,000	GO F
CDP-1	Computer Purchase; IBM 370/155 Computer and 3330 Storage Unit	1,644,200	GO
<u>WATER</u>			
W-11	Island Pumping Station New Construction	3,420,000 2,580,000	R F
W-12	Water Reservoir (7.5 M.G.) New Construction	540,000 460,000	R F
W-20	20-Inch Feeder Main; in Central, Woodlawn to Armour	58,000	C
W-25	24-Inch Feeder Main; in Murdock, Edgemoor & Central from Crestway to Woodlawn	228,000	C
W-65	Distribution System; Feeder Mains and Main Extension (Unidentified)	995,000	C

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
W-67	16-Inch Feeder Main in Armour, South of 2nd Street to Kellogg	\$ 43,000	C
W-91	Deep Well Disposal Facilities	1,037,000 276,000	R F
<u>SEWERS</u>			
ST-2	Standby Power and Pumping STP No. 1	45,000 45,000	GO (1) F
S-4	Reconstruction of Sanitary Sewer System	95,000	GO (1)
S-5	Sanitary Submain and Lateral Sewers for Future Development and Developed Areas Which Are Annexed	1,000,000	SA
<u>METROPOLITAN TRANSIT AUTHORITY</u>			
MT-6	14 New 45-Passenger Buses for Replacement	8,500 185,000 387,000	C R F
MT-13	1 Service Truck - Fully Equipped	1,500 3,000	C F
MT-28	Shop Equipment	5,000 10,000	C F
<u>AIRPORT</u>			
A-23A	Construct Taxiway #2A	70,000 70,000	GO (1) F
A-26	Land Purchase for Extension of Runway 1L-19R	80,000 80,000	GO (1) F
A-28	Construct Taxiway #3B West	80,000 80,000	GO (1) F
A-29	Construct Taxiway #2	40,000 40,000	GO (1) F
A-30	Construct Taxiway #1	40,000 40,000	GO (1) F
A-35	Fire and Rescue Building and Equipment	125,000 125,000	GO (1) F

(1) Outside Debt Limit

1972-1977 CAPITAL IMPROVEMENT PROGRAM
SUMMARY OF PROPOSED GENERAL OBLIGATION
EXPENDITURES

	1972		1973		1974		1975		1976		1977		Total G.O.	Total Other
	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other		
EXPRESSWAYS	\$ 50	\$ -	\$ 110	\$ 290	\$ 110	\$ 290	\$ 360	\$ 1,020	\$ 420	\$ 1,208	\$ 610	\$ 1,790	\$ 1,660	\$ 4,598
ARTERIALS	2,759.5	3,353.5	1,536	2,268	1,872	2,742	2,046.5	2,813.5	2,159	3,212	3,781	4,493.5	14,154	18,882.5
BRIDGES	602	108	1,155	1,205	175	85	655	335	655	1,645	815	550	4,057	3,928
DRAINAGE	895	1,800	513	750	1,730	2,100	635	700	-	500	-	500	3,773	6,350
PARKS	600	288	600	190	600	196	600	66	600	60	600	314	3,600	1,114
PUBLIC BUILDINGS	6,416.2	2,320	3,243.5	-	5,301.8	4,500	1,126.8	528	482.6	-	467.6	-	17,038.5	7,348
TOTAL	\$11,322.7	\$7,869.5	\$7,157.5	\$4,703	\$9,788.8	\$9,913	\$5,423.3	\$5,442.5	\$4,316.6	\$6,625	\$6,273.6	\$7,647.5	\$44,282.5	\$42,220.5
Less: Special City Highway Gas Tax	726.7		800.5		800.8		801.3		802.6		802.6		4,734.5	
TOTAL G.O. BONDS	\$10,596		\$6,357		\$8,988		\$4,622		\$3,514		\$5,471		\$39,548	
Add: 8% Debt Outstanding January 1	31,166		38,061		40,025		44,346		43,778		41,831			
Less: Bonds Retired	3,701		4,393		4,667		5,190		5,461		5,374			
TOTAL DEBT OUTSTANDING	\$38,061		\$40,025		\$44,346		\$43,778		\$41,831		\$41,928			
8% Legal Debt Limit	43,971		44,850		45,747		46,662		47,595		48,547			
8% Legal Debt Margin	\$ 5,910		\$ 4,825		\$ 1,401		\$ 2,884		\$ 5,764		\$ 6,619			
Mill Levy Requirement	7.789		7.623		8.131		9.160		9.360		8.946			

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
<u>EXPRESSWAYS</u>									
E-13	Inner Loop; Right-of-way	X						50,000	GO
			X					60,000	GO
			X					140,000	S
				X				60,000	GO
				X				140,000	S
					X			60,000	GO
					X			140,000	S
						X		60,000	GO
						X		140,000	S
							X	60,000	GO
E-6G	North Wichita Thruway Right-of-way		X					50,000	GO
			X					150,000	S
				X				50,000	GO
				X				150,000	S
					X			50,000	GO
					X			150,000	S
						X		50,000	GO
						X		150,000	S
							X	50,000	GO
							X	150,000	S
<u>KELLOGG FREEWAY</u>									
E-7D	Kellogg; Laura to Washington Right-of-way				X			250,000	GO
								730,000	S
E-7F	Kellogg; Chautauqua to Rutan Right-of-way					X		310,000	GO
								918,000	S
E-9	Kellogg West; I-235 to Tyler Road; Right-of-way (local share)						X	500,000	GO
								1,500,000	S
<u>ARTERIALS</u>									
MS-1	29th Street North; Amidon to Arkansas (See B-48)						X	200,000	GO
								200,000	SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-22	Harry; K-15 to Hydraulic			X				100,000 90,000	GO SA
MS-32	West Street; Merton to K-42		X					190,000 190,000	GO SA
MS-35	Meridian; 37th Street North to City Limits K-96		X					5,000 5,000 25,000	GO SA US
MS-36	Amidon; 29th Street to 37th Street (See B-34)		X					70,000 70,000 330,000	GO SA US
MS-45C	McLean; MacArthur Road, 31st to 29th South (Right-of-way)	X						45,000	GO
MS-49	Seneca; MacArthur Road to 47th Street South				X			130,000 130,000 260,000	GO SA FAS
MS-50	Seneca; 47th to 55th Street				X			135,000 135,000 270,000	GO SA FAS
MS-52	Hydraulic; MacArthur Road to 47th Street South						X	135,000 135,000 270,000	GO SA FAS
MS-59	Woodlawn; Rockhill to 21st Street		X					60,000 50,000	GO SA
MS-65	37th Street North; Broadway to Hydraulic						X	110,000 110,000 220,000	GO SA FAS
MS-68	Mt. Vernon; K-15 to Hydraulic				X			60,000 32,000	GO SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-71	George Washington Boulevard; Pawnee to 800' North of Harry (See B-26)							285,000	GO
		X						95,000	SA
									380,000
MS-87	Interstate Connectors		X					50,000	GO
				X				50,000	GO
				X				50,000	GO
					X			50,000	GO
							X	50,000	GO
MS-91	17th Street; Waco to I-35W					X		250,000	GO
								210,000	SA
MS-93	13th Street; Ridge Road to 1/2 Mile West of Ridge Road		X					55,000	GO
								55,000	SA
								110,000	FAS
MS-93A	13th Street; Ridge Road to Big Slough (Construction)		X					20,000	GO
								20,000	FAS
MS-94A	Inner Loop Connecting Pavement; Mathewson to Cleveland		X					25,000	GO
MS-96	Central; Woodchuck to Ridge Road		X					160,000	GO
								40,000	SA
MS-108A	31st Street South; K-15 to Turnpike							260,000	GO
						X		220,000	SA
MS-108B	31st Street South; Turnpike to George Washington Boulevard						X	260,000	GO
								90,000	SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-113	Arkansas Avenue; from 600 ft. North of 29th to I-235						X	310,000 310,000	GO SA
MS-118	Hillside; Right-of-way from 300 ft. South of Central to Frisco RR	X						170,000	GO
MS-118A	Hillside; Reconstruct from 300 ft. South of Central to Frisco RR		X					170,000 115,000	GO SA
MS-119	Hydraulic; Douglas to Central	X						170,000 110,000	GO SA
MS-120	Hydraulic; Kellogg to Harry			X				340,000 230,000	GO SA
MS-122	McLean Boulevard; 29th Street to MacArthur Road (Const.)			X				210,000 500,000	GO US
MS-123	Meridian; University to Newell						X	120,000 120,000 560,000	GO SA US
MS-128	Rock Road; Kellogg to Harry (See B-35)			X				115,000 115,000 280,000	GO SA FAS

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-129	Rock Road; Central to 1/2 Mile North of Central					X		140,000 140,000	GO SA
MS-130	Tyler Road; Kellogg to Maple					X		175,000 115,000	GO SA
MS-132	Tyler Road; 700 feet North of Central to 700 feet 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 ft. 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 FAS
MS-148	MacArthur Road; I-235 to Seneca (See B-52)				X			110,000 110,000 220,000	GO SA FAS
MS-149	Seneca and Pawnee Intersection (Reconstruction)	X						285,000 285,000	GO T
MS-149A	Seneca and Pawnee Intersection (Right-of-way)	X						150,000 150,000	GO S
MS-150	Seneca and 31st Street Intersection (Reconstruction)		X					100,000 100,000	GO T
MS-150A	Seneca and 31st Street Intersection (Right-of-way)		X					100,000 100,000	GO T
MS-153	13th Street; Big Arkansas River to North River Blvd. (See B-61)	X						85,000 85,000	GO SA

project number	project description						project cost	method of financing
		1972	1973	1974	1975	1976		
MS-155	13th Street; Little Arkansas River to Waco	X					50,000 50,000	GO SA
MS-157	Grove; 100 feet South of Lewis to Central Avenue				X		90,000 90,000 430,000	GO SA US
MS-159	1st Street; Ash to Grove			X			135,000 40,000	GO SA
MS-159A	1st Street; Grove to Hillside			X			185,000 100,000	GO SA
MS-160	2nd Street; Piatt to Grove Avenue			X			165,000 45,000	GO SA
MS-160A	2nd Street; Grove to Hillside					X	100,000 100,000	GO SA
MS-161	1st Street; Hillside to Oliver			X			265,000 265,000	GO SA
MS-171	2nd Street; Greenway to Main Street	X					65,000 65,000 25,000	GO SA URA
MS-172	2nd Street; Hillside to 300 ft. East of Oliver					X	245,000 245,000	GO SA
MS-173	Pawnee; Relocation from Rock Road to about 1,000 ft. South-easterly of Rock Road (See D-16)	X					40,000 40,000	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

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
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				85,000 85,000 170,000	GO SA S
MS-182	13th Street; Tyler to West Line of Westlink Village, 8th Addition	X						115,000 10,000 125,000	GO SA FAS
MS-185	George Washington Boulevard; from North Line of Lincoln to Menlo Drive			X				50,000 120,000	GO US
MS-186A	Grove; Reconstruct from Lincoln to North Line of Orme			X				75,000 175,000	GO US
MS-190	1st Street; Hydraulic to I-35 Construction	X						40,000 40,000 80,000	GO SA T
MS-190A	1st Street; Hydraulic to I-35 Right-of-way	X						25,000 25,000	GO T
MS-191	2nd Street; Hydraulic to I-35 Construction	X						30,000 30,000 60,000	GO SA T
MS-191A	2nd Street; Hydraulic to I-35 Right-of-way	X						25,000 25,000	GO T
MS-192	Harry; 600 ft. East of Hillside to 600 ft. West of Oliver (Const.)	X						160,000 160,000	GO SA
MS-193	Emporia; 13th to 17th			X				220,000 145,000	GO SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-195	Greenwich Road; Douglas to KTA			X				80,000	GO
								80,000	SA
								160,000	FAS
MS-196	Edgemoor; Orme to Waterman	X						140,000	GO
MS-199	47th Street South; Hydraulic to I-35W					X		160,000	GO
								110,000	SA
MS-200	47th Street South; Broadway to Seneca					X		280,000	GO
								280,000	SA
MS-205	37th Street; Meridian to East Line of Sherwood Glenn, 2nd Addition					X		220,000	GO
								200,000	SA
MS-207	Arkansas; from 39th to 45th					X		230,000	GO
								160,000	SA
MS-208	Rock Road; Harry to Pawnee					X		90,000	GO
								90,000	SA
								180,000	FAS
MS-212	Sycamore; McLean Boulevard to U.S. 54					X		270,000	GO
								270,000	SA
MS-213	1st Street; Big Arkansas River to Water Street (Construction) (See B-41)					X		26,000	GO
								26,000	SA
								52,000	URA
MS-213A	1st Street; Big Arkansas River to Water Street (Right-of-way)	X						24,000	URA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MS-216	Central Avenue; Ridge Road to I-235		X					105,000	GO
								105,000	SA
								210,000	FAS
MS-217	Cleveland; Central to Murdock					X		11,000	GO
								54,000	SA
MS-219	K-15; Hydraulic to MacArthur Road	X						20,000	GO
MS-221	U.S. 54; Kellogg Drive Slip-off East of Edgemoor	X						5,000	GO
MS-222	Hillside; Bayley to Skinner						X	285,000	GO
								190,000	SA
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
					X			100,000	GO
					X			450,000	SA
						X		100,000	GO
						X		450,000	SA
							X	100,000	GO
							X	450,000	SA
		CS-1	Collector Streets; that part exceeding residential street standards	X					
X								150,000	SA
	X							25,000	GO
	X							150,000	SA
				X				25,000	GO
				X				150,000	SA
					X			25,000	GO
					X			150,000	SA
						X		25,000	GO
						X		150,000	SA
							X	25,000	GO
							X	150,000	SA
								X	150,000

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>TRAFFIC ENGINEERING</u>								
TE-17	Traffic Signals as Required	X						170,000	GO
	Traffic Signals - TOPICS	X						224,000	GO
	Program	X						224,000	T
	Traffic Signals - Urban System	X						40,500	GO
		X						40,500	US
TE-18	Traffic Signals as Required		X					40,000	GO
	Traffic Signals - TOPICS		X					200,000	GO
	Program		X					200,000	T
	Traffic Signals - Urban System		X					25,000	GO
			X					25,000	US
TE-19	Traffic Signals as Required			X				195,000	GO
	Traffic Signals - TOPICS			X				82,000	GO
	Program			X				82,000	T
	Traffic Signals - Urban System			X				15,000	GO
				X				35,000	US
TE-20	Traffic Signals as Required				X			160,000	GO
	Traffic Signals - TOPICS				X			86,500	GO
	Program				X			86,500	T
	Traffic Signals - Urban System				X			15,000	GO
					X			35,000	US
TE-21	Traffic Signals as Required				X			90,000	GO
	Traffic Signals - TOPICS				X			105,500	GO
	Program				X			105,500	T
	Traffic Signals - Urban System				X			7,500	GO
					X			17,500	US
TE-22	Traffic Signals as Required					X		252,500	GO
	Traffic Signals - TOPICS					X		106,000	GO
	Program					X		106,000	T
	Traffic Signals - Urban System					X		7,500	GO
						X		17,500	US

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>BRIDGES</u>								
B-26	George Washington Boulevard at Dry Creek (See MS-84)	X						20,000 20,000	GO US
B-34	Amidon; Meridian at Flood Control (See MS-35 and MS-36)		X					180,000 420,000	GO US
B-35	Rock Road at Gypsum Creek (See MS-128)			X				85,000 85,000	GO FAS
B-36	Roseberry at Dry Creek (See D-3A)	X						65,000	GO
B-40	Bridge at Flood Control and Big Arkansas River West of I-235 and 25th Street Interchange					X		515,000 515,000 1,030,000	GO County S & F
B-41	1st/2nd Street at Big Arkansas River (See MS-171, 174, 213)		X					300,000 300,000	GO T
B-45	Bridge; Cessna Drive at Dry Creek Diversion	X						65,000	GO
B-46	Bridge; Elmwood at Dry Creek (See D-4A)				X			70,000	GO
B-47	Bridge; Nims and Little Arkansas River	X						262,000 88,000	GO URA
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					X		550,000 550,000	GO T
B-50	Sidewalks - Bridge at Amidon and Big Arkansas			X				50,000	GO

project number	project description						project cost	method of financing
		1972	1973	1974	1975	1976		
B-51	Bridge; Harry Street and Gypsum Creek (See MS-179)				X		210,000	GO
B-52	Bridge; MacArthur Road and Big Slough (See MS-148)				X		35,000 35,000	GO FAS
B-53	Roosevelt and Gypsum Creek		X				150,000	GO
B-57	Bridge; Central and Big Slough (See MS-216)		X				120,000 120,000	GO FAS
B-58	Bridge; Central and Floodway (See MS-216)		X				365,000 365,000	GO FAS
B-60	Collector Street Bridges	X	X				40,000 40,000 40,000 40,000 40,000 40,000	GO GO GO GO GO GO
B-61	Bridge; Abutment Repair - 13th Street and Big Arkansas River	X					20,000	GO
B-62	Bridge; Harry Street and Big Arkansas River - Deck Replacement	X					130,000	GO
B-63	Bridge; Maple at Arkansas River				X		300,000 300,000	GO T
B-64	1st & 2nd Street Railroad Underpasses				X		100,000 100,000	GO T

project number	project description	1972	1973	1974	1975	1976	1977	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-45)	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 Sewers (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					175,000	GO
								175,000	URA
D-8	Wichita Drainage Canal Lining; English to 17th Street			X				1,650,000	GO
								1,650,000	F
D-11	Drainage Study & Engineering	X						50,000	GO
D-12	Third Street; Drainage Canal to Hillside Avenue				X			200,000	GO
								200,000	SA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
D-16	Drainage Structures in connection with relocation of Pawnee from Rock Road to about 1,000 ft. SE of Rock Road (See MS-173)		X					8,000	GO
D-24	19th Street; Shadybrook Storm Sewer	X						1,400,000	URA
D-25	Drainage Structures in Central Avenue with Project MS-216			X				125,000 125,000	GO FAS
D-26	Storm Water Sewer Reconstruction; 13th Street from St. Francis to Indiana		X					210,000	GO
D-27	Gypsum Creek; Broadmoor to Rock Road (Right-of-way)		X					25,000	GO
D-28	Gypsum Creek; 300 ft. East of Hillside to George Washington Boulevard (Right-of-way and Relocation)		X					285,000	GO
D-29	Gypsum Creek; 355 ft. East of Hillside to George Washington Boulevard (See B-53)			X				205,000	GO
D-30	Gypsum Creek Right-of-way; North of U.S. 54		X					30,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>URBAN RENEWAL</u>								
URA-1	Site Clearance and Demolition Waco-Finn; Bridgeport; Administration Center; Central Industrial Corridor; Park Plaza	X						532,000	URA
URA-2	Riverbank Improvements - Douglas Avenue to 2nd Street	X						282,000	URA
URA-3	Drainage and Street Improve- ments in Waco-Finn Activity Area	X						426,000	URA
URA-4	Pedestrian Improvements (Waco- Finn Activity Area)	X						111,000	URA
URA-5	Street Improvements and Storm Drainage in Evergreen Park Activity Area	X						162,000	URA
URA-6	Storm Water Drainage - Douglas Avenue from East Line of Main Street East to Rail- road Underpass	X						526,000	URA

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>PARK</u>								
P-1B	Aley Park Children's Playground & Play Equipment				X			20,000	GO
P-2B	Cessna Park - East Multi-Use Court				X			4,000	GO
P-2C	Cessna Park - East Lighted Softball Field	X						18,000	GO
P-3B	Cessna Park - West Shelter - Rest Rooms Park Lighting	X X						28,400 5,000	GO GO
P-5	College Hill Park Enclosed Shelter Parking Area & Walks				X X			100,000 25,000	GO GO
P-17	Linwood Park - North Irrigation System	X						15,000	GO
P-18B	Linwood Park - South Drives & Parking Areas		X		X			20,000 36,000	GO GO
P-18D	Linwood Park - South Recreation Center				X			250,000	GO
P-18E	Linwood Park - South Shelter		X					25,000	GO
P-18F	Linwood Park - South Baseball Diamond (1) Lighted					X		60,000	GO
P-18G	Linwood Park - South Softball Fields (2) Lighted				X			36,000	GO
P-23	Ninth & Anna Park Children's Play Area	X						20,000	GO
P-23A	Ninth & Anna Park Swimming Pool		X					115,000 115,000	GO F
P-23C	Ninth & Anna Park Parking Area			X				25,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
P-25	Edgemoor Park Multi-Use Court	X						4,000	GO
P-25A	Edgemoor Park Tennis Courts - Lighted (4)		X					45,000	GO
P-25B	Edgemoor Park Sidewalks				X			7,000	GO
	Children's Play Area				X			10,000	GO
	Landscaping				X			5,000	GO
	Softball Field				X			6,000	GO
P-25C	Edgemoor Park Walks and Footbridges	X						6,600	GO
P-25D	Edgemoor Park Parking Area				X			25,000	GO
P-27B	Planeview Park Picnic Shelters (2)		X					40,000	GO
	Toilet Buildings (2)		X					20,000	GO
P-27D	Planeview Park Site Development	X						6,700	GO
		X						3,300	F
	Drives and Parking	X						40,000	GO
		X						20,000	F
	Ball Fields	X						13,300	GO
		X					6,700	F	
P-27E	Planeview Park Parking					X		30,000	GO
P-28	Riverside Park Redevelopments		X					30,000	GO
P-28A	Riverside Park Redevelopments				X			50,000	GO
P-28B	Riverside Park Redevelopments					X		30,000	GO
P-28C	Riverside Park Redevelopments						X	30,000	GO

project number	project description							project cost	method of financing
		1972	1973	1974	1975	1976	1977		
P-31A	Watson Park Extend Miniature Railroad Track				X			55,000	GO
P-33	Schweiter Park Build Lighted Tennis Courts (2)		X					25,000	GO
P-33A	Schweiter Park Build Multi-Use Area				X			4,000	GO
P-38	Maize Road and Hardtner Children's Play Area	X						20,000	GO
P-38A	Maize Road and Hardtner Lighted Tennis Courts (2)				X			25,000	GO
P-87B	Boston and Woodlawn Park Multi-Use Court (1) Softball Field (1)	X X						4,000 6,000	GO GO
P-87C	Boston and Woodlawn Park Build Parking Area	X						15,000	GO
P-87D	Boston and Woodlawn Park Build Swimming Pool				X			115,000 115,000	GO F
P-87E	Boston and Woodlawn Park Recreation Center					X		255,000	GO
P-87F	Boston and Woodlawn Park Lighted Tennis Courts (2)			X				25,000	GO
P-87G	Boston and Woodlawn Park Parking Area				X			40,000	GO
P-87H	Boston and Woodlawn Park Parking Area					X		10,000	GO
P-93	Evergreen Park Swimming Pool	X						115,000 115,000	GO F

project number	project description						project cost	method of financing
		1972	1973	1974	1975	1976		
P-102	Kiwanis Park Recreation Shelter		X				100,000	GO
P-102A	Kiwanis Park Children's Play Area		X				20,000	GO
P-103	Hyde Park Recreation Shelter	X					100,000	GO
P-104	Herman Hill Park Pave Parking Areas		X				20,000	GO
P-105B	Chisholm Creek Park Site Development				X		75,000	GO
P-105C	Chisholm Creek Park Rest Rooms Baseball Diamond - Lighted (1)				X		30,000	GO
					X		60,000	GO
P-105D	Chisholm Creek Park Site Development					X	75,000	GO
P-200	Park Land Acquisition	X					143,000	GO
		X					143,000	F
			X				75,000	GO
			X				75,000	F
				X			81,000	GO
				X			81,000	F
					X		66,000	GO
					X		66,000	F
						X	60,000	GO
						X	60,000	F
							X	64,000
					X	64,000	F	
P-201	River Bank Beautification Landscaping	X					10,000	GO
			X				40,000	GO
					X		30,000	GO
P-203	West Douglas Park - Douglas and Sheridan Tennis Courts - Lighted (2) Softball Field				X		25,000	GO
					X		30,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
P-204	Village Tract Park - English and Edgemoor				X			20,000	GO
	Play Area				X			15,000	GO
	Walks and Benches								
P-206A	Pawnee Prairie Park Site Development			X				85,000	GO
P-206B	Pawnee Prairie Park Site Development					X		100,000	GO
P-208	Emery Park Site Development	X						30,000	GO
P-209	L.W. Clapp Golf Course							250,000	GO
	Reconstruct Clubhouse and Golf Course					X		250,000	F
P-210	13th and West Street Park								
	Children's Playground and Site Development					X		20,000	GO
	Parking					X		10,000	GO
	Walks					X		35,000	GO
	Softball Field					X		10,000	GO
						X		6,000	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>PUBLIC BUILDINGS</u>								
FS-3	Fire Station No. 20 and equipment in vicinity of Washington and 29th Street North			X				290,000	GO
FS-4	Fire Station No. 17 and equipment in vicinity of Amidon and 29th Street North		X					254,800	GO
FS-5	Fire Station No. 13 and equipment in vicinity of West Street and Bounous				X			222,600	GO
FS-6	Fire Station No. 18 and equipment in vicinity of Harry Street and Airport Road					X		267,600	GO
FS-12A	Fire Station No. 1 Relocation	X						1,152,000	GO
FS-14	Fire Training Grounds; 31st and Oliver; Project B			X				44,800	GO
FS-17	Fire Training Grounds; 31st and Oliver; Project E, extension of concrete - Driving Training Area		X					47,000	GO
FS-23B	Fire Station No. 16 and equipment in vicinity of Caddy Lane and Central - Construction	X						243,500	GO

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
L-2	Branch Library; Central and Edgemoor (Acquisition, remodeling and equipment)	X						300,000	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
PA-1	Project Amy - Improvements	X						20,000	GO
PB-3	Operating Station No. 2	X						185,000	GO
PB-14	City Administrative Building	X						3,000,000	URA-GO
		X						2,225,000	PBC
			X					3,000,000	URA-GO
				X				4,000,000	URA-GO
PB-15	Structural Parking		X				2,000,000	PBC	
PB-17	Salt Storage Bins - East Substation	X					20,000	GO	
PB-18	Completion East Wing Prison Farm	X						95,000	GO
								95,000	F
CDP-1	Computer Purchase; IBM 370/155 Computer and a 3330 Storage Unit	X						1,644,200	GO
CH-1	Expansion of Community Health Department Building Facilities				X			660,000	GO
								440,000	F
CH-2	Land Acquisition for Relocation of Parking and Service Facilities Resulting from Expansion of Building Facilities				X			132,000	GO
								88,000	F
AR-1	New Art Museum		X					1,000,000	GO
								1,750,000	F
								750,000	C

WATER DEPARTMENT
UTILITY IMPROVEMENT FUND
SUMMARY OF EXPENDITURES AND FINANCING
1972-1977 CAPITAL IMPROVEMENTS

	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
REVENUE							
Balance UIF Jan. 1	\$2,247,688	\$ 1,957,142	\$ 1,942,902	\$ 1,717,902	\$ 1,517,902	\$ 879,902	\$ 266,902
Add: Operating							
Income to UIF	979,454	376,760	840,000*	865,000	890,000	915,000	940,000
Federal Funds		3,316,000					
Revenue Bond Issue		<u>6,000,000</u>					
Sub-Total	\$3,227,142	\$11,649,902	\$2,782,902	\$2,582,902	\$2,407,902	\$ 1,794,902	\$ 1,206,902
EXPENDITURES							
Total Project Cost	\$1,200,000	\$ 9,637,000	\$ 995,000	\$ 995,000	\$1,458,000	\$ 1,458,000	\$ 1,568,000
Plant Retirement	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Construction Refunding	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>	<u>60,000</u>
Year-end Balance	\$1,957,142	\$ 1,942,902	\$ 1,717,902	\$ 1,517,902	\$ 879,902	\$ 266,902	\$ (431,098)

*15% Rate Increase

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>WATER</u>								
W-11	Island Pumping Station New Construction	X						3,420,000 2,580,000	R F
W-12	Water Reservoir (7.5 M.G.) New Construction	X						540,000 460,000	R F
W-20	20-Inch Feeder Main; in Central, Woodlawn to Armour	X						58,000	C
W-25	24-Inch Feeder Main; in Murdock, Edgemoor & Central from Crestway to Woodlawn	X						228,000	C
W-30	20-Inch Feeder Main; in Hillside from Bayley to Mt. Vernon						X	110,000	C
W-65	Distribution System; Feeder Mains and Main Extension (Unidentified)	X	X	X	X	X		995,000 995,000 995,000 1,458,000 1,458,000 1,458,000	C C C C C C
W-67	16-Inch Feeder Main in Armour; South of 2nd Street to Kellogg	X						43,000	C
W-91	Deep Well Disposal Facilities	X						1,037,000 276,000	R F

SEWER UTILITY FUND
SUMMARY OF EXPENDITURES AND FINANCING
1972-1977 CAPITAL IMPROVEMENT PROGRAM

(In Thousands)

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
REVENUE:						
Cash Balance Jan. 1	\$ 974	\$ 806	\$ 574	\$ 244	\$ (21)	\$ (313)
Add: Operating Revenue	2,813	2,859	2,895	2,917	2,946	2,978
Less: Total Expenditures	2,981	3,091	3,225	3,181	3,238	3,178
Add: Revenue Bonds	<u>140</u>	<u>605</u>	<u>105</u>	<u>286</u>	<u>105</u>	<u>105</u>
Total Cash & Revenues	\$ 946	\$1,179	\$ 349	\$ 266	\$ (208)	\$ (408)
EXPENDITURES:						
Total Project Cost	\$1,185	\$2,105	\$1,105	\$1,468	\$1,105	\$1,105
Less: Special Assessments	1,000	1,000	1,000	1,000	1,000	1,000
Federal Funds	<u>45</u>	<u>500</u>	<u>-</u>	<u>181</u>	<u>-</u>	<u>-</u>
Sewer Utility Expenditures	\$ 140	\$ 605	\$ 105	\$ 287	\$ 105	\$ 105
Year-end Balance	\$ 806	\$ 574	\$ 244	\$ (21)	\$ (313)	\$ (513)

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>SEWERS</u>								
ST-1	Digested Sludge Disposal Facilities; Sewage Treatment Plants No. 1 and 2	X						500,000 500,000	GO (1) F
ST-2	Standby Power and Pumping STP No. 1	X						45,000 45,000	GO (1) F
ST-3	Sewage Effluent Chlorination Facility			X				181,500 181,500	GO (1) F
S-4	Reconstruction of Sanitary Sewer System	X	X	X	X	X		95,000 105,000 105,000 105,000 105,000 105,000	GO (1) GO (1) GO (1) GO (1) GO (1) GO (1)
S-5	Sanitary Submain and Lateral Sewers for Future Development and Developed Areas Which Are Annexed	X	X	X	X	X	X	1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000	SA SA SA SA SA SA
	The following project has not been included in the summary of expenditures and financing for the Sewer Utility Fund:								
ST-4	Treatment Plant Interceptor from Plant No. 1 to Plant No. 2	X						6,897,000 6,897,000	GO (1) F
	(1) Outside Debt Limit								

METROPOLITAN TRANSIT AUTHORITY
SUMMARY OF EXPENDITURES AND FINANCING
1972-1977 CAPITAL IMPROVEMENTS PROGRAM

	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Cash Balance Jan. 1							
Operating Fund	\$152,074	\$ 49,600	\$ (104,000)	\$ (513,988)	\$ (988,959)	\$ (1,542,599)	\$ (2,232,797)
Debt Service Fund	91,325	77,141	-	-	-	-	-
Revenues	698,609	786,053*	789,175	796,232	803,297	810,370	817,451
Revenue Bonds	-	185,000	-	-	-	-	-
Total Cash Balance and Revenues	\$942,008	\$1,097,794	\$ 685,175	\$ 282,244	\$ (185,662)	\$ (732,229)	\$ (1,415,346)
Deduct: Expenditures	892,408	1,001,794	1,106,663	1,194,703	1,279,437	1,420,568	1,543,211
Cash Available	\$ 49,600	\$ 96,000	\$ (421,488)	\$ (912,459)	\$ (1,465,099)	\$ (2,152,797)	\$ (2,958,557)
Less:							
Utility Improvement Costs	\$ -	\$ 600,000	\$ 277,500	\$ 229,500	\$ 232,500	\$ 240,000	\$ 495,000
Deduct: Federal Contribution	-	400,000	185,000	153,000	155,000	160,000	230,000
UIF Contribution	\$ -	\$ 200,000	\$ 92,500	\$ 76,500	\$ 77,500	\$ 80,000	\$ 265,000
Year-end Cash Balance	\$ 49,600	\$ (104,000)	\$ (513,988)	\$ (988,959)	\$ (1,542,599)	\$ (2,232,797)	\$ (3,223,557)

*Return to full half-mill levy.

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
MT-6	14 New 45-Passenger Buses for Replacement	X						8,500 185,000 387,000	C R F
MT-7	10 Small Capacity Buses for Neighborhood Service		X					21,000 70,000 140,000	C F
MT-8	5 New 45-Passenger Buses for Replacement			X				75,000 150,000	C F
MT-9	5 New 45-Passenger Buses for Replacement				X			77,500 155,000	C F
MT-10	5 New 45-Passenger Buses for Replacement					X		80,000 160,000	C F
MT-11	10 New 45-Passenger Buses for Replacement						X	165,000 330,000	C F
MT-13	1 Service Truck - Fully Equipped	X						1,500 3,000	C F
MT-26	46 Side Destination Signs			X				1,500 3,000	C F
MT-27	Radio Communication System		X					22,500 45,000	C F
MT-28	Shop Equipment	X						5,000 10,000	C F

MUNICIPAL AIRPORT
SUMMARY OF EXPENDITURES AND FINANCING
(1972-1977)

(In Thousands)

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
REVENUE:						
Cash Jan. 1	\$ 757	\$1,506	\$ 749	\$ 256	\$ 503	\$ (64)
Operating Revenue	1,915	1,965	2,015	2,065	2,115	2,165
Less: Operating Expenses (excludes Deprecia- tion)	<u>1,297</u>	<u>1,362</u>	<u>1,430</u>	<u>1,502</u>	<u>1,577</u>	<u>1,556</u>
Sub-Total	\$1,375	\$2,109	\$1,334	\$ 819	\$1,041	\$ 445
EXPENDITURES:	870	1,795	1,818	1,025	1,443	1,045
Less: Federal Funds*	<u>1,001</u>	<u>435</u>	<u>740</u>	<u>709</u>	<u>338</u>	<u>722</u>
Total Local Expenditures	\$ (131)	\$1,360	\$1,078	\$ 316	\$1,105	\$ 323
Year-end Balance	<u>\$1,506</u>	<u>\$ 749</u>	<u>\$ 256</u>	<u>\$ 503</u>	<u>\$ (64)</u>	<u>\$ 122</u>

Note: Operating Revenue increase estimated \$50,000 per year.
Operating Expenditures increased 5% per year.
Revenue available from Operations to be \$600,000 per year.

* FAA funds for 1972 are estimated actual from present construction.
FAA funds for 1973 through 1977 are delayed one year as compared to the CIP Program to allow for preparation of applications and audits prior to actual receipt of FAA funds.

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
	<u>AIRPORT</u>								
A-3A	Maintenance Shops		X					35,000	GO (1)
A-9C	Road Relocations				X			187,500 187,500	GO (1) F
A-9D	Stream Diversion					X		721,500 721,500	GO (1) F
A-9E	Runway 1L-19R & Taxiway Extension						X	575,000 575,000	GO (1) F
A-11	Extend Runway 1R-19L to 8,650 feet			X				484,000 484,000	GO (1) F
A-13A	Extend Cargo Apron				X			150,000 150,000	GO (1) F
A-16	Auto Parking Area		X					40,000	GO (1)
A-17	Roads and Drives				X			250,000	GO (1)
A-18	Utilities Extensions				X			100,000	GO (1)
A-19	Hangars, etc.						X	400,000	GO (1)
A-22	Extend Taxiway 1-A and Construct Taxiway 3B		X					450,000 450,000	GO (1) F
A-23	Extend Taxiway #2 Relocate Taxiway #2N		X					100,000 60,000	GO (1) F
A-23A	Construct Taxiway #2A	X						70,000 70,000	GO (1) F
A-24	Reconstruct Runways and Taxiways						X	320,000 320,000	GO (1) F
A-25	Extend Cargo Building			X				400,000	GO (1)
	(1) Outside Debt Limit								

project number	project description	1972	1973	1974	1975	1976	1977	project cost	method of financing
A-26	Land Purchase for Extension of Runway 1L-19R	X						80,000 80,000	GO (1) F
A-27	Land Purchase for Runway 14L-32R			X				150,000 150,000	GO (1) F
A-28	Construct Taxiway #3B West	X						80,000 80,000	GO (1) F
A-29	Construct Taxiway #2	X						40,000 40,000	GO (1) F
A-30	Construct Taxiway #1	X						40,000 40,000	GO (1) F
A-31	Reconstruct Taxiway #4		X					230,000 230,000	GO (1) F
A-32	Construct Holding Areas for Runways					X		150,000 150,000	GO (1) F
A-33	Taxiway Sign System			X				75,000 75,000	GO (1) F
A-34	Terminal Building Addition		X					200,000	GO (1)
A-35	Fire and Rescue Building and Equipment	X						125,000 125,000	GO (1) F
	(1) Outside Debt Limit								

THE CITY OF WICHITA

OFFICE OF Budget and Management

DATE November 5, 1971



Young

TO All Department and Division Heads

FROM Russell L. Brenner, Research and Budget Officer

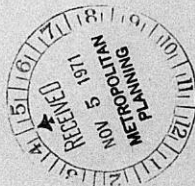
SUBJECT CIP Administrative Committee Meeting - Revised Schedule

The Capital Improvement Program Administrative Committee will meet on November 17th and 18th for the purpose of recommending the placement of projects in the 1972-1977 Proposed CIP to be presented to the City Commission in the latter part of November.

Attached please find a revised schedule of the times the various projects will be discussed. If you would like to speak to the Administrative Committee on certain projects, please notify the Research and Budget Officer as soon as possible.

All CIP Administrative Committee Meetings will be held in the Planning Commission Room in City Building Annex.

RLB:ec
Attachment



PROPOSED SCHEDULE OF REVIEW
FOR 1972-1977 CIP

Wednesday, November 17, 1971	8:00 - 8:30 a.m.	Summary of Requests
	8:30 - 12:00 a.m.	Expressways Freeways Arterials Bridges Drainage
Thursday, November 18, 1971	8:00 - 8:30 a.m.	Parks
	8:30 - 11:00 a.m.	Public Buildings
	11:00 - 11:30 a.m.	Water Department and Sewer Treatment
	11:30 - 12:00 a.m.	M.T.A.

City Museum - Back from '72

400,000/yr. FAS for city urban system.
300,000/yr. topics and urban system money.

- need public hearing procedure for inner loop,
+ environmental impact statement and
order to be prepared to expend urban
system funds for advanced acquisition
of r-o-b w.

- need to write up the basis of the
policy order which priorities are
assigned to the individual projects.
(overall criteria for priority
determination).

Need the strategy of the whole process
set out on paper.
Linn - no formulas - won't work.

Manager - agreed to project on Geneva
from 31st to MacArthur.

Maple St. Bridge - though has been
given to putting under
topics.
1st & 2nd independence

Southwest drainage study?
Manager - should go ahead with all of
our money for the study.

Maple St } Drainage removed

E 7-1977

MacArthur.

Oliver - 29th to 37th - removed
Ridge - 54 highway to Harry - "

Rock Rd - remain same (Kellogg to Harry)
" " Central to 1/2 mile north - to 77

Tyler (Kellogg to Maple) - OK
" north of Central to north of 13th - Harry to 77

Ured - 31st to I-235 - move to 76

" " to Pawnee - " " "

" Harry to " - " " 75

Aransas - 21st to 29th - set back to 77

MacArthur - remain (Hydraulic River)

" Jemua to I-235 - move to 76.
(with bridge)

MacArthur - (109) - to 76

Jemua | 31st Detention & Consider moving.

13th - River to ~~the~~ River - go.

Arroyo to Central to Lewis. - Urban System.

Park & Airport

Considering the abandonment of Paul Shell in
Central Riverside Park.

AAC road relocation for Airport - 1975

- Discuss with County

* Annexation of Coleman - re hydraulic improvement.

Possibility of closing Tyler Rd to through
traffic and rerouting it to the west
around Pawnee Prairie Park.

Manager - like to see the Airport Authority as
an industrial developer.

Attempt maybe made to get legislature
to allow public airport authorities to issue
revenue bonds.

Public Buildings

move Airport Fire Station to 1977

move 29th " " to 1975

Wadsworth's Central - L-2 (buy old Dillion's store) (check? Plan)

L-2 - raise to 300,000

L-3 - move to 76

L-4 - move to 11

L-5 - drop.

Hill Burton - 1973 40% up to \$600,000 total.

CH-1 - New Court + renovating old structure.
- set back - move to 1975 or 76.

Old Museum.

750,000 - local Contrib.
1,000,000 - G.O.
1,750,000 - F.
- Current Possibility of Model Cities Money?

- Move to 1974

City Bldg.
add - 200,000 - 74 parking.

Police Bldg.

Drop ST: 4 but call to commission's attention.

- * Drainage on Eupp. Creek. (along Massfield)
Traffic Commission indicated that
an attempt would be made to
improve this section.
- * South Jersey - MacAulby to 47th - now scheduled 1975
County ^{Interchange} Project at 63rd scheduled for 1973
can we move up to coincide?
can we pick up to 55th St.?
- * CCSC downtown improvements?
1st & 2nd Underpasses.
Drainage extension from main; Douglas?

Looney
~~for~~
~~Young~~
 mark.

1972
 8% LEGAL DEBT MARGIN
 BASED ON ACTUAL AND ESTIMATED DEBT
 PROJECTED TO DECEMBER 31, 1972
 AS OF FEBRUARY 29, 1972

Assessed Valuation		<u>\$549,636,422</u>
Legal Debt Margin (8%)		<u>\$ 43,970,914</u>
Bonds Outstanding, February 29, 1972		\$ 26,722,418
ADD: Projects Under Way (Contracts let)	\$ 5,288,862	
Projects Yet to be Initiated	<u>12,534,500</u>	
	\$17,823,362	
LESS: Gas Tax Funds	<u>692,320</u>	<u>17,131,042</u>
Total Actual and Estimated Debt		\$ 43,853,460
LESS: Bonds to be retired in 1972		<u>3,422,174</u>
Total Actual & Estimated Debt as of 12-31-72		<u>\$ 40,431,286</u>
Estimated Legal Debt Margin as of December 31, 1972		<u>\$ 3,539,628</u>



PROJECTS UNDER WAY --- CONTRACTS LET
AS OF FEBRUARY 29, 1972

C.I.P. Number	C.I.P. Amount	Preliminary Estimate	Contract Payments to Date	Statement of Cost	Temporary Notes Issued	Chargeable to Debt Limit 8%	Chargeable to Debt Limit 17%
MS-107	\$ 93,000	\$ 155,630	\$ 128,001	\$ 142,666	\$ 149,854	\$ 78,483	\$ 142,666
Major Traffic Streets							
DAKM58087-31st, Sheridan to West							
DAKD58087-Drainage 31st, Sheridan to West		25,148	44,647	22,498	-	22,498	22,498
DAKD58087-Culvert 31st, Sheridan to West		37,310		26,062	-	26,062	26,062
DAKM58103-29th, Bdw. to Ark.		DEFERRED TO 1974					
DAKD58103-Drainage River to Webb							
DAKM59033-Douglas, Arkansas							
DAKM59077-Central, I35W to Piatt	34,000	36,495	36,495	36,495	28,878	2,245	36,495
DAKM59078-13th, I35W to Kansas	14,000	33,784	-	-	32,094	16,892	33,784
DAKM570002-21st, Meridian to West	11,000	31,783	-	-	30,194	15,900	31,783
DAKD570002-Drainage 21st, Meridian to West	210,000	253,530	127,873		272,694	169,002	253,530
DAKM570003-West, 17th to 21st	85,000	32,407					
DAKD570003-Drainage West, 17th to 21st		172,125	128,400	145,950	163,519	32,407	32,407
DAKM570014-Central, Pennys. to Hydraulic	27,500	7,320	5,623	6,171	-	3,579	6,171
DAKD570014-Drainage, Central Pennys. to Hydraulic		32,526	-		30,900	44,721	32,526
DAKM570029-MacArthur, Bdw. to Hydraulic	185,000	28,458			27,035		28,458
DAKD570029-Drainage MacArthur, Bdw. to Hydraulic		443,167	339,618		421,009	221,583	443,167
DAKM570029-Right-of-way MacArthur, Bdw. to Hydraulic		106,372	79,235		101,053	53,186	106,372
DAKD570048 Intersection of Harry and Oliver			550				
DAKM570048 Intersection of Harry and Oliver		164,019	171,376		155,818	171,376	171,376
DAKD570048-Drainage Intersection of Harry and Oliver		7,783	6,076	7,451		7,451	7,451

PROJECTS UNDER WAY --- CONTRACTS LET

C.I.P. Number	C.I.P. Amount	Preliminary Estimate	Contract Payments to Date	Statement of Cost	Temporary Notes Issued	Chargeable to Debt Limit	8%	17%
Major Traffic Streets (Cont'd)								
DAKM570049-9th, Minn. to Grove	42,000	\$ 96,975	\$ 80,979	\$ 96,575	\$ 92,126	\$ 45,695	\$	96,975
DAKD570049-Drainage 9th, Minn. to Grove		17,533	13,870	15,473	16,656	15,473		15,473
DAKM570050-Market, 13th to 18th	50,000	202,722	187,855	205,533	192,586	102,565		205,533
DAKD570050-Drainage, Market, 13th to 18th		16,374	13,388	16,573	15,555	16,573		16,573
DAKM571018-Woodlawn Blvd. to Turnpike R/W	40,000	90,930	-	-	-	60,000		90,930
DAKD571018-Drainage, Woodlawn Blvd. to Turnpike R/W		25,258	-	-	-	-		25,258
DAKM571020-Brdwy., 14th to 21st	110,000	248,213	108,333		235,802	124,106		248,213
DAKD571020-Drainage, Brdwy., 14th to 21st		8,965	-	-	-	4,482		8,965
DAKM571021-Harry, Bluffview to Terrace	-	33,592	-	-	-	3,800		33,592
DAKM571027-Central, Maize to Norman	85,000	127,756	-	-	-	76,650		127,756
DAKD571027-Drainage, Central, Maize to Norman		35,044	-	-	-	35,044		35,044
DAKM571031-13th, Otis to St. Francis	75,000	150,467	-	-	-	235,000		150,467
DAKD571031-Drainage 13th, Otis to St. Francis		179,709	-	-	-			179,709
DAKM571044-Kellogg, Chautauqua to Edgemoor	-	5,606	-	-	-	5,606		5,606
DAKM571045-Intersection of 13th and McLean	-	15,192	-	-	-	15,192		15,192
Collector Streets								
DAKC570028-Edwards, Martinson to Maple	28,500	81,478	70,920		81,180	31,599		81,478
DAKD570028-Drainage, Martinson to Maple		3,974	2,986			-		3,974
Traffic Signals								
TE-16		182,710	140,499			182,710		182,710

PROJECTS UNDER WAY --- CONTRACTS LET

	Preliminary Estimate	Contract Payments to Date	Statement of Cost	Temporary Notes Issued	Chargeable to Debt Limit	8%	17%
<u>Right-of-Way</u>							
Harry, Hillside to Oliver	\$ -	\$ 8,361	\$ -	\$ -	\$ 45,500	\$ 45,500	\$ 45,500
<u>Residential Streets</u>	992,470	566,605	607,064	756,394	113,245	962,365	962,365
TOTAL STREET IMPROVEMENT	\$4,082,825	\$2,261,690	\$1,328,511	\$2,803,347	\$2,061,242	\$4,052,009	
<u>Storm Water Drain</u>							
DBKD568090--Main Storm Drain #14		\$ 323,121	\$ -	\$ -	\$ -	\$ 323,121	
DBKR568090--Right-of-way, Main Storm Drain #14	\$ 175,378	144,200	-	175,378	-	175,378	
DBKD570008--Main Storm Drain #8							
DBKR570008--Right-of-Way Main Storm Drain #8		560				560	
<u>Interceptor Sewer</u>							
DBKJ569019--Phase II	4,675,754	3,612,169*	-	3,148,716	-	-	34,884
DBKR569019--Right-of-Way Phase II		34,884	-	-	-	-	
<u>Submains</u>							
DAKN570035--Submain 4, S/W Interceptor Sewer	432,839	311,466	-	432,839	246,420	432,839	
<u>Laterals</u>							
Right of Way	492,443	301,788	335,740	91,668	-	508,983	48,016
TOTAL SEWER CONSTRUCTION	\$5,776,414	\$4,728,188	\$ 335,740	\$3,848,601	\$ 246,420	\$1,523,781	
<u>Water Main Extension</u>	\$ 781,158	\$ 366,185	\$ 294,858	\$ 313,052	\$ -	\$ 781,158	
<u>Fire Improvements</u>							
Relocation of Fire Station #1					\$1,152,000	\$1,152,000	
<u>Public Improvements</u>							
Sub Station #2		\$ 35,000		\$ 35,000	\$ 185,000	\$ 185,000	
Computer Purchase					1,644,200	1,644,200	
TOTAL					\$1,829,200	\$1,829,200	
					\$5,289,862	\$5,289,862	

*Does not include receipt of Federal Funds of \$2,028,086.00

1972
 CAPITAL IMPROVEMENT PROGRAM
 FEBRUARY 29, 1972

	C.I.P. Project No.	Estimated Project Cost	
		8%	17%
<u>Expressways</u>			
Innerloop R/W	E-13	\$ 50,000	\$ 100,000
<u>Arterials</u>			
McLean, MacArthur Rd. to 29th Street South (R/W)	MS-45C	45,000	45,000
George Washington Blvd., Pawnee to 800' North of Harry (B-26)	MS-71	285,000	760,000
Central, Santa Fe to Pennsylvania (See D-10)		85,000	340,000
Inner Loop Connecting Pavement Mathewson to Cleveland	MS-94A	25,000	25,000
Hillside, Right-of-way from 300' South of Central to Frisco R.R.	MS-118	170,000	170,000
Hydraulic, Douglas to Central MacArthur Rd., Arkansas River to Hydraulic	MS-119	170,000	280,000
Seneca & Pawnee Intersection (Reconst.)	MS-147	135,000	540,000
Seneca and Pawnee Intersection (R/W)	MS-149	285,000	570,000
MS-149A	MS-149A	150,000	300,000
13th Street, Big Arkansas River to North River Blvd. (B-61)	MS-153	85,000	170,000
13th Little Arkansas River to Waco	MS-155	50,000	100,000
1st Street, Ash to Hillside	MS-159	320,000	460,000
2nd Street, Piatt to Hillside	MS-160	265,000	410,000
Main, Pine to 12th	MS-177	165,000	330,000
1st Street, Hydraulic to I35 (Construction)	MS-190	40,000	160,000
1st Street, Hydraulic to I35 (R/W)	MS-190A	25,000	50,000
2nd Street Hydraulic to I35 (Construction)	MS-191	30,000	120,000
2nd Street, Hydraulic to I35 (R/W)	MS-191A	25,000	50,000
Harry; 600 feet East of Hillside to 600 feet West of Oliver (Const.)	MS-192	160,000	320,000
Edgemoor, Orme to Waterman	MS-196	140,000	140,000
1st Street, Big Arkansas River to Water Street (R/W)	MS-213A	12,000	24,000
Kellogg Medials	MS-215	15,000	15,000
Cleveland, Central to Murdock	MS-217	11,000	65,000
Intersection, 13th and McLean	MS-218	15,000	15,000
K-15, Hydraulic to MacArthur Rd.	MS-219	20,000	20,000
Waterman, St. Francis to Washington	MS-220	55,000	110,000
U.S. 54, Kellogg Drive Slip-off East of Edgemoor	MS-221	5,000	5,000
<u>Residential Street Improvements</u>	RS-1	50,000	500,000
<u>Collector Streets</u>	CS-1	25,000	175,000
<u>Traffic Signalization</u>			
Traffic Signals as Required	TE-17	130,000	130,000
Traffic Signals-Topics	TE-17	224,000	448,000
Traffic Signals-Urban System	TE-17	40,500	81,000
Traffic Signals-Addn.	TE-17	5,000	5,000

	C.I.P. Project No.	Estimated Project Cost	
		8%	17%
<u>Bridges</u>			
George Washington Blvd. at Dry Creek (MS-84)	B-26	\$ 20,000	\$ 40,000
Roseberry at Dry Creek (D-3A)	B-36	65,000	65,000
Bridge, Cessna Drive at Dry Creek Diversion	B-45	65,000	65,000
Bridge, Nims and Little Arkansas River	B-47	175,000	350,000
Bridge, Central & Big Slough (MS-216)	B-57	120,000	240,000
Bridge, Central & Floodway (See MS-216)	B-58	365,000	730,000
Collector Street Bridges	B-60	40,000	40,000
Bridge, Abutment Repair- 13th St. and Big Arkansas River	B-61	20,000	20,000
Bridge, Harry Street and Big Arkansas River - Deck Replacement	B-62	130,000	130,000
<u>Drainage</u>			
Dry Creek Diversion-Gypsum Creek to Pawnee (R/W and Relocation)	D-3A	155,000	155,000
Dry Creek Diversion-Gypsum Creek to Pawnee (See B-36, B-45)	D-3B	140,000	140,000
Storm Water Sewers	D-5	-	400,000
Storm Water Sewer Reconstruction Central to Pennsylvania (MS-72)	D-10	120,000	240,000
19th Street-Shadybrook Storm Water Sewer	D-24	-	1,400,000
Drainage Structures in Central Avenue with Project MS-216	D-25	125,000	250,000
Storm Water Sewer Reconstruction 13th, St. Francis to Indiana	D-26	210,000	210,000
Gypsum Creek, Broadmoor to Rock Rd. (R/W)	D-27	25,000	25,000
Gypsum Creek, 300' East of Hillside to Geo. Washington Blvd. (R/W and Relocation)	D-28	285,000	285,000
Gypsum Creek R/W North of U.S. 54	D-30	30,000	30,000
Drainage Study & Engineering	D-11	50,000	50,000
<u>Park</u>	P	600,000	600,000
<u>Public Buildings</u>			
Fire Training Grounds; 31st and Oliver; Project E Extension of concrete-Driver Training Area	FS-17	47,000	47,000
Branch Library; Central and Edgemoor (Acq. Remodeling and Equip.)	L-2	250,000	250,000
City Administration Building	PB-14	3,000,000	3,000,000
Salt Storage Bins-East Substation	PB-17	20,000	20,000
Completion East Wing Prison Farm	PB-18	95,000	190,000
Expansion of Community Health Department Building Facilities	CH-1	1,100,000	1,100,000
Land Acquisition for Relocation of parking and service facilities from expansion of building facilities	CH-2	220,000	220,000
New Art Museum	AR-1	1,750,000	3,500,000

	C.I.P. Project No.	Estimated Project Cost	
		8%	17%
<u>Sewer Utility Projects - Outside Debt Limit</u>			
Standby Power and Pumping		\$	\$ 45,000 D
STP #1 (45,000 G.O.)	ST-2	-	45,000 F
Reconstruction of Sanitary Sewer System	S-4	-	95,000 Out- side
Sanitary Submain & Laterals	S-5	-	<u>1,000,000</u>
		<u>\$12,534,500</u>	<u>\$22,010,000</u>

9. 1972-1977 CAPITAL IMPROVEMENT PROGRAM.

Deferred from the meeting of January 25, 1972 for consideration by a full Commission.

The proposed Capital Improvement Program for the five-year period beginning in 1972 sets out a plan for implementation of 209 Capital Improvement projects with an estimated cost of \$86,503,000. Self-sustaining utility programs increase the total proposed capital expenditure to \$120,757,500 for the five-year period.

The Capital Improvements Program has been developed by the Administrative Committee on the basis of a 13-point system of criteria designed to provide maximum improvements within strict budgetary limitations in order to meet needs of citizens for improvements of streets, drainage, utilities and other municipal facilities.

The 1972-1976 Capital Improvements Program reflects a \$12,442,100 increase over the 1971-1976 Capital Improvements Program of \$108,315,400. Most of this increase is attributable to the inclusion of the City Administration Building in the 1972-1977 program.

The projected mill levy requirement to support this program is lower for each corresponding year than the projected requirement published in the 1971 Capital Improvement Program for the years 1972 to 1976.

Consideration should be given to increasing the proposed CIP budget for traffic signalization by \$5,000 as indicated in the preceding item from this agenda.

As requested by the Commission, the Director of Public Works has provided a memo on those Capital Improvement Projects in the Neighborhood Development Program area which qualify for Urban Renewal cash credits.

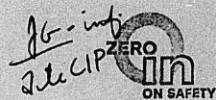
City Manager recommends approval.

ACTION: Approve and file the 1972-1977 Capital Improvements Program.

THE CITY OF WICHITA

OFFICE OF Director of Public Works

DATE February 2, 1972



TO Ralph Wulz, City Manager

FROM R. W. Bruggeman, Director of Public Works

SUBJECT Initiation of Projects in NDP Area

Mr. Kenneth Kitchen advised that information would be available February 1, 1972 regarding the required NDP credits. Mr. Kitchen was out of the City this date and Mr. Dick Linn and I met with Mr. Jerry Cooper and Mr. George Weber of the Urban Renewal Agency. We were advised that no additional credits are needed during the current NDP year ending March 1, 1972.

The following projects included in the proposed 1972 - 1977 Capital Improvement Program for construction in 1972 are eligible as NDP credit for the Third Action Year commencing March 1, 1972:

Arterials

MS-94A Inner Loop Connecting Pavement;
Mathewson to Cleveland

MS-119 Hydraulic; Douglas to Central

MS-155 13th Street; Little Arkansas River
to Central

MS-177 Main Street; Pine to 12th Street

MS-190 1st Street; Hydraulic to I-35 Construction

MS-190A 1st Street; Hydraulic to I-35 Right-of-Way

MS-191 2nd Street; Hydraulic to I-35 Construction

MS-191A 2nd Street; Hydraulic to I-35 Right-of-Way

Bridges

B-47 Bridge; Nims and Little Arkansas River

Drainage

D-26 Storm Water Sewer Reconstruction;
13th Street, from St. Francis to Indiana



Ralph Wulz, City Manager
February 2, 1972

Page 2

Mr. Cooper advised that if these projects are under construction by March 1, 1973, we will then be able to meet the City's share of the NDP work program which is presently anticipated to be funded. This amount is \$4 million dollars in new money plus the unexpended funds from the NDP Second Action Year.

There are projects for which contracts have been awarded but construction not started (MS-154, 13th Street, Otis to St. Francis) and projects on which bids have been taken and the contract not awarded (MS-2, 29th Street North, Arkansas to Broadway) that are included in the required credits for the NDP Third Action Year.

RWB

R. W. Bruggeman
Director of Public Works

RWB:gg

cc: Kenneth Kitchen, Executive Director, Urban Renewal Agency
Robert A. Lakin, Director of Planning ✓
Don E. Anderson, Director of Administration
R. W. Linn, City Engineer

from: _____ date: _____

admins. adv. plans com.dev. graphics

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remarks: A reminder sent for Co
✓ 2nd/3rd class when would
be nice - J. L. CIP

179-105



THE CITY OF WICHITA
OFFICE OF Administration

DATE February 1, 1972

TO Ralph Wubb, City Manager
FROM *Don E. Anderson* Don E. Anderson, Director of Administration

SUBJECT Kansas Statutes for
Issuance of Bonds

Attached is a listing of the Kansas statutes for the issuance of bonds. This information has been completely updated as of January 25, 1972.

I hope that this will be beneficial to you in determining authorities for the issuance of bonds on certain public improvements.

The City Treasurer's Office has provided us with this information and will attempt to keep this up-to-date as the laws are changed in the future.

DEA:mg

Enc.

c.c. Ray Bruggeman, Director of Public Works
Dick Linn, Assistant City Engineer
Jay Setter, Director of Parks
Bob Lakin, Director of Planning ✓
L. D. Carney, Fire Chief
Kenneth Kitchen, Executive Director, Urban Renewal Agency
Homer Hall, Deputy Fire Chief - Administration
Ralph Klose, City Treasurer
Gene Brown, Deputy City Treasurer
Glen Dockery, Research and Budget Officer
Lyle Botkin, Controller



17-4751	Urban Renewal	- Issue of bonds to finance, mortgages L1970
17-4752	" "	- Investment in bonds, conditions L1955
17-4753	" "	- Property exempt from: taxes, levy, sale by execution, when L1955
17-4754	" "	- Cooperation by public bodies, powers, issuance of bonds, when L1959
17-4755	" "	- Instrument executed by municipality, presumption L1955
17-4756	" "	- Exercise of project powers L1955
17-4757	" "	- Agency, creation, transactions of business, terms, vacancies, expenses, quorum, chairman & vice-chairman, executive dir., employees, annual reports, removal from office, when L1955
17-4758	" "	- Acquisition of interest by public officials, effect, disclosures, violation of section, effect L1955
17-4759	" "	- Ordinances for repair, closing, demolition or removal of structures unsafe, insanitary, dangerous or inimical to welfare of residents; residential and nonresidential structures defined L1965
17-4760	" "	- Definitions L1957
17-4761	" "	- Invalidity of part, act supplemental to other laws L1955

GENERAL CONDEMNATION LAW

26-201	Condemnation - Authority to condemn; interest acquired; exercise of power L1967
26-209	Assessment of costs in benefit district L1963
26-501	Eminent domain procedure L1963
26-502	Contents of petition L1963
26-503	Eminent domain procedure; notice L1969
26-504	Findings, order appointing appraisers, duties, appeals to Supreme Court, when L1963
26-505	Appraisers' oath, instructions, reports and notification to condemner; notice to interested persons by condemner; fees and expenses L1968
26-506	View of land by appraisers L1963
26-507	Payment of award and vesting of rights, abandonment L1963
26-508	Appeal from award; notice to parties affected L1968
26-509	Trial on appeal L1969
26-510	Withdrawal of payment L1963
26-511	Final judgement, interest L1963
26-512	Making surveys and location L1963
26-513	Compensation L1969
26-514	Fixing of benefit districts, levying of special assessment taxes, no part of eminent domain procedure L1963

UNIFORM FACSIMILE SIGNATURE OF PUBLIC OFFICIALS ACT

75-4001	Facsimile Signature - Definitions L1963
75-4002	" " - When, effect L1963
75-4003	" " - Use of facsimile seal, effect L1963
75-4004	" " - Unlawful acts, penalties L1963
75-4005	" " - Uniformity of interpretation L1963
75-4006	" " - Title of act, citation L1963

COMMENTS

State Statutes printed 1963. Where changes are indicated come from the 1971 Supplement. Only the latest changes are included.

* The source of each particular section of the general bond law of 1923 is not definitely ascertainable.

12-6a09 Assessment rolls, notice and hearing L195
12-6a10 Levy of assessments, interest rates, payment in full - when, payments by taxing units L1970
12-6a11 Limitation on action to set aside assessments L1957
12-6a14 Cost of improvements, how paid, limitations L1959

BUILDINGS, STRUCTURES & GROUNDS

12-1736 Acquisition or Construction of Public Buildings L1959
12-1737 Methods of financing, bond elections - when, tax levies, protest, election, investment of building funds, interest L1959

REFUSE COLLECTION & DISPOSAL

12-2123 Garbage, rubbish & trash disposal, eminent domain, bonds L1963

PUBLIC IMPROVEMENTS

13-1011 Street & Alley Improvements - Resolution, assessment, petition - when, bonds, notice of assessment, cancellation of proceedings - when L1968
13-1011a Improvement of alleys, cost L1927
13-1011c " " " in cities over 50,000 & \$150,000,000 valuation L1941
13-1013 Sewerage and drainage - Districts, cost, assessment L1915
13-1017 Estimated Cost, contracts, bids, bond issue - when L1953
13-1018 Sewer bonds or installment assessment L1951
13-1023 For what purposes private property may be purchased or condemned L1903
13-1024a General Improvements and land therefor - borrowing money and bond issues, when election required L1968
13-1024c \$200,000 annual limitation L1961
13-1042 Reimprovement of streets in cities over 95,000 L1921
13-1055a Main storm water sewers in cities over 160,000, expenses, plans for construction, bids L1969
13-1055b Main storm water sewers - bonds L1969
13-10,115 Major Traffic Streets - Resolution, protests, election, temporary notes & Bonds, special assessment, payment by City L1955
13-10,117 What improvements include L1945
13-10,135 Sewer bonds or installment assessments; delay in payment authorized L1969

PARKS, PARKWAYS, BOULEVARDS & PLAYGROUNDS

13-1301 Parks & Boulevards in Cities over 30,000 L1939
13-1316 Land for parks, eminent domain, payment L1907
13-1319 Resolution before contract or bond issue L1907
13-1320 Bond limitation, publication of resolution, protest petition, election, benefit assessments L1970
13-1322 General provisions on bonds and assessments for payment L1909
13-1346 Park Commissioners in Cities over 150,000 L1957
13-1347 Appointment, terms, removal L1949
13-1348 Powers L1941
13-1348a Park Commissioners in certain cities; issuance of bonds for parks, parkways, boulevards or airport purposes; election, pledge of income from airport facility, effect L1969

URBAN RENEWAL LAW

17-4742 Title - Urban Renewal Law L1955
17-4743 Urban Renewal - Legislative findings, declaration of necessity, eminent domain L1955
17-4744 Urban Renewal - Rehabilitation or redevelopment by private enterprise L1955
17-4745 Urban Renewal - Workable Program L1955
17-4746 " " - Finding of necessity, resolution L1955
17-4747 " " - Plans, preparation & approval, acquisition of real property, limitation L1967
17-4748 " " - Powers of municipality L1955
17-4749 " " - Acquisition of property, eminent domain L1955
17-4750 " " - Sale, lease or transfer of property, owner of property preference to purchase L1968

KANSAS STATUTES
For
ISSUANCE OF BONDS
January 25, 1972

GENERAL BOND LAW

10-101 "Municipality" defined R.S. 1923* *
10-102 "Municipal Bonds" defined R.S. 1923
10-103 Terms and denominations L1970
10-103a Validation of bonds issued prior to April 9, 1947 L1947
10-104 Limitations on improvement bonds; partial issuance,
when L1968
10-105 Signing, execution, interest coupons L1965
10-106 Sale of bonds, public sale, when, bids L1965
10-107 Registration of bonds L1967
10-108 Transcript of proceedings, State Auditor registration L1933
10-112 Recitals in bonds R.S. 1923*
10-120 Bond election; publication of notice R.S. 1923*
10-126 Uniform printing of coupons L1967
10-131 Investment of proceeds of certain bond issues, disposition
of interest received therefrom, exception L1971
10-132 Used surplus proceeds of certain bond issues to purchase
bonds L1955

LIMITATION OF BONDED INDEBTEDNESS

10-302a Cities of 120,000 or more - 8% limitation L1963

GENERAL PAVING LAW

12-601 Street Improvements - Special Assessment L1921
12-602 " " - Resolution, protest, contract, levy,
etc. L1967
12-606 " " - Assessment against unplatted land L1913
12-607 " " - Alleys L1891
12-608 " " - Levy of Spec. Assess., Hearings, Ordinance,
bond payments, limitation on action to set
aside assessment L1891

SEWERAGE AND DRAINAGE

12-630a Bonds for sewage treatment and disposal works; election;
service charges; tax levy L1947
12-631a Sewer-Alteration, repair, reconstruction or construction
and payment L1955

MISCELLANEOUS IMPROVEMENTS

12-671 Land for Streets & Alleys - Bond Issue - Tax Levy L1957

MAIN TRAFFICWAYS

12-685 Designation of Main Trafficways
12-686 " Trafficway Connections with Main Trafficways L1959
12-687 Improving Trafficways and Connections L1959
12-688 Trafficways - Resolution, protest, election, improvement
by Ordinance L1959
12-689 " - Cost, payment L1959

GENERAL IMPROVEMENT & ASSESSMENT LAW (CHESNEY LAW)

12-6a04 Initiation of improvement, notice and hearing, resolution L1967
12-6a05 Preliminary plans, reports, plans and specifications,
estimates, bids L1957
12-6a06 Action by Governing Body - protests L1957
12-6a07 Apportionment of costs between improvement district & City
at large L1968
12-6a08 Assessment plan, classifications, formulae, methods of
assessing L1959



THE CITY OF WICHITA
OFFICE OF Administration

DATE February 1, 1972

TO Ralph Wulp, City Manager
FROM *Don E. Anderson*, Director of Administration

SUBJECT 1972-77 Public Building
Capital Improvements

Attached is information prepared by the Treasurer's Office relative to the authority for the construction of certain public buildings during the capital improvement program for the years 1972-77. All of the capital improvement projects which are listed for the above period can be constructed under the authority provided.

There may be some difficulty in the construction of the branch library at Central and Edgemoor. The problem here is that the amount is exactly what we are authorized to issue under the law. This project could possibly be reduced enabling us to use the authority stipulated.

DEA:mg

Enc.
c.c. Bob Lakin, Director of Planning ✓
L. D. Carney, Fire Chief
Homer Hall, Deputy Fire Chief - Administration
Ralph Klose, City Treasurer
Gene Brown, Deputy City Treasurer
Lyle Botkin, Controller
Glen Dockery, Research and Budget Officer



Project Number	Project Description	1972	1973	1974	1975	1976	1977	Project Cost	Method of Financing	Authority
FS-3	PUBLIC BUILDINGS Fire Station No. 20 and equipment in vicinity of Washington and 29th St. North		X					290,000	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to Fire Stations in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
FS-4	Fire Station No. 17 and equipment in vicinity of Amidon and 29th St. No.		X					254,800	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to Fire Stations in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
FS-5	Fire Station No. 13 and equipment in vicinity of West St. and Bounous				X			222,600	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to Fire Stations in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
FS-6	Fire Station No. 18 and equipment in vicinity of Harry St. and Airport Rd.					X		267,600	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to Fire Stations in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
FS-12A	Fire Station No. 1 Re-Location	X						1,152,000	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to Fire Stations in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.

Project Number	Project Description						Method of Financing	Authority
		1972	1973	1974	1975	1976		
FS-14	Fire Training Grounds; 31st and Oliver; Project B			X			GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to this project in 12-1737 so an election is not required. Also 13-1024a and 13-1024c can be used because project is under \$100,000.
FS-17	Fire Training Grounds; 31st and Oliver, Project E, extension of concrete Driving Training Area		X				GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to this project in 12-1737 so an election is not required. Also 13-1024a and 13-1024c can be used because project is under \$100,000.
FS-23B	Fire Station No. 16 and equipment in vicinity of Caddy Ln. and Central Construction		X				GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to Fire Stations in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
L-2	Branch Library; Central and Edgemoor (Acquisition, remodeling and equipment)						GO	13-1024a, 13-1024c. The authorities 12-1736 and 12-1737 should not be used because in 12-1737 elections are stipulated for Libraries. Authorities 13-1024a and 13-1024c can be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
L-3	Branch Library; Construction of new Boulevard Branch to replace rented quarters				X		GO	13-1024a, 13-1024c. The authorities 12-1736 and 12-1737 should not be used because in 12-1737 elections are stipulated for Libraries. Authorities 13-1024a and 13-1024c can be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.

Project Number	Project Description	1972	1973	1974	1975	1976	1977	Project Cost	Method of Financing	Authority
L-4	Branch Library; Construction of branch for Westlink to replace rented quarters						X	200,000	GO	12-1736, 12-1737, 13-1024a, 13-1024c. The 12-1737 authority can be used because elections are required for issues over \$200,000. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
PA-1	Project Amy-Improvements	X						20,000	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to Project Amy Land purchases in 12-1737 so an election is not required. Also 13-1024a and 13-1024c can be used because project is under \$100,000.
PB-3	Operating Sub-Station No. 2	X						185,000	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific references to operating sub-stations in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
PB-14	City Administrative Building	X						3,000,000	URA-GO	17-4751, 17-4754, 13-1024a, 13-1024c. The authorities 12-1736 and 12-1737 should not be used because in 12-1737 elections are stipulated for city offices. Elections are not required for the Urban Renewal provisions under 17-4751 and 17-4754. Authorities 13-1024a and 13-1024c can be used for a portion of the issue, however care must be exercised to issue bonds for the various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
		X						2,225,000	PBC	12-1758, 12-1761, 12-1767. Elections are not required for the Public Building Commission revenue bond issues.
							X	3,000,000	URA-GO	17-4751, 17-4754, 13-1024a, 13-1024c. The authorities 12-1736 and 12-1737 should not be used because in 12-1737 elections are stipulated for city offices. Elections are not required for the Urban Renewal provisions under 17-4751 and 17-4754. Authorities 13-1024a and 13-1024c can be used for a portion of the issue, however care must be exercised to issue bonds for the various parts of the project to not exceed \$100,000 and \$200,000 respectfully.

Project Number	Project Description	1972	1973	1974	1975	1976	1977	Project Cost	Method of Financing	Authority
PB-14	City Administrative Bldg. (Continued)		X					4,000,000	URA-GO	17-4751, 17-4754, 13-1024a, 13-1024c. The authorities 12-1736 and 12-1737 should not be used because in 12-1737 elections are stipulated for city offices. Elections are not required for the Urban Renewal provisions under 17-4751 and 17-4754. Authorities 13-1024a and 13-1024c can be used for a portion of the issue, however care must be exercised to issue bonds for the various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
PB-15	Structural Parking		X					2,000,000	PBC	12-1758, 12-1761, 12-1767. Elections are not required for the Public Building Commission revenue bond issues.
PB-17	Salt Storage Bins - East Sub-station	X						20,000	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to this project in 12-1737 so an election is not required. Also 13-1024a and 13-1024c can be used because project is under \$100,000.
PB-18	Completion East Wing Prison Farm	X						95,000 95,000	GO F	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to this project in 12-1737 so an election is not required. Also 13-1024a and 13-1024c can be used because project is under \$100,000. Federal funds will be used for the additional \$95,000.
CDP-1	Computer Purchase; IEM 370/155. Computer and a 3330 Storage Unit	X						1,644,200	GO	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to this project in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully.
CH-1	Expansion of Community Health Department Bldg. Facilities		X					660,000 440,000	GO F	12-1736, 12-1737, 13-1024a, 13-1024c. Some consideration should be given to change the name of this project when authority 12-1737 is used. K.S.A. 12-1737 in part states: "An election upon the issuance of bonds under the authority of this act shall be required for the purpose of acquiring or constructing city offices, public libraries, auditoriums, community or recreational buildings." The words "Community Health Department Building" are very close to the stated statute. Federal funds will be used for the \$440,000 requirement.

Project Number	Project Description	1972 1973 1974 1975 1976 1977	Project Cost	Method of Financing	Authority
CF-2	Land Acquisition for Relocation of Parking and Service Facilities Resulting from Expansion of Building Facilities	X	132,000 88,000	GO F	12-1736, 1201737, 13-1024a, 13-1024c. Some consideration should be given to change the name of this project when authority 12-1737 is used. K.S.A. 12-1737 in part states: "An election upon the issuance of bonds under the authority of this act shall be required for the purpose of acquiring or constructing city offices, public libraries, auditoriums, community or recreational buildings". The words "Community Health Department Building" are very close to the stated statute. Federal funds will be used for the additional \$88,000 requirement.
AR-1	New Art Museum	X	1,000,000 1,750,000 750,000	GO F C	12-1736, 12-1737, 13-1024a, 13-1024c. There is not any specific reference to this project in 12-1737 so an election is not required. Authorities 13-1024a and 13-1024c can also be used, however care must be exercised to issue bonds for various parts of the project to not exceed \$100,000 and \$200,000 respectfully. Federal funds will be used for the additional \$1,750,000 requirement and \$750,000 will be derived from cash.

COMMENTS

All Bond projects listed herein must be issued in accordance with the provisions of Chapter 10 - Bonds and Warrants; Article 1 - General Bond Law.

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE January 26, 1972



TO Ray W. Bruggeman, Director of Public Works

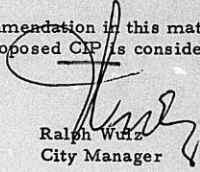
FROM Ralph Wulz, City Manager

SUBJECT Initiation of Projects in NDP Area

Please meet with Kenneth Kitchen immediately to determine if there are any projects which can be initiated in order to qualify for credits during the current NDP year ending March 1, 1972. It is my understanding that approximately \$250,000 will be required for this year. If it is possible to qualify any projects we should attempt to initiate them on February 1, 1972.

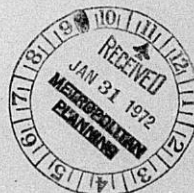
Secondly, we need to develop a list of qualifying projects to be recommended for construction during the NDP 3rd Action Year commencing March 1, 1972.

Please provide me your report and recommendation in this matter for presentation to the City Commission at the time the proposed CIP is considered, February 8, 1972.


Ralph Wulz
City Manager

RW:fam

cc: Kenneth Kitchen, Executive Director of Urban Renewal
Robert A. Lakin, Director of Planning
Don E. Anderson, Director of Administration



January 24, 1972

Board of City Commissioners
City Building
Wichita, Kansas 67202

Re: DR 72-1 - City of Wichita
Capital Improvement Program
1972-1977

Gentlemen:

At the Planning Commission meeting on January 13, 1972, the
MAPC considered the Capital Improvement Program for 1972-1977,
for the City of Wichita and recommended its adoption to the
City Commission.

A copy of the minutes of that section of the meeting is
attached.

Respectfully submitted,

Robert A. Lakin
Secretary

RAL:ber
Attachment

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: DEC. 31, 1971

Proj. No.	Project Description	Project Inception Date	Preliminary Estimate Approved		Contract Awarded		Est. Comp. Date	% of Const. Comp.	Comments on Status
			Date	Amount	Date	Amount			
MS-45C	McLean, MacArthur to 29th; Right-of-way	3-30-71	-	-	-	-	1972	-	Pending agreement with Missouri Pacific Railroad.
MS-71	George Washington Blvd; Harry to Clark; Construction	-	-	-	-	-	-	-	Deferred to 1972 for inclusion in Urban Highway System.
M-87	Central, Pennsylvania to Hydraulic; Construction Right-of-way	7-19-71	9-21-71	60,983	9-28-71	-	1972	0	To be coordinated with I-35W construction.
	Central, I-35W to Piatt; Construction	10-13-69	6-29-71	33,783	7-6-71	27,318 21,800	1972	0	To be coordinated with I-35W construction.
	13th, I-35W to Kansas	10-13-69	6-29-71	31,782	7-6-71	28,188	1972	0	To be coordinated with I-35W construction.
MS-89B	29th, Broadway to I-35W; Construction	10-19-71	-	-	-	-	1972	0	To be coordinated with I-35W construction.
M-95A	Central, Maize to Norman; Construction Drainage	9-27-71	11-2-71	127,755 35,044	11-9-71	110,016 28,923	7-72	0	To be let 2-72. To be coordinated with North Industrial Park Storm Drainage.
MS-107	31st St. So., Sheridan to West; Construction Drainage Right-of-way	3-15-68	5-11-71	180,777	5-18-71	134,497 20,190 25,695	8-71	100	Construction to begin in Spring, 1972. Complete.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: DEC. 31, 1971

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-137	Woodlawn, Turnpike to 1,500' South of Harry; Construction Drainage	6-7-71	-	-	-	-	7-72	0	Construction to be coordinated with Bridge project.
MS-147A	MacArthur, Broadway to Hydraulic; Construction Drainage	7-13-70	12-14-71	90,929	12-21-71	76,971	-	100	Complete
			12-21-71	25,258	12-28-71	20,150			
MS-149	Seneca & Pawnee Intersection	-	-	-	7-20-71	392,888	1972	0	Delayed for inclusion in TOPICS Program in 1972.
						88,740			
MS-154	13th, Otis to St. Francis; Construction Drainage	10-12-71	12-21-71	150,467	12-28-71	132,376	1972	0	Construction to begin in Springs, 1972.
						139,914			
MS-159	1st, Ash to Hillside	-	-	-	-	-	-	0	Deferred indefinitely.
MS-160	2nd, Piatt to Hillside	-	-	-	-	-	-	0	Deferred indefinitely.
MS-176	Main St., Douglas to Pine	-	-	-	-	-	1973	0	Delayed to coordinate with construction of Administrative Center.
MS-178	Market, 13th to 18th; Construction Drainage	11-30-70	5-25-71	219,095	6-1-71	175,392	9-71	100	Complete.
						13,535			

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: DEC. 31, 1971

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-185	George Washington Blvd., Lincoln to Menlo	-	-	-	-	-	1975	0	Coordinate with I-35W construction.
MS-186A	Grove, Lincoln to Orme	-	-	-	-	-	1975	0	Coordinate with I-35W construction.
MS-189	9th, Minnesota to Grove; Construction Drainage	11-30-70	7-27-71	114,507	8-3-71	73,847 14,387	1-72	85	
MS-190	1st, Hydraulic to I-35W	10-71	-	-	-	-	1972	0	Included in the TOPICS Program coordinate with I-35W construction.
MS-190A	1st, Hydraulic to I-35W Right-of-way	10-71	-	-	-	-	1972	0	Included in the TOPICS Program.
MS-191	2nd, Hydraulic to I-35W	10-71	-	-	-	-	1972	0	Included in the TOPICS Program coordinate with I-35W construction.
MS-191A	2nd, Hydraulic to I-35W Right-of-way	10-71	-	-	-	-	1972	0	Included in the TOPICS Program coordinate with I-35W construction.
MS-192	Harry, Hillside to Oliver	-	-	-	-	-	1972	0	Included in the TOPICS Program.
MS-192A	Harry, Hillside to Oliver; Right-of-way	3-23-71	-	-	-	-	1-72	-	Deferred to 1972.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS _____ PERIOD ENDING: DEC. 31, 1971 _____

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-194	Broadway, 14th to 21st; Construction Drainage	6-14-71	9-21-71	251,177	9-28-71	216,967 6,987	3-72	75	
MS-195	Greenwich, Douglas to KTA	-	-	-	-	-	1973	0	Deferred to 1973, to be included in Federal Aid Secondary System.
MS-196	Edgemoor, Orme to Waterman	-	-	-	-	-	-	0	Moved to 1972 program.
MS-214	Harry & Oliver Intersection; Construction; Right-of-way Drainage	-	9-14-71	164,019	5-21-71	137,068 12,748 6,055	11-71	100	Completed.
MS-215	Kellogg Medials	12-7-70	1-19-71	16,705	1-26-71	12,658	6-71	100	Completed.
<u>BRIDGES</u>									
B-13	21st at Ark River	11-30-70	12-14-70	996,394	1-12-71	763,294	2-72	90	
B-26	George Washington Blvd. at Dry Creek	-	-	-	-	-	1972	0	Included in 1972 program.
B-29	Woodlawn at Gypsum Creek	6-7-71	9-21-71	200,781	9-28-71	142,066	4-72	0	Construction to begin 2/72.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: DEC. 31, 1971

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-36	Roseberry at Dry Creek	-	-	-	-	-	-	0	Moved to 1972 program.
B-44	Sheridan at 31st St. So.	3-15-68	5-11-71	37,310	5-18-71	24,418	7-71	100	Complete.
	<u>DRAINAGE</u>								
D-3A	Dry Creek Diversion, Roseberry to Cessna; Right-of-way and Construction	-	-	-	-	-	1972	0	Moved to 1972 program.
D-7B	Main Storm Drain 14 North End Industrial Drainage	3-12-71	-	-	-	-	1973	0	Held for agreements with Railroads.
D-11	Drainage Study	-	-	-	-	-	1972	0	Moved to 1972 program.
	Storm Water Sewer #95	6-9-70	9-15-70	11,972	12-22-70	9,875	-	100	Completed.
	Storm Drain #8	6-23-70	6-30-70	175,378	7-7-70	142,360	-	100	Completed.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKSPERIOD ENDING: DEC. 31, 1971

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>SEWERS</u>								
	Submain #3	9-3-68	6-9-70	1,178,723	6-23-70	1,074,020	-	100	Completed.
	Submain #4	9-9-70	7-13-71	432,839	7-20-71	388,964	-	80	Contract let and under construction.
	Interceptor Sewer Phase II	5-7-68	11-25-69	4,675,754	12-9-68	3,615,654	-	100	Completed.
	<u>TRAFFIC ENGINEERING</u>								
TE-16-1	13th & McLean	4-6-71	4-13-71	11,502	-	-	12-72	5	Signalization to be coordinated with intersection improvements.
-16-2	Broadway & 21st	4-6-71	4-13-71	11,829	-	-	4-72	40	Signalization being coordinated with construction commenced on 10-11-71.
-16-3	Broadway & 17th	4-6-71	4-13-71	10,419	-	-	2-72	95	Signalization being coordinated with construction commenced 10-11-71.
-16-4	Broadway & 29th	4-6-71	4-13-71	13,447	-	-	2-72	35	Signalization to be coordinated with construction.
-16-5	Bluffview & Harry	4-6-71	4-13-71	16,067	-	-	12-72	2	Signalization depends on construction.
-16-6	21st & Woodrow	4-6-71	4-13-71	10,810	-	-	-	100	Completed.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: DEC. 31, 1971

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-16-8	School Crossing (Conversion Controllers)	4-6-71	4-13-71	45,718	-	-	-	100	Completed.
6-9	Traffic Signals (Various locations)	3-30-71	6-1-71	20,607	-	-	-	100	Completed.
-16-10	1st & 2nd Streets	-	10-5-71	36,000	-	-	11-72	0	Coordination with I-35W construction.
-16-11	Pawnee & Seneca	6-22-71	-	44,000	-	-	12-72	0	TOPICS programming.
-16-12	Kellogg at Topeka, Broadway, Market & Main	5-18-71	-	16,000	-	-	5-72	0	TOPICS programming.
-16-13	13th - Park Pl. to St. Francis	9-14-71	9-21-71	43,000	-	-	3-72	0	Signalization to be coordinated with construction.
-16-14	Broadway & MacArthur	9-14-71	9-21-71	12,000	-	-	3-72	5	Signalization waiting on delivery of equipment.
-16-15	School Signal near Bullinger	9-14-71	9-21-71	4,000	-	-	2-72	15	Signalization to be coordinated with 21st Street Bridge re-opening.
-16-48	Harry & Olliver	1-19-71	1-26-71	26,921	-	-	6-72	95	Complete except for lane markers to be installed this spring.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: _____ PERIOD ENDING: DEC. 31, 1971

Proj. No.	Project Description	Project Initial'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-12	Construction for the relocation of Fire Station Number One	7-21-70	10-5-71	788,280	-	-	-	-	Construction to begin upon acquisition of land and selection of contractor.
	Architect Service			52,814	5-11-71				Architect fee to be adjusted to actual construction cost.
	Land - Approx. 59,640 sq. ft.	7-21-70							Land being acquired by Urban Renewal should be completed by February 1, 1972.
Police PB-18	City Prison Farm - Installation of cells and related equipment in East Cell Block and install closed circuit television system for interior and exterior security	-	-	-	-	-	-	0	This project is contingent on 50% federal funding through the Governor's Committee on Criminal Administration. The grant applications have been presented to the Committee; however, it is not known when the Committee will consider our request.
PD-1	Police Pistol Range	1-70	12-69	17,000	-	-	5-15-72	95	All major construction completed - work needed for completion at present is seasonal (seeding and shrubs) - parking lot to be graveled after seeding and shrubs are completed. Air conditioning unit received to be hooked up in April. Inclement weather was determining factor in need for more time for the seeding and shrubs.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: DEC. 31, 1971

DEPARTMENT: _____

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 Works									
PA-1	Project Amy Park	1972	-	-	-	-	-	-	Land being acquired through Parks-in-Cities Program.
PB-1	Operating Station No. 2	1972	-	-	-	-	-	-	Contract approved by the City Commission November 9, 1971.
PB-10A	City Material Yard	1971	-	-	-	-	-	-	Consultant selected by City Commission November 23, 1971.
PB-17	Salt Storage Bins	1972	-	-	-	-	-	-	Plans are to be developed for storage bins at the same time as for PB-3 - Operating Station No. 2.
Model Cities									
-	Starkey Development	10-6-71	10-20-71	200,000	1-19-71	165,308	8-31-71	100	Construction completed and operational.
-	MEFSEC	1-5-71	1-5-71	229,750	1-29-71	214,050	10-1-71	100	Construction completed and operational.
MC-1	Model Day Care Center	5-13-69	5-13-69 3-17-71	48,200 85,000	1-30-71	68,299	8-16-71	100	Construction completed and operational.
-	Evergreen Park	10-13-71	10-13-71	200,000	12-28-70 (No contract-building purchase) 1-26-71 (Renovation)	110,000 72,418	- 6-7-71	100	Building purchased and renovated for operation.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: DEC. 31, 1971

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; Walks	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
-2-A-2	Shelter with Rest-rooms	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
-2-A-3	Children's Play Area	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
-2-A-4	Landscaping	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
-2-A-5	Park Lighting	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
-2-A-6	Multi-Use Court	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
P-3-A-1	Cessna Park West; Parking	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
-3-A-2	Picnic Facilities & Walks	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
P-6	Columbine Park; Multi-Use Court	-	-	-	-	-	-	Contracts will be awarded in February 1972.	
-6-B	Area Lighting	-	-	-	-	-	-	Project to be completed in March 1972.	

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARK

PERIOD ENDING: DEC. 31, 1971

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-18-A	Linwood Park South; Parking Area	12-22-70	-	Unit Price Alternates	4-22-71	7,561	6-15-71	100	
-18-A-1	Tennis Courts	4-1-71	-	Alternate	5-6-71	12,000	7-5-71	100	
P-23-B	Ninth & Anna Park; Tennis Court Lighting	8-23-71	8-23-71	6,100	9-27-71	4,350	3-1-72	0	Revised estimated completion date March 1, 1972.
P-25	Edgemoor Park; Multi-Use Court	-	-	-	-	-	-	-	Contracts to be awarded in February 1972.
P-27-A	Planeview Park; Tennis Court Lighting	-	-	-	-	-	-	-	Construction scheduled for Spring 1972.
P-31	Watson, O. J. Park; Paving & Grading	4-12-71	4-12-71	54,085	9-13-71	53,620	11-18-71	100	
-31-1	Irrigation System	-	-	-	-	-	-	-	Scheduled for completion December 1971, delayed until approval of the use of plastic pipe.
-31-2	Miniature Golf Course	-	-	-	-	-	-	-	Delayed till Spring of 1972.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: DEC. 31, 1971

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-87-A	Boston Park; Playground	8-23-71	8-23-71	16,149	9-13-71	11,357	11-17-71	75	This is only one contract. Play equipment purchased.
-87-A-1	Landscaping	-	-	-	-	-	-	-	Landscaping to be completed after all construction is completed.
P-200-A	Pawnee Prairie Park; Land Purchase	4-12-71	-	-	-	9,900	-	100	
-200-B	Chisholm Creek Area; Land Purchase	-	-	-	-	-	-	-	In process of acquisition.
-200-C	Park Site - 13th and Westridge; Land Purchase	-	-	-	-	-	-	-	In process of acquisition.
-200-D	Parks-in-Cities	-	-	-	-	-	-	-	Partial acquisition has been made and remainder in process of acquisition.
P-201	Riverbank Beautification-General; Bicycle Paths Fountain & Pool Area	4-12-71 4-12-71	4-12-71	14,456	9-27-71 5-24-71	14,413 166,189	11-30-71 10-13-71	100 99	Estimated new completion date to be February 1972.
P-205	Neighborhood Facility 26th & Woodland	-	-	-	-	-	-	-	Bids to be opened January 27, 1972.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PARKPERIOD ENDING: DEC. 31, 1971

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-206	Pawnee Prairie Park; Cart Paths	4-12-71	4-12-71	8,000	5-24-71	7,784	6-25-71	100	
P-7	Sim, Arthur B. Memorial Recreation Park; Clubhouse Improvements	-	-	-	-	-	-	-	Improvements are scheduled to be made in March 1972.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

PERIOD ENDING: DEC. 31, 1971

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-10	Overlay Runway 1R-19L	12-22-70	4-5-71	1,600,000	4-30-71	1,563,378	11-1-71	100	
A-23	Extend Taxiway #2; Relocate Taxiway #2N	-	-	-	-	-	-	-	Project to be revised due to FAA requirements.
A-26	Land Purchase for Extension of Runway 1L-19R	12-22-70	-	-	5-14-71	37,500	-	100	
	TRACT #64				5-17-71	61,444		100	
	TRACT #65				6-14-71	80,000		100	
	TRACT #66				-	-		-	Remainder of purchase being delayed due to FAA requirements.
	TRACT #67				-	-		-	
	TRACT #68				-	-		-	
	New Gate Facilities	-	-	-	11-23-70	2,110,413	2-15-72	99	Project completion estimate February 1, 1972.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: WATER

PERIOD ENDING: DEC. 31, 1971

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-6	Vehicle and Work Equipment	1-1-71	-	48,000	-	-	12-31-71	100	Annual repair or replacement of existing equipment.
W-7	Water System Equipment and Structures	1-1-71	-	17,000	-	-	12-31-71	100	Annual repair or replacement of existing equipment.
W-8	Fire Hydrants - New or Relocated and Replaced	1-1-71	-	55,000	-	-	12-31-71	100	Annual repair or replacement of existing equipment.
W-9	Water Meters - New or Relocated	1-1-71	-	152,000	-	-	12-31-71	100	Annual repair or replacement of existing equipment.
W-11	Island Pump Station New Construction	Undetermined	-	6,005,000	-	-	Undetermined	0	Project will be initiated following sale of utility revenue bonds. An ordinance for same is being prepared.
W-20	20-inch Feeder Main	Undetermined	-	58,000	-	-	Undetermined	0	Project will be deferred until either application is made for federal assistance or repaving is initiated.
W-23	24-inch Feeder Main	Undetermined	-	228,000	-	-	Undetermined	0	Project will be deferred until either application is made for Federal assistance or repaving is initiated.
W-65	Distribution System-Feeder Mains and Main Extension	1-1-71	-	472,500	-	-	12-31-71	100	Annual repair or replacement of existing equipment.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: WATER

PERIOD ENDING: DEC. 31, 1971

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-67	16-inch Feeder Main in Armour; South of 2nd St. to Kellogg	Undetermined	-	43,000	-	-	Undetermined	0	Deferred pending platting of the area.
W-90	Distribution Mains - Relocation and Replacement Water Service Line - New Services, and Relocations	1-1-71	-	75,000	-	-	12-31-71	100	Annual repair or replacement of existing equipment.
W-91	Deep Well Disposal Facilities	1-1-71	-	161,000	-	-	12-31-71	100	Annual repair or replacement of existing equipment.
		Undetermined	-	1,313,145	-	-	Undetermined	0	Deferred pending approval of grant request from Environmental Protection Agency.

STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: URBAN RENEWAL AND METROPOLITAN
TRANSIT AUTHORITYPERIOD ENDING: DEC. 31, 1971

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>URBAN RENEWAL</u>								
KANS. A-5-1	Phase II Drainage & Street Improvements	3-12-71	6-15-71	625,521	8-26-71	596,665	3-26-72	44	
	Phase III Drainage & Street Improvements	8-8-71	10-6-71	380,866	10-28-71	376,882	6-15-72	22	
	Evergreen Park Imp.	3-12-71							Estimated award date - 2-72.
	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	12-15-71	35	
	<u>METROPOLITAN TRANSIT AUTHORITY</u>								
MT-6	7 - 45 Passenger Buses for Replacement								Bids have been taken for the 14 buses. Award of contract to successful bidder is to be made upon approval of the use of contingency funds by the Urban Mass Transportation Administration.
MT-8	7 - 45 Passenger Buses for Replacement								To be purchased early in 1972.
MT-13	Service Truck and Equipment								To be purchased early in 1972.
MT-28	Shop Equipment								To be purchased early in 1972.



COUNTY OF SEDGWICK

ENGINEERING DEPARTMENT

1016 STILLWELL

WICHITA, KANSAS, 67213

TELEPHONE 268-7201

January 19, 1972

Mr. R. W. Bruggeman
Director of Public Works
City of Wichita
City Building Annex
104 S. Main
Wichita, Kansas 67202



Subject: Kansas Federal Aid Secondary Project
87S-SU1570 (1) - Connection to Bickel
Avenue and I-235

Dear Mr. Bruggeman:

Your letter of December 28, 1971, has been studied and the requests contained therein have been reviewed.

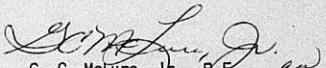
We concur that it is imperative that a detail study be made relative to the interchange at Bickel Avenue. The county has so informed the city that such a study is imperative and has awaited the city's answer for some months. The matter was brought to the State's attention by the county before the Public Hearing in June 1971; the city had also been informed prior to this date, but no action was taken by the city before your referred letter. The county, realizing the necessity of providing for such an improvement under the current F.A.S. Project, or as a later extension of the same, instructed its consultant engineer to so design the Bickel Bridge that a connection may be made at any time. The consultant engineer has proceeded to complete plans for the bridge. These plans are now being submitted to the State F.A.S. Department for office check, along with plans for 13th Street and Bickel Avenue. The projects cannot be delayed to wait on a study that will be an extension of the major portion of work involved.

Lab Note
11 + future
CIP. West
date 2000
File in 1972
CIP file

Mr. R. W. Bruggeman
January 19, 1972
Page two

Further, at the Public Hearing the proposed extension of the proposed projects to include the extension of the project, namely that portion under the I-235 Interchange, was displayed and discussed. This action by the county cleared the way for this addition to the proposed project. Since the proposed project and the addition thereto were made part of the Public Hearing, the county will proceed with negotiations with its consultant for the detail study and preliminary engineering involved in the addition to the originally proposed project as requested in your referred letter. However, it must be understood that Bickel Bridge, 13th Street and Bickel Avenue will not be delayed while awaiting the completion of plans for the addition.

Cordially yours,


G. C. McClure, Jr., R.E.
County Engineer

cc John McNeal, State Highway Engineer
Glen Koontz, Engineer of Secondary Roads
Ralph Wulz, City Manager
Robert A. Lakin, Director of Planning ✓
R. W. Linn, City Engineer
Paul B. Graves, Traffic Engineer
file

GCM/cw

EXCERPT FROM PLANNING COMMISSION MINUTES OF JANUARY 13, 1972:

4. DR 72-1 - City of Wichita Capital Improvement Program, 1972-1977, prepared by the Budget Office for the City Manager's Administrative Committee for Capital Improvement Programming.

LAKIN said the following staff report had been submitted to the Planning Commissioners prior to this meeting:

Attached is the City of Wichita's 1972-1977 Capital Improvement Program which will, after Planning Commission review, be submitted to the Board of City Commissioners. A draft of the City Manager's message is included and the final will be furnished to the Commissioners at their meeting.

The purpose for submission to the Planning Commission under the terms of the Joint Ordinance-Resolution and Agreement creating the Planning Commission is to determine whether the program as submitted is in conformity to your adopted plan. The Planning Commission has also commented on program content, priority arrangements and financing.

The program has been prepared by the Budget Office, and reviewed by the City Manager and his Capital Improvement Administrative Committee. During this review process, Chairman Souders and James Burnett met with the Administrative Committee. The Budget Office will be available to review the program with the MAPC.

DON ANDERSON, Director of Administration, submitted the City Manager's final submittal letter, and said that the Administrative Committee met with the various department heads and agencies and over a period of several months reviewed the various projects requested and the final outcome was the program as submitted. He said every attempt was made to balance the scheduling of the various projects between the various needs of the community. He reviewed the following criteria which he said had been utilized in their deliberations:

1. The Project List is in conformance with the comprehensive transportation plan and the goals approved by the Wichita-Sedgwick County Metropolitan Planning Commission.
2. 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.
3. 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.

4. Elimination of traffic congestion, improvement of traffic flow, and reduction of accidents.
5. Streets carrying a high volume of traffic will receive priority.
6. Streets with excessive maintenance costs will receive priority.
7. Streets that are partially in the city and partially in the county are deferred until such time as the particular area is annexed into the city.
8. Bridges are scheduled to coincide with the construction or reconstruction of paving projects.
9. Higher levels of protection of life and property are desirable if adequate resources are available from capital expenditures and operating expenditures.
10. The City should endeavor to implement goals and programs which will stimulate economic activity and provide facilities which will encourage economic expansion.
11. The City will endeavor to provide sufficient cultural and recreational facilities to satisfy the range of needs within the community and to provide the citizenry with a pleasing physical and mental environment in which to live.
12. The City will endeavor to provide those services and facilities necessary to preserve neighborhood aesthetics providing for the enjoyment of one's property and maintaining good standards of living.
13. The City of Wichita will endeavor to provide those facilities to aid in the improvement of the general image of the City and for increased level of services providing either greater convenience of service or efficiencies to the public for their own governmental agencies.

The fact that 1st and 2nd Street improvements are scheduled for 1975 was brought up and reference made to the recent controversy concerning these two streets and the question asked of how the City Commission views these particular projects. ANDERSON said the City Commission has not seen the program as yet. LAKIN pointed out that the last action of the City Commission was to refer the 1st and 2nd Street projects to the Traffic Commission for its evaluation and recommendation. This is now in process and has not been submitted to the City Commission. A comment to

the fact that with both streets scheduled for improvement in the same year would result in a great deal of inconvenience to those people who use these streets was made.

RAY BRUGGEMAN, Director of Public Works, said an attempt has been made to schedule these improvements to coincide with the scheduling of construction of the Canal Route.

RISING commented that there appears to be a projected cost and general description for each project and he assumed there is a specific definition of the extent of improvement involved in each project. He observed that it is really the City Commission who is involved in this, and that he was willing to approve it as submitted as it was his belief it would be screened later. LAKIN said that the cost estimates indicated assumes the facility will be built to standards recommended by the staff and that for programming purposes this assumption was used.

BRUGGEMAN observed that there are further limitations to the program, depending on available Federal funds. While calendar years are being dealt with, necessarily many changes will no doubt be made because of coordination efforts with other units of government and agencies. LAKIN said that local fiscal year and calendar year are the same and even though a project may be scheduled in a given year and contracts let, sometimes due to construction programs, it may extend over into the following calendar year before actual completion; however, funds are already encumbered for the scheduled year.

SOUDERS commented that he and Mr. Burnett did attend most of the sessions of the City Manager's Administrative CIP Committee and he considered them very good and informative. He said he was particularly interested in the west side, while others are interested in other sections of the community, but that the group tried to operate with the total community in mind and include a little bit of everything. He felt that the City could do better if longer stretches of streets could be improved as one project rather than several segments. He pointed out that in this CIP plan there are several street segments of two or three blocks scheduled which will result in a complete street of the same standards.

SOUDERS said he was also interested in Meridian and Maple due to the industrial development to the north and southwest and the need for more streets from the west side of the County. He commented that 12 or 15 projects had to be dropped from the list on account of lack of funds and that the City would be worse off if it was not for the Federal funding available.

SOUDERS said that development of tourism needs more atten-

tion also, but he felt the Committee had done a very good job with the money available. He also suggested that if possible the City Commission probably should move faster on the various projects and possibly avoid having streets tied up at the end of the year to the inconvenience of the citizens in going back and forth to the downtown area.

BOUDERS said that a program is needed for a 6-year program in order to move ahead, recognizing that adjustments will have to be made from time to time.

BURNETT said he appreciated being a part of the Committee and he considered the sessions very informative and felt that each project had been closely scrutinized and decisions reached on an unbiased basis.

LAKIN said he had received a call from a lady who asked that he pass on to the Commission her concern for the improvement of 13th Street on the west side. She was in favor of the improvement, but asked that such not be undertaken until the 21st Street bridge is completed and open for traffic.

MOTION: BURNETT moved, HENNESSY seconded and it carried unanimously that the Planning Commission forward the CIP program as submitted to the City Commission with a finding that it does not conflict with the Comprehensive Plan.

THE CITY OF WICHITA



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

January 12, 1972

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

Gentlemen:

Presented herewith for your approval is the Proposed 1972-1977 Six-year Capital Improvements Program. The program is recommended annually by the Capital Improvements Administrative Committee which is composed of the City Manager, Director of Administration, Research and Budget Officer, Director of Public Works, and the Director of Planning. It is intended to promote the economic growth of the city and to enhance the welfare of its citizens. The program is a vital administrative tool used to determine the nature, value, and quantity of public works to be undertaken by the City to achieve these goals within the financial means available.

The proposed Capital Improvements Program is designed to meet the anticipated community needs as indicated by the comprehensive master plan and represents a long-range program of coordinated physical and financial planning. The 1972-1977 Capital Improvements Program represents a balanced and coordinated program for the construction of expressways, arterials, bridges, drainage, parks, and public buildings in order to serve all of the community's citizens. This program does not overemphasize a particular type of improvement nor does it contain an undue concentration of improvements in certain geographic areas. Every effort has been made by the Capital Improvements Administrative Committee to balance this program between economic development, cultural, transportation, and other physical needs in our city.

The 1972-1977 Capital Improvements Program is coordinated with the Urban Renewal Agency Redevelopment Program. Urban Renewal financing of facilities has been utilized on all projects qualified for such financing.

The Capital Improvements Program is the most important comprehensive administrative tool available for determining the nature, the value, and the quantity of public works intended to promote the economic growth of the city and to enhance the welfare of its citizens. This program is utilized by the private utilities, such as Kansas Gas and Electric, the Gas Service Company, Arkla Gas Company, and the Southwestern Bell Telephone Company in determining, in part, their labor and material requirements for the ensuing construction year. A firm Capital Improvements Program is necessary to allow these utilities to schedule and coordinate their repair, reconstruction, and relocation activities with capital improvements of the City of Wichita.

The Capital Improvements Program provides special assessments for the financing of major streets projected on the current City policy which is as follows:

1. The City is required to pay a minimum of 50% of the total cost of improving a major street as per K. S. A. 13-10, 115.
2. Special assessments to property owners for improvements of major streets are based on the cost of a residential street but cannot exceed 50% of the project cost.
3. Exceptions are made where the City has total access control.

The Capital Improvements Administrative Committee also recommended the use of outside resources available to assist in financing the 1972-1977 Capital Improvements Program wherever possible.

The 1972-1977 Capital Improvements Program lists 209 projects with an estimated cost of \$86,503,000. Adding to this figure the self-financed construction programs from the Water Utility, the Sewer Utility, Metropolitan Transit Authority and Municipal Airport results in a total of \$120,757,500 for the six-year program.

The financing of the Capital Improvements Program is provided from the following sources:

General Obligation Expenditures

General Obligation Bonds	\$ 39,548,000
Cash (Gasoline Tax)	4,734,500
Special Assessments	14,587,000
Federal and State Grants	27,633,500
Sub-Total	<u>\$ 86,503,000</u>

Utility Expenditures

Water Utility	\$ 16,111,000
Sewer Utility	8,073,000
Metropolitan Transit Authority	2,074,500
Municipal Airport	<u>7,996,000</u>
Total	\$120,757,500

The above summary gives a breakdown of financing for the General Obligation Expenditures only. The Water Utility, Sewer Utility, Metropolitan Transit Authority, and Airport Expenditures also contain federal and state financing, revenue bond financing, and financing from the Utility Improvement Funds. This financing is indicated in detail on the various Capital Improvement Program summary sheets.

The 1972-1977 Capital Improvements Program reflects a \$12,442,100 increase over the 1971-1976 Capital Improvements Program of \$108,315,400. Most of this increase is attributable to the inclusion of the City Administration Building in the 1972-1977 Capital Improvements Program.

The six-year Capital Improvements Program is based on annual requests by City departments and agencies for capital construction during the next six-year period. Requests are submitted in detail with emphasis on costs and on departmental statements as to need and justification for each project. Requests are screened and reviewed by the Budget and Management Division and a summary report and detailed listing of projects requested is prepared for review by the Capital Improvements Administrative Committee. The Capital Improvements Administrative Committee reviews each project in detail and makes recommendations as to placement in the program and determines how it should be financed. This process is completed after hearing departmental and agency comments as to the recommendations. Final recommendations are determined by the City Manager with the advice of the Capital Improvements Administrative Committee.

The recommended program for the next six years is then forwarded to the Wichita-Sedgwick County Metropolitan Area Planning Commission where they make finding and recommendation to the Board of City Commissioners as to whether the program is in conformity with the comprehensive master plan, along with any comments or amendments which they feel should be considered in adoption of the Capital Improvements Program.

This year a sub-committee consisting of two members of the Wichita-Sedgwick County Metropolitan Planning Commission attended Capital

Board of City Commissioners
Page 4
January 12, 1972

Improvement Administrative Committee meetings and participated in the discussion on each of the detailed projects. Specifically, the 1972 to 1977 Capital Improvements Program has been prepared in accordance with the following criteria.

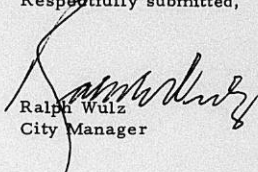
1. The Project List is in conformance with the comprehensive transportation plan and the goals approved by the Wichita-Sedgwick County Metropolitan Planning Commission.
2. Streets that connect with the inter-state system are scheduled at such time that the time of closure of such street system is held to a minimum.
3. 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.
4. Elimination of traffic congestion, improvement of traffic flow, and reduction of accidents.
5. Streets carrying a high volume of traffic will receive priority.
6. Streets with excessive maintenance costs will receive priority.
7. Streets that are partially in the city and partially in the county are deferred until such time as the particular area is annexed into the city.
8. Bridges are scheduled to coincide with the construction or reconstruction of paving projects.
9. Higher levels of protection of life and property are desirable if adequate resources are available from capital expenditures and operating expenditures.
10. The City should endeavor to implement goals and programs which will stimulate economic activity and provide facilities which will encourage economic expansion.
11. The City will endeavor to provide sufficient cultural and recreational facilities to satisfy the range of needs within the community and to provide the citizenry with a pleasing physical and mental environment in which to live.

Board of City Commissioners
Page 5
January 12, 1972

12. The City will endeavor to provide those services and facilities necessary to preserve neighborhood aesthetics providing for the enjoyment of one's property and maintaining good standards of living.
13. The City of Wichita will endeavor to provide those facilities to aid in the improvement of the general image of the City and for increased level of services providing either greater convenience of service or efficiencies to the public for their own governmental agencies.

This recommended program has been developed from requests made for capital improvements with the goal of improving the capability of the City to meet the demands of its people within the limitations of resources available. It is felt that the complexity of the program which is recommended provides a balanced, coordinated program within the financial capability of the City.

Respectfully submitted,


Ralph Wulz
City Manager

RW:jh

	¹⁴⁸ ⁹²³ <u>723</u> 72	¹⁶⁷ 73	74	75	76	¹⁷⁷² 77
FAS						
BALANCE		475,000	85,000	35,000		
STREETS	525,000	210,000	440,000	480,000	450,000	490,000
TOTAL	<u>525,000</u>	<u>695,000</u>	<u>525,000</u>	<u>515,000</u>		
US						
BRIDGE	20,000	420,000				
STREETS	380,000	355,000	500,000	295,000	430,000	560,000
TOT	<u>400,000</u>	<u>775,000</u>	<u>500,000</u>	<u>295,000</u>	<u>430,000</u>	<u>560,000</u>

RE: AGENDA ITEM NO. 3

WICHITA-SEDGWICK COUNTY

DATE
January 7, 1972

METROPOLITAN AREA PLANNING DEPARTMENT

Wichita-Sedgwick County Metropolitan
Area Planning Commission

TO
FROM
SUBJECT

Robert A. Lakin, Director of Planning

DR 72-1 - 1972-1977 Capital Improvement
Program, City of Wichita

Attached is the City of Wichita's 1972-1977 Capital Improvement Program which will, after Planning Commission review, be submitted to the Board of City Commissioners. A draft of the City Manager's message is included and the final will be furnished to the Commissioners at their meeting.

The purpose for submission to the Planning Commission under the terms of the Joint Ordinance-Resolution and Agreement creating the Planning Commission is to determine whether the program as submitted is in conformity to your adopted plan. The Planning Commission has also commented on program content, priority arrangements and financing.

The program has been prepared by the Budget Office, and reviewed by the City Manager and his Capital Improvement Administrative Committee. During this review process, Chairman Souders and James Burnett met with the Administrative Committee. The Budget Office will be available to review the program with the MAPC.

RAL:ber

Attachments

cc: Ralph Wulz, City Manager
Don Anderson, Director of Administration
Russell Brenner, Budget Officer

WICHITA-SEDGWICK COUNTY

DATE
January 7, 1972

METROPOLITAN AREA PLANNING DEPARTMENT

Wichita-Sedgwick County Metropolitan
Area Planning Commission
TO Robert A. Lakin, Director of Planning
FROM
DR 72-1 - 1972-1977 Capital Improvement
SUBJECT Program - City of Wichita

Attached is the City of Wichita's 1972-1977 Capital Improvement Program which will, after Planning Commission review, be submitted to the Board of City Commissioners. A draft of the City Manager's message is included and the final will be furnished to the Commissioners at their meeting.

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The program has been prepared by the Budget Office, and reviewed by the City Manager and his Capital Improvement Administrative Committee. During this review process, Chairman Souders and James Burnett met with the Administrative Committee. The Budget Office will be available to review the program with the MAPC.

RAL:ber

Attachments

cc: Ralph Wulz, City Manager
Don Anderson, Director of Administration
Russell Brenner, Budget Officer

THE CITY OF WICHITA
OFFICE OF Budget and Management

DATE December 23, 1971

TO Capital Improvements Administrative Committee
FROM Russell L. Brenner, Research and Budget Officer

SUBJECT Revised Schedule for Capital
Improvements Program



Attached please find the calendar for completion of the Capital Improvements Program. As you can see by this schedule, a meeting has been established for Wednesday, December 29, 1971, in the City Manager's Conference Room for final review and approval of the 1972-1977 Capital Improvements Program.

Enclosed please find a copy of the revised 1972-1977 Capital Improvements Program as directed by the Committee in their November meetings. During that action the Capital Improvements Administrative Committee reduced the Capital Improvements Program by \$5,455,000 from the original requests. This reduction is summarized as follows:

<u>Category Title</u>	<u>Request</u>	<u>Approved by Committee</u>
Expressways	\$ 1,660,000	\$ 1,660,000
Arterials	17,639,500	13,996,000
Bridges	4,160,000	3,970,000
Drainage	3,893,000	3,773,000
Parks	3,600,000	3,600,000
Public Buildings	18,539,900	17,038,500
Totals	\$49,492,400	\$44,037,500

As you can see from the above summary, major actions were taken in the area of Arterials and Public Buildings. Other adjustments in the requested Capital Improvements Program had very minor effect on the totals. In this memo I will not attempt to list all of the changes made by the Administrative Committee except to note that the Administrative Committee directed the Budget Office to work with Traffic Engineering in obtaining a revised listing of projects. Attached you will find a listing of the projects originally requested by Traffic Engineering and the revised request as worked out by the Public Works Traffic Engineering and the Budget Office. Please note the substantial reductions in their requests. Also attached please find the criteria received by the Budget Office from the various operating divisions and departments making requests. It is contemplated that these criteria will be used in the transmittal letter of the proposed Capital Improvements Program to the Metropolitan Planning Commission and the City Commission.

Capital Improvements Administrative Committee
Page 2

December 23, 1971

This information should be reviewed by you prior to the Wednesday, December 29, 1971, 3:00 p.m. meeting and any comments, changes or corrections in this information should be submitted at that time. Should you need any additional information, please advise.

RLB:ec
Attachments

CAPITAL IMPROVEMENTS PROGRAM
REVISED SCHEDULE

Wednesday, December 29, 1971
3:00 p.m.

Final review and approval
of 1972-1977 CIP by
Administrative Committee

Thursday, January 6, 1972

Proposed CIP transmitted to
MAPC and City Commission

Thursday, January 13, 1972

MAPC reviews CIP for conformance
with the comprehensive plan
and makes recommendation to
the City Commission

Tuesday, January 18, 1972

CIP presented to City
Commission for final approval

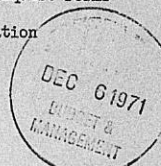
THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE December 3, 1971




TO Russell Brenner, Budget and Research Officer
FROM Paul B. Graves, City Traffic Engineer

SUBJECT Revised Project Request Forms
CIP 1972-1977
Traffic Signalization



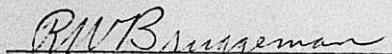
Please find attached the latest revision for the subject project request forms. This copy will supersede the revision dated November 24, 1971. Also attached are three memos to you with attachments for explanation and justification of some of the TOPICS projects as you had requested.


Paul B. Graves
City Traffic Engineer

pbg:wgm:pet/gl
Attachments

cc:R. W. Bruggeman, Director of Public Works
Dick Linn, City Engineer
Charles Boyle, Traffic Maintenance Supervisor

APPROVED BY:


R. W. Bruggeman, Director of Public Works

Traffic Signal Required under Capital Improvements Program	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	MS Number
Hydraulic and Central Grove and Central	X						17,500	GO	87
9th and Grove	X						15,000	GO	87
Central and Ridge			X				20,000	GO	85
Arkansas and 21st						X	15,000	GO	146B
Arkansas and 29th						X	15,000	GO	146B
Hydraulic and MacArthur	X						17,500	GO	147
13th and Waco	X						15,000	GO	155
Kellogg and Edgemoor	X						20,000	GO	196
Central and Cleveland	X						15,000	GO	217
21st and Woodlawn						X	20,000	GO	59
37th and Hydraulic						X	20,000	GO	65
17th and Washington						X	17,500	GO	91
MacArthur and Seneca					X		20,000	GO	148
Seneca and 31st			X				25,000	GO	150
Second and Oliver						X	20,000	GO	172
Pawnee and Rock Road			X				20,000	GO	173
Greenwich and Kellogg			X				20,000	GO	195

	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	MS Number
West Street and Harry			X				\$20,000	GO	32
13th and Ridge	X						25,000	GO	93
Hydraulic and Lincoln			X				25,000	GO	120
Hydraulic and Harry			X				25,000	GO	120
Rock Road and Kellogg			X				15,000	GO	128
Rock Road and Lincoln			X				15,000	GO	128
Rock Road and Harry			X				20,000	GO	128
Tyler and Kellogg					X		15,000	GO	130
Tyler and Maple					X		20,000	GO	130
Sycamore and Douglas			X				15,000	GO	212
Sycamore and Maple			X				15,000	GO	212
Seneca and 47th				X			20,000	GO	49
Harry and K-15				X			15,000	GO	22
Harry and Hydraulic				X			25,000	GO	22
Mt. Vernon and Hydraulic				X			20,000	GO	68
Mt. Vernon and Grove				X			20,000	GO	87
Central and 13th						X	20,000	GO	132
West Street and Pawnee					X		20,000	GO	134
West Street and 31st Street						X	20,000	GO	133

	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	MS Number
First and Grove	X						15,000	GO	159
Second and Grove	X						15,000	GO	159
First and Oliver				X			20,000	GO	161
Harry and Rock Road				X			20,000	GO	179
Hydraulic and 47th Street						X	25,000	GO	52
37th Street and Arkansas						X	25,000	GO	88
Second and Meridian						X	20,000	GO	123
Rock Road and Central						X	20,000	GO	129
Emporia and 17th Street					X		25,000	GO	193
Broadway and 47th Street						X	25,000	GO	200

<u>TOPICS</u>	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	
*Traffic Signal Improvements at 12 Intersections, Changing to Overhead Signal Indications at all 12 and Full Actuation at 7 out of the 12	X						\$150,000	\$ 75,000	Federal GO
K-15 Signalization and Improvement from Pawnee to 31st Street; New Signal at Wassall	X						50,000	25,000 25,000	Federal GO
100 School Crossing Signal Revisions Composed of Overhead Indications and Three-Section Signals in Conformance with New Manual	X						248,000	124,000 124,000	Federal GO
*Traffic Signal Improvements at 28 Intersections, Changing to Overhead Signal Indications and Full Actuation		X					400,000	200,000 200,000	Federal GO
*3M Signals at all Turn Bays and Skewed Intersections			X				92,000	46,000 46,000	Federal GO
*3M Signals at all Turn Bays and Skewed Intersections				X			89,000	44,500 44,500	Federal GO
*3M Signals at all Turn Bays and Skewed Intersections					X		40,000	20,000 20,000	Federal GO
*3M Signals at all Turn Bays and Skewed Intersections						X	29,000	14,500 14,500	Federal GO
System Surveillance					X		100,000	50,000 50,000	Federal GO
System Surveillance						X	100,000	50,000 50,000	Federal GO
*Programmed Replacement of Worn Traffic Signal Equipment and Improvements to Meet Modern Design Standards		X					72,000	36,000 36,000	Federal GO

TOPICS (cont'd)	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	
*Programmed Replacement of Worn Traffic Signal Equipment and Improvements to Meet Modern Design Standards				X			\$ 84,000	42,000 42,000	Federal GO
*Programmed Replacement of Worn Traffic Signal Equipment and Improvements to Meet Modern Design Standards					X		71,000	35,500 35,500	Federal GO
*Programmed Replacement of Worn Traffic Signal Equipment and Improvements to Meet Modern Design Standards						X	83,000	41,500 41,500	Federal GO

*Refer to attached memos and lists for locations

<u>URBAN SYSTEM</u>	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing		MS No.
Geo. Wash. Blvd. and Harry	X						28,000	14,000 14,000	Federal GO	MS-71
Geo. Wash. Blvd. and Hillside	X						25,000	12,500 12,500	Federal GO	MS-71
Geo. Wash. Blvd. and Mt. Vernon	X						28,000	14,000 14,000	Federal GO	MS-71
29th and Amidon		X					25,000	12,500 12,500	Federal GO	MS-36
37th and Amidon		X					25,000	12,500 12,500	Federal GO	MS-36
31st and McLean			X				25,000	17,500 7,500	Federal GO	MS-122
McLean and MacArthur			X				25,000	17,500 7,500	Federal GO	MS-122
Geo. Wash. Blvd. and Lincoln				X			25,000	17,500 7,500	Federal GO	MS-185
Geo. Wash. Blvd. and Bayley				X			25,000	17,500 7,500	Federal GO	MS-185
Grove and Douglas					X		25,000	17,500 7,500	Federal GO	MS-157
Meridian and 2nd						X	25,000	17,500 7,500	Federal GO	MS-123



THE CITY OF WICHITA

OFFICE OF CITY TRAFFIC ENGINEER

DATE December 3, 1971

TO Russell Brenner, Budget and Research Officer

FROM Paul B. Graves, City Traffic Engineer

SUBJECT 1972-1977 CIP Programmed
Replacement of Signal Equipment

This memo is written in regard to the new section in our TOPICS 1972-1977 CIP called "Programmed Replacement of Worn Traffic Signal Equipment and Improvements to Meet Modern Design Standards." In the past, we have had to replace worn signal equipment out of our General Budget or just "patch it" and make do the best we could. However, funds are now available under the TOPICS program whereby we can improve the design standards of the signalized intersections and at the same time, replace worn out equipment. Traffic signal controllers have a various service life, depending partially on the complexity of the equipment itself. Ordinarily, the more complex controllers have a shorter service life, primarily because of the complex number of components. The more complex controllers are naturally located at our higher volume intersections and they, therefore, should be replaced as soon as necessary.

The attached list is a preliminary estimate of those signals that we intend to replace, starting with the 1974 CIP year. Most of the controllers at the intersections listed will be at least 10 years old by the time it is replaced in the CIP year shown. Our proposal will consist of installing new solid state full actuated traffic signal controllers at all of the listed intersections and installing new traffic signals and supports, if they are worn out or do not meet the specifications of the new Manual on Uniform Traffic Control Devices.

We have not used solid state controller equipment in the past because we did not feel that it was reliable enough to warrant the additional cost of the equipment. However, over the past years, much research has been carried on and new equipment has been developed that is lower in cost and much more reliable. We expect that this new equipment will be available in the very near future and that we may be able to install one or two controllers on a trial basis to determine the reliability of the equipment. We are confident that reliable equipment will be available by the year 1974, which is the year that we propose to start this replacement program.

Mr. Russell Brenner


Page 2

December 3, 1971

Preliminary information that is available indicates that the new solid state equipment will have at least twice the service life of the equipment that we are now installing. The solid state equipment will be more reliable than the electro-mechanical equipment that we are now using, which will reduce the maintenance costs of the equipment. It will also mean that the equipment will operate correctly a higher percentage of the time than does the existing equipment we use now, which will benefit the motoring public.

The attached list indicates the CIP year that we estimate that the controller will need to be replaced and gives the estimated cost of the work. The estimated cost of the different types of controllers varies, depending on how much additional work needs to be done to improve the traffic signals, supports, etc.

If you have any questions regarding this matter, please feel free to contact us.


Paul B. Graves, P. E.
City Traffic Engineer

PEG:PET/gl
Attachment

cc:R. W. Bruggeman, Director of Public Works
Charles Boyle, Traffic Maintenance Supervisor

<u>Location</u>	<u>CIP Year</u>				<u>Type of Controller</u>	<u>Estimated Cost</u>
	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>		
Amidon and 21st No.				X	Quad Left	\$ 12,000
Broadway and I235		X			2-3 Phase	11,000
Broadway and MacArthur			X		Dual Left	9,000
Broadway and Pawnee				X	Quad Left	12,000
Broadway and 37th No.			X		2-Phase	5,000
Broadway and 23rd No.			X		2-Phase	4,000
Central and Meridian		X			Quad Left	16,000
Central and Rock Road			X		2-Phase	4,000
Central and Sheridan	X				2-Phase	10,000
Central and St. Paul	X				2-Phase	10,000
Edgemoor and Kellogg	X				Dual Left	10,000
47th and Hydraulic			X		2-Phase	10,000
Gilbert and Washington				X	Dual Left	11,000
Harry and K-15		X			Dual Left	10,000
Hillside and Mt. Vernon	X				2-Phase	10,000
Hydraulic and I-35W				X	2-3 Phase	11,000
Hydraulic and K-15	X				Dual Left	10,000
Hydraulic and Pawnee	X				2-Phase	10,000
Hydraulic and Wassall				X	2-Phase	11,000
Hydraulic and Waterman				X	2-Phase	11,000
Kellogg and Tyler			X		Dual Left	9,000
Kellogg and West			X		Dual Left	9,000
Kellogg and Woodlawn	X				Dual Left	11,000
K-15 and Mt. Vernon		X			Dual Left	10,000
K-15 and Washington		X			2-Phase	8,000

<u>Location</u>	<u>CIP Year</u>				<u>Type of Controller</u>	<u>Estimated Cost</u>
	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>		
Lincoln and Washington		X			Dual Left	\$ 9,000
McCormick and Meridian			X		Dual Left	10,000
McLean and Pawnee				X	Quad Left	15,000
Pawnee and I-35W				X	2-3 Phase	11,000
St. Paul and 13th		X			2-Phase	10,000
21st and Waco		X			2-Phase	11,000
TOTALS	1974 \$72,000	1975 \$84,000	1976 \$71,000	1977 \$83,000		



THE CITY OF WICHITA

OFFICE OF CITY TRAFFIC ENGINEER

DATE December 3, 1971

TO Russell Brenner, Budget and Research Officer

FROM Paul B. Graves, City Traffic Engineer

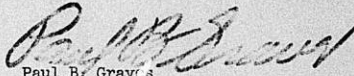
SUBJECT Signal Improvements and
Master Control System

In reply to your request for a list of the groups of 12 and 28 intersections for which we are proposing traffic signal improvements that consist of changing to overhead signal indications and full actuation, we are attaching a list of the 40 intersections as it was submitted to the Kansas Highway Commission. The group of 12 intersections that is indicated in the 1972 TOPICS CIP year is marked with an asterisk on the list. The remaining 28 intersections on the list are proposed for the 1973 TOPICS CIP year.

The proposed projects consist of many various improvements, including replacing pretimed controllers with full actuated controllers to provide more efficient use of green signal time and installation of overhead traffic signals to provide better driver visibility of the signals. The new controllers will help decrease the congestion at the intersections and the overhead signals will help reduce the number of accidents caused by drivers that fail to see the proper signal. As you will note on the attached list, we are attempting to improve a series of signals along several different major arterial routes.

In regard to the Computerization of the Master Control System that we had shown on our first TOPICS CIP Project Request, we have now decided to omit it from this year's request. However, we do intend to place this on our request forms again next year. As we discussed with you recently, time had not allowed us to prepare sufficient justification for this proposal for this year. However, during the next year, we do intend to meet with the manufacturer, our own computer people, and others to gather more details about this proposal so that we may prepare an adequate justification for it in next year's CIP request.

If you need any additional information regarding this matter, please contact us.


Paul B. Graves
City Traffic Engineer

PBG:PET/gl
Attachment

cc:R. W. Bruggeman, Director of Public Works
Charles Boyle, Traffic Maintenance Supervisor

TOWNSHIP TRAFFIC SIGNAL IMPROVEMENT LIST

INTERSECTION	ADT	EXISTING EQUIPMENT	PROPOSED EQUIPMENT	ESTIMATED COST
1. Harry & St. Francis	14,500	FT(PM)	FT(OH)	\$ 9,000*
2. Harry & Emporia	15,080	FT(PM)	FT(OH)	9,000*
3. Harry & Topcka	13,050	FT(PM)	FT(OH)	9,000*
4. Harry & Market	13,000	FT(PM)	FT(OH)	9,000*
5. Harry & Main	13,000	FT(PM)	FT(OH)	9,000*
6. Harry & Hillside	26,795	FT(PM)	FA(OH)	14,000
7. Mt. Vernon & Hillside	20,655	FT(PM, OH)	FA(OH)	13,500
8. Seneca & Second	16,686	FT(PM)	FA(OH)	14,000
9. Seneca & Douglas	20,534	FT(PM)	FA(OH)	16,000
10. Seneca & Maple	21,471	FT(PM)	FA(OH)	14,500
11. Seneca & McCormick	22,476	FT(PM, OH)	FA(OH)	14,500
12. Seneca & Harry	24,102	FT(PM)	FA(OH)	14,000
13. 21st & Market	16,000	FT(PM)	FA(OH)	14,000
14. 21st & Mosley	17,000	FT(PM, OH)	FA(OH)	14,000
15. Oliver & 21st Street	15,000	FT(OH)	FA(OH)	16,000*
16. Oliver & Central	28,710	FT(PM, OH)	FA(OH)	15,000*
17. Oliver & Second Street	19,000	FT(PM)	FA(OH)	14,000*
18. Oliver & First Street	20,000	FT(PM)	FA(OH)	14,000*
19. Oliver & Douglas	24,880	FT(PM)	FA(OH)	15,000*
20. Oliver & Lincoln	25,823	FT(PM)	FA(OH)	15,000*
21. Oliver & Mt. Vernon	19,000	FT(PM)	FA(OH)	15,000*
22. Central & Edgemoor	19,443	FT(PM, OH)	FA(OH)	15,000
23. Central & Woodlawn	23,700	FT(PM, OH)	FA(OH)	16,000
24. West & 13th Street	14,898	FT(PM)	FA(OH)	15,000
25. West & Douglas	17,806	FT(PM, OH)	FA(OH)	14,000
26. West & Maple	18,700	FT(PM, OH)	FA(OH)	14,000
27. Edgemoor & Douglas	16,939	FT(PM, OH)	FA(OH)	14,000
28. Edgemoor & Lincoln	17,019	FT(PM, OH)	FA(OH)	14,000
29. Edgemoor & Harry	15,877	FT(PM, OH)	FA(OH)	15,000
30. Douglas & Sycamore	17,000	FT(PM)	FA(OH)	14,000
31. Maple & Sycamore	10,000	FT(PM)	FA(OH)	14,000
32. Meridian & Maple	15,242	FT(OH)	FA(OH)	14,000

*These 12 intersections are scheduled for 1972; the remaining 28 are scheduled for 1973.

INTERSECTION	ADT	EXISTING EQUIPMENT	PROPOSED EQUIPMENT	ESTIMATED COST
33. Meridian & Pawnee	18,109	FT(PM)	FA(OH)	\$ 15,000
34. Meridian & 31st	11,383	FT(PM)	FA(OH)	15,000
35. Woodlawn & Lincoln	18,764	FT(PM,OH)	FA(OH)	14,000
36. Woodlawn & Harry	16,810	FT(OH)	FA(OH)	14,000
37. Rock Road & Harry	15,180	FT(OH)	FA(OH)	13,000
38. Broadway & Mt. Vernon	14,322	FT(PM,OH)	FA(OH)	15,000
39. Broadway & 31st	15,824	FT(PM,OH)	FA(OH)	14,000
40. Broadway & 47th	16,316	FT(PM,OH)	FA(OH)	14,000
TOTAL				\$550,500

FA - Full Actuated Controller
 FT - Fixed Time Controller
 PM - Pedestal Mounted
 OH - Overhead Mounted

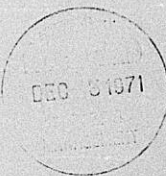
THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE December 3, 1971



TO Russell Brenner, Budget and Research Officer
FROM Paul B. Graves, City Traffic Engineer

SUBJECT 1972-1977 CIP
3M Signals



The new 3M signal does something that traffic engineers have been attempting to do for many years; that is, limit the visibility of certain signals to the drivers that the signal controls, and prohibit other drivers from seeing the signal if it does not control them but could cause them confusion if they did see it. Several methods costing varying amounts of money have been used in the past to attempt to limit the visibility of certain signals, but none of these have been satisfactory. The past methods that have been used were just an attempt to do the best we could with what was available. However, the new 3M signal does almost everything in this area that traffic engineers have been wanting. The attached article from page 84 of the February 1971 issue of *The American City* describes an award that the new signal received for being one of the most significant new technical products and it also describes how the signal operates.

The viewing area of the 3M optically programmed traffic signal is limited by the use of optics instead of by mechanical means as has been used in the past. The signal can be installed so that it is seen only in the areas intended and so that it appears dark in all other areas. This can be used to our advantage so that only drivers in certain lanes or at the nearest intersection can see the signal. For instance, it can be used for a left turn lane so that the through lanes of traffic do not see the green arrow or it can be used at a series of closely-spaced intersections so that the driver sees only the signals at the intersection he is approaching and not at all the others nearby. This helps reduce many accidents that are caused by a driver that is "daydreaming" while waiting on a red light and then he sees a green light at some other location that does not control him, but starts moving anyway, even though he still has a red light.

We have received approval of a TOPICS project to install 17 of these signals at an estimated cost of \$16,000 on Kellogg at the intersections of Main, Market, Broadway and Topeka. These signals will be installed so that drivers in the through lanes of Kellogg do not see the left turn signals and that drivers in the left turn bays do not see the through signals. They will also be installed so that a driver will only be able to see the lights at the intersection that he is approaching first. If a driver is eastbound on Kellogg, he will first see the Main Street signals; then after he passes through the intersection, he will be able to see the Market Street signals, and so on. It is expected that these new signals will reduce many rear-end and right angle accidents that involve a driver that has proceeded through a red light because he was observing the wrong signal.


December 3, 1971

We have recently installed 3M signals at the skewed intersection of Bickel and West Streets, at the left turn bays on Kellogg at West Street, and at the left turn bays on Hillside at Lincoln. We have found that these signals work very satisfactorily at these locations. At skewed intersections such as Bickel and West Streets, it is much more likely that a driver will be able to see both a green and a red light at the same time because of the angle at which the signals are placed. This can be very confusing to drivers, especially at night.

The 3M Company also makes optically programmed pedestrian signals. These can be used on wide streets such as Douglas and Kellogg downtown. The timing on almost all of our pedestrian signals is set so that if a person starts to cross just as the Don't Walk light comes on, he will still have time to complete his crossing of the street. However, due to the width of Douglas and Kellogg downtown, this timing is set so that a person can only safely get to the middle of the street if he starts crossing when the Don't Walk light comes on. Many people do not realize this.

The new 3M pedestrian signals can be used to increase the pedestrian safety at locations such as these. The signals are installed at the normal positions on the corners and also in the pedestrian islands. The signals are installed so that as a person starts crossing, he sees only the signals on the island. When he gets to the island, he can then see the signals on the corner. If they indicate Walk, he can still complete his crossing. But if they indicate Don't Walk, he must wait on the pedestrian island. This increases pedestrian safety and reduces delay to drivers that have a green light but cannot proceed because of pedestrians in the crosswalk.

In view of the fact that we now have a new traffic signal that can effectively limit the viewing area, we are requesting that a Capital Improvements Program be set up to start installing 3M signals at all turn bays and skewed intersections as shown on the revised Project Request Form. The attached list shows a proposed schedule of installation for the new 3M signals. The new signals will help to reduce many of the accidents caused by driver confusion created by conflicting traffic signals. The old traffic signals that are taken out can be used for replacement signals for existing intersections or for installation in a new traffic signal system.



Paul B. Graves
City Traffic Engineer

PBG:PET/gl
Attachments

cc:R. W. Bruggeman, Director of Public Works
Charles Boyle, Traffic Maintenance Supervisor

PROPOSED LOCATIONS FOR 3M SIGNALS

Location	CIP Year				Traffic Signals	Pedestrian Signals	Estimated* Cost
	1974	1975	1976	1977			
Geo. Wash. Blvd. and Pawnee	X				10		\$ 7,000
Geo. Wash. Blvd. and Oliver	X				10		7,000
K-15 and Hydraulic	X				10		7,000
K-15 and Mt. Vernon	X				10		7,000
K-15 and Harry	X				10		7,000
K-15 and Washington	X				6		4,200
K-15 and Lincoln	X				2		1,400
K-15 and Gilbert	X				2		1,400
K-42 and West Street	X				10		7,000
Kellogg and Tyler Road		X			2		1,400
Kellogg and Airport Road		X			1		700
Kellogg and Vine		X			2		1,400
Kellogg and Hillside		X			2		1,400
Kellogg and Oliver		X			2		1,400
Kellogg and Edgemoor		X			2		1,400
Kellogg and Woodlawn		X			2		1,400
Kellogg and Rock Road		X			4		2,800
Kellogg and Bonnie Brae		X			2		1,400
21st and I-35W	X				25		17,500
Douglas and Main		X			2	8	7,800
Douglas and Market		X			2	8	7,800
Douglas and Topeka		X			2	8	7,800

<u>Location</u>	<u>CIP Year</u>				<u>Traffic Signals</u>	<u>Pedestrian Signals</u>	<u>Estimated* Cost</u>
	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>			
Douglas and Emporia		X			2	8	\$ 7,800
Douglas and St. Francis		X			2	8	7,800
Douglas and Waco			X			8	6,400
Douglas and Crosswalk			X			8	6,400
Douglas and Water			X		2	8	7,800
Douglas and Broadway		X				8	6,400
Hydraulic and I-35W	X				19		13,300
Pawnee and I-35W	X				18		12,600
Central, McLean & Meridian		X			13		9,100
Central and Tyler Road			X		4		2,800
Douglas and Washington			X		2		1,400
Douglas and Rock Road			X		2		1,400
Pawnee and Oliver		X			2		1,400
Pawnee and Broadway		X			4		2,800
Pawnee and McLean		X			4		2,800
21st and Amidon		X			4		2,800
North Broadway and I-235		X			13		9,100
Central and Hillside		X			2		1,400
Lincoln and McLean			X		2		1,400
Kellogg and Main				X		8	6,400
Kellogg and Market				X		8	6,400
Kellogg and Broadway				X		8	6,400
Kellogg and Topeka				X		8	6,400
Seneca and Douglas				X	2		1,400

<u>Location</u>	<u>CIP Year</u>				<u>Traffic Signals</u>	<u>Pedestrian Signals</u>	<u>Estimated* Cost</u>
	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>			
37th and Broadway			X		2		\$ 1,400
Washington and Murdock			X		8		5,600
Central and Greenway		X			1		700
Waco and Murdock			X		9		6,300
Central and Nims				X	1		700
APPROXIMATE TOTALS	1974 \$92,000	1975 \$89,000	1976 \$40,000	1977 \$29,000			

*The following was used for equipment, labor and engineering for each signal;

Traffic Signal - \$700 each
 Pedestrian Signal - \$800 each

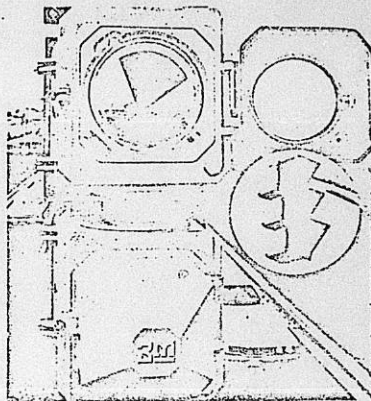
Traffic signal receives technical award

A traffic signal that can channel its light to specific roadway areas, thereby reducing driver confusion at complex intersections, has been named one of the 100 most significant new technical products of the year. The honor came in the 1970 "IR 100" competition sponsored by Industrial Research, Inc.

Called the 3M Programmed Visibility Signal, this device enables a traffic engineer to optically program the light so that the full signal remains clearly visible from relevant lanes — even around curves — but appears dark to motorists in lanes not governed by the signal. For example, a signal programmed for a left-turn lane will appear dark to a driver in the through lane. However, if the same motorist turns into the left lane, the signal will "turn on" while all other signals will suddenly appear dark. Since the programming is accomplished optically, the signal requires no external hardware in order to restrict the light to selected lanes.

Programming is simple. Looking through the back of the signal, an engineer sees an image of the roadway on a curved lens. Using a special opaque tape, he then masks all parts of the image which he wishes to exclude from the signal's range.

By reducing driver confusion, especially at acute-angle intersections or those where more than two

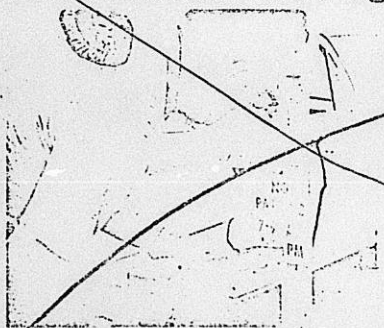


Masking traffic signals restricts light to selected lanes.

roads intersect, the signal makes possible a smoother, safer flow of traffic. Because the distance from which the signal is seen can also be programmed optically, conflicting indications can be eliminated at locations where intersections are relatively close to one another.

The signal, a development of the 3M Company, is compatible with standard 12-inch traffic signals. As such, it requires no special mounting hardware and can also be adapted to existing signal installations. ◀◀

New fasteners reduce sign vandalism



Sign installation as easy as pulling a trigger.

Aluminum traffic signs riveted to 1/4-inch steel posts proved easy targets for Des Moines, Iowa, vandals who repeatedly tore them off, until our sign shop began using a new fastening system.

The AXIMO KC system, a product of USM Corporation's Construction Products, Shelton, Conn., consists of a piston-type drive tool and steel "Top-Hat" drive pins. It provides strong, practically tamperproof connections between signs and poles. Moreover, it has cut installation time 10 to 15 minutes from the old riveting technique.

The low-velocity drive tool requires only a one-strength .22 cartridge to power most fastening projects. A rotating power control chamber meters off the required energy. This feature eliminates the need and cost of stocking power loads of varying strengths.

ROBERT SCHOCKLEY
Sign Shop Superintendent
Department of Traffic & Transportation
Des Moines, Iowa

Because operate as load & traffic.

Loading County C

On a 17-in residents over 6 mi

THE CITY OF WICHITA

OFFICE OF Director of Public Works

DATE November 22, 1971



TO Russell L. Brenner, Research and Budget Officer

FROM R. W. Bruggeman, Director of Public Works

SUBJECT 1972 - 1977 Capital Improvement
Program Criteria



The following criteria has been used in establishing projects for the 1972 - 1977 Capital Improvement Program:

Arterials, Traffic Signals and Bridges

The project list is in conformance with the comprehensive transportation plan and the goals approved by the Wichita - Sedgwick County Metropolitan Planning Commission.

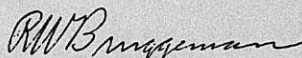
1. Streets that connect with the interstate system are scheduled at such time that the time of closure of such street system is held to a minimum.
2. Improvements are scheduled on major north - south and east - west thoroughfares in order that they will complete the arterial system into and through the City.
3. Eliminate traffic congestion, improve traffic flow and reduce accidents.
4. Streets carrying a high volume of traffic will receive priority.
5. Streets with excessive maintenance costs will receive priority.
6. Streets that are partially in the City and partially in the county are deferred until such time as the area is annexed into the City.
7. Bridges are scheduled to coincide with the construction or reconstruction of paving projects.

Russell L. Brenner, Research and Budget Office
November 22, 1971

Page 2

8. Improvements are scheduled to take advantage of the availability of federal funds.

These are the major criteria used by the Department of Public Works in establishing the Capital Improvement Program.



R. W. Bruggerman
Director of Public Works

RWB:gg

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

THE CITY OF WICHITA
OFFICE OF WATER DEPARTMENT



November 8, 1971

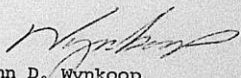
TO Russell L. Brenner, Research & Budget Officer
FROM John D. Wynkoop, Operations Chief Engineer

SUBJECT 1972-1976 Capital Improvement Program

Projects which have been rescheduled from the 1971 to 1975 C.I.P. are the following:

<u>Project Description</u>	<u>Prior Scheduled Start</u>	<u>New Scheduled Start</u>	<u>Reason</u>
1. High Service Pumping Station	1971	1972	Awaiting notification of federal grant
2. Water Reservoir (7.5 M.G.)	1973	1972	Project will be funded thru either rev. bonds or fed. grant. Should be completed with High Service Pumping Station to provide necessary storage requirement.
3. Deep Well Disposal System (Lime Sludge)	1971	1972	Awaiting notification of fed. grant.
4. 16-inch main on Armour south of Second St. to Kellogg	1971	1972	Project is being held in abeyance until disposition of funds for financing the above items is realized. Dept. will file for fed. assistance.
5. 24-inch main on Murdock, Edgemoor & Central from Crestway to Woodlawn	1971	1972	"

<u>Project Description</u>	<u>Prior Scheduled Start</u>	<u>New Scheduled Start</u>	<u>Reason</u>
6. 20-inch main on Central from Woodlawn to Armour	1971	1972	Project is being held in abeyance until disposition of funds for financing the above items is realized. Dept. will file for fed. assistance.
7. 20-inch main on Hillside from Gayley to Mt. Vernon	1971	1977	Project partially completed in 1970 in conjunction with paving project. Remainder of project to be installed during repaving scheduled for 1977.
8. Digested Sludge Disposal Facilities	1972	1973	Awaiting an in-depth study of the project by consulting engineers. Also reviewing method of financing.


John D. Wynkoop
Operations Chief Engineer

JDW:bg

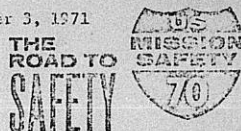
cc: Leonard Moore, Budget Analyst
V. W. Pickering, Water Pollution Control Superintendent

THE CITY OF WICHITA
OFFICE OF FIRE DEPARTMENT

NOV 5 1971

RECEIVED

DATE November 3, 1971



TO Russell Brenner, Budget and Research Officer

FROM L. B. Carney, Fire Chief

SUBJECT 1972-1977 Capital Improvements Program

The Capital Improvement Projects for the period 1972-1977 are all within the General Obligation Bond Category. The program for the fire department reflects the need for expansion on a long range basis, as established in the current CIP Program.

Criteria for each project and priority is as follows:

<u>Year</u>	<u>Project Number</u>	<u>Priority Number</u>	<u>Criteria</u>
1972	FS 12-A	1	To provide relocation of #1 Fire Station due to present location being required for Administrative Center Project.
1972	FC 17	2	Additional concrete slab for driver training is required for additional personnel. This project will provide Driver Training Area for long wheel base Service Trucks and Service Aerials, as well as pumper apparatus.
1973	FS 23-B	3	This fire station is critically needed for the protection of life and property in the extreme west area of the City which has become heavily populated.
1973	FS 14	4	For effective training of fire department personnel, it is essential for a training area to be similar to the actual situations at the scene of emergencies. The paving of this area would permit the use of a second fire hydrant for sound fire ground tactic training.
1974	FS 4	5	This fire station is necessary for the protection of life and property in the northwest area of the City. This area is being developed rapidly and will require fire protection facilities.
1975	FS 6	6	This project will provide fire protection for the Municipal Airport as well as the surrounding area. Due to pending government requirements for airport protection, this project will be required.

Russell Brenner, Budget and Research Officer 1972-1977 Capital Improvements Program

- | | | | |
|------|-------|---|--|
| 1976 | FS 5 | 7 | This fire station will provide fire protection for the southwest area of the City. This area has some development at present and should be heavily populated by construction date. |
| 1976 | FS 16 | 8 | This project would complete the paving required at the Fire Training Grounds. |
| 1977 | FS 3 | 9 | This project would provide fire protection to the northeast Industrial District. |

Estimated funds required for the Capital Improvement Projects were increased by a small percentage over the current CIP Program to cover expected cost increases.

L. D. Carney
L. D. Carney
Fire Chief

LDC:rr

PROJECT REQUEST FORM

CIP 1972-1977



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) The attached list is composed of three sections: (1) Modernization and new signal installations due to major street construction (2) Signal revisions under the TOPICS Program (3) Signal revisions under the Urban System																																																						
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 <u>N/A</u> OLD <u>N/A</u>		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"/> N/A DIRT <input type="checkbox"/> UNOPENED <input type="checkbox"/>	16. REQUIRED RIGHT OF WAY OR AREA EXISTING <u>N/A</u> 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)	<table border="1"> <thead> <tr> <th></th> <th>1972</th> <th>1973</th> <th>1974</th> <th>1975</th> <th>1976</th> <th>1977</th> <th>REVENUE AFTER 1977</th> </tr> </thead> <tbody> <tr> <td>General Obligation</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Major Streets</td> <td>130,000</td> <td>182,500</td> <td>275,000</td> <td>365,000</td> <td>215,000</td> <td>367,500</td> <td>1,235,000</td> </tr> <tr> <td>TOPICS</td> <td>224,000</td> <td>325,000</td> <td>175,000</td> <td>50,000</td> <td>125,000</td> <td>125,000</td> <td></td> </tr> <tr> <td>Urban System</td> <td>40,500</td> <td>20,000</td> <td>30,000</td> <td>30,000</td> <td>45,000</td> <td>45,000</td> <td>210,500</td> </tr> <tr> <td>TOTAL</td> <td>394,500</td> <td>527,500</td> <td>480,000</td> <td>445,000</td> <td>385,000</td> <td>537,500</td> <td>1,465,500</td> </tr> </tbody> </table>							1972	1973	1974	1975	1976	1977	REVENUE AFTER 1977	General Obligation								Major Streets	130,000	182,500	275,000	365,000	215,000	367,500	1,235,000	TOPICS	224,000	325,000	175,000	50,000	125,000	125,000		Urban System	40,500	20,000	30,000	30,000	45,000	45,000	210,500	TOTAL	394,500	527,500	480,000	445,000	385,000	537,500	1,465,500
	1972	1973	1974	1975	1976	1977	REVENUE AFTER 1977																																															
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19. RECOMMENDED FINANCING (Specify Percentage)	G.O. CITY AT LARGE _____ G.O. SPECIAL ASSESSMENT _____ REVENUE _____ STATE AID _____ FEDERAL AID _____ OTHER _____ Total S.O. 2,669,500																																																					
20. STATUS OF PROJECT	NOT STARTED <input checked="" 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 checked="" type="checkbox"/>	NO <input type="checkbox"/>																																																				
22. PREPARED BY:	Traffic Engineering	Public Works																																																				
	Division	Department																																																				

	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	MS Number
Traffic Signals Required under Capital Improvements Program									
Central & Cleveland	X						\$ 15,000	GO	72
Hydraulic & Central	X						17,500	GO	87
Grove & Central	X						15,000	GO	87
9th & Grove	X						15,000	GO	87
Central & Ridge		X					20,000	GO	96
Arkansas & 21st					X		15,000	GO	146B
Arkansas & 29th					X		15,000	GO	146B
Hydraulic & MacArthur	X						17,500	GO	147
13th Street & Waco	X						15,000	GO	155
Kellogg & Edgemoor	X						20,000	GO	196
Central & Cleveland	X						15,000	GO	
29th & Amidon		X					20,000	GO	1
21st & Woodlawn		X					20,000	GO	59
37th & Hydraulic		X					20,000	GO	65
17th & Washington		X					17,500	GO	91
MacArthur & Seneca		X					20,000	GO	148
Seneca & 31st		X					25,000	GO	150
Second & Oliver					X		20,000	GO	172
Pawnee & Rock Road			X				20,000	GO	173
Greenwich & Kellogg			X				20,000	GO	195

	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	MS Number
West Street & Harry			X				\$ 20,000	GO	32
13th & Ridge			X				25,000	GO	93
Mt. Vernon & Washington					X		17,500	GO	106
MacArthur & Meridian			X				20,000	GO	109
Hydraulic & Lincoln			X				25,000	GO	120
Hydraulic & Harry			X				25,000	GO	120
31st & McLean			X				20,000	GO	122
McLean & MacArthur			X				20,000	GO	122
Rock Road & Kellogg			X				15,000	GO	128
Rock Road & Lincoln			X				15,000	GO	128
Rock Road & Harry			X				20,000	GO	128
Tyler & Kellogg			X				15,000	GO	132
Tyler & Maple			X				20,000	GO	132
Sycamore & Douglas			X				15,000	GO	212
Sycamore & Maple			X				15,000	GO	212
Seneca & 47th				X			20,000	GO	49
Harry & K-15				X			15,000	GO	22
Harry & Hydraulic				X			25,000	GO	22
Mt. Vernon & Hydraulic				X			20,000	GO	68
Mt. Vernon & Grove				X			20,000	GO	87
Maple & Seneca				X			20,000	GO	99
Maple & Meridian				X			20,000	GO	99
Kellogg & Ridge						X	25,000	GO	126
Central & 13th				X			20,000	GO	132
West Street & Pawnee				X			20,000	GO	134
West Street & 31st Street				X			20,000	GO	133

	1972	1973	1974	1975	1976	1977	Total Project Cost	Method of Financing	MS Number
Douglas & Grove				X			\$ 25,000	GO	157
First & Grove				X			15,000	GO	157
Second & Grove				X			15,000	GO	157
Grove & Central				X			20,000	GO	157
First & Oliver				X			20,000	GO	161
Harry & Rock Road				X			20,000	GO	179
Maple & Ridge				X			25,000	GO	181
George Washington Boulevard & Lincoln				X			25,000	GO	185
Hydraulic & 47th					X		25,000	GO	52
37th & Arkansas						X	25,000	GO	88
Second & Meridian					X		20,000	GO	123
Rock Road & Central				X			20,000	GO	129
Emporia & 17th				X			25,000	GO	193
Broadway & 47th				X			25,000	GO	200
Meridian & 37th				X			25,000	GO	205
New Signals Where Volumes Warrant				X			75,000	GO	
Oliver & 29th						X	25,000	GO	125
Oliver & 37th					X		25,000	GO	125
Traffic Signals as REquired						X	100,000	GO	

TOPICS

	1972	1973	1974	1975	1976	1977	Total Project Cost		
Traffic Signal Improvements at 12 intersections Changing to Overhead Signal Indications and Full Actuation at 7 out of the 12	X						\$150,000	\$ 75,000 75,000	Federal GO
K-15 Signalization & Improvements from Pawnee to 31st Street - New Signal at Wassall	X						50,000	25,000 25,000	Federal GO
100 School Crossing Signal Revisions Composed of Overhead Indications & Three-Section Signals in Conformance with New Manual	X						248,000	124,000 124,000	Federal GO
<u>Computerization of the Master Control System</u>	X						250,000	125,000 125,000	Federal GO
Traffic Signal Improvement at 28 Intersections Changing to Overhead Signal Indications and Full Actuation	X						400,000	200,000 200,000	Federal GO
<u>3M - Signals at all Turn Bays & Skewed Intersections</u>				X			250,000	125,000 125,000	Federal GO
<u>System Surveillance</u>					X		250,000	125,000 125,000	Federal GO
<u>System Surveillance</u>						X	250,000	125,000 125,000	Federal GO
<u>Solid State Traffic Controller</u>			X				100,000	50,000 50,000	Federal GO
<u>Solid State Traffic Controller</u>				X			100,000	50,000 50,000	Federal GO

	1972	1973	1974	1975	1976	1977	TOTAL PROJECT COST		
<u>URBAN SYSTEM</u>									
George Washington Boulevard & Harry	X						\$ 28,000	\$ 14,000	Federal GO
George Washington Boulevard & Hillside	X						25,000	12,500	Federal GO
George Washington Boulevard & Mt. Vernon	X						28,000	14,000	Federal GO
George Washington Boulevard & Pawnee		X					10,000	5,000	Federal GO
George Washington Boulevard & Oliver		X					10,000	5,000	Federal GO
George Washington Boulevard & 31st		X					20,000	10,000	Federal GO
Traffic Signals as Required			X				100,000	70,000	Federal GO
Traffic Signals as Required				X			100,000	70,000	Federal GO
Traffic Signals as Required					X		150,000	105,000	Federal GO
Traffic Signals as Required						X	150,000	105,000	Federal GO



THE CITY OF WICHITA

OFFICE OF Budget and Management

DATE October 4, 1971

TO All Department and Division Heads

FROM Russell L. Brenner, Research and Budget Officer

SUBJECT Status of Capital Improvement
Projects

The Commission has requested a periodic status report on all current year Capital Improvement Projects with the first report providing information concerning the status of CIP projects as of September 30, 1971.

Attached is Form No. 22-133 which is to be used in reporting the status of CIP projects with examples of project status reporting filled in.

The following procedure is to be used in assembling this information for presentation to the City Commission.

1. The Department shall prepare CIP status reports for all the departmental current year CIP projects.
2. These reports are to be prepared in duplicate with the original being forwarded to the Budget Office.
3. The Budget Office will review these reports for completeness, assemble the reports and prepare a summary on the status of the CIP projects.
4. The Budget Office will send the original copy of these reports and the summary to the City Manager's Office with copies also being provided to Auditing and Accounts, Planning and the Director of Administration.
5. The report will then be presented to the Commission by the City Manager.

The status reports for September 30, 1971, should be submitted to the Budget Office no later than October 12 so that they can be presented to the Commission at the earliest possible date.

LEM:ec
Attachment



STATUS OF CAPITAL IMPROVEMENTS PROJECTS

DEPARTMENT: PUBLIC WORKS

PERIOD ENDING: SEPT. 30, 1971

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-5B	<u>ARTERIALS</u> 21st Street - Meridian to West Construction	12-29-70	2-7-71	\$253,530	2-16-71	\$228,365	12-1-71	0	Construction is to be coordinated with bridge construction. New estimated completion date January 1972. R/W acquisition completed.
		12-29-70 11-27-70	1-5-71	32,407	1-12-71 6-22-71	21,955 15,010	9-1-71	100	
MS-149	<u>BRIDGES</u> Seneca and Pawnee Intersection	-	-	-	-	-	-	-	Delayed to allow for participation in TOPICS program.
B-13	21st at Arkansas River	11-24-70	12-14-70	996,394	1-5-71	763,294	12-1-71	65	New estimated completion date January 1972.