

DR-76-7 - Comparison of Mill Levy  
Requirements for Sedgwick County  
Capital Improvements.

# ACTION

DATE

COMMITTEE \_\_\_\_\_

M.A.P.C. \_\_\_\_\_

B.C.C./B. CO. C. \_\_\_\_\_

Ask Ted Hill if these are correct:

- ① County Coliseum Bonds \$880,000 - 1976 issue
- ② Old Courthouse Remodeling Bonds 3,000,000 - 1977 "
- ③ Present Courthouse Remodeling Bonds 1,000,000 - 1977 "

Any other bonds which the County is planning to issue?

TABLE

FOUR

Current Bonds + C.I.P. Improvements + Court House Improvements + Right-of-Way Acquisition  
(Northwest Circumferential)

Year	2000,000 1976 Issue	2,000,000 1977 Issue	200,000,000 1978 Issue	Total Principal from Charters	Total	APC Debt Remaining	Amount Required in Funds 48	MILL LEVY REQUIRED
1977	310,000	—	—	126,3258	153,258	6,2930	1636 188	1.700
1978	299,000	310,000	—	1693,089	2302,089	92083	2394 172	2.389
1979	288,000	299,000	164,318	1853,856	2605,174	104,206	2709 380	2.597
1980	277,000	288,000	158,487	2021,229	2744,916	109,796	2854 712	2.627
1981	266,000	277,000	152,657	2176,716	2872,375	114,895	2987 270	2.640
1982	255,000	266,000	146,829	2293,676	2961,505	118,460	3079 865	2.614
1983	244,000	255,000	140,995	2201,114	2841,109	113,644	2954 753	2.409
1984	233,000	244,000	135,165	<del>2085</del> 583	2640,748	105,629	2746 377	2.150
1985	222,000	233,000	129,334	1639,951	2224,285	88,971	2313 256	1.739
1986	210,600	222,000	123,503	1565,712	2121,815	84,872	2206 687	1.593
1987	—	210,000	117,673	1321,970	1649,043	65,985	1715 628	1.189
1988	—	—	111,630	708,353	819,983	32,799	852 782	.569

TABLE ONE

## TOTAL BONDED INDEBTEDNESS OUTSTANDING - SEDGWICK County

Year	G.O. Bond PAYMENTS	Assessed* VALUATION	MILL LEVY REQUIRED	4% Delinquency	Amount Required on Payments + 4%	Mill Levy Required
1976	1,333,074	923 945 738	1.398			
1977	1,001,573	962 109 696	1.041	40062	1041635	1.082
1978	588,190	1001 839 619	<del>1.041</del> .587	23527	611717	.610
1979	517,495	1043 215 595	<del>1.041</del> .496	20699	538194	.515
1980	501,720	1086 300 399	<del>1.041</del> .461	20068	521788	.480
1981	481,910	1131 169 605	<del>1.041</del> .426	19276	501186	.443
1982	432,020	1177 881 703	<del>1.041</del> .366	17280	449300	.381
1983	413,360	1226 529 217	<del>1.041</del> .337	16534	429894	.350
1984	315,000	1277 183 832	<del>1.041</del> .246	12600	327600	.256

\* Assessed Valuation is actually for prior year  
 e.g. 1975 Assessed Valuation is used to calculate Mill Levy  
 Required to meet bond payments due in 1976.

TABLE TWO

## TOTAL BONDED INDEBTEDNESS AS PER C.I.P.

1976 - 188,294 in Utilities Bonds and 1,500,000 in Bridge Bonds  
 1977 - 1,500,000 in Bridge Bonds  
 1978 - 248,371 in Utilities Bonds and 1,500,000 in Bridge Bonds  
 1979 - 1,500,000 in Bridge Bonds  
 1980 - 1,500,000 in Bridge Bonds  
 1981 - 1,500,000 in Bridge Bonds

Year	G.O. Bond Payments	Proposed Bond Payments (As C.I.P.)	Assessed Valuation	Mill Levy Required	4% Delinquency	Amount Required in Payments + 4%	Mill Levy Required
1976	1,333,074	—	923 945 738	1.398			1.398
1977	1,001,573	261,685	962 104 696	1.313	50 530	1 313 788	1.365
1978	588,190	484,899	1 001 839 619	1.071	42 923	1 166 012	1.113
1979	517,495	738,361	1 043 215 595	1.203	50 234	1 306 090	1.251
1980	501,720	943,709	1 086 300 399	1.330	57 817	1 503 246	1.383
1981	481,910	1,140,808	1 131 164 605	1.434	64 908	1 687 626	1.491
1982	432,620	1,329,656	1 177 881 703	1.495	70 467	1 832 143	1.555
1983	413,360	1,277,754	1 226 528 217	1.378	67 644	1 758 758	1.433
1984	315,000	1,225,583	1 277 183 832	1.255	61 623	1 602 206	1.305
1985	—	1,173,951	1 329 931 524	.882	46 958	1 220 909	.918
1986	—	1,121,712	1 384 857 695	.809	44 868	1 166 580	.842
1987	—	900,770	1 442 052 317	.624	36 030	936 800	.649
1988	—	708,353	1 501 609 077	.471	28 334	736 687	.490
1989	—	499,200	1 563 625 531	.319	19 968	519 168	.332
1990	—	324,450	1 628 203 265	.199	12 978	337 428	.207
1991	—	157,950	1 695 448 059	.093	6 318	164 268	.096

TABLE THREE  
 Current Bonds + CIP Improvements + Construction Improvements

Year	1977 Improvement 600,000 - 800,000 200,000	1977 Improvement 3,200,000 19-1594	CIP Improvements	Total Bonds	Total	Mill Serv. Requirement	4% Delinquency	Amount Required in Payments + 4%	Mill Serv. Requirement
	1978 Improvement 150,000 - 1510 150	1978 Improvement 3,200,000 19-1594							
1978	129,000	496,000	464,899	588,190	1,693,089	1.622	67,723	1,760,812	1.757
1979	119,600	478,400	738,361	517,495	1,853,856	1.706	74,154	1,928,010	1.848
1980	115,200	460,800	943,709	501,720	2,021,429	1.787	80,857	2,093,286	1.926
1981	110,800	443,200	1,140,808	481,910	2,176,718	1.847	87,068	2,263,786	2.001
1982	166,400	425,600	1,329,656	432,020	2,293,676	1.870	91,747	2,385,423	2.025
1983	162,000	408,000	1,277,754	413,360	2,201,114	1.723	88,044	2,289,158	1.866
1984	97,600	390,400	1,225,583	315,000	2,028,583	1.588	81,843	2,109,726	1.651
1985	93,200	372,800	1,173,951	-	1,639,951	1.184	65,598	1,705,549	1.282
1986	98,800	355,200	1,121,712	-	1,565,712	1.085	62,628	1,628,340	1.175
1987	84,240	336,960	900,770	-	1,321,970	.880	52,878	1,374,848	.953
1988			708,353			.453	28,334	736,687	.490
1989			499,200			.306	19,968	519,168	.332
1990			324,450			.191	12,978	337,428	.207
1991			157,950			.089	6,318	164,268	.096

TABLE THREE  
 Current Bonds + CIP Improvements + Construction Improvements

1977 Bond Amount 1977 Bond Amount 1977 Bond Amount 1977 Bond Amount	1977 Bond Amount 1977 Bond Amount 1977 Bond Amount 1977 Bond Amount	CIP Improvements	Construction Improvements	Total	Mill Levy Required	4% Delinquency	Amount Required Payments + 4%	Mill Levy Required
129,000	496,000	484,899	588,190	1,693,089	1.622	67,723	1,760,812	1.757
119,600	478,400	738,361	517,495	1,853,856	1.706	74,154	1,928,010	1.848
115,200	460,800	943,709	501,720	2,021,429	1.787	80,857	2,093,286	1.926
110,800	443,200	1,140,808	481,910	2,176,718	1.847	87,068	2,263,786	2.001
166,400	425,600	1,329,656	432,020	2,293,676	1.870	91,747	2,385,423	2.025
162,000	408,000	1,277,754	413,360	2,220,114	1.723	88,044	2,289,158	1.866
97,600	390,400	1,225,583	315,000	2,028,583	1.588	51,843	2,109,726	1.651
93,200	372,800	1,173,951	—	1,639,951	1.184	65,598	1,705,549	1.282
98,800	355,200	1,121,712	—	1,565,712	1.085	62,628	1,628,340	1.175
84,240	336,960	900,770	—	1,321,970	.880	52,876	1,374,848	.953
		708,353			.453	28,334	736,687	.490
		499,200			.306	19,968	519,168	.332
		324,450			.191	12,978	337,428	.207
		157,950			.089	6,318	164,268	.096

TABLE SIX  
 Comparison of Sedgwick County and  
 City of Wichita Mill Levy For Bonds  
 and Interest.

Year	Mill Levy City of Wichita	Mill Levy Sedgwick County
1965	6.994	
1966	7.216	1.465
1967	8.649	2.046
1968	8.986	1.989
1969	8.283	1.221
1970	8.269	1.081
1971	7.789	1.214
1972	7.456	1.173
1973	7.588	1.211
1974	7.914	1.672
1975	6.885	1.398

20 year payments at 5.5% interest

.1050	<del>1.000</del>	Year 1	<del>.1050</del>
.1023	<del>.999</del>	" 2	<del>.1023</del>
.0996	<del>.998</del>	" 3	.
.0968	<del>.997</del>	" 4	
.0940	<del>.996</del>	" 5	
.0913	<del>.995</del>	" 6	
.0885	<del>.994</del>	" 7	
.0858	<del>.993</del>	" 8	
.0830	<del>.992</del>	" 9	
.0803	<del>.991</del>	" 10	
.0775	<del>.990</del>	" 11	
.0748	<del>.989</del>	" 12	
.0720	<del>.988</del>	" 13	
.0693	<del>.987</del>	Year 14	
.0665	<del>.986</del>	" 15	
.0638	<del>.985</del>	" 16	
.0610	<del>.984</del>	" 17	
.0583	<del>.983</del>	" 18	
.0555	<del>.982</del>	" 19	
.0528	<del>.981</del>	" 20	

6 copies  
 Fuller Check  
 On Salber Copy of Muns  
 On Total 10 vs 20 yr.  
 Comparison Check  
 Check started

.760  
 .055  
 2.764  
 2.942  
 2.945  
 2.933  
 2.882  
 2.822  
 2.012  
 1.786  
 1.406  
 1.301

TABLE ONE  
**TOTAL BONDED INDEBTEDNESS OUTSTANDING - SEDGWICK County**

G.O. Bond PAYMENTS	Assessed* VALUATION	MILL LEVY REQUIRED	4% Debt Service	Amount Required in Payments + 4%	Mill Levy Planned
76 1,333,074	923,945,738	1.398			1.398
77 1,001,573	962,104,696	1.041	40062	104,625	1.082
78 588,190	1,001,839,619	<del>1.041</del> .587	25527	611,717	.610
79 517,495	1,043,215,595	<del>1.041</del> .496	20699	538,194	.515
80 501,720	1,086,300,399	<del>1.041</del> .461	20068	521,788	.480
81 481,910	1,131,164,605	<del>1.041</del> .426	19276	501,186	.443
82 432,020	1,177,881,703	<del>1.041</del> .366	17280	449,300	.381
83 413,360	1,226,529,217	<del>1.041</del> .337	16534	429,894	.350
84 315,000	1,277,183,832	<del>1.041</del> .296	12600	327,600	.256

\* Assessed Valuation is actually for prior year  
 e.g. 1975 Assessed Valuation is used to calculate Mill Levy  
 Required to meet bond payments due in 1976. The Mill Levy for 1976 is set prior to December, 1975.

TOTAL BONDED INDEBTEDNESS AS PER CIP

	1976 - 188,294 in Utilities Bonds and 1,500,000 in Bridge Bonds		1979 - 1,509,000 in Bridge Bonds		1980 - 1,500,000 in Bridge Bonds		1981 - 1,500,000 in Bridge Bonds	
	G.O. Bond Payments	Proposed Bond Payments (in CIP)	Assessed Valuation	Mill Levy Required	4% Delinquency	Amount Required in Payments + 4%	Mill Levy Required	
76	1,333,074	-	923,945,738	1.398			1.398	
77	1,001,573	261,685	962,104,676	1.313	50,530	1,313,786	1.365	
78	588,190	484,899	1,001,839,619	1.071	42,923	1,166,012	1.113	
79	517,495	738,361	1,043,215,595	1.203	50,234	1,306,090	1.251	
80	501,720	943,709	1,086,300,399	1.330	57,817	1,503,246	1.383	
81	481,910	1,140,808	1,131,164,605	1.434	64,908	1,687,626	1.491	
82	432,620	1,329,656	1,177,881,703	1.495	70,467	1,832,143	1.555	
83	413,360	1,277,754	1,226,528,217	1.378	67,644	1,958,758	1.433	
84	315,000	1,225,583	1,207,183,832	1.255	61,623	1,602,206	1.305	
85	-	1,173,951	1,329,931,524	.882	46,958	1,220,909	.918	
86	-	1,121,712	1,384,857,695	.809	44,868	1,166,580	.842	
87	-	900,770	1,442,052,317	.624	36,030	936,800	.649	
88	-	708,353	1,501,609,077	.471	28,334	736,687	.490	
89	-	499,200	1,563,625,531	.319	19,968	519,168	.332	
90	-	324,450	1,628,203,265	.199	12,978	337,428	.207	
91	-	157,950	1,695,448,094	.093	6,318	164,268	.096	

TABLE THREE  
Current Bonds + CIP Improvements + Construction Improvements

1977 Current Bonds Total \$54,145.10	1977 Construction Improvements Total \$54,145.10	1977 CIP Improvements Total \$54,145.10	1977 Total	Mill Bond Required	4% Relinquishing Payments	Amount Expended Payments + 4%	Mill Bond Required
129,000	496,000	484,899	1,093,089	1.622	67,723	1,760,812	1.757
119,600	476,400	738,361	1,853,856	1.706	74,154	1,928,010	1.848
115,200	460,800	943,709	2,021,429	1.787	80,857	2,093,286	1.926
110,800	443,200	1,140,808	2,176,716	1.847	87,068	2,263,786	2.001
106,400	425,600	1,329,656	2,293,676	1.870	91,747	2,385,423	2.025
102,000	408,000	1,277,754	2,201,114	1.723	88,044	2,289,158	1.866
97,600	390,400	1,225,583	2,028,583	1.588	81,843	2,109,726	1.651
93,200	372,800	1,173,951	1,639,951	1.184	65,598	1,705,549	1.282
88,800	355,200	1,121,712	1,565,712	1.085	62,628	1,628,340	1.175
84,240	336,960	900,770	1,321,970	.880	52,878	1,374,848	.953
		708,353		.453	28,134	736,687	.490
		499,200		.206	19,968	519,168	.332
		324,450		.191	12,978	337,428	.207
		157,950		.089	6,318	164,268	.096



COMPARISON OF MILL LEVY'S ~~REMOVED~~ BY FUNDING PACKAGE

	Bonds Currently Owed	CURRENT BONDS + CIP BONDS	CURRENT BONDS, CIP BONDS, COURTHOUSE BONDS	CURRENT, CIP, COURTHOUSE, RIGHT-OF-WAY
1977	1.082	1.365	1.365	2.213
1978	.610	1.113	1.757	2.542
1979	.515	1.251	1.848	2.574
1980	.480	1.383	1.926	2.606
1981	.443	1.491	2.001	2.620
1982	.381	1.555	2.025	2.594
1983	.350	1.433	1.866	2.389
1984	.256	1.365	1.657	2.131
1985	—	.918	1.282	1.721
1986	—	.842	1.175	1.575
1987	—	.649	.953	.953
1988	—	.490	.490	.490
1989	—	.332	.332	.332
1990	—	.207	.207	.207
1991	—	.096	.097	.097

TABLE SIX  
 Comparison of Sedgwick County and  
 City of Wichita Mill Levy For Bonds  
 and Interest.

Year	Mill Levy City of Wichita	Mill Levy Sedgwick County
1966	7.216	1.465
1967	8.649	2.046
1968	8.986	1.989
1969	8.283	1.221
1970	8.269	1.081
1971	7.789	1.214
1972	7.456	1.173
1973	7.588	1.211
1974	7.914	1.672
1975	6.885	1.398

COMPARISON OF MILL LEVY'S REQUIRED BY FUNDING PACKAGES

Year	Bonds Currently Owed	TABLE FIVE OF MILL LEVY'S REQUIRED BY FUNDING PACKAGES		
		CURRENT BONDS CIP BONDS	CURRENT BONDS, CIP BONDS, COURTHOUSE BONDS	CURRENT CIP, COURTHOUSE, RIGHT-OF-WAY
1977	1.082	1.365	1.365	2.213
1978	.610	1.113	1.757	2.542
1979	.515	1.251	1.848	2.574
1980	.480	1.383	1.926	2.606
1981	.443	1.491	2.001	2.620
1982	.381	1.555	2.025	2.594
1983	.350	1.433	1.866	2.389
1984	.256	1.305	1.651	2.131
1985	—	.918	1.282	1.721
1986	—	.842	1.175	1.575
1987	—	.649	.953	.953
1988	—	.490	.490	.490
1990	—	.332	.332	.332
1991	—	.207	.207	.207
1992	—	.096	.097	.097

Year	Assessed Valuation	Requirements for <del>current</del> G.O. Bonds	Additional Requirements for Proposed bonds.	Total Requirements for outstanding and Additional Bonds	Total levy for G.O. Bonds
1976	923,945,738	1,333,074	- 0 -	1,333,074	1.398
1977	962,104,696	1,001,573			
1978	1,001,839,619	588,190			
1979	1,043,215,595	517,495			
1980	1,086,300,399	501,720			
1981	1,131,164,605	481,910			

\* 1976 assessed valuation is complete,  
others are estimates

1977 - 1,500,000  
158,294  
880,000  
8,000,000

Bridge Bonds  
Utilities  
Coliseum ?  
Pt of Way ?

1,001,573  
1,501,685  
2,503,258

payment

2.601 Mill Levy

1978  
payments on above  
3,000,000  
1,000,000  
1,500,000

1,505,698  
588,190  
630,000  
~~2,773,888~~  
2,946,388

852,500

2.940 Mill Levy

Year	1976 185,290	1977 1,500,000	1978 1,500,000	1979 1,500,000	1980 1,500,000	1981 1,500,000	TOTAL
1976	29,185	232,500	208,131	232,500			261,685
1977	28,149	224,250	1978 Bridge Bond	229,250			484,899
1978	27,114	216,000	1978 Utility Bond	224,250			738,361
1979	26,078	207,750	1978 Bridge Bond	229,250	232,500		943,709
1980	25,043	199,500	1978 Utility Bond	216,000	229,250		140,808
1981	24,007	191,250	1978 Bridge Bond	207,750	229,250	232,500	1,329,656
1982	22,971	183,000	1978 Utility Bond	199,500	207,750	224,250	1,277,754
1983	21,936	174,750	1978 Bridge Bond	191,250	207,750	216,000	1,225,583
1984	20,900	166,500	1978 Utility Bond	183,000	199,500	207,750	1,173,951
1985	19,827	157,950	1978 Bridge Bond	174,750	191,250	199,500	1,121,712
1986			1978 Utility Bond	166,500	183,000	191,250	900,770
1987			1978 Bridge Bond	157,950	183,000	191,250	708,353
1988			1978 Utility Bond	157,950	174,750	183,000	499,200
1989			1978 Bridge Bond	166,500	166,500	174,750	324,450
1990			1978 Utility Bond	157,950	157,950	166,500	157,950
1991			1978 Bridge Bond				157,950

Year	1977 2,107,000 under 10% Limit 19-1510-61	1978 2,000,000 under 10% Limit 19-1510-61	1979 2,000,000 under 10% Limit 19-1510-61	1980 2,000,000 under 10% Limit 19-1510-61	1981 2,000,000 under 10% Limit 19-1510-61	1982 2,000,000 under 10% Limit 19-1510-61	1983 2,000,000 under 10% Limit 19-1510-61	1984 2,000,000 under 10% Limit 19-1510-61	1985 2,000,000 under 10% Limit 19-1510-61	1986 2,000,000 under 10% Limit 19-1510-61	1987 2,000,000 under 10% Limit 19-1510-61	1988 2,000,000 under 10% Limit 19-1510-61	1989 2,000,000 under 10% Limit 19-1510-61	1990 2,000,000 under 10% Limit 19-1510-61	1991 2,000,000 under 10% Limit 19-1510-61	TOTAL	TIP Funds	T TOWNSHIP CONTRIBUTIONS	Grand Total/year					
1977	124,000	496,000	478,400	460,800	443,200	425,600	408,000	390,400	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	484,899	588,190	1,693,089
1978	119,600	478,400	460,800	443,200	425,600	408,000	390,400	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	738,361	517,495	1,853,856	
1979	115,200	460,800	443,200	425,600	408,000	390,400	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	943,709	501,720	2,102,129		
1980	110,800	443,200	425,600	408,000	390,400	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	1,140,808	481,910	2,176,718			
1981	106,400	425,600	408,000	390,400	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	1,329,656	432,020	2,129,367				
1982	102,000	408,000	390,400	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	1,277,754	413,360	2,201,114					
1983	97,600	390,400	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	1,225,583	315,000	2,028,583						
1984	93,200	372,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	1,173,951	1,639,751	1,565,712	1,321,970						
1985	88,800	355,200	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	708,353	499,200	324,450	157,950							
1986	84,240	336,960	421,200	444,000	466,000	488,000	510,000	532,000	554,000	576,000	598,000	620,000	708,353	499,200	324,450	157,950								
1987																								
1988																								
1989																								
1990																								
1991																								

1. 34,255 owed under B-1971 Concessions Issue (limited to 1,000,000 by 19-1510)

2. Under 10% Limitation: 768,000  
3,200,000  
1,500,000  
5,468,000

1% of assessed valuation = 9,239,457 in 1977  
1/2% of assessed valuation = 4,619,728 in 1977

768,000 under 1/2% limit  
3,200,000 as per  
3,968,000 19-1510

4,721,600,

C

980,000.000000 x  
0.040000 =  
39,200.000000 \*

1<sup>st</sup>  
1.017  
980,000.000000 +  
39,200.000000 +  
1,019,200.000000 \*

944,000.000000 x  
0.040000 =  
37,760.000000 \*

2<sup>nd</sup>  
0.941  
944,000.000000 +  
37,760.000000 +  
981,760.000000 \*

908,000.000000 x  
0.040000 =  
36,320.000000 \*

3<sup>rd</sup>  
0.869  
908,000.000000 +  
36,320.000000 +  
944,320.000000 \*

4<sup>th</sup>  
0.802  
872,000.000000 x  
0.040000 =  
34,880.000000 \*

802  
872,000.000000 +  
34,880.000000 +  
906,880.000000 \*

5<sup>th</sup>  
0.738  
836,000.000000 x  
0.040000 =  
33,440.000000 \*

738  
836,000.000000 +  
33,440.000000 +  
869,440.000000 \*

1977 CH Bonds KSA 19-1510 800,000	1977 CH Bonds KSA 19-1594 3,200,000	Total from other *Chart	Total	4%	Total + 4%	Mill Sav	10 year Pool Rate 2A, 7-17, 1981	20 yr Pool Rate + 4% 2A, 7-17, 1981 3,200,000	Total 20 year Pool Rate 3A, 7-17, 1981 (5,200,000)
1977	—	1388844	1388844	55554	1444398	1.501			
1978	84000	1333002	1753002	70120	1823122	1.820	1.384	2.401	
1979	81840	1531422	1946622	77865	2024487	1.941	1.533	2.474	
1980	79600	1651305	2049805	81992	2131797	1.962	1.581	2.450	
1981	77440	1757805	2145005	85800	2230805	1.972	1.616	2.418	
1982	75200	1829823	2205823	88233	2294056	1.948	1.616	2.354	
1983	73040	1772221	2137421	85497	2222918	1.812	1.503		
1984	70800	1633071	1987071	79483	2066554	1.618	1.330		
1985	68640	1278130	1621330	64583	1685913	1.268	.999		
1986	66400	1238938	1570338	62814	1633152	1.179	.900		
1987	64240	1198388	1519588	60784	1580372	1.096	.836		
1988	62000	1158606	1468606	58744	1527350	1.017	.775		
1989	59840	1118664	1417804	56715	1474519	.943	.718		
1990	57600	1078874	1366874	54675	1421549	.873	.664		
1991	55440	1038934	1316134	52645	1368779	.807	.613		
1992	53200	999941	1265941	50638	1316579				
1993	51040	959201	1214401	48576	1262977				
1994	48800	919410	1163410	46536	1209946				
1995	46640	878868	1112068	44483	1156551				
1996	44400	839617	1061677	42467	1104144				
1997	42240	805322	826522	33061	859583				
1998	—	410488	410488	16420	426908				
1999	—	249900	249900	9996	259896				
2000	—	162450	162450	6498	168948				
2001	—	79200	79200	3168	82368				

\* Includes ROW, CIP, Const

	1976 Row Bond 2,000,000	1977 Row Bond 2,000,000	1978 Row Bond	Total from other chart	Total	+ 4%	Total + 4%	MILL LEVY	NO FUND WARREN MILL LEVY	Combined Mill Levy
1977	210,000	—	—	1178844	1388844	55554	1444398	1.501		
1978	204,600	210,000	—	918402	1333002	53320	1386322	1.384		
1979	199,000	204,600	111313	1022509	1537422	61497	1598919	1.533		
1980	193,600	199,000	108450	1150755	1651805	66072	1717877	1.581		
1981	188,000	193,600	105482	1270723	1757805	70312	1828117	1.616		
1982	182,600	188,000	102620	1356603	1829823	73192	1903015	1.616		
1983	177,000	182,600	99650	1312977	1772221	70889	1843110	1.503		
1984	171,600	177,000	96789	1187682	1633071	65323	1698394	1.330		
1985	166,000	171,600	93821	846709	1278130	51125	1329255	.999		
1986	160,600	166,000	90958	820780	1238338	49533	1287871	.900		
1987	155,000	160,600	87980	794808	1198388	47936	1246324	.836		
1988	149,600	155,000	85128	768878	1158606	46344	1204950	.725		
1989	144,000	149,600	82159	742905	1118664	44747	1163411	.716		
1990	138,600	144,000	79297	716977	1078874	43155	1122029	.664		
1991	133,000	138,600	76329	691005	1038934	41557	1080491	.613		
1992	127,600	133,000	73466	665075	999941	39998	1039939			
1993	122,000	127,600	70498	639103	959201	38368	997569			
1994	116,600	122,000	67636	613174	919410	36776	956186			
1995	111,000	116,600	64667	587201	878868	35155	914023			
1996	105,600	111,000	61805	561272	839677	33587	873264			
1997	—	105,600	58837	450885	615322	24613	639935			
1998	—	—	55974	354514	410488	16419	426908			
1999	—	—	—	249900	249900	9996	259896			
2000	—	—	—	162450	162450	6498	168948			
2001	—	—	—	79200	79200	3168	82368			

	CURRENT GO BONDS	1976 UTILITIES BOND 189,294	1976 Bridge Bond 1,500,000	1977 Bridge Bond 1,500,000	1978 Utility Bonds 248,371	1978 Bridge Bond 1,509,000	1979 Bridge Bond 1,509,000	1980 Bridge Bond 1,509,000	1981 Bridge Bond 1,509,000	TOTAL
1977	1,001,573	19,771	157,500	—	—	—	—	—	—	1,178,844
1978	588,190	9,262	153,450	157,500	—	—	—	—	—	918,402
1979	517,495	8,735	149,250	153,450	26,079	157,500	—	—	—	1,022,509
1980	501,720	8,227	145,200	149,250	25,408	153,450	157,500	—	—	1,150,755
1981	481,910	7,700	141,000	145,200	24,713	149,250	153,450	157,500	—	1,270,723
1982	432,020	7,191	136,950	141,000	24,042	145,200	149,250	153,450	157,500	1,356,603
1983	413,360	6,664	132,750	136,950	24,347	141,000	145,200	149,250	153,450	1,312,971
1984	315,000	6,156	128,700	132,750	22,676	136,950	141,000	145,200	149,250	1,187,682
1985	—	5,628	124,500	128,700	21,981	132,750	136,950	141,000	145,200	846,709
1986	—	5,120	120,450	124,500	21,310	128,700	132,750	136,950	141,000	820,780
1987	—	4,593	116,250	120,450	20,615	124,500	128,700	132,750	136,950	794,808
1988	—	4,084	112,200	116,250	19,944	120,450	124,500	128,700	132,750	768,876
1989	—	3,557	108,000	112,200	19,248	116,250	120,450	124,500	128,700	742,905
1990	—	3,049	103,950	108,000	18,578	112,200	116,250	120,450	124,500	716,972
1991	—	2,522	99,750	103,950	17,893	108,000	112,200	116,250	120,450	691,005
1992	—	2,013	95,700	99,750	17,212	103,950	108,000	112,200	116,250	665,075
1993	—	1,486	91,500	95,700	16,517	99,750	103,950	108,000	112,200	639,103
1994	—	1,078	87,450	91,500	15,846	95,700	99,750	103,950	108,000	613,174
1995	—	1,045	83,250	87,450	15,151	91,500	95,700	99,750	103,950	587,201
1996	—	9942	79,200	83,250	14,480	87,450	91,500	95,700	99,750	561,272
1997	—	—	79,200	79,200	13,785	83,250	87,450	91,500	95,700	450,885
1998	—	—	—	—	13,114	79,200	83,250	87,450	91,500	354,514
1999	—	—	—	—	—	—	79,200	83,250	87,450	249,900
2000	—	—	—	—	—	—	—	79,200	83,250	162,450
2001	—	—	—	—	—	—	—	—	79,200	79,200

	10 years Current CIP	Current CIP	Current CIP No Funds Warrant Account
1977	1.757	1.113	1.019
1978	1.848	1.251	.941
1979	1.926	1.383	.869
1980	2.001	1.491	.802
1981	2.025	1.555	.738
1982	1.866	1.433	
1983	1.651	1.305	
1984	1.282	.918	
1985	1.175	.842	.918
1986	.953	.649	.842
1987			.649
1988			
1989			
1990			
1991			
1992			
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1994			
1995			
1996			
1997			
1998			
1999			
2000			
2001			

TABLE ~~ONE~~ - FOUR  
 Current Bonds + C.I.P. Improvements + Courthouse Improvements + Right-of-Way Acquisition  
 (Northwest Circumferential)

	5000120 Bond Issue in 1976 for ROW	total from PREVIOUS CHARTS	total	190. Delinquency	AMOUNT REQUIRED IN PAYMENTS + 4%	Mill Levy
1977	<del>784578</del>	1263258	2047876	81903	2129479	2.213
1978	756467	1693089	2449576	97983	2547559	2.542
1979	728657	1853856	2582513	103,300	2685813	2.574
1980	700826	2024429	2722255	108 890	2831145	2.606
1981	672995	2176 718	2849713	113 988	2965701	2.620
1982	645165	2293676	2938841	117553	3056394	2.594
1983	617334	2201114	2818448	112737	2931185	2.389
1984	589503	2028583	2618086	104723	2722809	2.131
1985	561673	1639 951	2201624	88064	2289688	1.721
1986	532830	1565 712	2098542	93941	2182483	1.575

	5060120 Bond Issue in 1976 for ROW	TOTAL FROM PREVIOUS CHARTS	total	490	AMOUNT REQUIRED IN PAYMENTS + 4%	Mill Levy
1977	784318	1263258	2047576	81903	2129479	2.213 ✓
1978	756467	1693089	2449576	97983	2547559	2.542 ✓
1979	728657	1853856	2582513	103,300	2685813	2.574
1980	700826	2021429	2722255	108 890	2831145	2.606
1981	672995	2176 718	2849713	113 988	2963701	2.620
1982	645165	2293676	2938841	117553	3056394	2.594
1983	617334	2201114	2818448	112737	2931185	2.389
1984	584503	2028583	2618086	104723	2722809	2.131
1985	561673	1639 951	2201624	88064	2289688	1.721
1986	532830	1565 712	2098542	83941	2182483	1.575
1987						

from: Mueh date: \_\_\_\_\_

**admin. adv. plans cur. plans social graphics**

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| <input type="checkbox"/> lakin     | <input type="checkbox"/> stockwell      | <input type="checkbox"/> galbraith | <input type="checkbox"/> mitchell   | <input type="checkbox"/> pierce   |
| <input type="checkbox"/> brashen   | <input type="checkbox"/> lindebat       | <input type="checkbox"/> lytle     | <input type="checkbox"/> gison      | <input type="checkbox"/> stafford |
| <input type="checkbox"/> rathke    | <input type="checkbox"/> shen           | <input type="checkbox"/> young     | <input type="checkbox"/> kahl       | <input type="checkbox"/> gerland  |
| <input type="checkbox"/> eubanks   | <input type="checkbox"/> neison, p      | <input type="checkbox"/> meek      | <input type="checkbox"/> hart       | <input type="checkbox"/> palo     |
| <input type="checkbox"/> neison, v | <input type="checkbox"/> lesaw          | <input type="checkbox"/> shirky    | <input type="checkbox"/> krehbiel   | <input type="checkbox"/> commar   |
| <input type="checkbox"/> lakin, e  | <input type="checkbox"/> heinicks, j.s. | <input type="checkbox"/> newby     | <input type="checkbox"/>            | <input type="checkbox"/> yark     |
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| <input type="checkbox"/>           | <input type="checkbox"/> looney         | <input type="checkbox"/> johnson   |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/>                | <input type="checkbox"/>           |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> may            |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> ontiveros      |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> better         |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> glazer         |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> campbell       |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> batson         |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> geschwind      |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> heinicks       |                                    |                                     |                                   |
| <input type="checkbox"/>           | <input type="checkbox"/> king           |                                    |                                     |                                   |
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remarks: \_\_\_\_\_  
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COMPARISON OF MILL LEVY  
REQUIREMENTS FOR SEDGWICK COUNTY  
CAPITAL IMPROVEMENTS

In the preparation of this report, several assumptions had to be made concerning any future bonds which might be issued to fund Capital Improvements in Sedgwick County. These assumptions are:

- 1) The assessed valuation of real estate in Sedgwick County will continue to grow at an approximate rate of 4.13% per year (the average rate of growth for the past 10 years).
- 2) All general obligation bonds will be issued for a 10 year payback schedule at an interest rate of 5.5% per annum. (Sedgwick County has in the past restricted bond issues to ten year repayment and the interest rate was derived after discussion with City of Wichita and Sedgwick County bond experts.)
- 3) Bonds issued in a given year will have their first premiums due the following year.

K.S.A. 10-301 limits the total bonded indebtedness of counties to 1% of the total property tax assessment provided that any bonds issued under a statute which specifically exempts such bonds from the statutory limitations of bonded indebtedness shall not be included in computing the total bonded indebtedness of such county; refunding of outstanding debt is also exempt from the 1% bond limitation. In order to gain a complete picture of the bonding capability of Sedgwick County, it is necessary to review the statutory authority for each separate bond issue to

determine if the bonds fall within the debt limit or have other restrictions such as limiting the amount of the bond issue to: 1) as specified percentage of the assessed valuation of the County, 2) a stated dollar amount, 3) a specific proportion of the total project cost, 4) a percentage of the total tangible valuation of the County, 5) requirement of voter approval.

Currently, Sedgwick County has seventeen bond issues outstanding, of which eleven are special assessment bonds and six are general obligation. Only two of the general obligation bonds are subject to the 1% debt limit: The Sedgwick County Zoo Bond Issue of 1967 on which \$795,625 is currently owned and the 1973 Juvenile Detention Home Series on which \$637,950 is owed. One percent of the current assessed valuation for Sedgwick County is over nine million dollars and only \$1,433,575 in existing bond debt is under the 1% limitation. However, some of the other bond issues are limited by the restrictions already mentioned, so each bond issue must be examined in relation to all other bonds currently outstanding.

Table One depicts the mill levies which will be required until 1984 if no further bonds are issued. Because of the cash basis law, the mill levies are inflated by 4% in order to adjust for the 4% of property taxes which become delinquent in a given year. It should also be noted that the assessed valuation for a given year is used to set the levy to meet bond payments for the next year. Therefore, the assessed valuation and mill levy

to meet the 1976 bond payments are actually the 1975 assessed valuation and levy (again, a result of the cash basis law). As may be seen from Table One, if no further bonds are issued the mill levy for bonds and interest will continue to decrease until the last bond currently outstanding is paid off in 1984.

Table Two depicts the bond payments and mill levies required to meet the general obligation bond issues proposed in the 1976-1981 Sedgwick County Capital Improvements Program. It is proposed to issue \$436,665 in utility bonds (for Lake Afton Sewage Treatment Facilities) <sup>of \$80,000 in bonds for the Kansas Coliseum</sup> and \$1,500,000 per year (total: \$9,000,000) in bridge construction bonds over the six year period. <sup>None</sup> ~~Neither one~~ of these bond issues will be subject to the 1% limitation on bonded indebtedness. The effect of these bond issues on the mill levy as depicted in Table Two is that payments will be required until 1991 and the mill levy will increase from the current 1.398 to a high of <sup>1.864</sup> ~~1.568~~ in <sup>1977</sup> ~~1982~~ before beginning to fall as ~~the~~ <sup>payments</sup> bond ~~issues~~ <sup>are paid off.</sup> ~~are paid off.~~

Table Three depicts the effect of a proposed 1977 issue of \$4,000,000 in Courthouse Improvement Bonds for the former and existing Sedgwick County Courthouse. It is proposed to issue approximately \$800,000 in Courthouse Improvement bonds under KSA 19-1510 which would be outside of the 1% debt margin. However, KSA-1510 has an aggregate limit of \$1,000,000 and \$168,270 will still be owed in 1977 on a 1971 bond issue <sup>for Courthouse Improvements</sup> under the same statute. The other \$3,200,000 is proposed to be

issued under KSA-1594 which does not have a dollar amount limitation but does ~~fall within the 1% of total bonded indebtedness.~~  
~~Therefore, in 1977 the bonded debt of the county under the 1% limit will be:~~

Sedgwick County Zoo Bond	\$ 290,687	
Juvenile Detention Home Bond	\$ 536,390	
Proposed Courthouse Improvement Bond	<u>\$3,200,000</u>	2
	\$4,127,000	Total

~~In 1977 1% of the assessed valuation will be \$9,230,457 so even with the large bond issue proposed there is plenty of leeway.~~  
KSA-1594 also limits aggregate bond issues under the Statute to 1/2% of total assessed valuation (\$4,619,728 in 1977). The bonds covered by this limitation are:

Juvenile Detention Home	\$ 536,390	
Proposed Courthouse Improvement Bond	<u>\$3,200,000</u>	
	\$3,736,390	Total

*As may be seen,*

~~Again~~ there is a comfortable margin between what is proposed to be outstanding and the aggregate limit imposed by KSA-1594. The Courthouse Improvement Bonds proposed in Table Three will necessitate a high mill levy requirement for bonds and interest of 2.025 in 1982 with decreasing levies until the last bridge bond is paid off in 1991.

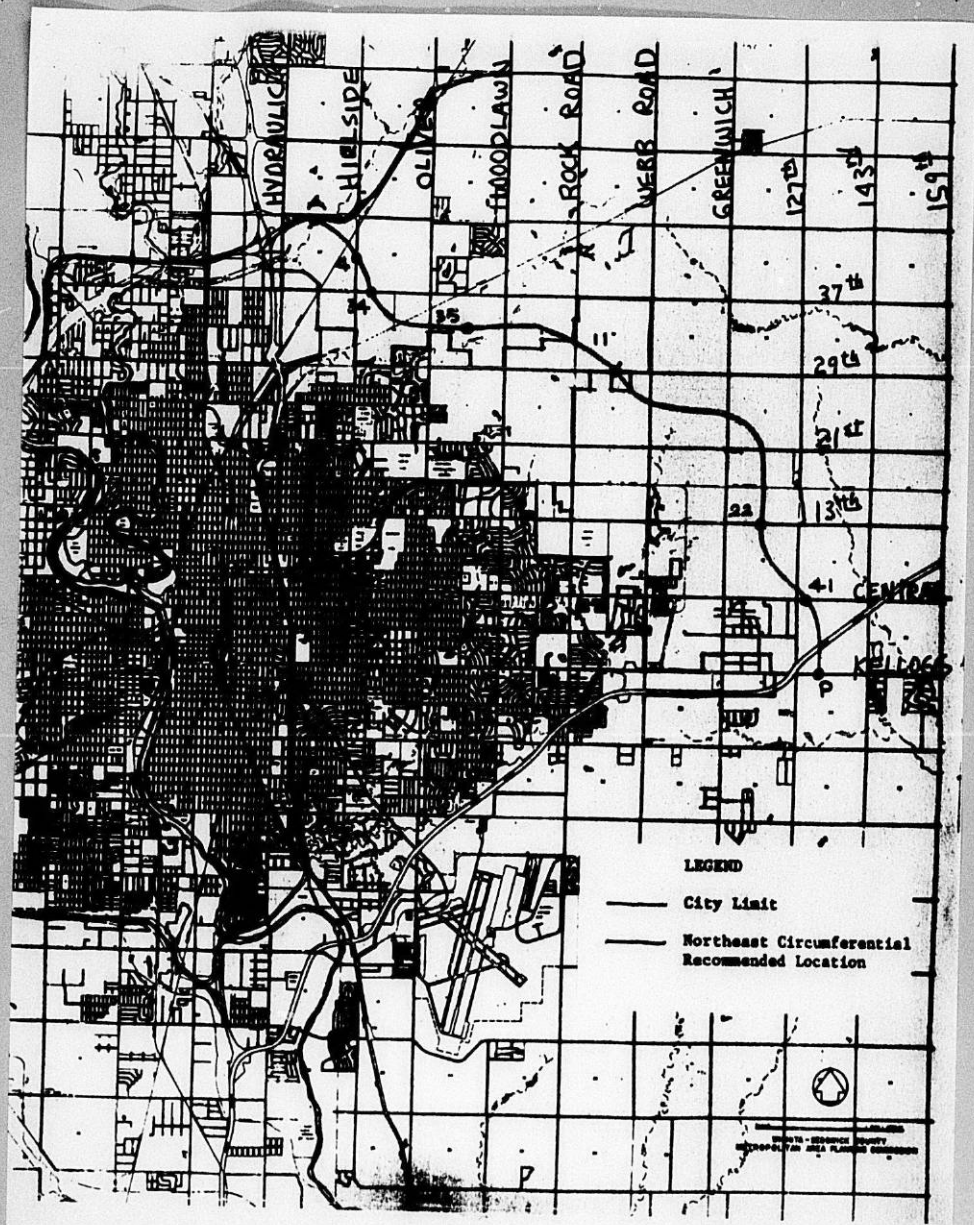
Table Four depicts the effect of issuing all the bonds in Table Three and the issuance in 1976 of \$5,060,120 in right-of-way acquisition bonds for the proposed right-of-way for the Northeast Circumferential. It is believed that statutory authority for the issuance of such bonds exists if said Northeast Circumferential is designated as part of the Sedgwick County primary arterial system. (See attached KSA 68-151K; KSA 68-151L; KSA 68-581; and KSA 68-584). However, it will be necessary for Sedgwick County Legal Staff to determine if ~~authority exists~~ <sup>KSA 68-584 does authorize</sup> such a bond issue ~~is authorized~~. It should be noted that KSA 68-584 limits a single bond issue of this type to 1/2% of total assessed valuation or aggregate bond issues under the Statute of 2% total assessed valuation. In 1976 1/2% of assessed valuation = \$4,619,728 and 2% = \$18,478,914.

The cost of acquiring the right-of-way for the Northeast Circumferential was obtained from the 1973 Location Study of the State Highway Department. Five separate links of the proposed Circumferential are depicted on the attached map and right-of-way costs for the various segments are estimated as follows:

<u>Segment</u>	<u>County</u>	<u>City</u>	<u>*Total</u>
0.71 Miles A-4	267,120	-	267,120
1.39 Miles 4-34-35	1,282,320	-	1,282,320

---

\*Includes cost of right-of-way, structures, severance, and 20% for Engineering and Acquisition Costs.



<u>Segment</u>	<u>County</u>	<u>City</u>	<u>*Total</u>
2.86 Miles 35-11	472,980	152,940	625,920
3.44 Miles 11-22	1,000,000	79,660	1,080,240
<u>2.34 Miles 22-41-P</u>	<u>2,037,120</u>	_____	<u>2,037,120</u>
10.74 Total Miles (length)	5,060,120	232,600	5,292,720

The recommended location for the Northeast Circumferential has been placed on quarter section maps and even more definitive acreage and cost estimates can be made if required.

Table Four depicts the effect on the Mill Levy of issuing \$5,060,120 in general obligation bonds in increments of 2,000,000 in 1976, \$2,000,000 in 1977, and 1,060,120 in 1978. The total \$5,060,120 cannot be made in one issue because of the 1/2% single issue limitations of KSA 68-584 (\$4,619,728 in 1976). However, it would be better to program the bonds over a three year period in any event because it would require more than one year to acquire/condemn that much property.

As may be seen from Table Four, if the bonds proposed for the Northeast Circumferential are issued in the three segments depicted, the mill levy for bonds and interest in Sedgwick County will increase to a high of ~~3.012~~ <sup>3.012</sup> in ~~1982~~ <sup>1982</sup> decreasing to .567 in 1988 when the last payment is made on the proposed Right-Of-Way acquisition bonds.

affect on the

Table Five depicts the mill levy of providing improvements of U.S. 81 (Broadway) from 47<sup>th</sup> Street South to 71<sup>st</sup> Street South (Grand Avenue in Haysville). Inasmuch as this project would fall within three separate political jurisdictions (Wichita, Haysville, Sedgewick County) the total costs were divided according to length within each political jurisdiction. The projected costs of ~~the~~ the improvements were derived from a 1975 study by the Engineering Consultant on the project (Delemater, Freund, and Scherer; Wichita) and the estimates have been adjusted by 30% (10% for contingencies and 20% for inflation). The project was also broken down into the phases of ~~road~~ right-of-way acquisition, bridge improvements, drainage, grading, and surfacing. The improvement project for U.S. 81 may be summarized as follows:

~~\_\_\_\_\_~~  
FINANCIAL RESPONSIBILITY BY POLITICAL JURISDICTION

	Length of Improvement Project	Financial Responsibility
WICHITA	1 5/8 miles	40%
HAYSVILLE	3/4 miles	20%
COUNTY	1 5/8 miles	40%
	4 miles	100%

~~\_\_\_\_\_~~  
COST ESTIMATE SUMMARY

1. <u>Grading</u>	\$628,296 x 1.3 =	\$816,785	\$816,800
2. <u>Drainage</u>	\$680,574 x 1.3 =	\$884,746	\$884,700
3. <u>Surfacing</u>	\$2,282,656 x 1.3 =	\$2,967,453	\$2,967,500
4. <u>Bridge</u>	\$1,200,000 x 1.3 =	\$1,560,000	\$1,560,000

~~\_\_\_\_\_~~  
COST SHARING BY POLITICAL JURISDICTION 7-19

	WICHITA		HAYSVILLE		COUNTY		TOTAL
	% Share	Amount	% Share	Amount	% Share	Amount	
1. <u>Grading</u>	40	\$326,720	20	\$163,360	40	\$326,720	\$816,800
2. <u>Drainage</u>	40	\$353,880	20	\$176,940	40	\$353,880	\$884,700
3. <u>Surfacing</u>	40	\$1,187,000	20	\$593,500	40	\$1,187,000	\$2,967,500
4. <u>Bridge</u>	-	-	-	-	100	\$1,560,000	\$1,560,000
5. ROW & <u>Relocation</u>	40	\$200,000	20	\$100,000	40	\$200,000	\$500,000

project would fall within three separate political jurisdictions (Wichita, Haysville, Sedgwick County) the total costs were divided according to length within each political jurisdiction. The projected costs of ~~the~~ improvements were derived from a 1975 study by the Engineering Consultant on the project (Delemeter, Freund, and Seherer; Wichita) and the estimates have been adjusted by 30% (10% for contingencies and 20% for inflation). The project was also broken down into the phases of ~~road~~ right-of-way acquisition, bridge improvements, drainage, grading, and surfacing. The improvement project for U.S. 81 may be summarized as follows:

**FINANCIAL RESPONSIBILITY BY POLITICAL JURISDICTION**

	Length of Improvement Project	Financial Responsibility
WICHITA	1 5/8 miles	40%
HAYSVILLE	3/4 miles	20%
COUNTY	1 5/8 miles	40%
	4 miles	100%

**COST ESTIMATE SUMMARY**

1. <u>Grading</u>	\$628,296 x 1.3 =	\$816,785	\$816,800
2. <u>Drainage</u>	\$680,574 x 1.3 =	\$884,746	\$816,700
3. <u>Surfacing</u>	\$2,282,656 x 1.3 =	\$2,967,453	\$2,967,500
4. <u>Bridge</u>	\$1,200,000 x 1.3 =	\$1,560,000	\$1,560,000

**COST SHARING BY POLITICAL JURISDICTION**

	WICHITA		HAYSVILLE		COUNTY		TOTAL
	% Share	Amount	% Share	Amount	% Share	Amount	
1. <u>Grading</u>	40	\$326,720	20	\$163,360	40	\$326,720	\$816,800
2. <u>Drainage</u>	40	\$353,880	20	\$176,940	40	\$353,880	\$884,700
3. <u>Surfacing</u>	40	\$1,187,000	20	\$593,500	40	\$1,187,000	\$2,967,500
4. <u>Bridge</u>	-	-	-	-	100	\$1,560,000	\$1,560,000
5. <u>ROW &amp; Relocation</u>	40	\$200,000	20	\$100,000	40	\$200,000	\$500,000
<u>Grand Total</u>		\$2,067,600		\$1,033,800		\$3,627,600	\$6,729,000

Sedgwick

Table Five projects the County share  
of the project as being composed of six separate  
bond issues:

1976	Right-of-way Bond issue of	\$100,000
1977	" " " " " "	\$100,000
1977	Bridge Improvement Bond issue of	1,560,000
1978	Drainage Improvement Bond issue of	353,880
1979	Subfacing & Grading Bond issue of	756,860
1980	" " " " "	756,860
	<b>Total</b>	<b>\$ 3,627,600</b>

The inclusion of the U.S. 81 improvements into the total Sedgwick County improvement package would require a high mill levy of 3.248 in 1981 decreasing to .258 in 1990 when the last U.S. 81 improvement bond would be paid off.

The U.S. 81 improvements bonds are proposed to ~~be~~ be issued under KSA 68-584 which ~~is~~ <sup>bond</sup> has a single issue limitation of 1/2% of assessed valuation with an aggregate limit on all bonds issued under the statute of 2% of assessed valuation. The bonds proposed for the Northeast Circumferential Right-of-Way Acquisition must be added to the U.S. 81 improvement bonds to assure that the mill levy limits of KSA 68-584 are not exceeded:

Year	Assessed Valuation	1/2% of Assessed Valuation	2% of Assessed Valuation	* Issue/Year KSA 68-584 (subject to 1/2% limit)	* 2 Aggregate Bonds/Year (subject to 2% limit)
1976	962 104 696	4 810 523	19 242 093	2 100 000	2 100 000
1977	1 001 839 619	5 009 198	20 036 792	3 660 000	5 550 000
1978	1 043 215 595	5 216 077	20 864 311	1 414 000	6 388 000
1979	1 086 300 399	5 431 501	21 726 007	756 860	6 427 460
1980	1 131 164 605	5 655 823	22 623 292	756 860	6 391 234

\* Includes all bonds for Northeast Circumferential and U.S. 81

1 ~~total~~ aggregate total subtracts bond principal payments each year

As previously mentioned, K.S.A. 10-301 limits the total bonded indebtedness of counties to 1% of assessed valuation for all bonds issues not exempt from this provision. Those bond issues proposed in the total funding package which are subject to the 1% limit are:

1967 Sedgwick County Zoo Bond  
 1973 Juvenile Detention Home  
 1976 1,500,000 Bridge Bond (proposed)  
 1977 3,200,000 Courthouse Improvement Bond (proposed)  
 1977 1,500,000 Bridge Bond (proposed)  
 1978 " " " "  
 1979 " " " "  
 1980 " " " "  
 1981 " " " "

Again, the total principal amount outstanding each year of these bonds must be compared to 1% of assessed valuation to insure that the statutory limit is not exceeded:

<u>Year</u>	<u>1% of Assessed Valuation</u>	<u>Amount Owed subject to 1% limit</u>
1977	9 621 046	2 615 000
1978	10 018 396	6 520 000
1979	10 432 155	7 325 000
1980	10 863 003	7 980 000
1981	11 311 646	8 480 000
1982	11 778 817	8 830 000
1983	12 265 282	7 530 000
1984	12 771 838	6 230 000
1985	13 299 315	5 010 000
1986	13 848 576	3 790 000
1987	14 420 523	2 500 000
1988	15 016 090	1 500 000
1989	15 636 255	900 000
1990	16 282 032	450 000
1991	16 954 480	150 000

Table ~~SIX~~<sup>SIX</sup> compares the mill levy requirements of the different funding packages ranging from merely the retirement of existing bonds to the total package which includes all bonds currently proposed.

Table ~~SIX~~<sup>SEVEN</sup> compares the bond and interest mill levies of Sedgwick County and the City of Wichita over the past ten years.

As may be seen, the highest mill levy required by the total funding package (~~3.248~~<sup>3.248</sup>) is still substantially smaller than any levy assessed by the City of Wichita.

From an evaluation of the preceeding information it would appear that Sedgwick County does have the bonding capacity to accommodate all of the bonds proposed including Right-Of-Way acquisition for the Northeast Circumferential <sup>and US 81 improvements</sup> without ~~approaching~~ <sup>exceeding</sup> any of the Statutory limits of bonded indebtedness.

ORIGINAL

COMPARISON OF MILL LEVY  
REQUIREMENTS FOR SEDGWICK COUNTY  
CAPITAL IMPROVEMENTS

In the preparation of this report, several assumptions had to be made concerning any future bonds which might be issued to fund Capital Improvements in Sedgwick County. These assumptions are:

- 1) The assessed valuation of real estate in Sedgwick County will continue to grow at an approximate rate of 4.13% per year (the average rate of growth for the past 10 years).
- 2) All general obligation bonds will be issued for a 10 year payback schedule at an interest rate of 5.5% per annum. (Sedgwick County has in the past restricted bond issues to ten year repayment and the interest rate was derived after discussion with City of Wichita and Sedgwick County bond experts.)
- 3) Bonds issued in a given year will have their first premiums due the following year.

K.S.A. 10-301 limits the total bonded indebtedness of counties to 1% of the total property tax assessment provided that any bonds issued under a statute which specifically exempts such bonds from the statutory limitations of bonded indebtedness shall not be included in computing the total bonded indebtedness of such county; refunding of outstanding debt is also exempt from the 1% bond limitation. In order to gain a complete picture of the bonding capability of Sedgwick County, it is necessary to

review the statutory authority for each separate bond issue to determine if the bonds fall within the debt limit or have other restrictions such as limiting the amount of the bond issue to: 1) as specified percentage of the assessed valuation of the County, 2) a stated dollar amount, 3) a specific proportion of the total project cost, 4) a percentage of the total tangible valuation of the County, 5) requirement of voter approval.

Currently, Sedgwick County has seventeen bond issues outstanding, of which eleven are special assessment bonds and six are general obligation. Only two of the general obligation bonds are subject to the 1% debt limit: The Sedgwick County Zoo Bond Issue of 1967 on which \$795,625 is currently owned and the 1973 Juvenile Detention Home Series on which \$637,950 is owed. One percent of the current assessed valuation for Sedgwick County is over nine million dollars and only \$1,433,575 in existing bond debt is under the 1% limitation. However, some of the other bond issues are limited by the restrictions already mentioned, so each bond issue must be examined in relation to all other bonds currently outstanding.

Table One depicts the mill levies which will be required until 1984 if no further bonds are issued. Because of the cash basis law, the mill levies are inflated by 4% in order to adjust for the 4% of property taxes which become delinquent in a given year. It should also be noted that the assessed valuation for a given year is used to set the levy to meet bond payments for

TABLE ONE  
TOTAL BONDED INDEBTEDNESS OUTSTANDING - SEDGWICK COUNTY

YEAR	* ASSESSED VALUATION	G.O. BOND PAYMENTS	4% DELINQUENCY	AMOUNT REQUIRED IN PAYMENTS + 4%	MILL LEVY REQUIRED
1976	923 945 738	1 333 074			1.398
1977	962 104 696	1 001 573	40 062	1 041 635	1.082
1978	1 001 839 619	588 190	23 527	611 717	.610
1979	1 043 215 595	517 495	20 699	538 194	.515
1980	1 086 300 399	501 720	20 068	521 788	.480
1981	1 131 164 605	481 910	19 276	501 186	.443
1982	1 177 881 703	432 020	17 280	449 300	.381
1983	1 226 528 217	413 360	16 534	429 894	.350
1984	1 277 183 832	315 000	12 600	327 600	.256

\* Assessed Valuation is actually for prior year, eg. 1975 assessed valuation is used to calculate mill levy required to meet bond payments due in 1976. The mill levy for 1976 bond payments is set prior to December, 1975.

TABLE TWO  
TOTAL BONDED INDEBTEDNESS AS PER C.I.F.

ASSUMES: 1976 - 188,294 in Utilities Bonds; 889,000 in Coliseum Bonds; and 1,500,000 in Bridge Bonds    1979 - 1,500,000 in Bridge Bonds  
 1977 - 1,500,000 in Bridge Bonds    1980 - 1,500,000 in Bridge Bonds  
 1978 - 248,371 in Utilities Bonds and 1,500,000 in Bridge Bonds    1981 - 1,500,000 in Bridge Bonds

YEAR	G.O. Bond PAYMENTS (Outstanding)	PROPOSED BOND PAYMENTS (AS PER C.I.F.)	4% Delinquency	Amount Required IN Payments + 4%	MILL LEVY Required
1977	1 333 074	398 085	69 246	1 793 405	1.864
1978	1 001 573	616 459	64 721	1 682 753	1.679
1979	588 190	865 081	58 131	1 511 402	1.448
1980	517 495	1 065 589	63 323	1 646 407	1.515
1981	501 720	1 257 848	70 383	1 829 951	1.617
1982	481 910	1 441 856	76 951	2 000 717	1.698
1983	432 020	1 385 114	72 685	1 889 819	1.540
1984	413 360	1 328 103	69 658	1 811 122	1.418
1985	315 000	1 271 631	63 465	1 650 096	1.240
1986	—	1 205 952	48 238	1 254 190	.905
1987	—	900 770	36 063	936 801	.649
1988	—	708 353	28 334	736 687	.490
1989	—	499 200	19 968	519 168	.332
1990	—	324 450	12 978	337 428	.207
1991	—	157 950	6 318	164 268	.096

the next year. Therefor the assessed valuation and mill levy to meet the 1976 bond payments are actually the 1975 assessed valuation and levy (again, a result of the cash basis law). As may be seen from Table One, if no further bonds are issued the mill levy for bonds and interest will continue to decrease until the last bond currently outstanding is paid off in 1984.

Table Two depicts the bond payments and mill levies required to meet the general obligation bond issues proposed in the 1976-1981 Sedgwick County Capital Improvements Program. It is proposed to issue \$436,665 in utility bonds (for Lake Afton Sewage Treatment Facilities), \$880,000 in bonds for the Kansas Coliseum and \$1,500,000 per year (total: \$9,000,000) in bridge construction bonds over the six year period. Only the bridge construction bonds will be subject to the 1% limitation on bonded indebtedness. The effect of these bond issues on the mill levy as depicted in Table Two is that payments will be required until 1991 and the mill levy will increase from the current 1.398 to a high of 1.864 in 1977 before beginning to fall as bond payments are made each year.

Table Three depicts the effect of a proposed 1977 issue of \$4,000,000 in Courthouse Improvement Bonds for the former and existing Sedgwick County Courthouse. It is proposed to issue approximately \$800,000 in Courthouse Improvement bonds under KSA 19-1510 which would be outside of the 1% debt margin. However, KSA-1510 has an aggregate limit of \$1,000,000 and

TABLE THREE  
CURRENT BONDS + CIP IMPROVEMENTS + COURTHOUSE IMPROVEMENTS

YEAR	1977 Courthouse Improvement Bond 800,000 KSA 19-1510	1977 Courthouse Improvement Bond 3,200,000 KSA 19-1594	TOTAL FROM TABLE 2 - Outstanding Bonds + CIP Improvement	4% Delinquency	Amount Required in Payments + 4%	MILL LEVY Required
1977	—	—	1 731 159	69246	1 800 405	1.871
1978	124 000	496 000	1 618 032	89521	2 327 553	2.328
1979	119 000	478 400	1 453 271	82026	2 132 698	2.044
1980	115 000	460 800	1 583 084	86355	2 245 239	2.066
1981	110 000	443 200	1 759 568	92510	2 405 279	2.126
1982	106 000	425 600	1 923 766	98214	2 553 581	2.167
1983	102 000	408 000	1 817 134	93085	2 420 219	1.973
1984	97 600	390 400	1 741 463	89178	2 318 642	1.815
1985	93 200	372 800	1 586 631	82105	2 134 736	1.605
1986	88 800	355 200	1 205 952	65998	1 715 950	1.239
1987	84 240	336 960	900 770	52878	1 374 849	.953
1988	—	—	708 353	28334	7 366 687	.490
1989	—	—	499 200	19 968	519 168	.332
1990	—	—	324 450	12 978	337 428	.207
1991	—	—	157 950	6318	164 268	.096

\$168,270 will still be owed in 1977 on a 1971 bond issue for Courthouse Improvements under the same statute. The other \$3,200,000 is proposed to be issued under KSA-1594 which does not have a dollar amount limitation but does limit aggregate bond issues under the Statute to 1/2% of total assessed valuation (\$4,619,728 in 1977). The bonds covered by this limitation are:

Juvenile Detention Home	\$ 536,390	
Proposed Courthouse Improvement Bond	<u>\$3,200,000</u>	
	\$3,736,390	Total

As may be seen, there is a comfortable margin between what is proposed to be outstanding and the aggregate limit imposed by KSA-1594. The Courthouse Improvement Bonds proposed in Table Three will necessitate a high mill levy requirement for bonds and interest of 2.328 in 1982 with decreasing levies until the last bridge bond is paid off in 1991.

Table Four depicts the effect of issuing all the bonds in Table Three and the issuance in 1976 of \$5,060,120 in right-of-way acquisition bonds for the proposed right-of-way for the Northeast Circumferential. It is believed that statutory authority for the issuance of such bonds exists if said Northeast Circumferential is designated as part of the Sedgwick County primary arterial system. (See attached KSA 68-151K; KSA 68-151L; KSA 68-581; and KSA 68-584). However, it will be necessary for

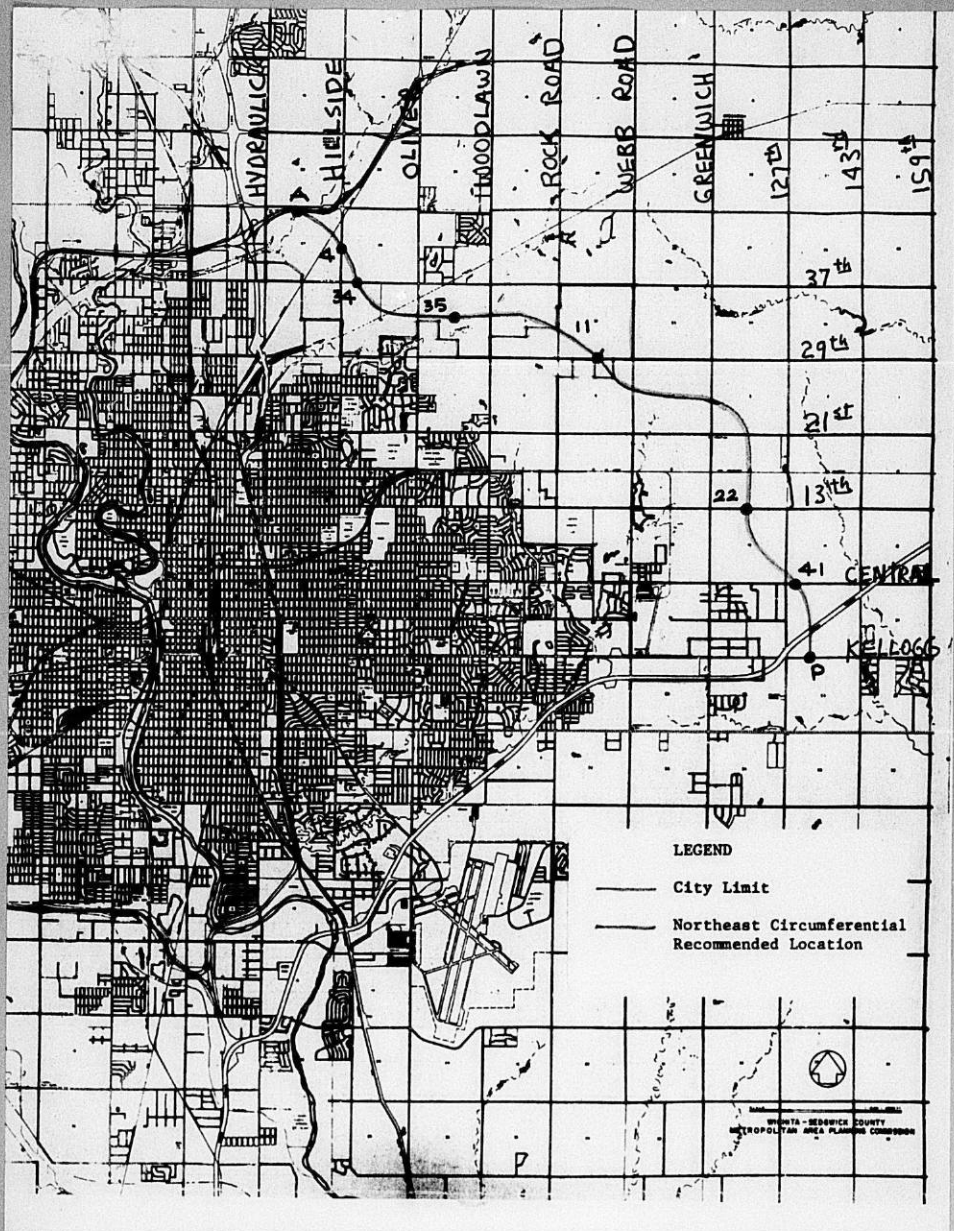


TABLE FOUR

Current Bonds + CIP Improvements + Courthouse Improvements + ROW Acquisition <sup>(Northeast</sup> <sub>(Crown Point))</sub>

YEAR	1976 R.O.W. Acquisition Bonds 2,000,000	1977 R.O.W. Acquisition Bonds 2,000,000	1978 R.O.W. Acquisition Bonds 1,060,120	Total FROM TABLE 3	4% Delinquency	Amount Required in Payments + 4%	MILL LEVY Required
1977	310 000	—	—	1 731 159	81 646	2 122 805	2.206
1978	299 000	310 000	—	2 238 032	113 181	2 960 913	2.955
1979	288 000	299 000	164 318	2 050 671	112 079	2 914 069	2.793
1980	277 000	288 000	158 487	2 158 884	109 574	2 848 946	2.622
1981	266 000	277 000	152 657	2 312 768	120 337	3 128 762	2.765
1982	255 000	266 000	146 829	2 455 366	124 927	3 548 123	3.012
1983	244 000	255 000	140 995	2 327 134	118 685	3 085 814	2.515
1984	233 000	244 000	135 165	2 229 463	113 665	2 955 293	2.313
1985	222 000	233 000	129 334	2 052 631	105 478	2 742 444	2.062
1986	210 600	222 000	123 503	1 649 952	88 242	2 294 297	1.656
1987	—	210 600	117 673	1 321 970	66 009	1 716 253	1.190
1988	—	—	111 630	708 353	32 799	852 787	.567
1989	—	—	—	499 200	19 968	519 168	.332
1990	—	—	—	324 450	12 978	337 428	.207
1991	—	—	—	157 950	6 318	164 268	.096

Sedgwick County Legal Staff to determine if KSA 68-584 does authorize such a bond issue. It should be noted that KSA 68-584 limits a single bond issue of this type to 1/2% of total assessed valuation or aggregate bond issues under the Statute of 2% total assessed valuation. In 1976 1/2% of assessed valuation = \$4,619,728 and 2% = \$18,478,914.

The cost of acquiring the right-of-way for the Northeast Circumferential was obtained from the 1973 Location Study of the State Highway Department. Five separate links of the proposed Circumferential are depicted on the attached map and right-of-way costs for the various segments are estimated as follows:

<u>Segment</u>	<u>County</u>	<u>City</u>	<u>*Total</u>
0.71 Miles A-4	267,120	-	267,120
1.39 Miles 4-34-35	1,282,320	-	1,282,320
2.86 Miles 35-11	472,980	152,940	625,920
3.44 Miles 11-22	1,000,000	79,660	1,080,240
<u>2.34 Mile 22-41-P</u>	<u>2,037,120</u>	<u>          </u>	<u>2,037,120</u>
10.74 Total Miles (length)	5,060,120	232,600	5,292,720

The recommended location for the Northeast Circumferential has been placed on quarter section maps and even more definitive acreage and cost estimates can be made if required.

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\*Includes cost of right-of-way, structures, severance, and 20% for Engineering and Acquisition Costs.

Table Four depicts the effect on the Mill Levy of issuing \$5,060,120 in general obligation bonds in increments of \$2,000,000 in 1976, \$2,000,000 in 1977, and \$1,060,120 in 1978. The total \$5,060,120 cannot be made in one issue because of the 1/2% single issue limitations of KSA 68-584 (\$4,619,728 in 1976). However, it would be better to program the bonds over a three year period in any event because it would require more than one year to acquire/condemn that much property.

As may be seen from Table Four, if the bonds proposed for the Northeast Circumferential are issued in the three segments depicted, the mill levy for bonds and interest in Sedgwick County will increase to a high of 3.012 in 1982 decreasing to .567 in 1988 when the last payment is made on the proposed Right-Of-Way acquisition bonds.

Table Five depicts the effect on the mill levy of providing improvements of U. S. 81 (Broadway) from 47th Street South to 71st Street South (Grand Avenue in Haysville). Inasmuch as this project would fall within three separate political jurisdictions (Wichita, Haysville, Sedgwick County) the total costs were divided according to length within each political jurisdiction. The projected costs of the improvements were derived from a 1975 study by the Engineering Consultant on the project (Delamater, Freund, and Scherer; Wichita) and the estimates have been adjusted by 30%. (10% for contingencies and 20% for inflation). The project was also broken down into the phases

TABLE FIVE  
 Current Bonds + CIP + Courthouse + ROW. (Northeast Circumferential) + U.S. 81 Improvements

YEAR	Total / YEAR U.S. 81 Improvements (SIX BOND ISSUES)	TOTAL FROM TABLE 4	4% Delinquency	Amount Required in Payments + 4%	MILL LEVY REQUIRED
1977	15 500	2 041 159	82 266	2 138 925	2.223
1978	272 250	2 847 032	124 771	3 244 053	3.238
1979	317 421	2 801 989	124 776	3 244 186	3.109
1980	423 108	2 739 371	126 499	3 288 978	3.027
1981	524 631	3 008 425	141 322	3 674 378	3.248
1982	504 679	3 123 195	145 114	3 772 988	3.203
1983	484 728	2 967 129	138 074	3 589 931	2.926
1984	464 776	2 841 628	132 256	3 438 660	2.692
1985	444 824	2 636 965	123 271	3 205 060	2.409
1986	424 852	2 206 055	105 236	2 736 143	1.975
1987	394 588	1 650 243	81 793	2 126 624	1.474
1988	209 448	819 983	41 177	1 070 608	.712
1989	163 708	499 200	26 516	689 424	.440
1990	79 697	324 450	16 165	420 312	.258
1991	—	157 950	6 318	164 268	.096

of right-of-way acquisition, bridge improvements, drainage, grading and surfacing. The improvement project for U. S. 81 may be summarized as follows:

FINANCIAL RESPONSIBILITY BY POLITICAL JURISDICTION

	Length of Improvement Project	Financial Responsibility
WICHITA	1 5/8 miles	40%
HAYSVILLE	3/4 miles	20%
COUNTY	<u>1 5/8 miles</u>	<u>40%</u>
	4 miles	100%

COST ESTIMATE SUMMARY

1. <u>Grading</u>	\$628,296 x 1.3 =	\$816,785	\$816,800
2. <u>Drainage</u>	\$680,574 x 1.3 =	\$884,746	\$816,700
3. <u>Surfacing</u>	\$2,282,656 x 1.3 =	\$2,967,453	\$2,967,500
4. <u>Bridge</u>	\$1,200,000 x 1.3 =	\$1,560,000	\$1,560,000

COST SHARING BY POLITICAL JURISDICTION

	WICHITA		HAYSVILLE		COUNTY		TOTAL
	% Share	Amount	% Share	Amount	% Share	Amount	
1. <u>Grading</u>	40	\$326,720	20	\$163,360	40	\$326,720	\$816,800
2. <u>Drainage</u>	40	\$353,880	20	\$176,940	40	\$353,880	\$884,700
3. <u>Surfacing</u>	40	\$1,187,000	20	\$593,500	40	\$1,187,000	\$2,967,500
4. <u>Bridge</u>	-	-	-	-	100	\$1,560,000	\$1,560,000
5. <u>ROW &amp; Relocation</u>	40	\$200,000	20	\$100,000	40	\$200,000	\$500,000
Grand Total		\$2,067,600		\$1,033,800		\$3,627,600	\$6,729,000

Table Five projects the Sedgwick County Share of the project as being composed of six separate bond issues:

1976 Right-Of-Way Bond issue	\$ 100,000
1977 Right-Of-Way Bond issue of	100,000
1977 Bridge Improvement Bond issue of	1,560,000
1978 Drainage Improvement Bond issue of	353,880
1979 Surfacing & Grading Bond issue of	756,860
1980 Surfacing & Grading Bond issue of	<u>756,860</u>
Total	\$3,627,600

The inclusion of the U. S. 81 Improvements into the total Sedgwick County Improvement Package would require a high mill levy of 3.248 in 1981 decreasing to .258 in 1990 when the last U. S. 81 Improvement Bond would be paid off.

The U. S. 81 Improvement Bonds are proposed to be issued under KSA 68-584 which has a single bond issue limitation of 1/2% of assessed valuation with an aggregate limit on all bonds issued under the Statute of 2% of assessed valuation. The bonds proposed for the Northeast Circumferential Right-Of-Way Acquisition must be added to the U. S. 81 improvement bonds to insure that the mill levy limits of KSA 68-584 are not exceeded:

<u>Year</u>	<u>Assessed Valuation</u>	<u>1/2% of Assessed Valuation</u>	<u>2% of Assessed Valuation</u>	<u>*Issue/Year KSA 68-584 (Subj. to 1/2% limit</u>	<u>*1 Aggregate Bond/ Year (Subject to 2% limit)</u>
1976	965 104 696	4 810 523	19 242 093	2 100 000	2 100 000
1977	1 001 839 619	5 009 198	20 036 792	3 660 000	5 550 000
1978	1 043 215 595	5 216 077	20 864 311	1 414 000	6 388 000
1979	1 086 300 399	5 431 501	21 726 007	756 860	6 427 460
1980	1 131 164 605	5 655 823	22 623 292	756 860	6 391 234

\*Includes all bonds for Northeast Circumferential and U. S. 81  
<sup>1</sup>Aggregate total subtracts bond principal payments each year

As previously mentioned, KSA 10-301 limits the total bonded indebtedness of counties to 1% of assessed valuation for all bond issues not exempt from this provision. Those bond issues proposed in the total funding package which are subject to the 1% limit are:

<sup>1</sup>  
1% limit 1967 re Sedgwick County Zoo Bond  
1973 Juvenile Detention Home  
1967 1,500,000 Bridge Bond (proposed)  
1977 3,200,000 Courthouse Improvement Bond (proposed)  
1977 1,500,000 Bridge Bond (proposed)  
1978 1,500,000 Bridge Bond (proposed)  
1979 1,500,000 Bridge Bond (proposed)  
1980 1,500,000 Bridge Bond (proposed)  
1981 1,500,000 Bridge Bond (proposed)

Again, the total principal amount outstanding each year on these bonds must be compared to 1% of assessed valuation to insure that the statutory limit is not exceeded:

<u>Year</u>	<u>1% of Assessed Valuation</u>	<u>Amount Owed Subject to 1% limit</u>
1977	9 621 046	2 615 000
1978	10 018 396	6 520 000
1979	10 432 155	7 325 000
1980	10 863 003	7 980 000
1981	11 311 646	8 480 000
1982	11 778 817	8 830 000
1983	12 265 282	7 530 000
1984	12 771 838	6 230 000
1985	13 299 315	5 010 000
1986	13 848 576	3 790 000
1987	14 420 523	2 500 000
1988	15 016 090	1 500 000
1989	15 636 255	900 000
1990	16 282 032	450 000
1991	16 954 480	150 000

Table Six compares the mill levy requirements of the different funding packages ranging from merely the retirement of existing bonds to the total package which includes all bonds currently proposed.

Table Seven compares the bond and interest mill levies of Sedgwick County and the City of Wichita over the past ten years.

As may be seen, the highest mill levy required by the total funding package (3.248) is still substantially smaller than any levy assessed by the City of Wichita.

TABLE SIX  
COMPARISON OF MILL LEVY'S BY FUNDING PACKAGE

YEAR	BONDS CURRENTLY OWED	CURRENT BONDS AND C.I.F. BONDS	CURRENT BONDS C.I.F. BONDS, COURTHOUSE BONDS	CURRENT, C.I.F., COURTHOUSE, R.O.W. (Northeast Circumferential)	CURRENT, C.I.F., COURTHOUSE, R.O.W., U.S. 81 IMPROVEMENTS
1977	1.082	1.864	1.871	2.206	2.223
1978	.610	1.629	2.328	2.955	3.238
1979	.515	1.448	2.044	2.793	3.109
1980	.480	1.515	2.066	2.622	3.027
1981	.443	1.617	2.126	2.765	3.248
1982	.381	1.698	2.167	3.012	3.203
1983	.350	1.540	1.973	2.515	2.926
1984	.256	1.418	1.815	2.313	2.692
1985	—	1.240	1.605	2.062	2.409
1986	—	.905	1.239	1.656	1.975
1987	—	.649	.953	1.190	1.474
1988	—	.490	.490	.567	.712
1989	—	.332	.332	.332	.440
1990	—	.207	.207	.207	.258
1991	—	.096	.096	.096	.096

TABLE SEVEN

COMPARISON OF SEDGWICK COUNTY AND CITY OF WICHITA  
MILL LEVY FOR BONDS AND INTEREST

YEAR	MILL LEVY CITY OF WICHITA	MILL LEVY SEDGWICK COUNTY
1966	7.216	1.465
1967	8.649	2.046
1968	8.986	1.989
1969	8.283	1.221
1970	8.269	1.081
1971	7.789	1.214
1972	7.456	1.173
1973	7.588	1.211
1974	7.914	1.672
1975	6.885	1.398

From an evaluation of the preceeding information it would appear that Sedgwick County does have the bonding capacity to accommodate all of the bonds proposed including Right-Of-Way acquisition for the Northeast Circumferential and U. S. 81 improvements without exceeding any of the Statutory limits of bonded indebtedness.

Attachment #1

KSA 68151K; 68-151L; 68-581; 68-584

GENERAL PROVISIONS

68-151n

n a total equal to l tangible purpose of construct- ing and including the provi- question ling the submit- county election per- at such of the

of this not more l annual t a rate interest of this sioners the tax- to pay nds as Such ducted ed and ions of other- h. 276.

Town- 8, 136.

nded. shall ed in roads n the county istrict county 276.

appli- tions the apply

to bonds issued under the provisions of this act. [L. 1945, ch. 276, § 3; June 28.]

**68-151j.** Same federal or state aid. The board of county commissioners of any such county may receive and use and have the benefit of any federal or state aid in so constructing and reconstructing such roads and bridges on the county road system. [L. 1945, ch. 276, § 4; June 28.]

**68-151k.** Certain counties over 175,000; location and establishment of county arterial highways; acquisition of rights of way; eminent domain; width of roads. Whenever the board of county commissioners in counties having a population of over one hundred twenty-five thousand (175,000) has adopted, and with the approval of the state highway commission, a master, long range highway development plan based upon engineering surveys and traffic use and needs studies, and whenever the state highway commission shall determine and designate that certain new routes or existing highways, forming a part of such county master highway development plan, are essential and important routes or highways to connect with or to provide necessary access highways to or from the state highway system in such counties, the board of county commissioners of such counties is hereby empowered and authorized to locate, lay out and establish new routes or locations for such county arterial highways, and to relocate, widen and alter existing county highways forming a part of such county arterial highway system.

The board of county commissioners is hereby authorized to acquire the necessary right of way for the purposes above enumerated by purchase, donation or eminent domain, and all proceedings, including notice to property owners and the determination of damages, for the taking of property for the purposes and needs herein specified shall be in accordance with sections 1 to 16 [26-501 to 26-516], inclusive, of this act. The provisions of section 68-116 of the General Statutes of 1949, restricting the width of county roads to one hundred twenty (120 feet), shall not apply to county arterial highways laid out, opened, widened or altered by the board of county commissioners of such counties under the provisions and requirements of this act and approved by the state highway commission. [L. 1951, ch. 376, § 1; L. 1957, ch. 356, § 1. L. 1963, ch. 234, § 85; Jan. 1, 1964.]

Cross References to Related Sections:  
Master highway plan, see, also, 68-573 to 68-577

Research and Practice Aids:

Eminent Domain—19, 127, 145(4); Highways —44(1).  
C. J. S. Eminent Domain §§ 32 et seq., 148, 177 et seq.; Highways § 64 et seq.

**68-151l.** Same; bonds. For the purpose of paying for the acquiring of said right of way, the county may issue and sell general obligation bonds of such county without the necessity of an election and subject only to the limitations contained herein and none of the restrictions and limitations respecting the amount of county indebtedness contained in any of the laws of the state of Kansas shall apply to or in any way affect the issuance of such bonds. [L. 1951, ch. 376, § 2; March 28.]

**68-151m.** Issuance of no-fund warrants for certain purposes by certain counties; definition. As used in this act:

(a) "Board" means the board of county commissioners of counties such as defined in subsection (b) hereof;

(b) "county" means any county in which there is located any land which has been or is to be inundated as a result of the construction of any dam or reservoir by the federal government or in which there is any land which is within the "take line" of any such reservoir, and in which as a result of such construction any county road or bridge has been or is to be abandoned or relocated or is to be constructed or reconstructed on the same or another site or right of way;

(c) "federal government" shall mean the government of the United States or any agency, department or office thereof. [L. 1959, ch. 269, § 1; March 30.]

Research and Practice Aids:

Counties—185.  
C. J. S. Counties § 49.

**68-151n.** Same; purposes; amount; conditions; tax levies to pay. The board of any such county may issue no-fund warrants without the approval of the state board of tax appeals, to provide additional funds to be used to pay a part of the cost of the relocation, construction, reconstruction and improvement of or the acquisition of a site or right of way for any road or bridge which is necessitated by the construction of any dam or reservoir by the federal government and part of the total cost of which is to be paid or reimbursed by the federal government. The total amount of such warrants shall not exceed the sum of one hundred fifty thousand dollars (\$150,000). Such warrants shall be in the form and be issued, registered, bear interest and may be

alvert on, city, may y be from engineer, rge of the shall have ime when imined, the any judg- ads in the mmission. he district , or in the ctual resi- l upon the ut of such s, and shall ded to the ice thereof personally by leaving in Shawnee uty sheriff. nmission to no attorney of the court ition within : of the day ained unless amage was the person to sustained. in person or ca. Shawnee ust be com- ing the date at mailing of ertified mail ned, shall be

ssion or any e or the state r any injury ate highway, r or improve- s signings or y addition or vith the gen-

ally recognized and prevailing standards in existence at the time such plan or design was prepared.

(c) For the purpose of this section the term "state highway" shall not include any road or highway constructed by the state highway commission pursuant to subsection (c) of K. S. A. 68-406, as amended.

Sec. 3. K. S. A. 68-406 and 68-419 are hereby repealed.

Sec. 4. This act shall take effect and be in force from and after publication in the official state paper.

Approved April 18, 1975.

Published in the official state paper April 24, 1975.

CHAPTER 351

(Amended by Chapter 427)

Senate Bill No. 296

An Act relating to county roads; concerning the designation and financing of primary arterial highways; amending K. S. A. 68-581, and repealing the existing section.

As it enacted by the Legislature of the State of Kansas:

Section 1. K. S. A. 68-581 is hereby amended to read as follows:

68-581. (a) By resolution the board of any county which has a population of less than two hundred twenty thousand (200,000), except any county having a population of more than thirty-eight thousand (38,000) and not more than forty-five thousand (45,000), may designate as a primary arterial highway all or any portion of an existing street or a proposed new street within a city in such county which is or would be a connecting link between county roads. Upon the adoption of such resolution a copy thereof attested by the county clerk shall be transmitted to the city clerk of the city wherein such street or portion thereof is, or proposed new street is to be located. Thereupon, such designation shall become effective and the board shall assume and be responsible for the construction, reconstruction, maintenance and repair of such primary arterial highway and all costs in connection therewith shall be paid by the county in like manner as the costs of construction, reconstruction, maintenance and repair of county roads are paid.

(b) By resolution the board of any county having a population of more than thirty-eight thousand (38,000) and not more than forty-five thousand (45,000) and any county having a population of not less than two hundred twenty thousand (200,000), may designate as a primary arterial highway:

(1) All or any portion of an existing or proposed new county road or highway; or (2) all or any portion of an existing street or a proposed new street within a city in such county, which street is or

would be an extension of a county road or a connecting link between county roads. Such resolution shall set out the primary arterial highway designation and its location, a general description of the proposed improvement and an estimate of the total cost thereof, exclusive of any grants from any other public agency. Upon the adoption of such resolution, a copy thereof attested by the county clerk shall, if such designation is of a city street, be transmitted to the city clerk of each city wherein such primary arterial highway is located or is proposed to be located. The resolution shall become effective upon publication by the county in its official newspaper.

The board and the governing bodies of all cities in which any primary arterial highway is located or is proposed to be located may enter into an agreement providing for the cooperative financing of the acquisition of right-of-way for and the construction, reconstruction, maintenance and repair of such proposed primary arterial highway, including major bridges and overpasses thereon, together with all engineering costs, under such terms as the board and governing bodies shall agree upon. Such agreement may be part of an agreement between the state highway commission, the county and the cities.

The board and governing body of any city wherein any portion of such primary arterial highway is to be located may use any public funds available to such county or city for the construction, reconstruction, maintenance or repair of such primary arterial highway, including major bridges and overpasses thereon, in like manner as if it were a normal county road or a city street, and the board and the governing body of each such city may issue bonds as provided in K. S. A. ~~1974 Supp.~~ 68-584. Whenever any such bonds are issued either with or without a referendum, the board or governing body issuing the same may use the moneys received from the distribution of motor-fuel tax revenues pursuant to K. S. A. ~~1974 Supp.~~ 7-3425c, and any amendments thereto, to pay all or part of the principal and interest on such bonds. In the event that such moneys are insufficient to retire such bonds, an annual tax shall be levied upon the taxable tangible property in such county or city in an amount sufficient to pay the principal of and interest on said bonds.

Sec. 2. K. S. A. 68-581 is hereby repealed.

Sec. 3. This act shall take effect and be in force from and after its publication in the statute book.

Approved April 18, 1975.

## CHAPTER 352

Senate Bill No. 485

AN Act relating to streets and highways; concerning the financing of the construction, reconstruction, maintenance and repair of streets and highways designated as arterial highways; amending K. S. A. 68-584 and repealing the existing section.

As it enacted by the Legislature of the State of Kansas:

Section 1. K. S. A. 68-584 is hereby amended to read as follows: 68-584. If the board of county commissioners or the governing body of the city shall determine that any of the costs incurred or to be incurred by the county or city, as the case may be, in carrying out the provisions of K. S. A. 68-581, 68-582 and 68-583, and amendments thereto, in relation to one or more county roads or highways or city streets or proposed streets or portions of one or more streets or any combination thereof should be paid by moneys derived from the issuance of general obligation bonds of the county or city, the board or governing body of the city, as the case may be, may issue such bonds for such purpose or purposes. *Provided*, No bonds shall be issued under the authority of this section unless and until the question of the issuance of the same shall have been submitted to a vote of the electors of the county or city, as the case may be, at a regular or special election called for that purpose and a majority of those voting on the question shall have voted in favor of the issuance of the bonds. The question submitted may include projects involving one or more county roads or highways or city streets or proposed streets or portions of one or more streets or any combination thereof. Such election shall be held and the bonds issued, sold, delivered and retired in accordance with the provisions of the general bond law. *Provided further, except that* no referendum shall be required to issue such bonds in an amount equal to not more than one-half of one percent ( $\frac{1}{2}$ ) of the assessed tangible valuation of such county or city unless a petition, signed by ~~27~~ *27* of the qualified electors who voted for the office of secretary of state at the last preceding general election within of the county or city proposing to issue such bonds, shall be filed in the office of the clerk of such county or city within sixty (60) days after publication of a notice of intent to issue such bonds, stating the amount and purpose thereof and published in a newspaper of general circulation within such county or city. *Provided further, That* The total amount of such bonds outstanding issued without referendum approval shall not exceed an amount equal to more than ~~one percent (1%)~~ *two percent (2%)* of the assessed tangible valuation of such county or city. Bonds issued under the provisions of this act shall not be subject to or be included in computing limitations upon bonded indebtedness of counties and cities prescribed under the provisions of article 3 of chapter 10 of the Kansas Statutes Annotated and amendments thereto.

CHITA-SEDGWICK COUNTY

DATE

April 2, 1976

METROPOLITAN AREA PLANNING DEPARTMENT

Robert A. Lakin, Director of Planning

Mike Meek, Senior Planner

Mike Lindebak, Principal Planner

PROJECT Comparison of Mill Levy Requirements for  
Sedgwick County Capital Improvements.

Pursuant to your instructions, the attached study summarizes the mill levy requirements for capital improvement financing in Sedgwick County (including acquisition of the Northeast Circumferential Right-Of-Way).

The mill levies which have been derived are somewhat exaggerated because they don't take into account current balances in the bond and interest fund from the previous year nor do the levies take into account the payment of delinquent or back taxes which are paid into the fund; it is assumed that broker's bonds fees will come from those sources.

*Mike Meek*

Mike Meek, Senior Planner

*Mike Lindebak*

Mike Lindebak, Principal Planner

MM:rme  
Attachment

METROPOLITAN Planning Report

**SUPERSEDED**

**SUPERSEDED**

WICHITA-SEDGWICK COUNTY

DATE

April 2, 1976

**METROPOLITAN AREA PLANNING DEPARTMENT**

TO Robert A. Lakin, Director of Planning  
FROM Mike Meek, Senior Planner  
Mike Lindebak, Principal Planner  
SUBJECT Comparison of Mill Levy Requirements for  
Sedgwick County Capital Improvements.

Pursuant to your instructions, the attached study summarizes the mill levy requirements for capital improvement financing in Sedgwick County (including acquisition of the Northeast Circumferential Right-Of-Way).

The mill levies which have been derived are somewhat exaggerated because they don't take into account current balances in the bond and interest fund from the previous year nor do the levies take into account the payment of delinquent or back taxes which are paid into the fund; it is assumed that broker's bonds fees will come from those sources.

*Mike Meek*

Mike Meek, Senior Planner

*Mike Lindebak*

Mike Lindebak, Principal Planner

MM:rme  
Attachment

**SUPERSEDED**

COMPARISON OF MILL LEVY  
REQUIREMENTS FOR SEDGWICK COUNTY  
CAPITAL IMPROVEMENTS

In the preparation of this report, several assumptions had to be made concerning any future bonds which might be issued to fund Capital Improvements in Sedgwick County. These assumptions are:

- 1) The assessed valuation of real estate in Sedgwick County will continue to grow at an approximate rate of 4.13% per year (the average rate of growth for the past 10 years).
- 2) All general obligation bonds will be issued for a 10 year payback schedule at an interest rate of 5.5% per annum. (Sedgwick County has in the past restricted bond issues to ten year repayment and the interest rate was derived after discussion with City of Wichita and Sedgwick County bond experts.)
- 3) Bonds issued in a given year will have their first premiums due the following year.

K.S.A. 10-301 limits the total bonded indebtedness of counties to 1% of the total property tax assessment provided that any bonds issued under a statute which specifically exempts such bonds from the statutory limitations of bonded indebtedness shall not be included in computing the total bonded indebtedness of such county; refunding of outstanding debt is also exempt from the 1% bond limitation. In order to gain a complete picture of the bonding capability of Sedgwick County, it is necessary to review the statutory authority for each separate bond issue to

determine if the bonds fall within the debt limit or have other restrictions such as limiting the amount of the bond issue to:

- 1) as specified percentage of the assessed valuation of the County,
- 2) a stated dollar amount,
- 3) a specific proportion of the total project cost,
- 4) a percentage of the total tangible valuation of the County,
- 5) requirement of voter approval.

Currently, Sedgwick County has seventeen bond issues outstanding, of which eleven are special assessment bonds and six are general obligation. Only two of the general obligation bonds are subject to the 1% debt limit: The Sedgwick County Zoo Bond Issue of 1967 on which \$795,625 is currently owned and the 1973 Juvenile Detention Home Series on which \$637,950 is owed. One percent of the current assessed valuation for Sedgwick County is over nine million dollars and only \$1,433,575 in existing bond debt is under the 1% limitation. However, some of the other bond issues are limited by the restrictions already mentioned, so each bond issue must be examined in relation to all other bonds currently outstanding.

Table One depicts the mill levies which will be required until 1984 if no further bonds are issued. Because of the cash basis law, the mill levies are inflated by 4% in order to adjust for the 4% of property taxes which become delinquent in a given year. It should also be noted that the assessed valuation for a given year is used to set the levy to meet bond payments for the next year. Therefore, the assessed valuation and mill levy

TABLE ONE  
TOTAL BONDED INDEBTEDNESS OUTSTANDING - SEDGWICK COUNTY

YEAR	* ASSESSED VALUATION	GO. BOND PAYMENTS	4% DELINQUENCY	AMOUNT REQUIRED IN PAYMENTS + 4%	MILL LEVY REQUIRED
1976	923 945 738	1 333 074			1.398
1977	962 104 696	1 001 573	40 062	1 041 635	1.082
1978	1 001 839 619	588 190	23 527	611 717	.610
1979	1 043 215 595	517 495	20 699	538 194	.515
1980	1 086 300 399	501 720	20 068	521 788	.480
1981	1 131 164 605	481 910	19 276	501 186	.443
1982	1 177 881 703	432 020	17 280	449 300	.381
1983	1 226 528 217	413 360	16 534	429 894	.350
1984	1 277 183 832	315 000	12 600	327 600	.256

\* Assessed Valuation is actually for prior year, eg. 1975 assessed valuation is used to calculate mill levy required to meet bond payments due in 1976. The mill levy for 1976 bond payments is set prior to December, 1975.

to meet the 1976 bond payments are actually the 1975 assessed valuation and levy (again, a result of the cash basis law). As may be seen from Table One, if no further bonds are issued the mill levy for bonds and interest will continue to decrease until the last bond currently outstanding is paid off in 1984.

Table Two depicts the bond payments and mill levies required to meet the general obligation bond issues proposed in the 1976-1981 Sedgwick County Capital Improvements Program. It is proposed to issue \$436,665 in utility bonds (for Lake Afton Sewage Treatment Facilities) and \$1,500,000 per year (total: \$9,000,000) in bridge construction bonds over the six year period. Neither one of these bond issues will be subject to the 1% limitation on bonded indebtedness. The effect of these bond issues on the mill levy as depicted in Table Two is that payments will be required until 1991 and the mill levy will increase from the current 1.398 to a high of 1.555 in 1982 before beginning to fall as older bond issues are paid off.

Table Three depicts the effect of a proposed 1977 issue of \$4,000,000 in Courthouse Improvement Bonds for the former and existing Sedgwick County Courthouse. It is proposed to issue approximately \$800,000 in Courthouse Improvement bonds under KSA 19-1510 which would be outside of the 1% debt margin. However, KSA-1510 has an aggregate limit of \$1,000,000 and \$168,270 will still be owed in 1977 on a 1971 bond issue under the same statute. The other \$3,200,000 is proposed to be

TABLE TWO

TOTAL BONDED INDEBTEDNESS AS PER C.I.F.

Assumes: 1976- 188,294 in Utilities Bonds and 1,500,000 in Bridge Bonds 1979 - 1,500,000 in Bridge Bonds  
 1977- 1,500,000 in Bridge Bonds 1980 - 1,500,000 in Bridge Bonds  
 1978- 248,371 in Utilities Bonds and 1,500,000 in Bridge Bonds 1981 - 1,500,000 in Bridge Bonds

YEAR	Assessed Valuation	G.O. Bond Payments (Outstanding)	Proposed Bond Payments (As per C.I.F.)	4% Delinquency	Amount Required in Payments + 4%	MILL LEVY Required
1976	923 945 738	1 333 074	—	—	—	1.398
1977	962 104 696	1 001 573	261 685	50 530	1 313 788	1.365
1978	1 001 839 619	588 190	484 899	42 923	1 116 012	1.113
1979	1 043 215 595	517 495	738 361	50 234	1 306 090	1.251
1980	1 096 300 399	501 720	943 709	57 817	1 503 246	1.383
1981	1 131 164 605	481 910	1 140 808	64 908	1 687 626	1.491
1982	1 177 881 703	432 020	1 329 656	70 467	1 832 143	1.555
1983	1 226 528 217	413 360	1 277 754	67 644	1 758 758	1.433
1984	1 277 183 832	315 000	1 225 583	61 623	1 602 206	1.305
1985	1 329 931 524	—	1 173 951	46 958	1 220 909	.918
1986	1 384 857 695	—	1 121 712	44 868	1 166 580	.842
1987	1 442 052 317	—	900 770	36 030	936 800	.649
1988	1 501 609 077	—	708 353	28 334	736 687	.490
1989	1 563 625 531	—	499 200	19 968	519 168	.332
1990	1 628 203 265	—	324 450	12 978	337 428	.207
1991	1 695 448 059	—	157 950	6 318	164 268	.096

TABLE THREE  
CURRENT BONDS + CIP IMPROVEMENTS + COURTHOUSE IMPROVEMENTS

YEAR	1977 Courthouse Improvement Bond 800,000 KSA 1978	1977 Courthouse Improvement Bond 3,200,000 KSA 19-1594	C.I.P. Improvements	G.O. Bond Payments (Outstanding)	4% Delinquency	Amount Required IN Payments + 4%	MILL LEVY Required
1978	124 000	496 000	484 899	588 190	67 723	1 760 812	1.757
1979	119 600	478 400	738 361	517 995	74 154	1 928 010	1.848
1980	115 200	460 800	943 709	501 720	80 857	2 093 286	1.926
1981	110 800	443 200	1 140 808	461 910	87 068	2 263 786	2.001
1982	106 400	425 600	1 329 656	432 020	91 747	2 385 423	2.025
1983	102 000	408 000	1 277 754	413 360	88 044	2 289 158	1.866
1984	97 600	390 400	1 225 583	315 000	81 843	2 109 726	1.651
1985	93 200	372 800	1 173 951	—	65 598	1 705 549	1.282
1986	88 800	355 200	1 121 712	—	62 628	1 628 340	1.175
1987	84 240	336 960	900 770	—	52 878	1 374 848	.953
1988	—	—	708 353	—	28 334	736 687	.490
1989	—	—	499 200	—	19 968	519 168	.332
1990	—	—	324 450	—	12 978	337 428	.207
1991	—	—	157 950	—	6 318	164 268	.096

issued under KSA-1594 which does not have a dollar amount limitation but does fall within the 1% of total bonded indebtedness. Therefor, in 1977 the bonded debt of the County under the 1% limit will be:

Sedgwick County Zoo Bond	\$ 390,687	
Juvenile Detention Home Bond	\$ 536,390	
Proposed Courthouse Improvement Bond	<u>\$3,200,000</u>	2
	\$4,127,000	Total

In 1977 1% of the assessed valuation will be \$9,239,457 so even with the large bond issue proposed there is plenty of leeway. KSA-1594 also limits aggregate bond issues under the Statute to 1/2% of total assessed valuation (\$4,619,728 in 1977). The bonds covered by this limitation are:

Juvenile Detention Home	\$ 536,390	
Proposed Courthouse Improvement Bond	<u>\$3,200,000</u>	
	\$3,736,390	Total

Again, there is a comfortable margin between what is proposed to be outstanding and the aggregate limit imposed by KSA-1594. The Courthouse Improvement Bonds proposed in Table Three will necessitate a high mill levy requirement for bonds and interest of 2.025 in 1982 with decreasing levies until the last bridge bond is paid off in 1991.

Table Four depicts the effect of issuing all the bonds in Table Three and the issuance in 1976 of \$5,060,120 in right-of-way acquisition bonds for the proposed right-of-way for the Northeast Circumferential. It is believed that statutory authority for the issuance of such bonds exists if said Northeast Circumferential is designated as part of the Sedgwick County primary arterial system. (See attached KSA 68-151K; KSA 68-151L; KSA 68-581; and KSA 68-584). However, it will be necessary for Sedgwick County Legal Staff to determine if authority for such a bond issue currently exists. It should be noted that KSA 68-584 limits a single bond issue of this type to 1/2% of total assessed valuation or aggregate bond issues under the Statute of 2% total assessed valuation. In 1976 1/2% of assessed valuation = \$4,619,728 and 2% = \$18,478,914.

The cost of acquiring the right-of-way for the Northeast Circumferential was obtained from the 1973 Location Study of the State Highway Department. Five separate links of the proposed Circumferential are depicted on the attached map and right-of-way costs for the various segments are estimated as follows:

<u>Segment</u>	<u>County</u>	<u>City</u>	<u>*Total</u>
0.71 Miles A-4	267,120	-	267,120
1.39 Miles 4-34-35	1,282,320	-	1,282,320

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\*Includes cost of right-of-way, structures, severance, and 20% for Engineering and Acquisition Costs.

<u>Segment</u>	<u>County</u>	<u>City</u>	<u>*Total</u>
2.86 Miles 35-11	472,980	152,940	625,920
3.44 Miles 11-22	1,000,000	79,660	1,080,240
<u>2.34 Miles 22-41-P</u>	<u>2,037,120</u>	_____	<u>2,037,120</u>
10.74 Total Miles (length)	5,060,120	232,600	5,292,720

The recommended location for the Northeast Circumferential has been placed on quarter section maps and even more definitive acreage and cost estimates can be made if required.

Table Four depicts the effect on the Mill Levy of issuing \$5,060,120 in general obligation bonds in increments of 2,000,000 in 1976, \$2,000,000 in 1977, and 1,060,120 in 1978. The total \$5,060,120 cannot be made in one issue because of the 1/2% single issue limitations of KSA 68-584 (\$4,619,728 in 1976). However, it would be better to program the bonds over a three year period in any event because it would require more than one year to acquire/condemn that much property.

As may be seen from Table Four, if the bonds proposed for the Northeast Circumferential are issued in the three segments depicted, the mill levy for bonds and interest in Sedgwick County will increase to a high of 2.640 in 1981 decreasing to .567 in 1988 when the last payment is made on the proposed Right-Of-Way acquisition bonds.

TABLE FOUR  
 Current Bonds + C.I.P. Improvements + Courthouse Improvements + R.O.W Acquisition (Northeast Circumferential)

YEAR	1976 R.O.W Acquisition Bonds 2,000,000	1977 R.O.W Acquisition Bonds 2,000,000	1978 R.O.W Acquisition Bonds 1,060,120	TOTAL FROM Previous TABLES	4% Delinquency	Amount Required in Payments + 4%	MILL LEVY Required
1977	310 000	—	—	1 263 258	62930	1 636 188	1.700
1978	299 000	310 000	—	1 693 089	92083	2 394 172	2.389
1979	288 000	299 000	164 318	1 853 856	104 206	2 709 380	2.597
1980	277 000	288 000	158 487	2 021 429	109 796	2 854 712	2.627
1981	266 000	277 000	152 657	2 176 718	114 895	2 987 270	2.640
1982	255 000	266 000	146 829	2 293 676	118 460	3 079 965	2.614
1983	244 000	255 000	140 995	2 201 114	113 644	2 954 753	2.409
1984	233 000	244 000	135 165	2 028 583	105 629	2 746 377	2.150
1985	222 000	233 000	129 334	1 639 951	88971	2 313 256	1.739
1986	210 600	222 000	123 503	1 565 712	84872	2 206 687	1.593
1987	—	210 600	117 673	1 321 970	65985	1 715 628	1.189
1988	—	—	111 630	708 353	32799	852 782	.567
1989	—	—	—	499 200	19 968	519 168	.332
1990	—	—	—	324 450	12978	337 428	.207
1991	—	—	—	157 950	6318	164 268	.096

Table Five compares the mill levy requirements of the different funding packages ranging from merely the retirement of existing bonds to the total package which includes all bonds currently proposed.

Table Six compares the bond and interest mill levies of Sedgwick County and the City of Wichita over the past ten years.

As may be seen, the highest mill levy required by the total funding package (2.640) is still substantially smaller than any levy assessed by the City of Wichita.

From an evaluation of the preceeding information it would appear that Sedgwick County does have the bonding capacity to accommodate all of the bonds proposed including Right-Of-Way acquisition for the Northeast Circumferential without approaching any of the Statutory limits of bonded indebtedness.

TABLE FIVE

COMPARISON OF MILL LEVY'S BY FUNDING PACKAGE

YEAR	BONDS CURRENTLY OWNED	CURRENT BONDS AND C.I.P. BONDS	CURRENT BONDS, C.I.P. BONDS, COURTHOUSE BONDS	CURRENT, C.I.P., COURTHOUSE, RIGHT-OF-WAY
1977	1.082	1.365	1.365	2.213
1978	.610	1.113	1.757	2.542
1979	.515	1.251	1.848	2.574
1980	.480	1.383	1.926	2.606
1981	.443	1.491	2.001	2.620
1982	.381	1.555	2.025	2.594
1983	.350	1.433	1.866	2.389
1984	.256	1.305	1.651	2.131
1985	—	.918	1.282	1.721
1986	—	.842	1.175	1.575
1987	—	.649	.953	.953
1988	—	.490	.490	.490
1989	—	.332	.332	.332
1990	—	.207	.207	.207
1991	—	.096	.096	.096

*in one and three years*

TABLE SEVEN

COMPARISON OF SEDGWICK COUNTY AND CITY OF WICHITA  
MILL LEVY FOR BONDS AND INTEREST

YEAR	MILL LEVY CITY OF WICHITA	MILL LEVY SEDGWICK COUNTY
1966	7.216	1.465
1967	8.649	2.046
1968	8.986	1.989
1969	9.283	1.221
1970	9.269	1.081
1971	7.789	1.214
1972	7.456	1.173
1973	7.588	1.211
1974	7.914	1.672
1975	6.885	1.398

TABLE SEVEN  
MILL LEVY REQUIREMENTS FOR 20 YEAR BONDS AND 5 YEAR  
NO FUND WARRANTS FOR COURTHOUSE IMPROVEMENTS

YEAR	MILL LEVY FOR CURRENT + 20 year CIP + 20 year ROW	MILL LEVY FOR CURRENT + 20 yr. CIP + 20 yr. Courthouse + 20 yr. ROW	MILL LEVY FOR CURRENT + 20 yr. CIP + 20 yr. ROW + 5 yr. No fund warrants for Courthouse	MILL LEVY FOR CURRENT + 10 yr. CIP + 10 yr. Courthouse + 10 yr. ROW	MILL LEVY FOR CURRENT + 10 yr. CIP + 10 yr. ROW + 5 yr. No fund warrants for CH		
1977	1.501	1.501	1.501	1.700	1.700		
1978	1.384	1.820	2.401	2.389	2.764		
1979	1.533	1.941	2.474	2.597	2.942		
1980	1.581	1.962	2.450	2.627	2.945		
1981	1.616	1.972	2.418	2.640	2.933		
1982	1.616	1.948	2.354	2.614	2.882		
1983	1.503	1.812	1.812	2.409	2.182		
1984	1.330	1.618	1.618	2.150	2.012		
1985	.999	1.268	1.268	1.739	1.786		
1986	.900	1.179	1.179	1.593	1.406		
1987	.836	1.096	1.096	1.189	1.301		
1988	.775	1.017	1.017	.567	.567		
1989	.718	.943	.943	.332	.332		
1990	.664	.873	.873	.207	.207		
1991	.613	.807	.807	.096	.096		

Attachment #1

KSA 68151K; 68-151L; 68-581; 68-584

to bonds issued under the provisions of this act. [L. 1945, ch. 276, § 3; June 28.]

**68-151j. Same; federal or state aid.** The board of county commissioners of any such county may receive and use and have the benefit of any federal or state aid in so constructing and reconstructing such roads and bridges on the county road system. [L. 1945, ch. 276, § 4; June 28.]

**68-151k. Certain counties over 175,000; location and establishment of county arterial highways; acquisition of rights of way; eminent domain; width of roads.** Whenever the board of county commissioners in counties having a population of over one hundred seventy-five thousand (175,000) has adopted, by and with the approval of the state highway commission, a master, long range highway development plan based upon engineering surveys and traffic use and needs studies, and whenever the state highway commission shall determine and designate that certain new routes or existing highways, forming a part of such county master highway development plan, are essential and important routes or highways to connect with or to provide necessary access highways to or from the state highway system in such counties, the board of county commissioners of such counties is hereby empowered and authorized to locate, lay out and establish new routes or locations for such county arterial highways, and to relocate, widen and alter existing county highways forming a part of such county arterial highway system.

The board of county commissioners is hereby authorized to acquire the necessary right of way for the purposes above enumerated by purchase, donation or eminent domain, and all proceedings, including notice to property owners and the determination of damages, for the taking of property for the purposes and needs herein specified shall be in accordance with sections 1 to 16 [26-501 to 26-516], inclusive, of this act. The provisions of section 68-116 of the General Statutes of 1949, restricting the width of county roads to one hundred twenty (120 feet), shall not apply to county arterial highways laid out, opened, widened or altered by the board of county commissioners of such counties under the provisions and requirements of this act and approved by the state highway commission. [L. 1951, ch. 376, § 1; L. 1957, ch. 356, § 1; L. 1963, ch. 234, § 85; Jan. 1, 1964.]

**Cross References to Related Sections:**

Master highway plan, see, also, 68-573 to 68-577

**Research and Practice Aids:**  
Eminent Domain 19, 127, 145(4); Highways 44(1).  
C. J. S. Eminent Domain §§ 32 et seq., 148, 177 et seq.; Highways § 64 et seq.

**68-151l. Same; bonds.** For the purpose of paying for the acquiring of said right of way, the county may issue and sell general obligation bonds of such county without the necessity of an election and subject only to the limitations contained herein and none of the restrictions and limitations respecting the amount of county indebtedness contained in any of the laws of the state of Kansas shall apply to or in any way affect the issuance of such bonds. [L. 1951, ch. 376, § 2; March 28.]

**68-151m. Issuance of no-fund warrants for certain purposes by certain counties; definition.** As used in this act:

(a) "Board" means the board of county commissioners of counties such as defined in subsection (b) hereof;

(b) "county" means any county in which there is located any land which has been or is to be inundated as a result of the construction of any dam or reservoir by the federal government or in which there is any land which is within the "take line" of any such reservoir, and in which as a result of such construction any county road or bridge has been or is to be abandoned or relocated or is to be constructed or reconstructed on the same or another site or right of way;

(c) "federal government" shall mean the government of the United States or any agency, department or officer thereof. [L. 1959, ch. 269, § 1; March 30.]

**Research and Practice Aids:**  
Counties 165.  
C. J. S. Counties § 349.

**68-151n. Same; purposes; amount; conditions; tax levies to pay.** The board of any such county may issue no-fund warrants without the approval of the state board of tax appeals, to provide additional funds to be used to pay a part of the cost of the relocation, construction, reconstruction and improvement of or the acquisition of a site or right of way for any road or bridge which is necessitated by the construction of any dam or reservoir by the federal government and part of the total cost of which is to be paid or reimbursed by the federal government. The total amount of such warrants shall not exceed the sum of one hundred fifty thousand dollars (\$150,000). Such warrants shall be in the form and be issued, registered, bear interest and may be

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(c) For the purpose of this section the term "state highway" shall not include any road or highway constructed by the state highway commission pursuant to subsection (c) of K. S. A. 68-406, as amended.

Sec. 3. K. S. A. 68-406 and 68-419 are hereby repealed.

Sec. 4. This act shall take effect and be in force from and after its publication in the official state paper.

Approved April 18, 1975.

Published in the official state paper April 24, 1975.

#### CHAPTER 351

(Amended by Chapter 427)

Senate Bill No. 296

AN ACT relating to county roads; concerning the designation and financing of primary arterial highways; amending K. S. A. 68-581, and repealing the existing section.

Be it enacted by the Legislature of the State of Kansas:

Section 1. K. S. A. 68-581 is hereby amended to read as follows:

68-581. (a) By resolution the board of any county which has a population of less than two hundred twenty thousand (220,000), except any county having a population of more than thirty-eight thousand (38,000) and not more than forty-five thousand (45,000), may designate as a primary arterial highway all or any portion of an existing street or a proposed new street within a city in such county which is or would be a connecting link between county roads. Upon the adoption of such resolution a copy thereof attested by the county clerk shall be transmitted to the clerk of the city wherein such street or portion thereof is, or proposed new street is to be located. Thereupon, such designation shall become effective and the board shall assume and be responsible for the construction, reconstruction, maintenance and repair of such primary arterial highway and all costs in connection therewith shall be paid by the county in like manner as the costs of construction, reconstruction, maintenance and repair of county roads are paid.

(b) By resolution the board of any county having a population of more than thirty-eight thousand (38,000) and not more than forty-five thousand (45,000) and any county having a population of not less than two hundred twenty thousand (220,000) may designate as a primary arterial highway:

(1) all or any portion of an existing or proposed new county road or highway; or (2) all or any portion of an existing street or a proposed new street within a city in such county; which street is or

would be an extension of a county road or a connecting link between county roads. Such resolution shall set out the primary arterial highway designation and its location, a general description of the proposed improvement and an estimate of the total cost thereof, exclusive of any grants from any other public agency. Upon the adoption of such resolution, a copy thereof attested by the county clerk shall, if such designation is of a city street, be transmitted to the city clerk of each city wherein such primary arterial highway is located or is proposed to be located. The resolution shall become effective upon publication by the county in its official newspaper.

The board and the governing bodies of all cities in which any primary arterial highway is located or is proposed to be located may enter into an agreement providing for the cooperative financing of the acquisition of right-of-way for and the construction, reconstruction, maintenance and repair of such proposed primary arterial highway, including major bridges and overpasses thereon, together with all engineering costs, under such terms as the board and governing bodies shall agree upon. Such agreement may be part of an agreement between the state highway commission, the county and the cities.

The board and governing body of any city wherein any portion of such primary arterial highway is to be located may use any public funds available to such county or city for the construction, reconstruction, maintenance or repair of such primary arterial highway, including major bridges and overpasses thereon, in like manner as if it were a normal county road or a city street, and the board and the governing body of each such city may issue bonds as provided in K. S. A. 4974 Supp. 68-584. Whenever any such bonds are issued either with or without a referendum, the board or governing body issuing the same may use the moneys received from the distribution of motor-fuel tax revenues pursuant to K. S. A. 4974 1974 Supp. 7-3425c, and any amendments thereto, to pay all or part of the principal and interest on such bonds. In the event that such moneys are insufficient to retire such bonds, an annual tax shall be levied upon the taxable tangible property in such county or city in an amount sufficient to pay the principal of and interest on said bonds.

Sec. 2. K. S. A. 68-581 is hereby repealed.

Sec. 3. This act shall take effect and be in force from and after its publication in the statute book.

Approved April 18, 1975.

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CHAPTER 352

Senate Bill No. 485

AN ACT relating to streets and highways; concerning the financing of the construction, reconstruction, maintenance and repair of streets and highways designated as arterial highways; amending K. S. A. 68-584 and repealing the existing section.

Be it enacted by the Legislature of the State of Kansas:

Section 1. K. S. A. 68-584 is hereby amended to read as follows:  
68-584. If the board of county commissioners or the governing body of the city shall determine that any of the costs incurred or to be incurred by the county or city, as the case may be, in carrying out the provisions of K. S. A. 68-581, 68-582 and 68-583, and amendments thereto, in relation to one or more county roads or highways or city streets or proposed streets or portions of one or more streets or any combination thereof should be paid by moneys derived from the issuance of general obligation bonds of the county or city, the board or governing body of the city, as the case may be, may issue such bonds for such purpose or purposes: ~~Provided~~, No bonds shall be issued under the authority of this section unless and until the question of the issuance of the same shall have been submitted to a vote of the electors of the county or city, as the case may be, at a regular or special election called for that purpose and a majority of those voting on the question shall have voted in favor of the issuance of the bonds. The question submitted may include projects involving one or more county roads or highways or city streets or proposed streets or portions of one or more streets or any combination thereof. Such election shall be held and the bonds issued, sold, delivered and retired in accordance with the provisions of the general bond law: ~~Provided further, except that no referendum shall be required to issue such bonds in an amount equal to not more than one-half of one percent (1/2%) of the assessed tangible valuation of such county or city unless a petition, signed by qualified electors equal to not less than five two percent (5 2/100%) of the qualified electors who voted for the office of secretary of state at the last preceding general election within of the county or city proposing to issue such bonds, shall be filed in the office of the clerk of such county or city within sixty (60) days after publication of a notice of intent to issue such bonds, stating the amount and purpose thereof and published in a newspaper of general circulation within such county or city: ~~Provided further~~, That the total amount of such bonds outstanding issued without referendum approval shall not exceed an amount equal to more than one percent (1%) two percent (2%) of the assessed tangible valuation of such county or city. Bonds issued under the provisions of this act shall not be subject to or be included in computing limitations upon bonded indebtedness of counties and cities prescribed under the provisions of article 3 of chapter 10 of the Kansas Statutes Annotated and amendments thereto.~~

Sec. 2. K. S. A. 68-584 is hereby repealed.

Sec. 3. This act shall take effect and be in force from and after its publication in the official state paper.

Approved April 12, 1975.

Published in the official state paper April 18, 1975.

### CHAPTER 353

House Bill No. 2162

AN Act relating to construction and maintenance of bridges and culverts on county and township roads; amending K. S. A. 68-1112 and K. S. A. 1974 Supp. 68-1114 and repealing the existing sections.

*Be it enacted by the Legislature of the State of Kansas:*

Section 1. K. S. A. 68-1112 is hereby amended to read as follows: 68-1112. The board of county commissioners, before awarding any contract for the construction or repair of any bridge or culvert costing more than ~~one three~~ thousand dollars ~~(~~\$1,000~~)~~ (~~\$3,000~~) shall adopt, by order of the board, the approved estimates, plans and specifications for said work as provided in the preceding section and file the same in the county clerk's office at least twenty (20) days prior to the date of the letting, and any changes or alterations whatever made in the plans, specifications and estimates after they are approved and filed and before the contract is executed will render the contract void. On all bridge and culvert work the estimated cost of which complete is less than ~~one three~~ thousand dollars ~~(~~\$1,000~~)~~ (~~\$3,000~~), the board of county commissioners may in its discretion let at private or public letting, but when the estimated cost of any structure complete shall be ~~one three~~ thousand dollars ~~(~~\$1,000~~)~~ (~~\$3,000~~) or more, such contract shall be awarded at a public letting.

The county clerk shall give not less than twenty (20) days' notice of all public lettings by publication in at least two weekly issues of the official county paper. Such notice shall specify with reasonable minuteness the character of the improvement, conhour, date and place of the letting of such contract, when the work is to be completed, the amount of such contract, when the check or cashier's check required, and invite sealed proposals for the same. Such other notices may be given as the board may deem proper but no contract shall be let above the estimated cost without the approval of the county engineer: *Provided*, That in letting contracts for the construction of bridges, earth fills and approaches connected therewith shall not be included in the same contract.

Sec. 2. K. S. A. 1974 Supp. 68-1114 is hereby amended to read as follows: 68-1114. Each bidder shall be required to deposit with his proposal a good and sufficient surety bond issued by a company authorized to do business in this state, a certified check

April 2, 1976

Robert A. Lakin, Director of Planning

Mike Meek, Senior Planner  
Mike Lindebak, Principal Planner

Comparison of Mill Levy Requirements for  
Sedgwick County Capital Improvements.

Pursuant to your instructions, the attached study summarizes the mill levy requirements for capital improvement financing in Sedgwick County (including acquisition of the Northeast Circumferential Right-Of-Way).

The mill levies which have been derived are somewhat exaggerated because they don't take into account current balances in the bond and interest fund from the previous year nor do the levies take into account the payment of delinquent or back taxes which are paid into the fund; it is assumed that broker's bonds fees will come from those sources.

\_\_\_\_\_  
Mike Meek, Senior Planner

\_\_\_\_\_  
Mike Lindebak, Principal Planner

MM:rme  
Attachment

WICHITA-SEDGWICK COUNTY

DATE 4/23/76

**METROPOLITAN AREA PLANNING DEPARTMENT**

**TO** Mike Meek, Senior Planner, Current Plans Division  
**FROM** Mike E. Lindebak, Principal Planner, Advance Plans Division  
**SUBJECT** COST ESTIMATES FOR THE U. S. 81 HIGHWAY IMPROVEMENT PROJECT

This memo was prepared for the U. S. 81 highway improvement project from Haysville to Wichita to document the estimation of the cost breakdown by governmental jurisdiction, namely the City of Wichita, the City of Haysville and Sedgwick County. Contacts with the project consultant (Delamater, Freund & Scherer, Wichita, Kansas) were initiated prior to the cost estimation.

A meeting was held between Frank Virr, the consultant's project engineer and the Transportation Planning Section staff members, Mike Lindebak and Vic Shen. During the meeting, Mr. Virr gave cost estimates made in the fall of 1975. These estimates with a 30% cost adjustment (10% for contingencies and 20% for inflation) were calculated for the entire project in terms of grading, drainage, surfacing and a bridge. He also has indicated that the detailed cost estimates broken down by governmental jurisdiction basis will be available in six weeks when construction plans are finalized.

For the purposes of discussing with the County Commission, it is our feeling that these preliminary cost estimates of this highway project can be used to present a reasonable indication of the potential bond funding impact to the County's financing operation. Before the detailed cost estimates can be obtained, we have made a generalized cost breakdown among Wichita, Haysville and Sedgwick County based on the following assumptions.

1. The cost sharing percentage was calculated based on the proposed improvement by length within each political jurisdiction. (See Figure 1 and Table 1).
2. The consultant's cost estimates were used during the calculation except the cost of the right-of-way and relocation assistance which was adjusted upward to the neighborhood of \$500,000 at the recommendation of the consultant (See Table 2).
3. The financial responsibility of the bridge construction is tentatively assigned to the County. And the cost sharing by 3 political jurisdictions was shown in Table 3.

In order to ease the financial burden to local government units, this highway improvement project may have to be stretched into a number of years. The project can be divided into 4 basic phases:

Right-of-way	2 years
Bridge	1 year
Drainage	1 year
Surfacing and Grading	2 years

Mike Meek  
COST ESTIMATES FOR THE U. S. 81 HIGHWAY IMPROVEMENT PROJECT

-2-

April 23, 1976

It is anticipated that the purchase of right-of-way usually takes about 2 years. The bridge and drainage phases can be constructed separately either during the same year or consecutive years depending upon the ability of the local governmental units to provide necessary capital. The first three phases may still cause some minor traffic problems but will not have significant impact on area mobility. On the other hand, the surfacing and grading phase will need to be expedited as soon as possible to minimize the inconvenience to area residents during the construction stage.

---

Mike E. Lindebak  
Principal Planner  
Advance Plans Division

MEL:VCS:rh  
Attachment

TABLE 1  
FINANCIAL RESPONSIBILITY BY POLITICAL JURISDICTION

	Length of Improvement Project	Financial Responsibility
WICHITA	1 5/8 miles	40%
HAYSVILLE	3/4 miles	20%
COUNTY	<u>1 5/8 miles</u>	<u>40%</u>
	4 miles	100%

TABLE 2  
COST ESTIMATE SUMMARY

1. <u>Grading</u>	\$628,296 x 1.3 =	\$816,785	\$816,800
2. <u>Drainage</u>	\$680,574 x 1.3 =	\$884,746	\$816,700
3. <u>Surfacing</u>	\$2,282,656 x 1.3 =	\$2,967,453	\$2,967,500
4. <u>Bridge</u>	\$1,200,000 x 1.3 =	\$1,560,000	\$1,560,000

TABLE 3  
COST SHARING BY POLITICAL JURISDICTION

	WICHITA		HAYSVILLE		COUNTY		TOTAL
	% Share	Amount	% Share	Amount	% Share	Amount	
1. <u>Grading</u>	40	\$326,720	20	\$163,360	40	\$326,720	\$816,800
2. <u>Drainage</u>	40	\$353,880	20	\$176,940	40	\$353,880	\$884,700
3. <u>Surfacing</u>	40	\$1,187,000	20	\$593,500	40	\$1,187,000	\$2,967,500
4. <u>Bridge</u>	-	-	-	-	100	\$1,560,000	\$1,560,000
5. <u>ROW &amp; Relocation</u>	40	\$200,000	20	\$100,000	40	\$200,000	\$500,000
<u>Grand Total</u>		\$2,067,600		\$1,033,800		\$3,627,600	\$6,729,000

BROADWAY

U.S. 81

47TH

WICHITA

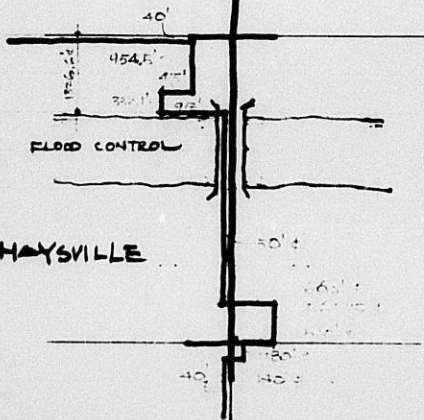
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Table 2  
Cost Estimate Summary

- 1 Grading  
\$ 628,296 x 1.3 = \$ 816,785      \$ 816,800
- 2 Drainage  
\$ 680,574 x 1.3 = \$ 884,746      \$ 884,700
- 3 Surfacing  
\$ 2,282,656 x 1.3 = \$ 2,967,453      \$ 2,967,500
- 4 Bridge (Replace existing structure with full width angle prestressed concrete beam bridge with covered median.)  
\$ 1,200,000 x 1.3 = \$ 1,560,000      \$ 1,560,000
- 5 ROW & Relocation Assistance

Table 3  
Cost Sharing by Political Jurisdiction

COST ITEMS	WICHITA		HAYSVILLE		COUNTY		TOTAL
	% share	Amount	% share	Amount	% share	Amount	
1 Grading	40%	\$326,720	20%	\$163,360	40%	\$326,720	\$816,800
2 Drainage	40%	\$353,880	20%	\$176,940	40%	\$353,880	\$884,700
3 Surfacing	40%	\$1,187,000	20%	\$593,500	40%	\$1,187,000	\$2,967,500
4 Bridge	-	-	-	-	100%	\$1,560,000	\$1,560,000
5 ROW & Relocation	40%	\$200,000	20%	\$100,000	40%	\$200,000	\$500,000
Grand Total		\$2,067,600		\$1,033,800		\$3,627,600	\$6,729,000

TOTAL LENGTH

~~$3 + 10 \times \frac{1}{8} - \frac{1}{4} (\text{BRIDGE}) = 4 \text{ MILES}$~~

<del>WICHITA</del>	<del><math>1 \frac{5}{8}</math></del>	<del>MILES</del>	<del>40%</del>	<del>40.625</del>
<del>HAYSVILLE</del>	<del><math>\frac{3}{4}</math></del>	<del>MILES</del>	<del>20%</del>	<del>18.750</del>
<del>COUNTY</del>	<del><math>1 \frac{5}{8}</math></del>	<del>MILES</del>	<del>40%</del>	<del>40.625</del>

Table 1  
Financial Responsibility by Political Jurisdiction

	Length of Improvement Project	Financial Responsibility
WICHITA	$1 \frac{5}{8}$ miles	40%
HAYSVILLE	$\frac{3}{4}$ miles	20%
COUNTY	$1 \frac{5}{8}$ miles	40%
TOTAL	4 miles	100%

Amount issued under K 68-584

1976 -	2,000,000	ROW	NE
	100,000	ROW	US 81
1977	2,000,000	ROW	NE
	100,000	ROW	US 81
	1,560,000		Budge (US 81)
1978	353,880	Drainage	(US 81)
	1,060,120	ROW	NE
1979	756,860		
1980	756,860		

Assessment	<u>1/2 %</u>	<u>2 %</u>	<u>Year</u>	
962104696	4810523	19242093	1977	2,100,000
1001839619	5009198	20036792	1978	3,660,000
1043215595	5216077	20864311	1979	1,414,000
1056300399	5431501	21726007	1980	756860
1131164605	5655823	22623292	1981	756860
				8,687,720

962104696

1001



Chart # 2 Work Sheet

Year	Assessed Valuation	60 Bonds Outstanding	Proposed Bond Payments GIP	Total	4% Debentures	Total 4%	Mile Levy Required
1977	962,046.76	1333.074	398.085	1731159	69246	1793405	1.864
1978	1,001,837.69	1,001,573	616,459	1,618,032	64,721	1,682,753	1.679
1979	1,043,215.96	588,190	865,081	1,453,271	58,131	1,511,402	1.448
1980	1,086,300.319	517,495	1,065,589	1,583,084	63,323	1,646,407	1.515
1981	1,121,144.605	501,720	1,257,848	1,759,668	70,383	1,829,951	1.617
1982	1,177,881.703	481,910	1,441,856	1,923,766	76,951	2,000,717	1.698
1983	1,226,528.217	432,020	1,385,114	1,817,134	72,685	1,889,819	1.540
1984	1,277,183.832	413,360	1,328,103	1,741,463	69,658	1,811,122	1.418
1985	1,329,315.24	315,000	1,271,631	1,586,631	63,465	1,650,096	1.240
1986	1,384,857.695	—	1,205,952	1,205,952	48,238	1,254,190	.905
1987	1,442,082.317	—	900,770	900,770	36,063	936,801	.649
1988	1,501,669.079	—	708,353	708,353	28,324	736,687	.490
1989	1,563,625.531	—	499,200	499,200	19,968	519,168	.332
1990	1,628,203.265	—	324,450	324,450	12,978	337,428	.207
1991	1,695,448.059	—	157,950	157,950	6,318	164,268	.096
1992							
1993							
1994							
1995							
1996							
1997							
1998							
1999							
2000							
2001							









Chart #6 Work Sheet

Year	Current 60 Bonds on Hand	CIP + Current	Current CIP Counthouse	Current CIP Counthouse (R.O.W.)	Current CIP Counthouse Northwest Corner (R.O.W.)	Current CIP Counthouse Northwest Corner U.S. 87 (R.O.W.)
1972	1.082	1.864	1.871	2.206	2.223	
1973	.610	1.629	2.328	2.955	3.238	
1974	.515	1.448	2.044	2.793	3.109	
1975	.440	1.515	2.066	2.622	3.027	
1976	.443	1.617	2.126	2.765	3.248	
1977	.381	1.698	2.167	3.012	3.203	
1978	.350	1.540	1.973	2.515	2.926	
1979	.256	1.418	1.815	2.313	2.692	
1980		1.240	1.605	2.062	2.409	
1981		.905	1.239	1.656	1.975	
1982		.649	.953	1.190	1.474	
1983		.490	.490	.567	.712	
1984		.332	.332	.332	.440	
1985		.207	.207	.207	.258	
1986		.096	.096	.096	.096	
1987						
1988						
1989						
1990						
1991						
1992						
1993						
1994						
1995						
1996						
1997						
1998						
1999						
2000						
2001						