

DR 81-9 - 1981-1986 Capital
Improvement Program.

ACTION

COMMITTEE	DATE
M.A.P.C. <u>Work session</u>	<u>1-22-81</u>
B.C.C./B-G-C. <u>work session</u>	<u>2-3-81</u>
MAPC <u>No. Inoculum</u>	<u>1-29-81</u>
Bec <u>Aggro 1981</u>	<u>2-16-81</u>

Clare

We have reviewed the East-West Traffic Flow Study, dated September 9, 1980, as well as the 1980-1985 Capital Improvement Program (CIP) for the City of Wichita. A number of recommendations have been developed which we believe will improve traffic flow. We request these recommendations be included in the 1981-1986 CIP, where appropriate, and that all necessary actions, including public hearings, be conducted in order to accomplish each project at the earliest possible date.

I. EAST-WEST TRAFFIC FLOW STUDY

East-west traffic flow needs to be improved. The Chamber supports the short-range and long-range recommendations listed on Attachments A and B, with exceptions noted below, as a plan by which needed improvements can be attained. We encourage the City of Wichita to move forward on planning for the improvements so that construction can begin as rapidly as possible. Following are specific comments regarding the recommendations:

- A. Kellogg - We fully support improving Kellogg as the major east-west traffic route according to the schedule identified on Attachments A and B. Our position is documented in a September 5, 1980, letter to the City Commission, a copy of which is attached. Grade separations at critical intersection should be designed and constructed as rapidly as possible. Improvements should be scheduled in the 1981-1986 CIP. Accelerating the Kellogg/West Street project should be considered a priority since funding is identified. The intersection at Bluff should be closed when improvements occur to warrant the closing.
- B. Parking Restrictions - Removal of parking on arterials should be considered on a locational basis to ensure the need exists and that adequate off-street and/or side-street parking exists for those businesses and residences affected. We support changes in zoning regulations which will make off-street parking, where needed, easier to develop by business. Following are comments regarding arterials on which removal of parking has been recommended:
1. First and Second Streets from Water to Hydraulic - We support the following restrictions in order to improve traffic flow and to assist in attaining the federally mandated Carbon Monoxide Air Quality Standard in the central business district:
- (a) No parking from 7:00 a.m. - 9:00 a.m. and from 4:00 p.m. - 6:00 p.m. Monday through Friday, west of the railroad underpasses on both First and Second Streets. Parking lanes could be used for left and right turn storage bays during these times.
 - (b) No parking between 4:00 p.m. and 6:00 p.m. on First Street, Monday through Friday east of the railroad underpasses.

(c) No parking 7:00 a.m. to 9:00 a.m. on Second Street, Monday through Friday east of the railroad underpasses.

More severe restrictions are not warranted at this time.

2. Lewis and Maple from Topeka to Sheridan - Restrictions currently exist in this area which are consistent with peak hour needs. Traffic volumes at this time do not warrant removal of parking nor more severe restrictions. However, Maple Street from McLean to Sheridan is scheduled for widening and reconstruction during 1981. We support removal of parking following completion of these improvements.
 3. Douglas to Allow Four Through Lanes - Four through lanes currently exist, excepting on West Douglas from Millwood to Sheridan. In this area, roadway improvements are needed before four lanes of traffic can travel side by side. Should the necessary improvements be made, we would support removal of parking in this area.
 4. Second Street from McLean to West Street - Restrictions currently exist in this area which are consistent with peak hour needs. Traffic volumes at this time do not warrant removal of parking nor more severe restrictions.
- C. Improved CBD Signalization - It is of utmost importance the traffic flows smoothly in the downtown area and that the Carbon Monoxide Standard is attained. Optimizing signalization will improve traffic flow, allow significant emission reductions and a firm commitment to be made towards attaining the standard. We encourage rapid progress in this area.
- D. Channelized Intersections - Channelizing major intersections for both left and right turns, when practical, should be accomplished. A number of intersections are currently planned for channelizing in the 1980-1985 CIP. We recommend the intersections at Hillside, Oliver, Edgemoor and Woodlawn on Douglas as well as Oliver, Edgemoor and Woodlawn on Central be considered for channelizing. Permissive left or right turns could be continued unless a protective-permissive condition would be warranted. Channelization on Central should have first priority as follow-on projects to those currently scheduled in the 1980-1985 CIP. Additionally, major intersections on Pawnee, Harry, Lincoln, 13th and 21st between Maize Road and Webb Road should be reviewed for channelization in order to improve the flow of traffic and assist in attaining the carbon monoxide air quality standard.

- E. Right-of-Way Acquisition - We encourage right-of-way acquisition on an opportunity basis at the intersection of Oliver and Kellogg, as well as other locations on Kellogg where additional right-of-way is needed for future construction. We encourage this practice at all areas in the city where improvements are needed and construction is expected to occur in the near future.
- F. First and Second Streets from Grove to Edgemoor - Recommendations regarding these streets were not included in the east-west traffic flow report. Nevertheless, the streets are important as major traffic carriers for east Wichita. We recommend the following action be taken:
1. Eliminate the mandatory right and left turns at First and Grove and at Second and Hillside.
 2. Retain both streets as one-way pairs with stop lights and signs as currently installed. Signal timing should be established to accommodate the flow of traffic, rather than discourage use of the streets.
 3. The streets should not be widened nor should trees be removed.
 4. The streets should be reclassified as arterials and lanes properly marked.
 5. Parking should be permitted on one side only at specified off-peak hours.
 6. Schedule necessary changes for 1981 in the 1980-1986 CIP. Changes should be implemented following completion of State funded construction on Grove Street.

Central and Douglas are currently carrying traffic at capacity and, as such, First and Second Streets are required as traffic carrying streets unless extensive widening occurs on both Central and Douglas. The recommendations included in the 1976 East-West Traffic Flow Study called for a \$4.5 million widening program requiring removal of all parking on Central and Douglas, removal of 268 trees and development of additional off-street parking estimated at \$2 million at the expense of business. The 1976 total cost of approximately \$6.5 million would be more than doubled at today's costs. We do encourage channelizing major intersections on Central and Douglas, as noted above, in order to facilitate the flow of traffic.

Fiscal responsibility is being demanded by all citizens. Expenditures for widening Central and Douglas are not necessary when First and Second Streets could easily handle required volumes with only minimal changes. Significant traffic carrying improvements could be completed on Kellogg if the same amount of monies were allocated where the priority exists.

II. CAPITAL IMPROVEMENT PROGRAM

- A. Railroad Crossings - Railroad crossings on major east-west arterials from Pawnee to 21st Street need to be improved. The improvements in place on Central have proved successful. Similar improvements should be scheduled for 1981 and 1982 in the CIP and completed in an orderly manner, placing priority on high volume streets.
- B. Waterman - Waterman is being used to carry traffic into and out of the downtown area. Improvements should be scheduled in the CIP for the area between St. Francis and Washington in order to improve traffic flow.
- C. Channelization: Oliver at Lincoln - Channelization at this intersection is scheduled for 1983. However, since left turns are now not permitted from Oliver onto Kellogg, this project should now have a higher priority. We recommend it be rescheduled for 1981 and accomplished early in the year.
- D. Northeast Wichita - Northeast Wichita is rapidly developing and a considerable increase in traffic will occur in the future. Acquisition of the former Comotara Airport for use as the reliever airport to Mid-Continent will promote additional traffic as improvements to the facility are completed. Considerable residential and industrial activity is also planned for development over that which currently exists. These factors make it important to plan and construct street improvements before future problems arise. Improvements should include, but not be limited to:
 - 1. Rock Road - Widening and reconstruction of Rock Road north of Central to 29th Street is currently scheduled for 1984 and 1985. Improvements are not now scheduled from 29th to 37th, the area on Rock Road immediately adjacent to the Comotara Business Park. We recommend this project be moved forward to the earliest possible date and that the area from 29th to 37th be included.
 - 2. Northeast Circumferential - The Northeast Circumferential is needed. We recommend the Design Phase Study for the roadway move forward and that monies be allocated for right-of-way acquisition in the CIP in order to ensure right-of-way availability.
- E. Amidon, 29th to 37th - The K-96/I-235 Interchanges will be completely opened within the next several weeks. Amidon will then begin receiving increased traffic as an access road to the new interchange. Bridge improvements over the floodway are scheduled to begin during 1981 and widening and reconstruction of Amidon north of 29th is scheduled during 1982. We recommend improvements on Amidon be completed on or before the date on which the bridge improvements are completed and that this total project be completed as soon as possible.

F. Design Activities - At present, design work on projects funded with general obligation bonds cannot be accomplished on any project until the year in which a construction contract is to be let. This results in time delays since design activities cannot be accomplished in advance. We recommend establishing a revolving fund for design work so that several projects can be designed well in advance and be "sitting on the shelf". Bond proceeds for specific projects equal to design costs could be allocated to the revolving fund to finance design of future projects.

As construction of these and other projects move forward, it is important that traffic be permitted to flow as smoothly as possible. It may be necessary to temporarily adjust signal timing or make other adjustments. We encourage innovative solutions during times of temporary inconvenience.

We recognize that funding is a major factor in the ability to schedule and complete a number of the projects identified above. The Wichita Area Chamber of Commerce fully supports increased funding for maintenance and new construction and will be actively working for legislative changes during the 1981 legislative session.

LISTING OF SHORT RANGE RECOMMENDATIONS⁽¹⁾

(all to be completed by December 31, 1982)

<u>Year</u>	<u>Project</u>	<u>Implementing Agency</u>
1981	Close Vine-Kellogg intersection.	City
1981	Close Kellogg median and remove the signal at Bluff. (Install signalized pedestrian crossing at Bluff).	City <i>see comments</i>
1981	Prohibit parking at all times on 1st and 2nd Streets from Hydraulic to Water	City <i>see comments</i>
1981	Prohibit parking at all times on Lewis from Topeka to McLean and on Maple from McLean to Sheridan.	City <i>see comments</i>
1981-82	Widen and channelize north and south approaches on Oliver at Kellogg.* (<i>Higher priority than Woodlawn</i>)	City
1981-82	Widen and channelize north and south approaches on Woodlawn at Kellogg.*	City
1981	Hire consultant to determine feasibility of an urban interchange (or flyover) on Kellogg at Oliver.	City
1981	Improve efficiency of CBD traffic signal system. This is to be accomplished in three steps (2 short range and one long range) a. Optimize existing CBD signal system using available computer software packages. b. Hire consultant to determine feasibility of improving signal control system using an on-line computer. (Priority to be placed on downtown area)	City City
1981	Request that KDOT complete location and design study for Kellogg Viaduct from Ark River Bridge to Topeka Avenue so that public hearing can be held.	KDOT
1981	Request that KDOT complete location study and prepare design and environmental impact statement to widen Kellogg to six lanes from Ark River Bridge to K-42 Interchange.	KDOT
1981	Remove parking on portions of Douglas where the removal would allow for four through lanes of traffic.	City <i>see comments</i>
1981	Prohibit parking at all times on West 2nd Street from McLean to West Street.	City <i>see comments</i>

(1) In addition to projects listed in CIP

***Note:** The channelization of Oliver (and Woodlawn) and again allowing left turns from Oliver at Kellogg is to be reconsidered after the urban interchange (or flyover) feasibility study is completed. Allowing left turns from Oliver (and Woodlawn), even after channelization is provided will reduce travel times on Kellogg if urban interchanges (or flyovers) are not constructed.

ATTACHMENT B

LISTING OF LONG RANGE RECOMMENDATIONS⁽¹⁾

(all to be completed by 1990)

<u>Year</u>	<u>Project</u>	<u>Implementing Agency</u>
1982-84	Construct urban interchange (or flyover at Oliver & Kellogg). (If determined to be feasible in short range program)	City
1985-88	Construct freeway viaduct on Kellogg from River to Topeka Avenue.	KDOT
1985-88	Upgrade Kellogg from Hoover to Dugan to freeway standards. This includes interchange at Julia.	KDOT
1984-86	Construct urban interchange (or flyover) on Kellogg at Woodlawn.	City
1983-85	If found to be feasible, install CBD computer signal control system for CBD area traffic signals.	City
1988-90	Widen Kellogg to six lanes from River to K-42 (Edwards Avenue).	KDOT
1985-90	Widen and increase clearance of railroad underpasses on 1st and 2nd Streets.	City

(1) In addition to projects listed in CIP.



WICHITA

AREA
CHAMBER
OF
COMMERCE

September 5, 1980

Mayor Robert G. Knight and
Commissioners of the City of Wichita
455 North Main
Wichita, KS 67202

Dear Mayor Knight and Commissioners:

The Wichita Area Chamber of Commerce is interested in ensuring local streets and highways are maintained and improved to meet the growing needs of business and industry as well as the citizens of the Wichita area. Kellogg is the major east-west route in and through the city and relief is needed east of Roosevelt as traffic volume has increased nearly 50% since 1970 and this trend is expected to continue.

We recognize street and highway funding is at a critical stage and are in full support of increasing motor fuel taxes to produce additional revenues. Nevertheless, planning must be continued for improving intra-city traffic flow. Highway finance will be one of the Chamber's top priorities during the next State Legislative session.

The Metropolitan Area Planning Department and the Traffic Engineering Department of the City of Wichita have prepared a number of available options and has formulated a position we believe consistent with the long-range growth of Wichita.

We recommend a step by step improvement plan be implemented on Kellogg, east of Roosevelt to Woodlawn because of funding limitations. However, the economic soundness of scheduling each improvement phase at one intersection must be considered to ensure phased construction is more appropriate than completing all improvements for each intersection as a single project.

- 1) Immediate Improvements - Synchronize signals for east-west traffic flow. The intersection at Bluff should be closed when improvements occur to warrant a closing.
- 2) Intermediate Improvements - Channelize the intersections at Oliver, Edgemoor and Woodlawn in a manner consistent with urban interchanges or flyovers. Channelization would be for both east-west and north-south traffic flow.

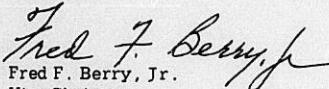
Mayor Knight and
Commissioners
September 5, 1980
Page 2

- 3) Long-Range Improvements - Construct urban interchanges or flyovers at Oliver, Edgemoor and Woodlawn.
- 4) Ultimate Goal - A controlled access highway with grade separations at critical intersections. This does not necessarily mean that a full six-lane freeway is required between Roosevelt and Woodlawn.

The recommendations are consistent with your action taken on June 17th of this year and provide an orderly plan for improving traffic flow on East Kellogg.

We would be pleased to discuss in detail our recommendations and look forward to the opportunity.

Sincerely,



Fred F. Berry, Jr.
Vice Chairman
Research and Resource Development

cc: Eugene Denton
Robert A. Lakin
Paul Graves
Willard L. Stockwell
Monroe Funk

WICHITA-SEDGWICK COUNTY

DATE

Lakin

METROPOLITAN AREA PLANNING DEPARTMENT

February 2, 1981

TO Honorable Board of City Commissioners
(Through E. H. Denton, City Manager)

FROM William R. Dudark, Secretary, Center City Steering Committee

SUBJECT Committee Recommendations on Proposed 1981-86 CIP

A primary function of the Center City Steering Committee (CCSC), as assigned by the City Commission, is the annual review of the proposed Capital Improvement Program (CIP). The purpose of this review is to provide the City Commission with recommendations of projects which will have a positive impact on the Center City. To carry out this responsibility, the Committee has formulated the following objectives:

1. Improved Traffic Circulation and Transit Facilities.
2. Additional Housing At The Fringe of Downtown.
3. Diversified and Nighttime-Oriented Retailing.
4. Assist Historic Conservation and Establishment of Benefit Districts.
5. Concentrate on Foundation Sponsored Central Core Improvements.
6. Build A New Convention Center/Hotel Complex.
7. Additional Close-in, Short-term Parking.
8. Increased Downtown Employment Opportunities (non-manufacturing).

The CCSC, at a special meeting on January 28, 1981, reviewed the proposed 1981-86 CIP giving special attention to those projects which have a high correlation with the above objectives. Presented below are those projects (listed in no particular order of priority) which the CCSC extends a "Highest Recommendation" to for inclusion in the final adopted 1981-86 CIP and 1981 Capital Budget:

<u>NUMBER</u>	<u>PROJECT DESCRIPTION</u>
MS-238 thru MS-239A	McLean Boulevard Intersection Improvements (Douglas, Second, and Seneca) ROW Acquisition and Design Study.
TE-26	Feasibility Study of Improving the Central City Area Signal System - Phase I

Page 2
February 2, 1981
City Commission

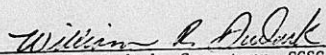
<u>NUMBER</u>	<u>PROJECT DISCIPTION</u>
B-76	Central Avenue Dam
PB-27	Convention Center Construction.
PB-34	Replace Historic Museum Roof.
PB-49	Downtown Transportation Center - Architecture/Engineering and Associated MTA System Improvements Including Bus Shelters, Signs and Acquisition of New Buses.
CF-3 & 4	Resurface Three Parking Lots and Opportunity Acquisition Funds for Lawrence-Dumont Stadium*.
RR-46	Skywalks - Downtown Core Area.
RR-36	Arkansas River Pedestrian Improvements - East Bank from Maple to Lincoln

NOTE: * The Committee recommends reconsideration of parking lot lighting for security reasons.

The CCSC acknowledges and concurs with the CIP project review guidelines enumerated in the City Manager's cover letter of January 16, 1981, however, particular endorsement if given to that guideline which states:

"To provide the necessary improvements to accommodate economic growth with particular emphasis on downtown Wichita to include parking garages and a transit center."

The above recommended projects are, in the opinion of the CCSC, consistent with this guideline and when completed will greatly contribute to downtown revitalization.


William R. Dudark, Secretary, CCSC

APPROVED:


Robert A. Lakin, Director of Planning

WRD:vn
cc: CIP Administrative Committee
Budget and Management



UNION NATIONAL BANK MAIN AT FIRST • WICHITA, KANSAS 67202 • PHONE (316) 261-4700

January 27, 1981

Mr. Mike Savina
Metropolitan Area Planning Commission
455 N. Main
Wichita, Kansas

Re: CIP Project D-77

Dear Mr. Savina:

The area between Tyler Road and Woodchuck, from US-54 to Maple, has been plagued with surface drainage problems for several years. The Floyd Bailey Addition was developed prior to annexation to the City with unimproved roadways and open ditches. The surface drainage is very poor and ponding of surface water occurs in the area north of US-54.

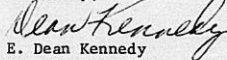
The Doris Mesker Trust is one of the owners of the property known as Carriage House Plaza C.U.P.-DP50.

During the process of zoning and platting of this property, the City required the construction of a temporary drainage retention-detention pond on Parcel #3. The pond provides drainage relief for a large area outside of our property as well as a portion of our property.

The ultimate solution of the drainage in the area and elimination of the temporary pond is the construction of a storm sewer to serve west US-54 and the drainage basin. The original plans for the improvement of US-54, from Seville to Hoover, included the construction of a storm sewer which would provide an outfall system for this area. The US-54 project was reduced in scope and the project west of Woodchuck is not planned or programed.

We request that the storm sewer be included in the City Capital Improvement Program to provide drainage for the area and permit the development of our property and construction of streets in the area.

Sincerely,


E. Dean Kennedy
Vice President &
Trust Officer

dh

cc Mayor Bob Knight
Mr. Bud White

February 2, 1981

Mayor Robert G. Knight
City of Wichita
455 North Main
Wichita, KS 67202

Dear Mayor Knight:

We obtained a copy of the proposed 1981-1986 Capital Improvement Program and have briefly reviewed the report. We noted that many new projects are included which will facilitate east-west traffic flow. The Chamber is supportive of these projects. We are pleased that monies have been allocated to acquire right-of-way for the Northeast Circumferential.

Within our report to you dated December 5, 1980, we made recommendations in two areas which we believe are beneficial for the community. These are:

(1) Railroad Crossings - Railroad crossings need to be improved. They are a severe impediment to traffic flow at this time. We recognize the cooperative effort that must be made with the City of Wichita as well as the railroads themselves, and we encourage the improvements to be scheduled and accomplished.

(2) Rock Road - In the 1980-1985 CIP, Rock Road at Central was scheduled for channelization in 1981. The project has now been slipped to 1983 and 1984. We do note, however, that improvements on Rock Road are now scheduled from 29th Street north to 42nd Street. This is newly scheduled. We are pleased with the fact that improvements are scheduled, but believe it is important that the project move forward more quickly than 1984 and 1985, the time frame scheduled for the majority of the work.

We appreciate working cooperatively with the City of Wichita and hope this information is helpful as you discuss the CIP during your informal session. The projects are important for our area and we are pleased to assist in any way we can.

Sincerely,

Tom Dondlinger's

Tom Dondlinger, Chairman
Streets, Highways & Public
Transportation Committee

TD:pl

MAYOR'S OFFICE
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FEB 2 1981

cc Manager

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WICHITA

DIRECTOR OF THE CITY MANAGER

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OF
COMMERCE

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FEB 5 1981

METROPOLITAN PLANNING

ROUTE _____

February 4, 1981

Board of City Commissioners
(through E. H. Denton, City Manager)
Robert A. Lakin, Director of Planning

1981 - 1986 Proposed Capital Improvement Program

The Metropolitan Area Planning Commission has been reviewing the Capital Improvement Program as submitted by the City Manager's Administrative Committee. A work session was held on January 22, and some four hours of discussion was held concerning the program. The Commission would have considered the Program at it's first meeting of January 29, however, a quorum was not available and the Commission was unable to officially act.

So that the Board of City Commissioners can have some flavor of the views of the Planning Commission, I am transmitting my memorandum to the Planning Commission summarizing their work session. In this work session there was considerable discussion about the coordination of projects, about alternate financing, about the need to move many projects up and a specific list of projects which I believe they generally agreed with in the informal session as being ones of particular concern. There was also considerable discussion concerning the process of which street improvements are made that involve bridges. It was the Commission's view that where a major bridge was involved with a street, such as on Amidon or Maple, or otherwise, that the roads leading to the bridge should be constructed first so that they could be used for local access during the time the bridge was under construction. This process would then have the bridge built after the road approaches to the bridge, minus whatever very short section would have to be delayed for actual bridge connecting purposes, are built. This is opposed to the current procedure where a major bridge is built and a several hundred thousand or a million dollar type project sits for an additional year or two while the abutting and connecting roads are built to it.

The five members present at the work session were: Commissioners Savina, Chairman; Gardner, Vice Chairman; Goebel; Bayouth and Wright.

Board of City Commissioners
(through E. H. Denton, City Manager)
February 4, 1981
Page 2

I will attempt to have one of the Planning Commission members who was at the work session be in attendance at the February 10 meeting in the event that there are questions which the City Commission may have of the Planning Commission members.

Robert A. Lakin
Director of Planning

RAL:rme
Attachment (1/23/81 memo-Lakin)

cc: Metropolitan Area Planning Commission

NOTE: The attachments referred to in the memorandum to the Planning Commission were handed to the Board of City Commissioners at their work session of February 3. Additional copies are available on request.

WICHITA-SEDGWICK COUNTY

DATE 1/23/81

METROPOLITAN AREA PLANNING DEPARTMENT

TO Members of the Metropolitan Area Planning Commission
FROM Robert A. Lakin, Director of Planning
SUBJECT 1981 - 1986 PROPOSED CAPITAL IMPROVEMENT PROGRAM

Five members of the Wichita/Sedgwick County Metropolitan Area Planning Commission met Thursday, January 22 at 8:00 a.m. to review the proposed CIP for 1981-1986. This MAPC work session was held in preparation for the City Commission CIP work session to be held February 4, 5, & 6. The CIP is to be considered on the City Commission formal agenda on February 10, 1981.

The Planning Commission reviewed the Rating System that was used by the CIP Administrative Committee to rank street improvement and drainage projects. These weights are the averages of the Administrative Committee ratings. Attachment A summarizes the factor weights used to evaluate each project.

Using the evaluation system, all proposed street improvement projects and drainage projects were evaluated by MAPD staff. The Drainage Project scores and rank are shown in Attachment B. The 82 Street Improvement Projects are listed in rank order in Attachment C. The Administrative Committee using the rankings as a point of departure prepared its six year program. The project priorities by Year 1981 through 1986 are shown in Attachment D. This list includes rank and project description.

In general discussion, MAPC members expressed concern over the apparent lack of efficient coordination between city departments responsible for capital improvements and maintenance and between the city and involved public utilities. It was suggested that more emphasis be placed on project coordination by upper level management of all organizations involved in any specific project.

There was a general consensus that numerous projects should be accelerated, i.e., carried out sooner than presently proposed in the CIP. It was recognized, however, that to accelerate projects, additional sources of funding will have to be developed. Several possible funding sources were discussed, including a wheel tax and toll roads (or streets). The consensus was that these and other funding possibilities should be discussed in depth in the near future.

It was also requested that the Budget Office furnish the Planning Commission a summary of CIP proposals over the last five (5) years and compare the projects proposed each year to the projects actually constructed. An analysis of project financing, i.e., short-term and long-term was also requested.

1/23/81

All 1981-1986 CIP projects were reviewed and comments provided as follows:

1. Page 19, E-14 Accelerate the project--consider its funding through development of toll road. This may mean tolls on other roads or Kellogg and use revenues for this and other projects.
2. Page 20, MS-36 and B-34 Accelerate construction of Amidon from 29th Street to 37th Street and set back the bridge project (B-34).
3. Page 22, MS-224 and B-49 Accelerate widening of Broadway--Arkansas River to Pawnee and set back bridge and coordinate with MS-272 (page 23, Broadway overlay project from Bridge to Overpass).
4. Page 30 and 31, MS-313, 314, 315, 316 Accelerate these intersection projects on Douglas Avenue. Utilize programmed street sign money to move these projects up.
5. Page 35, MS-257 Accelerate project on E. Harry from Eastmoor to Webb.
6. Page 41, MS-280 and 288 Accelerate Maize Road Projects from Maple to 13th Street.
7. Page 42, MS-276, 277, 278 Accelerate Maple Street projects from Tyler to 119th St. West.
8. Page 43, MS-256, and B-73 Accelerate Maple Street from I-235 to Tyler. Tie this project with MS-289 (page 50) Ridge Road north of Maple. Set back Maple Street Bridge (B-73) until I-235 Maple Interchange is built.
9. Page 50, MS-283 Accelerate Ridge Road from Central to Thirteenth.
10. Page 51, MS-129 Accelerate Rock Road from 750' south of Central to Donegal to 81-82.
11. Page 52, MS-258, 286, 287 Accelerate the improvement of Rock Road working from the south to the north
12. Page 53, MS-208 Accelerate South Rock Road from Osie to Oak Knoll.
13. Page 61, MS-305 Accelerate widening of East 13th from Gouverneur to Rock Road.

14. Page 62, MS-281 and B-78 Accelerate construction of West 13th from Maize Road to 119th Street West.
15. Page 65, MS-284 Accelerate reconstruction of East 21st Woodlawn to Tara.
16. Page 67, MS-130 Accelerate the Tyler Road from Maple to Kellogg Project.
17. Page 73, TE-26 Reevaluate the amount designated annually for Street Sign Improvements. Suggest funds be shifted to signal improvements and or intersection improvement projects.
18. Page 75 General agreement that bridge projects related to street improvements be undertaken after the street is completed rather than before.
19. Page 86, D-44 Need for project questioned. Could costs be charged to benefit district or scheduled later?
20. Page 119, PB-46 and 47 Suggested that parking fee be examined to cover needed Parking Garage repairs.

The fact that there is a need to accelerate many projects demonstrates the need to expand our financial resources. The demand for projects far exceeds the supply of revenue resources. The members at the work session felt that the acceleration of needed projects could be enhanced by reviewing funding sources. The use of "urban" FHWA funds requires substantial additional time in hearings, design approval, etc. when compared to using local funding bases.

RECOMMENDED ACTION:

1. That the Metropolitan Area Planning Commission take such action on the above (and other) CIP items and issues as it deems appropriate.
2. The Planning Commission determine who should represent the Commission to make their wishes and concerns known to the City Commission during focus and action considerations.

RAL:MLF:rh
Attachments

Robert A. Lakin, Director of Planning

Street Improvement Evaluation

Rank and Weights of Factors*

<u>Factor</u>	<u>Weight</u>	<u>Rank</u>
Existing V/C Ratio	89	1
Current Traffic Volumes	74	2 tie
Existing Condition of Street	74	3 tie
Project Effectiveness	63	4
Accident Experience	57	5
Forecast Traffic Volume Increase	54	6
Contribution to Completed System	52	7
Projected Unit Costs	33	8
Air Quality Improvement	8	9

Drainage Project Evaluation

Rank and Weights of Factors

<u>Factor</u>	<u>Weight</u>	<u>Rank</u>
Severity of Flooding	100	1
Relationship to other Capital Improvement Projects	71	2
Project Permits or Protects Development	63	3
Frequency of Flooding	49	4
Project Cost	44	5
Right-of-way Availability	34	6

Drainage Project Evaluation

<u>Project No.</u>	<u>Project</u>	<u>Score</u>	<u>Rank</u>
D-60	17th Street, Broadway to I-235	2,689	1
D-19	Maple St. Interceptor, Sheridan to McLean	2,653	2
D-51	Midland Valley Drainage Study	2,527	3
D-48C	S.W. Ind. Park Storm Drain., R/W "B"	2,359	4
D-48B	S.W. Ind. Park Storm Drain, Area "B"	2,359	5
D-48A	S.W. Ind. Park Outfall & Lift Station	2,359	6
D-53	Dry Creek Improvement Kellogg	2,287	7
---	West Kellogg Drainage	2,185	8
D-75	West 13th St. Drainage	2,077	9
D-55	Grove Drainage, Elm - 14th St.	2,011	10
D-56	Grove Drainage, 14th St. - 21st.	2,011	11
D-63	Ext. of 63rd St. Storm Sewer	1,864	12
D-73	34th & Arkansas R/W	1,735	13
D-44	N. Diversion, Wichita Ind. Park	1,678	14
D-43	Douglas Ave. Drainage	1,225	15

ATTACHMENT C

CAPITAL IMPROVEMENT PROJECTS EVALUATED

RANK	SCORE	PROJECT*	PROJECT DESCRIPTION	PAGE 1 OF 3
1	4326	E-13	Woodlawn at Kellogg (N. & S. Approaches)	
2	4155	E-11	Kellogg Interchange at Oliver	
3	3894	MS-303	Kellogg at Webb	
4	3774	MS-249	Central at West	
5	3753	E-10	Kellogg Overpass (Topeka to Ark. River)	
6	3735	MS-129	Rock Road (750 S. of Central to 9 th N.)	
7	3711	MS-99	Maple (Sheridan to McLean)	
8	3669	E-12	Oliver at Kellogg (N. & S. Approaches)	
9	3636	MS-269	Broadway (55 th S. to 1140' N. of 47 th S.)	
10	3585	MS-224	Broadway (Ark. River to 290' S. of Pawnee)	
11	3555	MS-313	Douglas at Edgemoor	
12	3543	MS-305	13 th (Governour to Rock)	
13	3537	E-9E	Kellogg Freeway (I-235 to Dugan)	
14	3513	-	Kellogg at Bluff	
15	3432	MS-150	31 st S. at Seneca	
16	3426	MS-238	McLean at Douglas & 2nd	
17	3426	MS-239	McLean at Seneca	
18	3426	MS-314	Douglas at Hillside	
19	3402	MS-200	47 th S. (Broadway to Seneca)	
20	3306	MS-148	MacArthur (I-235 to Seneca)	
21	3300	MS-1	29 th N. (Amidon to Arkansas)	
22	3288	MS-315	Douglas at Hydraulic	
23	3238	MS-311	Central at Oliver	
24	3237	MS-310	Central at Edgemoor	
25	3231	MS-208	Rock Road (Osie to Oak Knoll)	
26	3228	-	Kellogg at Vine	
27	3222	MS-312	Central at Woodlawn	
28	3219	MS-59	Woodlawn (Rock Hill to 25 th N.)	
29	3219	MS-49	Seneca (MacArthur to 47 th N.)	
30	3216	MS-91	17 th N. (Broadway to I-235)	

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31	3189	MS-241	Central (Main to Santa Fe)
32	3120	MS-50	Seneca (47 th S. to 55 th S.)
33	3114	MS-257	Harry (Eastmoor to Webb)
34	3069	MS-289	Maple at Ridge
35	3066	MS-222	Hillside (Bayley to Skinner)
36	3054	MS-195	Greenwich (Douglas to KTA)
37	2970	MS-316	Douglas at Oliver
38	2961	MS-261	Central at Washington
39	2955	MS-285	Rock Road (13 th N. to 21 st N.)
40	2922	MS-284	21 st N. (Woodlawn to Tarr)
41	2907	MS-199	47 th S. (I-135 to Ark. River)
42	2865	MS-130	Tyler (AT&SF Railroad to Maple)
43	2832	MS-106	Mt. Vernon (K-15 to Main)
44	2832	MS-255	Oliver (Murdock to 9 th N.)
45	2811	MS-120	Hydraulic (Kellogg to Harry)
46	2811	MS-230	Grove (14 th to 21 st N.)
47	2805	MS-267	Oliver (Glendale to 100' N. of Lincoln)
48	2793	MS-36	Amidon (29 th to 37 th N.)
49	2793	MS-256	Maple (I-235 to Ridge)
50	2736	MS-108	31 st S. (K-15 to Oliver)
51	2688	MS-52	Hydraulic (MacArthur to 47 th S.)
52	2658	MS-254	13 th N. at Oliver
53	2637	MS-283	Ridge (Central to 13 th N.)
54	2637	MS-286	Rock Road (Donegal to 13 th N.)
55	2634	MS-279	Central (Maize to 119 th W.)
56	2634	MS-281	13 th N. (Maize to 119 th W.)
57	2613	MS-65	37 th N. (Broadway to Hydraulic)
58	2598	MS-276	Maple (Ridge to Tyler)
59	2580	MS-272	Broadway (John Mack Bridge to Railroad Overpass)
60	2568	MS-229	Grove (Elm to 14 th N.)

61	2585	MS-302	Waco (2nd to 3rd) & 3rd N. (Waco to Wrethite)
62	2544	MS-251	Woodlawn (750' N. of Harry to 750' S. of Harry)
63	2526	MS-266	Mosley (400' S. of 21st N. to 21st N.)
64	2511	-	Woodlawn (25th to 37th N.)
65	2493	MS-250	Harry (Ritan to G.W.B.)
66	2475	-	Underpass at 2nd St.
67	2391	-	Underpass at 1st St.
68	2367	MS-277	Maple (Tyler to Maize)
69	2322	MS-304	29th N. (Woodlawn to Rock)
70	2280	MS-308	13th N. at West

71	2271	MS-288	Maize (Maple to Central)
72	2199	MS-287	Rock Road (21st to 32nd N.)
73	2100	MS-280	Maize (Central to 13th N.)
74	2094	MS-309	Woodlawn (11th to 14th N.)
75	2094	MS-291	Tyler (1,666' S. of Pawnee to AT&SF Railroad)
76	2073	-	21st N. (Tara to Webb)
77	2049	MS-306	Removal of RR Crossing on Waco, N. of Douglas)
78	2001	MS-278	Maple (Maize to 119th W.)
79	2001	MS-301	Rock Road (32nd to 41st N.)
80	1539	MS-275	Yosemite (Tyler to Yosemite Dr.)

81	1020	MS-307	Murdock Realignment (Wabash to I-35)
82	948	MS-205	37th N. (Meridian to Seneca)

ATTACHMENT D
1981 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	NA	CS-1	P.29	Collector Street Improvements	50,000
	NA	RS-1	P.49	Residential Street Improvements	200,000
	NA	AS-1	P.58	Sidewalk	300,000
	NA	E-7D	P.15	Kellogg-Freeway (Lulu to Washington)	412,500
	NA	E-9C	P.16	Kellogg-Freeway (1000' E. of West to I-235)	125,000
	NA	E-14	P.19	N.E. Circumferential	250,000
1	4326	E-13	P.17	Woodlawn at Kellogg (N. & S. Approaches) ROW	150,000
2	4155	E-11	P.17	Kellogg Interchange at Oliver Feasibility study	150,000
3	3894	MS-303	P.39	Kellogg at Webb Design	3,750
4	3774	MS-249	P.25	Central at West Design	12,500
		MS-249A	P.25	Central at West ROW	100,000
7	3711	MS-99	P.44	Maple (Sheridan-McLean) Design	50,000
8	3669	E-12	P.17	Oliver at Kellogg (N. & S. Approaches) ROW	250,000
9	3636	MS-269	P.21	Broadway (55 th to 1,140' N. of 47 th)	63,750
15	3432	MS-150	P.55	Seneca at 31 st S.	750,000
16	3426	MS-238	P.45	McLean at Douglas & 2nd St. Design	35,000
		MS-238A	P.45	McLean at Douglas & 2nd St. ROW	150,000
17	3426	MS-239	P.45	McLean at Seneca Design	26,000
		MS-239A	P.45	McLean at Seneca ROW	220,000
28	3219	MS-59	P.71	Woodlawn (Rockhill to 29 th N.) Design	25,000
30	3216	MS-91	P.57	17 th (Broadway to I-135)	715,000
34	3069	MS-289	P.50	Ridge at Maple and Ridge (Maple to Newell)	900,000
38	2961	MS-261	P.24	Central at Washington Design	20,000
55	2634	MS-279	P.28	Central (Maize to 119 th W.) Design	25,000
56	2634	MS-281	P.62	13 th N. (Maize to 119 th W.) Design	37,500
61	2565	MS-302	P.68	Waco (2nd to 3rd) & 3rd (Waco to Wichita)	20,000
69	2322	MS-304	P.66	29 th N. (Woodlawn to Rock)	858,060
70	2280	MS-308	P.60	13 th at West Design	15,000
74	2094	MS-309	P.69	Woodlawn (11 th to 14 th N.)	254,600
80	1539	MS-275	P.72	Yosemite	400,000
81	1020	MS-307	P.46	Murdock Realignment (Wabash to I-35) Design	34,000

1982 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	E.O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	NA	E-9C	P. 16	Kellogg Freeway (1000' E of West to I-235) ROW	250,000
	N.A.	E-14	P. 19	N. E. Circumferential	500,000
1	4326	E-13	P. 17	Woodlawn at Kellogg (N. e. s. of Approaches) Const.	400,000
3	3894	MS-303	P. 39	Kellogg at Webb Const.	56,250
4	3774	MS-249	P. 25	Central at West Const.	247,500
7	3711	MS-99	P. 44	Maple (Sheridan to McLean) Const.	750,000
8	3669	E-12	P. 17	Oliver at Kellogg (N. e. s. of Approaches) Const.	300,000
11	3555	MS-313	P. 30	Douglas at Edgemoor ROW	200,000
16	3426	MS-238	P. 45	McLean at Douglas & 2nd St. Const.	655,000
17	3426	MS-239	P. 45	McLean at Seneca Const.	375,000
23	3238	MS-311	P. 26	Central at Oliver ROW	400,000
24	3237	MS-310	P. 26	Central at Edgemoor ROW	300,000
28	3219	MS-59	P. 71	Woodlawn (Rockhill to 29 th N.) Const.	1,000,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe) Design	43,750
38	2961	MS-261	P. 24	Central at Washington Const.	400,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tara) Design	45,000
42	2865	MS-130	P. 67	Tyler (AT&SF Railroad to Maple) Design	40,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.) Design	25,000
55	2634	MS-279	P. 28	Central (Maize to 119 th W.) Const.	700,000
62	2544	MS-251	P. 70	Woodlawn (750' N. e. s. of Harry) Design	25,000
70	2280	MS-308	P. 60	13 th at West Const.	235,000
81	1020	MS-307	P. 46	Murdock Realignment (Wabash to I-135) Const.	630,000

1983 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235)	125,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
2	4155	E-11A	P. 17	Kellogg Interchange at Oliver	ROW 37,500
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donegal)	Design 10,000
		MS-129A	P. 51	Rock (750' S. of Central to Donegal)	ROW 350,000
7	3711	MS-99	P. 44	Maple (Sheridan to McLean)	Const. 800,000
12	3543	MS-305	P. 61	13 th N. (Governour to Rock)	410,000
23	3238	MS-311	P. 26	Central at Oliver	Const. 400,000
24	3237	MS-310	P. 26	Central at Edgemoor	Const. 400,000
27	3222	MS-312	P. 26	Central at Woodlawn	ROW 300,000
29	3219	MS-49	P. 56	Seneca (MacArthur to 47 th S.)	885,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe)	Const. 796,875
33	3114	MS-257	P. 35	Harry (Eastmoor to Webb)	Design 6,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner)	Design 20,000
		MS-222A	P. 36	Hillside (Bayley to Skinner)	ROW 500,000
37	2970	MS-316	P. 30	Douglas at Oliver	ROW 300,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tara)	Const. 800,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark River)	Design 30,000
47	2805	MS-267	P. 47	Oliver (Glendale to 1,000' N. of Lincoln)	113,750
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.)	ROW 6,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge)	Design 30,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S.)	Design 35,000
56	2634	MS-281	P. 62	13 th N. (Maize to 119 th W.)	Const. 742,500
62	2544	MS-251	P. 70	Woodlawn (750' N. E. S. of Harry)	Const. 530,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard)	Design 10,000
		MS-250A	P. 36	Harry (Rutan to George Washington Boulevard)	ROW 110,000
72	2199	MS-287	P. 52	Rock (21 st to 32 nd N.)	912,500

1984 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	Gr. C. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 5B	Sidewalk	300,000
	N.A.	E-14	P. 19	N. E. Circumferential	500,000
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donegal) Const.	196,875
10	3585	MS-224	P. 22	Broadway (Ark. River to 290' of Pawnee) Design	7,500
11	3555	MS-313	P. 30	Douglas at Edgemoor Const.	500,000
19	3543	MS-200	P. 32	47 th S. (Broadway to Seneca) Design	30,000
20	3306	MS-148	P. 40	MacArthur (I-235 to Seneca) Design	10,000
22	3288	MS-315	P. 31	Douglas at Hydraulic R.O.W.	400,000
27	3222	MS-312	P. 26	Central at Woodlawn Const.	400,000
32	3120	MS-50	P. 56	Seneca (47 th to 55 th S.)	254,375
33	3114	MS-257	P. 35	Harry (Eastmoor to Webb) Const.	201,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner) Const.	837,500
39	2955	MS-285	P. 52	Rock (13 th to 21 st N.) Design	37,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark. River) Const.	900,000
42	2865	MS-130	P. 67	Tyler (ATE&SF Railroad to Maple) Const.	760,000
44	2832	MS-255	P. 48	Oliver (Murdock to 9 th N.)	200,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.) Const.	231,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge) Const.	800,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S.) Const.	950,000
53	2637	MS-283	P. 50	Ridge (Central to 13 th N.)	915,000
54	2637	MS-286	P. 52	Rock (Donegal to 13 th N.) Design	27,750
58	2598	MS-276	P. 42	Maple (Ridge to Tyler) Design	35,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard) Const.	110,000
79	2001	MS-301	P. 54	Rock (32nd to 41 st N.)	1,005,000

1985 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
10	3585	MS-224	P.22	Broadway (Ark. River to 290' s. of Faunce)	Const. 200,000
18	3426	MS-314	P.31	Douglas at Hillside	ROW 600,000
19	3402	MS-200	P.32	47 th S. (Broadway to Seneca)	Const. 1,080,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca)	Const. 193,750
22	3288	MS-315	P.31	Douglas at Hydraulic	Const. 600,000
25	3231	MS-268	P.53	Rock (Osie to Oak Knoll)	222,500
37	2970	MS-316	P.30	Douglas at Oliver	Const. 700,000
39	2955	MS-285	P.52	Rock (13 th to 21 st N.)	Const. 703,000
45	2811	MS-120	P.37	Hydraulic (Kellogg to Harry)	1,080,000
52	2658	MS-254A	P.59	13 th N. at Oliver	ROW 500,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.)	Const. 527,250
58	2598	MS-276	P.42	Maple (Ridge to Tyler)	Const. 925,000
59	2580	MS-272	P.23	Broadway (John Mack Bridge to R.R. Overpass)	Design 25,000
68	2367	MS-277	P.42	Maple (Tyler to Maize)	Design 40,000

1986 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N. E. Circumferential	500,000
5	3753	E-10A	P.18	Kellogg Overpass (Topeka to Ark. River) ROW	150,000
18	3426	MS-314	P.31	Douglas at Hillside Const.	600,000
36	3057	MS-195	P.34	Greenwich (Douglas to KTA)	68,750
50	2736	MS-108	P.63	31st S. (K-15 to Oliver)	985,000
52	2658	MS-254	P.59	13th N. at Oliver	238,750
57	2613	MS-65	P.64	37th N. (Broadway to Hydraulic) Design	47,500
		MS-65	P.64	37th N. (Broadway to Hydraulic) Const.	947,500
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass) Const.	575,000
68	2367	MS-277	P.42	Maple (Tyler - Maize) Const.	1,000,000
71	2271	MS-288	P.41	Maize (Maple to Central) Design	40,000
73	2100	MS-280	P.41	Maize (Central to 13th N.) Design	35,000
78	2001	MS-278	P.42	Maple (Maize to 119th W.) Design	40,000

WICHITA — SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

CITY HALL — TENTH FLOOR
466 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

December 19, 1980

E. H. Denton
City Manager
City Hall
455 North Main Street
Wichita, Kansas 67202

Subject: Capital Improvement
Program

Dear Mr. Denton:

In reviewing the Capital Improvement Program, the Planning Commission is concerned as to the management of the CIP Program once approved. In addition to the process of setting priorities and the development of appropriate and well thought-out projects, we believe that CIP projects should be closely monitored and receive top priority as a management activity.

Although the Director of Planning has identified the Department Directors as responsible for the initiation and completion of scheduled projects (and with your office providing overall direction), we would appreciate your views on how and what specific ways accountability for proper project management is to take place during the coming year. We believe in the importance of the CIP and believe we can add vital support to the accomplishment of the CIP.


We know the Board of Land Use Economics has requested and you have agreed to provide periodic status reports to the Board of City Commissioners on its implementation. We think such a report should identify the projects to be initiated, a schedule of estimated times for design initiation, design completion, public hearings (if required), R/W acquisition (if needed), contract lettings, utility relocations, and construction completion. The report should also comment on cost overruns and summarize uncommitted funds (which might be reprogrammed)

WICHITA - SEDGWICK COUNTY

E. H. Denton
City Manager
December 19, 1980
Page 2

with notations or reasons for necessary changes. We would also like to be informed about any restructuring or changes of administrative duties involved in the CIP implementation process. We have asked the Director of Planning to supply us with copies of these reports so that we can better understand the program and its implementation and to provide you the support you may need to carry out the CIP.

Respectfully submitted,


Michael Savana, Chairman
Metropolitan Area Planning
Commission

MS:rme

cc: Board of City Commissioners
CIP Administrative Committee

1-22-81

CIP

MAPC

Gardner, Marten, Gochel, Wright - Donkey NCC, Funks, Sundry
Savina (halt 945) Brigg, Luridale -

1. Gardner asks Doc for historical data point CIP -
debit structure for per yr. 12 Term, Plans. ; Do projects
completed.

2. Street names be reviewed
115 to 25 w/ lead of moving up signalization
projects.

3. Gardner - need to move to S 129 / 129A up
to 81-82.

4. Gochel - Maple scheduled in too short of sections.
Hodder

5. Gardner - ~~expanding~~ resources to be committed to C.I.P.

MOOR UP/ACCELERATE

1-21-81

19. PROJECT NO.
- 17 E-14 - CONSIDER WITH TOLL ROAD STATUS (N.E. CIRCUMFERENTIAL) ACCELERATE Revenue w/ toll Road!
- 20 MS-36 N. AMISON + BRIDGE ⁽¹⁹⁸⁴⁾ ACCELERATE
+ B-34 *Build toll road before bridge*
- 22 MS-224 JOHN MARR BRIDGE RECONSTRUCTION ACCELERATE
+ B-41 ⁽¹⁹⁸⁴⁻⁸⁵⁾
- 23 MS-272 S. BROADWAY REPAIR/QUALITY ACCELERATE
⁽¹⁹⁸⁶⁾
- 24 431 MS-313, 314, 315, 316 DOUGLAS AVE. ENTRANCE
IMPROVEMENTS - ACCELERATE *St app money to move up*
⁽¹⁹⁸⁴⁻⁸⁵⁾
- 35 MS-267 EAST MAIN WIDENING ACCELERATE
⁽¹⁹⁸⁴⁾
- 41 MS-280 + 288 MAPLE ROAD WIDENING ACCELERATE
⁽¹⁹⁸⁶⁾
or add in construction 86-
- 42 MS 276, 277, 278 WEST MAPLE WIDENING ACCELERATE
⁽¹⁹⁸⁵⁻⁸⁶⁾
- 43 MS-256 MAPLE E-235th BRIDGE ⁽¹⁹⁸⁵⁾ ACCELERATE *Trash bridge!*
Build St W / new bridge - Rd project 81 make MS-289 1/2 yr -
- 50 MS-283 RIDGE ROAD CENTER - 15' ⁽¹⁹⁸⁷⁾ ACCELERATE
- 51 MS-124, ROCK ROAD IMPR. CENTER 1A. ⁽¹⁹⁸⁷⁾ ACCELERATE
Drop 1/2 funds - 81-82
- 52 MS-285, 286, 287 ROCK ROAD IMPR. ⁽¹⁹⁸⁷⁾ CONICAL NORTH TO 25th
more up + resully + smooth ACCELERATE
- 53 MS-208 S. ROCK ROAD NARR. SOUTH ⁽¹⁹⁸⁷⁾ ACCELERATE
- 60 MS-308 D-75 *to road back*
- 61 MS-305 E. 13th WIDENING ⁽¹⁹⁸³⁾ ACCELERATE
- 62 MS-281 + B-78 W. 13th WATER TO 15th ⁽¹⁹⁸³⁾ ACCELERATE *more + still keep content*
- 65 MS-284 E. 21st ST. WOODBURN TO ROCK ⁽¹⁹⁸³⁾ ACCELERATE

Source Gardner 1/22

66 -
 67 MS-130 TILKROAD - MAPLE SOUTH ⁽¹⁹⁸⁵⁾ ACCELERATE
Cross Tap -

73 TE-26 NEW STREET SIGNS 115,000 TOO HIGH
 COST SEEMS HIGH COMPARED TO OTHER NEARBY SIGNALIZATION *or reconstruction*
 7

75 B-34 BRIDGE N. AMIDON ⁽¹⁹⁸³⁾ ACCELERATE
 B-44 SOROKOWSKY ⁽¹⁹⁸⁴⁾ -
 B-73 MAPLE & SIGDIXON ⁽¹⁹⁸⁴⁾ -

85 D-74 JONES PARK DRAINAGE TOO MUCH PAVING
 86 D-44 ? on priority (more SA? or more back a year?)
** check w/ law -*

- ① ② REVIEW OF THE CIP FOR THE LAST 5 YRS - COMPARE THE PROPOSAL AGAINST THE ACTUAL @ YL END.
- ③ EXAMINE THE COMPLETION TIMES AND THE LENGTH OF THE TEMPORARY NOTES (ORAL SAFETY) IN: THE GROWTH OF TEMPORARIES OVER THE LAST SEVERAL YEARS AND THE SLOW CONVERSION TO PERMANENT G.O.S
- ④ THE ACCELERATION OF CERTAIN NEARBY PROJECTS IN AREA PLAN R.O.F CONTROL - COULD BE ENHANCED BY REQUIRING FUNDING SOURCES - FEDERAL AID URBAN FUNDING IS INCLINED TO REQUIRE SUBSTANTIAL ADDITIONAL TIME IN PLANNING, DESIGN APPROVAL, ENVIRONMENTAL AGREEMENTS, ETC. WHICH IS GENERALLY SUBSTANTIALLY LONGER THAN APPROACHING THE PROJECT ON A LOCAL FUNDING BASIS
- ⑤ PROJECT(S) COORDINATION TO MAXIMIZE EFFICIENCY

PB 46
 47 > pay for in fees

Street Improvement Evaluation

Rank and Weights of Factors*

<u>Factor</u>	<u>Weight</u>	<u>Rank</u>
Existing V/C Ratio	89	1
Current Traffic Volumes	74	2 tie
Existing Condition of Street	74	3 tie
Project Effectiveness	63	4
Accident Experience	57	5
Forecast Traffic Volume Increase	54	6
Contribution to Completed System	52	7
Projected Unit Costs	33	8
Air Quality Improvement	8	9

Drainage Project Evaluation

Rank and Weights of Factors

<u>Factor</u>	<u>Weight</u>	<u>Rank</u>
Severity of Flooding	100	1
Relationship to other Capital Improvement Projects	71	2
Project Permits or Protects Development	63	3
Frequency of Flooding	49	4
Project Cost	44	5
Right-of-way Availability	34	6

Lakin

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

MAPC CONFERENCE ROOM
TENTH FLOOR, CITY HALL
455 NORTH MAIN
WICHITA, KANSAS

DECEMBER 15, 1980

INFORMAL AGENDA

2:00 to 5:00 p.m.

1. Discussion of the 1981-1986 Capital Improvement Program.
 - a. Discussion of last year's MAPC recommendations and their final disposition.
 - b. Presentation of a Rating System to be used to evaluate street improvements projects and drainage projects. (See enclosed discussion papers)

Robert A. Lakin
Secretary

A Methodology to Evaluate
Street Improvement Priorities

Described here is a procedure by which arterial and collector streets and highways in Wichita can be evaluated to establish improvement priorities. The procedure utilizes a series of weighted factors each of which describes a street attribute. Each street segment being considered will be scored according to a criteria. The criteria score multiplied by the factor weight will produce a raw score. The sum of the raw scores will produce a project score. The project receiving the highest score would be assigned top priority for implementation. The second highest score would receive second priority and so on. Projects not completed this year would be carried forward and be considered in next years listing of improvement projects to be completed. All six years projects are to be rated in one group. They are not to be pre-sorted by year and then rated.

The factors to be considered in the evaluation procedure are as follows: (The listing does not indicate rank or relative weight).

1. Current Traffic Volume - measure, what.
2. Existing Volume/Capacity Ratio
3. Accident Experience
4. Projected Traffic Volume Increase
5. Contribution to Completed System
6. Existing Condition of Street
7. Air Quality Improvement
8. Project Effectiveness
9. Project Unit Costs

Factors, Measure and Criteria - Figure 1 presents a worksheet which will be used to evaluate proposed improvement projects. The worksheet gives the factors, measures and criteria for scoring. You will note that the factors on the worksheet have not yet been assigned relative weights. The weights will be assigned after knowledgeable people have ranked the factors and assigned relative weights. The rankings and weights received from individuals will be averaged and then used in the evaluation procedure.

Before the evaluation is undertaken it is necessary to describe in detail the factor the measures and how they are to be applied to each street segment.

1. Factor: Current Traffic Volumes

Measure: Number of vehicles using the street segment each day
(average daily traffic)

Criteria:

	<u>Average Daily Traffic</u>	<u>Points</u>
1.	≥ 25,000	10
2.	15 - 24,999	7
3.	5 - 14,999	4
4.	< 5,000	1

2. Factor: Existing Volume/Capacity Ratio

Measure: Calculated ratio of current traffic volume to existing street capacity

Criteria:

	<u>V/C Ratio</u>	<u>Points</u>
1.	≥ 1.2	10
2.	0.9 to 1.1	7
3.	0.7 to 0.9	4
4.	< 0.70	1

3. Factor: Accident Experience

Measure: Equivalent Property Damage Only (EPDO) rate for each street segment using 1979 accident experience available from the Police Department.

$$\text{EPDO} = 6 (\text{Fatal} + \text{Injury Accidents}) + \text{property damage only accidents}$$

$$\text{Exposure} = (\text{ADT}) (\text{section length}) (365)$$

$$\text{EPDO Rate} = \frac{\text{EPDO} \times 1,000,000}{\text{Exposure}}$$

Criteria:

	<u>EPDO Rate</u>	<u>Points</u>
1.	> 13.0	10
2.	8.5 - 12.9	7
3.	4.0 - 8.4	4
4.	≤ 4.0	1

4. Factor: Projected Traffic Volume Increase

Measure: Using Year 2000 traffic projections the percentage increase of traffic growth for each street segment will be calculated.

Criteria:

	<u>Traffic Volume Change</u>	<u>Points</u>
1.	> + 50%	10
2.	+ 25% to 50%	7
3.	0% to 25%	4
4.	≤ 0%	1

5. **Factor:** Contribution to Completed System

Measure: Is the proposed project on a system that is nearly complete? The objective is to complete a system facility as soon as practical. A system might be for example: Central from 119th West to 127th East. The length of completed segments will be measured and compared percentage wise to the overall length of the system. Projects on nearly completed systems will receive higher scores than lesser completed systems.

Criteria:

	<u>Percent System Completed</u>	<u>Points</u>
1.	> 75%	10
2.	50-75%	7
3.	25-50%	4
4.	< 25%	1

6. **Factor:** Existing Condition of Street

Measure: A subjective evaluation of the physical condition of the street segment will be made.

Criteria:

	<u>Street Condition</u>	<u>Points</u>
1.	Currently Gravel or Dirt Surface	10
2.	Paved Surface & Base Deteriorated	7
3.	Base Deteriorated	4
4.	Surface in Poor Condition	1

7. Factor: Air Quality Improvement

Measure: Does the project contribute to improved traffic flow and reduced CO emissions in the non-attainment area.

Criteria:

<u>Project Location</u>	<u>Points</u>
1. In non-attainment area	10
2. In contributing area	7
3. Within 2 miles of NAA	4
4. More than 2 miles from NAA	1

8. Factor: Project Effectiveness

Measure: The percentage increase in traffic capacity for each project segment being considered

Criteria:

<u>Percent Capacity Increase</u>	<u>Points</u>
1. $\geq 100\%$	10
2. 60 - 99%	7
3. 20 - 59%	4
4. $< 20\%$	1

9. Factor: Project Unit Costs

Measure: Cost of improvements on a per vehicle mile basis

$$\text{Unit cost} = \frac{\text{Estimated Project Cost}}{(\text{Year 2000 ADT} \times 365 \times \text{length})}$$

Criteria:

<u>Cost per annual vehicle-mile</u>	<u>Points</u>
1. $< 5\text{c}$	10
2. 5 - 15c	7
3. 16 - 25c	4
4. $> 25\text{c}$	1

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000		
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7		
3.	Accidents	EPDU Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0		
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%		
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%		
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition		
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.		
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%		
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c		

Street Segment Score

Page ____ of ____

0

Street Improvement Evaluation

Rankings and Weights

Listed below are nine (9) factors to be considered in determining street improvement priorities. You have been provided a brief paper which explains each factor, how the factor is to be measured and then the evaluation criteria.

We are asking you to rank and weight each of the nine (9) factors. We are suggesting that this be accomplished as follows:

1. Rank all nine (9) factors. Give the most important factor a ranking of one and the least important a rank of 9 with all others in between.
2. Assign relative weights to the factors. Give the factors that you ranked #1 a weight of 100. Give all other factors a weight of 100 or less depending on the relative importance you think each factor should have. You may use the same number more than once if you feel two or more factors have equal weight.

The factors to be ranked and weights assigned are as follows:

<u>Factor</u>	<u>Rank</u>	<u>Weight</u>
1. Current Traffic Volume	_____	_____
2. Existing Volume/Capacity Ratio	_____	_____
3. Accident Experience	_____	_____
4. Forecast Traffic Volume Increase	_____	_____
5. Contribution to Completed System	_____	_____
6. Existing Condition of Street	_____	_____
7. Air Quality Improvement	_____	_____
8. Project Effectiveness	_____	_____
9. Projected Unit Costs	_____	_____

Return to:

Monroe L. Funk
Planning Department
Extension 4391

Completed by _____

A Methodology to Evaluate
Drainage Projects

Presented here is a procedure by which proposed drainage projects can be evaluated and construction priorities established. The procedure is similar to the procedure used to evaluate street improvement projects. The procedure utilizes a series of factors, measures to evaluate the factor and criteria scores. Since drainage projects are uniquely different from street improvement projects a set of factors, measures and criteria designed specifically to evaluate drainage projects were developed. This is designed in this paper.

The factors to be used to evaluate drainage projects are as follows:

1. Severity of Flooding
2. Frequency of Flooding
3. Project Permits or Protects Development
4. Relationship to Other Capital Improvement Projects
5. Right-of-Way Availability
6. Project Cost

The above listing does not indicate rank or relative weight of the factor.

The following pages discuss each evaluation factor, describes how the factor is to be measured and then the criteria for scoring the measure. The worksheet to be used in the evaluation process is also presented. A separate worksheet will be used for each drainage project.

1. Factor: Severity of Flooding

Measure: A subjective evaluation of the potential hazards caused by flooding conditions. These hazards are produced at least once every 2 to 5 years.

Criteria:

<u>Potential Hazard</u>	<u>Points</u>
1. Human life endangered (Has history of life loss or has potential danger)	10
2. Public and private property subject to extensive damage	7
3. Streets flooded to the extent that emergency equipment movement is impaired	4
4. Street flooded but two lanes on arterial and one lane on collectors remain passable or local nuisance due to ponding.	1

2. Factor: Frequency of Flooding

Measure: The frequency with which the severity of flooding indicated in Factor No. 1 occurs.

Criteria:

<u>Frequency of Flooding</u>	<u>Points</u>
1. Once every 0-2 years	10
2. Once every 3-5 years	7
3. Once every 6-10 years	4
4. Once every 11 years or more	1

3. Factor: Project Permits or Protects Development

Measure: Does the completion of the project encourage new development or redevelopment?

Criteria:

<u>Type of Development</u>	<u>Points</u>
1. New Residential Development	10
2. New Industrial/Commercial Development	7
3. Redevelopment in Existing Built-up areas	4
4. Protects existing development	1

4. Factor: Relationship to other Capital Improvement Projects

Measure: Is the proposed project an essential part of another project?
Is the project necessary to protect the integrity of the other projects?

Criteria:

<u>Nature of Related Project</u>	<u>Points</u>
1. Related to Street Improvement Project	10
2. Related to other development (Residential, Park, Commercial and/or Industrial) project	7
3. Related to redevelopment project	4
4. Not related to another improvement project	1

5. Factor: Right-of-way availability

Measure: The degree of effort required to obtain the necessary right-of-way for the project

Criteria:

<u>Right-of-way acquisition difficulty</u>	<u>Points</u>
1. R/W currently available or will be made available by developer	10
2. R/W available with little difficulty	7
3. Condemnation proceedings required	4
4. Requires displacement of homes or businesses	1

6. Factor: Project Cost

Measure: Estimated cost of projects divided by acres of area served.

Criteria:

<u>Cost/Acre</u>	<u>Points</u>
1. Less than \$1,000/Acre	10
2. \$1,001 to \$5,000/Acre	7
3. \$5,001 to \$9,000/Acre	4
4. More than \$9,000/Acre	1

Drainage Project Evaluation Worksheet

Project Name _____

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Severity of Flooding	Potential Hazard		Life Endangered	Extensive Property Damage	Emergency Equipment Movement Impaired on Street	Minor Street Flooding or Local Nuisance		
	Probability of Flooding	Frequency of Flooding		Once every 0-2 years	Once every 3-5 years	Once every 6-10 years	Once every 11 years +		
3.	Project Permits or Protects Development	Type of Development		New Residential Development	New Industrial/ Commercial Development	Redevelopment in Existing Built-up Areas	Protects Existing Development		
4.	Relationship to Other Capital Improvement Projects	Nature of Related Project		Street Improvement Project	Other Development Project	Redevelopment Project	No Project Related		
5.	Right-of-way Availability	Acquisition Difficulty		Currently Available	Available with little difficulty	Condemnation Required	Displacement of Homes and Businesses		
6.	Project Cost	Cost per Acre served		Less than \$1,000/Acre	\$1,001 to \$5,000 per acre	\$5,001 to \$9,000 per acre	More than \$9,000/Acre		

Project Score _____

Page ___ of ___

Drainage Project Evaluation

Rankings & Weights

Listed below are six (6) factors to be considered in determining street improvement priorities. Attached is a discussion which explains each of the six factors, how the factor is to be measured and then the evaluation criteria.

We are requesting that you rank each of the six (6) factors and then assign what you consider the appropriate weight to each factor. We are suggesting this be accomplished as follows:

1. Rank all six (6) factors. Give the most important factor a ranking of one (1) and the least important a rank of six (6) with all others in between.
2. Assign a relative weight to each factor. Give the factor that you ranked #1 a weight of 100. Give all other factors a weight of 100 or less depending on the relative importance you think each factor should have. You may use the same weight more than once if you feel two or more factors have equal weight.

The factors to be ranked and weights assigned are as follows:

<u>Factor</u>	<u>Rank</u>	<u>Weight</u>
1. Severity of Flooding	_____	_____
2. Frequency of Flooding	_____	_____
3. Project Permits or Projects Development	_____	_____
4. Relationship to other Capital Improvement Projects	_____	_____
5. Right-of-way Availability	_____	_____
6. Project cost	_____	_____

Please complete and return by December 16, 1980.

Return to:

Monroe L. Funk
Planning Department
Extension 4391

Completed by: _____

MAPC Minutes
February 14, 1980
Review of 1980-85 Proposed CIP
Item Number 19
Page 17

19. Review of 1980-85 Proposed CIP.

LAKIN stated that it was significant to recognize that when one sees the Capital Improvements Program as a printed document, it basically provides some sort of statement of intent for years 2-6, and provides a specific list of projects for Year 1. LAKIN mention that as pointed out in the MAPC work session, one of the major constraints in preparing the program

2-14-80
Page 18

was to keep the mill levy, which is the basic means of financing these programs, essentially at 25 percent of the level of ad valorem expenditures, or at the ten mill range. He suggested that if the Commission felt strongly about moving projects forward, he would urge them to also tell the City Commission what projects they would have them delete and move back.

MARTENS said that he was relatively new and inexperienced at this process, but was aware of the limited money. He said that he was very happy with the informal work session, and agreed with the feelings of the majority of the members present to move many of these important projects forward. He felt that this should be a message to the elected officials, both the local and State officials, that the Commission was very displeased with their overall priorities in government funding noncapital items over capital needs. MARTENS said that he was very concerned with the priorities that he saw that the elected officials were using when he looked in the Capital Improvements Program and saw so much work that needed to be done, both east and west in those areas to control traffic.

LAKIN read the list of projects the Commission requested to be moved up at SAVINA'S request.

GARDNER arrived.

LAKIN commented that each year city-at-large money is scheduled for residential street intersections. He said that there was a good bit of feeling among the administrative committee, that perhaps that policy should be changed, and where the intersection costs should be a part of the special assessment cost to that subdivision.

GARDNER stated that if they were addressing the CIP in terms of additional factors, he felt that it would be appropriate for the Commission to send a recommendation to the City Commission that there are a number of projects over several years that have been allowed to be deferred. He said that the conversations that the MAPC should indicate to the City Commission that if the need was greater than what was being conveyed here, that the City Commission needed to have that information so that they could anticipate this both in the coming year and in their other budgetary considerations.

SAVINA agreed with Gardner, but felt their recommendation should also indicate what projects they wanted moved back, and what projects they wanted moved forward.

GARDNER said that the City Commission has indicated that they understand the Commission has had a number of projects deferred on a continuing basis, and they also indicated that they don't necessarily expect to see a recommendation which constitutes the shifting and juggling of projects in terms of

priority. He said that if we have projects that has been deferred and are badly needed, more so than the present scheduling would indicate, then they need to get that information to the City Commission. GARDNER said that the projects probably would not be funded at this point, but nevertheless it would help them in their future planning.

MOTION: That the Planning Commission recommend to the City Commission to consider the following projects that were badly needed to be moved forward:

- 82 MS-36. Widening and Reconstruction of Amidon Street - 29th Street to 37th Street (p. 17)
- 83 MS-224. Broadway Street Improvement - Arkansas River to Pawnee (p. 19)
- 81-82 B-49. Design Study for Four-Lane Traffic - Broadway at Big Arkansas River (p. 19)
- 82 MS-257. Harry Street Improvement - Eastmoor to Webb Road (p. 34)
- 83 MS-276. Maple Street Improvement - Ridge Road to Tyler Road (p. 41)
- 84 MS-277. Maple Street Improvement - Tyler Road at Maize Road (p. 41)
- 85 MS-278. Maple Street Improvement - Maize Road to 119th Street West (p. 41)
- 81 MS-289. Widening and Reconstruction of Ridge Road and Maple Intersection (p. 41)
- 82 MS-256. Widening and Reconstruction of Maple Street from I-235 to Ridge Road (p. 42)
- 82 B-73. Maple and Floodway Bridge (p. 42)
- 84 MS-285. Rock Road Improvement - 13th Street to 21st Street (p. 52)
- 85 MS-286. Rock Road Improvement - Donegal to 13th Street (p. 52)
- 85 MS-287. Rock Road Improvement - 21st Street to 29th Street (p. 52)
- 82 MS-49. Seneca Street Improvement - MacArthur Road to 47th Street South (p. 55)

- 43 MS-50. Seneca Street Improvement - 47th to 55th Street South (p. 55)
- 83 MS-284. 21st Street Improvement - Woodlawn to Rock Road (p. 63)
- 85 MS-1. 29th Street Improvement - Amidon to Arkansas (p. 64)
- 82 B-48. Widen Bridge on 29th Street on Little Arkansas River (p. 64)

Gardner moved, Bayouth seconded.

GOEBEL said that he would like to add to the motion, that if they did not want to raise the taxes, that the block grant money be reconsidered for a portion of the deferred projects.

VOTE ON THE MOTION: It carried unanimously. Cole, Lofton and Shook were absent.

In considering possible resources for funding the Capital Improvements Program, Commissioner GARDNER stated that it had come to his attention that the loan subsidy funding for the Urban Renewal Agency was totally cut from the Community Development Block Grant program. He said that Urban Renewal had requested \$500,000. The City Manager's recommendation was \$100,000, but nothing was funded. He said it was his understanding that that particular program last year administered the "8.3" money from the rehabilitation bond issue. This was used for refinancing of a substantial number of structures, and had one of the strongest returns on the dollar of any of the programs the City has in terms of meeting the housing needs. Commissioner GARDNER said that he was aware that they have another bond issue in the planning and progress, but they would need the funding to administer it.

MOTION: That the Planning Commission recognize these housing needs in terms of rehabilitation, and request the City Commission to reconsider this area to allow that program to continue. Gardner moved, Jones seconded and it carried unanimously. Cole, Lofton and Shook were absent.

THE CITY OF WICHITA
OFFICE OF Housing and Economic
Development

DATE

Office Of The City Manager	
<input checked="" type="checkbox"/> RC	<input type="checkbox"/> HP
<input type="checkbox"/> RT	<input type="checkbox"/> SH
SEP 8, 1980	
CIP ADM. COMMITTEE	
September 8, 1980	
<input type="checkbox"/> File	

9/16

TO The Honorable Board of City Commissioners
Through: E. H. Denton, City Manager
FROM Don E. Anderson, Director, Housing and Economic Development

SUBJECT: Agenda Item - Board of Land
Use Economics - Recommendations
Concerning Capital Improvement
Program

The Board of Land Use Economics has reviewed the Capital Improvement Program (CIP) and has determined that it could provide a better service to the City Commission by taking an overall look at the process of formulating the CIP rather than commenting only on individual projects. To gain a better understanding of the CIP the Board held meetings with several members of the Administrative Committee which reviews and compiles the CIP. The Administrative Committee members with which the Board met were Mr. Robert Finch, Deputy City Manager; Mr. Robert Lakin, Director of Planning; Mr. Don Anderson, Director of Housing and Economic Development; Mr. Russell Brenner, Director of Administration and Mr. Glen Dockery, Research and Budget Officer.

From these meetings the Board was able to define a number of areas of concern with the CIP and some deficiencies as a management tool as used by City staff. As a result the Board of Land Use Economics has formulated several recommendations for improving the CIP. The recommendations concern themselves with changes in the format of the CIP and also with the method by which City staff compiles and monitors the CIP. The recommendations of the Board are attached in the letter to the City Commissioners from the Chairperson of the Board of Land Use Economics.

The Chairperson and other members of the Board of Land Use Economics will be present to answer questions of the City Commission regarding the recommendations on improvements to the Capital Improvement Program. It is requested that because the Board members wish to be present when this item is considered by the City Commission, that this item be scheduled for a specific time, so that the Board members can schedule their presence at the City Commission meeting of September 16, 1980.

RECEIVED

Don E. Anderson
Don E. Anderson, Director
Housing and Economic Development

DEA/st
Attachment METROPOLITAN PLANNING
ROUTE _____

SEP 12 1980

REFERENCE: ITEM #2-CM
AGENDA FOR: SEP 16 1980

THE CITY OF WICHITA



DEPARTMENT OF HOUSING AND
ECONOMIC DEVELOPMENT
ECONOMIC AND INDUSTRIAL DEVELOPMENT DIVISION
CITY HALL - ELEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 266-4436

September 8, 1980

The Honorable Board of City Commissioners
City Hall - First Floor
455 North Main Street
Wichita, KS 67202

Dear Commissioners:

For the past several meetings, the Board of Land Use Economics has been reviewing City of Wichita Capital Improvement Program and its implementation. The C.I.P. represents scheduled expenditures of \$33,000,000 in 1980 and should, therefore, be administered as expertly as possible. The Board found what were, in its opinion, serious deficiencies in the planning, presentation and implementation of the C.I.P. The deficiencies and recommendations for improvement are as follows:

PLANNING DEFICIENCIES

City Commission involvement is minimal, usually only one meeting.

The matrix rating system is used for intra-departmental ranking only.

No staff member could adequately describe the process to rank projects on a city at large basis.

Large projects often unrealistically planned for one year completion.

The entire ranking and selection process is completed by staff, providing potential for departmental trade offs.

Some projects are included in the current year program without previous planning or approval.

The schedule of projects is not always related to development by the private sector.

PLANNING RECOMMENDATIONS

Increased City Commission involvement in setting guidelines and priorities against which projects can be ranked.

THE CITY OF WICHITA 2

The Honorable Board of City Commissioners

September 8, 1980

PLANNING RECOMMENDATIONS (continued)

Provide a detailed procedure manual for the entire process of project ranking and implementation.

Encourage input by private developers.

Complete minimum project planning on all projects before inclusion in the C.I.P.

PRESENTATION (C.I.P. DOCUMENT)

In general, the C.I.P. document presents a reasonable individual project description, but fails to provide a larger scale overview of related projects and lacks supporting information on project origination and current status.

PRESENTATION RECOMMENDATIONS (C.I.P. DOCUMENT)

Include summary maps by geographical area.

Provide information on purpose and amount of funds expended to date for each project.

Explain current approval status, i.e., public hearings, commission approval, etc.

List the source of project origination, i.e., City department, board or agency, citizen request, etc.

Publish estimated starting and completion dates.

List projects by relative priority.

Divide the document into two sections, one for current year projects, the other for subsequent years.

IMPLEMENTATION DEFICIENCIES

During 1979, less than 50% of scheduled C.I.P. projects were started.

There is no periodic monitoring of the progress of current year projects.

There is no periodic monitoring regarding completion of previous years projects.

Currently, there is no periodic reporting of C.I.P. implementation to the City Commission.

In summary, the management of the implementation of the C.I.P. is seriously deficient.

THE CITY OF WICHITA 3

The Honorable Board of City Commissioners

September 8, 1980

IMPLEMENTATION RECOMMENDATIONS

Periodic monitoring of all projects on a quarterly basis by the City Manager.

Periodic reporting on a quarterly basis to the City Commission with explanations for projects behind schedule.

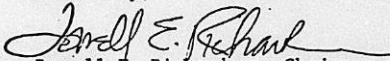
Reporting to the Commission should be on a standardized format relating directly to the C.I.P. document.

Projects that cannot be started in the current year should be replaced with another project.

SUMMARY

The timely implementation of the Capital Improvement Program is extremely important to the economic health of the City of Wichita. In order to insure the effective planning and implementation of the C.I.P. it is recommended that the City Commission allocate more time for involvement in the process or delegate this function to a City board or agency.

Sincerely,



Lowell E. Richardson, Chairman
Board of Land Use Economics

LER/st

THE CITY OF WICHITA

OFFICE OF Budget and Management DATE January 30, 1981

TO CIP Administrative Committee

FROM Glen E. Dockery, Research and Budget Officer

SUBJECT City Commission Review of
Capital Improvement Program

As opposed to three afternoon work sessions originally scheduled for February 4, 5, and 6, the City Commission has expressed a desire to begin review of the Capital Improvement Program after the conclusion of the City Commission Agenda of February 3, 1981. The formal City Commission Agenda appears to be relatively short which may enable the CIP discussions to begin either prior to the noon recess or shortly after lunch.

The CIP discussions with the City Commission will take place in the Board Room.

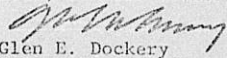
Mr. Finch has indicated that initially department directors will not need to be in attendance for formal detail presentations, however, it is suggested calendars be left flexible in the event the City Commission desires detailed discussions. Ms. Coykendall or myself will phone in the event it becomes necessary for additional information from department directors.

Once the review begins, we plan to follow the following schedule:

Board of Park Commissioners
Expressways
Arterials
Traffic Engineering
Bridges
Drainage
Public Buildings
Miscellaneous
Water and Sewer
M.T.A.
Airport Authority

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METROPOLITAN PLANNING
ROUTE _____

Further meetings will be dictated by the desire of the Commission. Whether or not we complete the review Tuesday afternoon will depend on what detail the City Commission desires to discuss the proposed program. We are uncertain at this time as to whether the City Commission will elect to discuss the total six-year program or, only the 1981 projects. In the event we do not complete the total review and further meetings are scheduled, we will advise by phone.


Glen E. Dockery
Research and Budget Officer

Page Two
CIP Administrative Committee
January 30, 1981
Subject: City Commission Review of
Capital Improvement Program

Distribution:

Robert G. Finch, Deputy City Manager
Russell L. Brenner, Director of Administration
R. W. Bruggeman, Director of Engineering
Don E. Anderson, Director of Housing & Economic Development
Robert Lakin, Director of Planning
John Wynkoop, Director of Water and Water Pollution Control
David Stowe, Director of Operations and Maintenance
Ken Kitchen, Director, R & R
Tom Allen, Director of Parks
Elmer Karstensen, Executive Director, MTA
Jay Setter, Director of Aviation
James E. Clancy, Director of Community Facilities
Jim Sparr, Fire Chief

THE CITY OF WICHITA



DEPARTMENT OF ADMINISTRATION
BUDGET AND MANAGEMENT DIVISION
CITY HALL — THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 266-4321

January 19, 1981

Dear Sir or Madame:

Enclosed is a copy (or copies) of the City of Wichita's Proposed 1981-1986 Capital Improvement Program as developed by the Capital Improvement Program Administrative Committee.

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

Many recipients of this letter received a packet of information in late November, 1980 requesting your and/or your agency's early input and comments on capital improvement projects to be considered prior to the development of the proposed CIP by the City's Capital Improvement Program Administrative Committee. Suggestions received were incorporated in the discussion of the development of the program by the Administrative Committee.

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

Any written response that you may have concerning the proposed program should be forwarded to the City's Budget and Management Division, 13th Floor, 455 North Main by February 3, 1981. Comments will be assembled and discussed with the Board of City Commissioners at their scheduled informal work sessions of February 4, 5, and 6, 1981.

If in the event you would prefer to be in attendance and make an oral presentation as opposed to submitting written comments, the program will be reviewed by the Board of City Commissioners as a regularly scheduled City Commission Agenda Item on February 10, 1981. It is anticipated that the Commission will take final action on that date.

Sincerely,

Glen E. Dockery
Research and Budget Officer

Attachment

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL - THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4331

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JAN 09 1981

METROPOLITAN PLANNING
ROUTE _____

January 5, 1981

Michael Savina, Chairman
Metropolitan Area Planning Commission
City Hall - 10th Floor
455 North Main
Wichita, Kansas 67202

Dear Mr. Savina:

Your letter to me of December 19, 1980, regarding the Capital Improvement Program (CIP) is acknowledged.

Earlier this year the Board of Land Use Economics (BLUE) expressed much the same concern as the MAPC regarding certain aspects of administering the CIP.

Enclosed are copies of a September 8, 1980, letter to the City Commission from BLUE expressing its concerns and a City staff report to the City Commission, dated October 1, 1980, which was prepared as a result of meetings between City staff and BLUE. I believe that this response also addresses the points you have made.

Since that time the City Commissioners have elected to become more involved in the CIP development process and are scheduled to participate in three work sessions with the CIP Administrative Committee in early February.

As you have noted, Mr. Lakin, who is a member of the CIP Administrative Committee, can keep you advised of the CIP activities.

Sincerely,

Handwritten signature of E. H. Denton.
E. H. Denton
City Manager

EHD/fpd

cc: The Honorable Board of City Commissioners
MAPC Commissioners
CIP Administrative Committee

Street Improvement Evaluation

Rank and Weights of Factors*

<u>Factor</u>	<u>Weight</u>	<u>Rank</u>
Existing V/C Ratio	89	1
Current Traffic Volumes	74	2 tie
Existing Condition of Street	74	3 tie
Project Effectiveness	63	4
Accident Experience	57	5
Forecast Traffic Volume Increase	54	6
Contribution to Completed System	52	7
Projected Unit Costs	33	8
Air Quality Improvement	8	9

Drainage Project Evaluation

Rank and Weights of Factors

<u>Factor</u>	<u>Weight</u>	<u>Rank</u>
Severity of Flooding	100	1
Relationship to other Capital Improvement Projects	71	2
Project Permits or Protects Development	63	3
Frequency of Flooding	49	4
Project Cost	44	5
Right-of-way Availability	34	6

Drainage Project Evaluation

<u>Project No.</u>	<u>Project</u>	<u>Score</u>	<u>Rank</u>
D-60	17th Street, Broadway to I-235	2,689	1
D-19	Maple St. Interceptor, Sheridan to McLean	2,653	2
D-51	Midland Valley Drainage Study	2,527	3
D-48C	S.W. Ind. Park Storm Drain., R/W "B"	2,359	4
D-48B	S.W. Ind. Park Storm Drain, Area "B"	2,359	5
D-48A	S.W. Ind. Park Outfall & Lift Station	2,359	6
D-53	Dry Creek Improvement Kellogg	2,287	7
----	West Kellogg Drainage	2,185	8
D-75	West 13th St. Drainage	2,077	9
D-55	Grove Drainage, Elm - 14th St.	2,011	10
D-56	Grove Drainage, 14th St. - 21st.	2,011	11
D-63	Ext. of 63rd St. Storm Sewer	1,864	12
D-73	34th & Arkansas R/W	1,735	13
D-44	N. Diversion, Wichita Ind. Park	1,678	14
D-43	Douglas Ave. Drainage	1,225	15

WICHITA-SEDGWICK COUNTY

DATE 12/31/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO CIP Administrative Committee
FROM Monroe L. Funk, Principal Planner, Advance Plans Division
SUBJECT DRAINAGE PROJECT EVALUATION

Attached is a summary of the evaluation of the Drainage Projects appearing in the 1981 - 1986 Capital Improvement Program.

The evaluation is based on the average of the weights provided by Finch, Anderson, Brenner, Bruggeman, and Lakin. The scoring of the individual projects was done by Engineering Department Staff.

Monroe L. Funk

Monroe L. Funk
Principal Planner
Advance Plans Division

MLF:rh

Attachment

CIP Administrative Committee:

Robert G. Finch, Deputy City Manager
Ray W. Bruggeman, Director, Engineering Department
Don Anderson, Director, Housing and Economic Development
Russell Brenner, Director, Administration
Robert A. Lakin, Director, Planning Department ✓
Glen Dockery, Research and Budget Officer, Administration

cc: E. H. Denton, City Manager
David Stowe, Director, Operations and Maintenance
Tom Allen, Director, Park Department
John Wynkoop, Director, Water Department
Ken Kitchen, Director, Redevelopment and Rehabilitation
Mike Lindebak, Program Development Engineer, Engineering Department
Willard L. Stockwell, Chief Planner, Advance Plans Division, Planning Dept.

Drainage Project Evaluation

<u>Project No.</u>	<u>Project</u>	<u>Score</u>	<u>Rank</u>
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D-43	Douglas Ave. Drainage	1,225	15

THE CITY OF WICHITA
OFFICE OF THE CITY MANAGER

DATE December 30, 1980

CIP Administrative Committee
December 30, 1980
Page 2

WLS
RKZ

TO Members of the CIP Administrative Committee
FROM Robert G. Finch, Deputy City Manager

SUBJECT City Manager's Guidance -- CIP

During the CIP Administrative Committee meetings of December 22, and 23, 1980, several issues were raised which were to be brought to the attention of the City Manager.

These matters have been discussed with the Manager and his decisions are as follows:

- 1) Street standards - no sub-standard streets are to be constructed, but *agree* reduce to two-lane in lieu of four-lane wherever practical.
- 2) Wheel tax - there will be no attempt to gain a new revenue source for *X* 1981.
- 3) OM-2, OM-3, OM-4, etc. - there will be no equipment purchases from CIP *agree* except for fire apparatus being acquired in connection with new fire station construction.
- 4) MTA-9, Downtown Transit Center - project coordinator to be provided by the *WSPK*? *Yes O.K. We briefed Anderson 1/7/81* Department of Administration.
- 5) D-78 - this project for drainage and paving in Planeview is to be deleted *agree* because a similar project is being financed through CDBG.
- 6) There will be no attempt to relocate the WPD from the City Building during *agree* 1981 -- Study for 1982.
- 7) FS 15, Fire and Police Academy - leave in but place planning/architect *agree* funds in for 1981.
- 8) FS 29, Fire District Headquarters at FS 14 is to be deleted. A 4th District *agree* Chief will not be added.
- 9) PB-43 - replacement of 1st floor and stairways carpeting only at this time. *agree*
- 10) PB-44 - prefer to repair existing steps if possible. Decision will be made after inspection.
- 11) CF-2, SW corner Lawrence-Dumont Stadium property - OK to move to 1982, but *?* if any permanent landscaping can be *done* do it now.

Robert G. Finch
Robert G. Finch
Deputy City Manager

RGF/pd

Distribution:

Russell L. Brenner, Director of Administration
R. M. Bruggeman, Director of Engineering
Robert A. Lakin, Director of Planning
Don E. Anderson, Director of Housing and Economic Development
Kenneth H. Kitchen, Director of Redevelopment and Rehabilitation
John Wynkoop, Director of Water and Water Pollution Control
Tom Allen, Director of Parks
James F. Clancy, Director of Community Facilities
Jim Sparr, Fire Chief
David Stowe, Director of Operations and Maintenance
H. Jay Seltzer, Director of Aviation
Elmer Karstensen, MTA Executive Director
Richard Radenacher, Librarian
Glen Dockery, Research and Budget Officer

Return for This
AM

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DEC 31 1980

METROPOLITAN PLANNING
ROUTE _____

FROM M.F.

DATE 12-30-80

ADMINISTRATION	ADVA. PLANS	ED CURRENT PLANS	GRAPHICS
<input checked="" type="checkbox"/> Lakin	<input type="checkbox"/> Stockwell	<input type="checkbox"/> Galbraith	<input type="checkbox"/> Pierce
<input type="checkbox"/> Walter	<input type="checkbox"/> Funk	<input type="checkbox"/> Lytle	<input type="checkbox"/> Stafford
<input type="checkbox"/> Eubanks	<input type="checkbox"/> —	<input type="checkbox"/> Young	<input type="checkbox"/> Commer
<input type="checkbox"/> Hanson	<input type="checkbox"/> Apodaca	<input type="checkbox"/> Chambers	<input type="checkbox"/> Crook
<input type="checkbox"/> Henderson	<input type="checkbox"/> Bechtel	<input type="checkbox"/> Nagley	<input type="checkbox"/> Garland
<input type="checkbox"/> Lakin, E.	<input type="checkbox"/> Curfman	<input type="checkbox"/> Olivarez	<input type="checkbox"/> Singhal
<input type="checkbox"/> Nelson	<input type="checkbox"/> Feigenbaum	<input type="checkbox"/> Shirkey	<input type="checkbox"/> Whitney
	<input type="checkbox"/> Haas	<input type="checkbox"/> —	<input type="checkbox"/> —
	<input type="checkbox"/> Lickteig		
	<input type="checkbox"/> Losew		
	<input type="checkbox"/> Reed		
	<input type="checkbox"/> Schafer		
	<input type="checkbox"/> Shen		
	<input type="checkbox"/> Vinson		

<input type="checkbox"/> Note & Return	<input type="checkbox"/> Signature
<input type="checkbox"/> Handle	<input type="checkbox"/> Library
<input type="checkbox"/> All Staff	<input type="checkbox"/> Information
<input type="checkbox"/> Comment	<input type="checkbox"/> Files

REMARKS This is how you and I will
ranked against the Ave. Wts.

Project No.	AVERAGE WT.		Finch		Lakin	
	Rank	Score	Rank	Score	Rank	Score
D-60	1	2.689	1	2.640	2	2.570
19	2	2.653	2	2.550	1	2.630
51	3	2.527	3	2.550	4	2.390
48C	4	2.359	4	2.340	5	2.300
48B	5	2.359	5	2.340	6	2.300
48A	6	2.359	6	2.340	7	2.300
53	7	2.287	7	2.160	3	2.420
-	8	2.185	8	2.160	8	1.970
75	9	2.077	9	1.950	9	1.910
55	10	2.011	10	1.860	10	1.910
56	11	2.011	11	1.860	11	1.910
63	12	1.864	13	1.710	12	1.850
73	13	1.735	12	1.860	14	1.520
44	14	1.678	14	1.590	13	1.850
43	15	1.225	15	1.170	15	1.220
		361		360		350

WICHITA-SEDGWICK COUNTY

DATE 12/9/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO: E. H. Denton, City Manager
Robert G. Finch, Deputy City Manager
Ray W. Bruggeman, Director of Engineering
✓ Robert A. Lakin, Director of Planning
Don Anderson, Director of Housing and Economic Development
Russell Brenner, Director of Administration

FROM: Monroe L. Funk, Principal Planner, Advance Plans Division

SUBJECT: DRAINAGE PROJECT EVALUATION

Attached is a paper which describes a procedure to evaluate proposed drainage projects and establish project priorities.

Also attached is a sheet which requests that you rank and weight each of the six (6) factors. You need to complete the rankings and weighting of the factors so we can complete the evaluation before the CIP Administrative Committee meets on December 18 & 19. I plan to use the average of the responses received to determine the final ranking and relative weights.

As of this date I have not received all of your rankings and weightings of the factors to evaluate street improvement projects. Please forward as soon as possible.

Monroe L. Funk
Monroe L. Funk
Principal Planner
Advance Plans Division

MLF:rh
Attachment
cc: Glen Dockery, Research and Budget Officer, Administration

A Methodology to Evaluate
Drainage Projects

Presented here is a procedure by which proposed drainage projects can be evaluated and construction priorities established. The procedure is similar to the procedure used to evaluate street improvement projects. The procedure utilizes a series of factors, measures to evaluate the factor and criteria scores. Since drainage projects are uniquely different from street improvement projects a set of factors, measures and criteria designed specifically to evaluate drainage projects were developed. This is designed in this paper.

The factors to be used to evaluate drainage projects are as follows:

1. Severity of Flooding
2. Frequency of Flooding
3. Project Permits or Protects Development
4. Relationship to Other Capital Improvement Projects
5. Right-of-Way Availability
6. Project Cost

The above listing does not indicate rank or relative weight of the factor.

The following pages discuss each evaluation factor, describes how the factor is to be measured and then the criteria for scoring the measure. The worksheet to be used in the evaluation process is also presented. A separate worksheet will be used for each drainage project.

1. Factor: Severity of Flooding

Measure: A subjective evaluation of the potential hazards caused by flooding conditions. These hazards are produced at least once every 2 to 5 years.

Criteria:

<u>Potential Hazard</u>	<u>Points</u>
1. Human life endangered (Has history of life loss or has potential danger)	10
2. Public and private property subject to extensive damage	7
3. Streets flooded to the extent that emergency equipment movement is impaired	4
4. Street flooded but two lanes on arterial and one lane on collectors remain passable or local nuisance due to ponding.	1

2. Factor: Frequency of Flooding

Measure: The frequency with which the severity of flooding indicated in Factor No. 1 occurs.

Criteria:

<u>Frequency of Flooding</u>	<u>Points</u>
1. Once every 0-2 years	10
2. Once every 3-5 years	7
3. Once every 6-10 years	4
4. Once every 11 years or more	1

3. Factor: Project Permits or Protects Development

Measure: Does the completion of the project encourage new development or redevelopment?

Criteria:

<u>Type of Development</u>	<u>Points</u>
1. New Residential Development	10
2. New Industrial/Commercial Development	7
3. Redevelopment in Existing Built-up areas	4
4. Protects existing development	1

4. Factor: Relationship to other Capital Improvement Projects

Measure: Is the proposed project an essential part of another project?
Is the project necessary to protect the integrity of the other projects?

Criteria:

<u>Nature of Related Project</u>	<u>Points</u>
1. Related to Street Improvement Project	10
2. Related to other development (Residential, Park, Commercial and/or Industrial) project	7
3. Related to redevelopment project	4
4. Not related to another improvement project	1

5. Factor: Right-of-way availability

Measure: The degree of effort required to obtain the necessary right-of-way for the project

Criteria:

<u>Right-of-way acquisition difficulty</u>	<u>Points</u>
1. R/W currently available or will be made available by developer	10
2. R/W available with little difficulty	7
3. Condemnation proceedings required	4
4. Requires displacement of homes or businesses	1

6. Factor: Project Cost

Measure: Estimated cost of projects divided by acres of area served.

Criteria:

<u>Cost/Acre</u>	<u>Points</u>
1. Less than \$1,000/Acre	10
2. \$1,001 to \$5,000/Acre	7
3. \$5,001 to \$9,000/Acre	4
4. More than \$9,000/Acre	1

Drainage Project Evaluation Worksheet

Project Name _____

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Severity of Flooding	Potential Hazard		Life Endangered	Extensive Property Damage	Emergency Equipment Movement Impaired on Street	Minor Street Flooding or Local Nuisance		
2.	Probability of Flooding	Frequency of Flooding		Once every 0-2 years	Once every 3-5 years	Once every 6-10 years	Once every 11 years +		
3.	Project Permits or Protects Development	Type of Development		New Residential Development	New Industrial/ Commercial Development	Redevelopment in Existing Built-up Areas	Protects Existing Development		
4.	Relationship to Other Capital Improvement Projects	Nature of Related Project		Street Improvement Project	Other Development Project	Redevelopment Project	No Project Related		
5.	Right-of-way Availability	Acquisition Difficulty		Currently Available	Available with little difficulty	Condemnation Required	Displacement of Homes and Businesses		
6.	Project Cost	Cost per Acre served		Less than \$1,000/Acre	\$1,001 to \$5,000 per acre	\$5,001 to \$9,000 per acre	More than \$9,000/Acre		

Project Score _____

Page ____ of ____

Drainage Project Evaluation

Rankings & Weights

Listed below are six (6) factors to be considered in determining street improvement priorities. Attached is a discussion which explains each of the six factors, how the factor is to be measured and then the evaluation criteria.

We are requesting that you rank each of the six (6) factors and then assign what you consider the appropriate weight to each factor. We are suggesting this be accomplished as follows:

1. Rank all six (6) factors. Give the most important factor a ranking of one (1) and the least important a rank of six (6) with all others in between.
2. Assign a relative weight to each factor. Give the factor that you ranked #1 a weight of 100. Give all other factors a weight of 100 or less depending on the relative importance you think each factor should have. You may use the same weight more than once if you feel two or more factors have equal weight.

The factors to be ranked and weights assigned are as follows:

<u>Factor</u>	<u>Rank</u>	<u>Weight</u>
1. Severity of Flooding	_____	_____
2. Frequency of Flooding	_____	_____
3. Project Permits or Projects Development	_____	_____
4. Relationship to other Capital Improvement Projects	_____	_____
5. Right-of-way Availability	_____	_____
6. Project cost	_____	_____

Please complete and return by December 16, 1980.

Return to:

Monroe L. Funk
Planning Department
Extension 4391

Completed by: _____

WICHITA-SEDGWICK COUNTY

DATE 11/4/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO Robert G. Finch, Deputy City Manager
FROM Monroe L. Funk, Principal Planner, Advance Plans Division
SUBJECT STREET IMPROVEMENT EVALUATION

Attached is the revised methodology for the Evaluation of Street Improvement Projects.

I am still a little confused about the time schedule for this evaluation. From the CIP calendar you distributed yesterday it would appear that the projects should be evaluated soon after the Budget and Management Division has received completed request forms, which are due November 28, 1980 and before the CIP Administrative Committee reviews the Draft CIP December 18 & 19. Is my perception of the schedule correct?

I will begin developing the evaluation methodology for drainage in the very near future.

Monroe L. Funk

Monroe L. Funk
Principal Planner
Advance Plans Division

MLF:rh
Attachment

cc: Robert A. Lakin, Director of Planning ✓
Willard L. Stockwell, Chief Planner, Advance Plans Division

Street Improvement Evaluation

Rankings and Weights

Listed below are nine (9) factors to be considered in determining street improvement priorities. You have been provided a brief paper which explains each factor, how the factor is to be measured and then the evaluation criteria.

We are asking you to rank and weight each of the nine (9) factors. We are suggesting that this be accomplished as follows:

1. Rank all nine (9) factors. Give the most important factor a ranking of one and the least important a rank of 9 with all others in between.
2. Assign relative weights to the factors. Give the factors that you ranked #1 a weight of 100. Give all other factors a weight of 100 or less depending on the relative importance you think each factor should have. You may use the same number more than once if you feel two or more factors have equal weight.

The factors to be ranked and weights assigned are as follows:

<u>Factor</u>	<u>Rank</u>	<u>Weight</u>
1. Current Traffic Volume	_____	_____
2. Existing Volume/Capacity Ratio	_____	_____
3. Accident Experience	_____	_____
4. Forecast Traffic Volume Increase	_____	_____
5. Contribution to Completed System	_____	_____
6. Existing Condition of Street	_____	_____
7. Air Quality Improvement	_____	_____
8. Project Effectiveness	_____	_____
9. Projected Unit Costs	_____	_____

Return to:

Monroe L. Funk
Planning Department
Extension 4265

Completed by _____

A Methodology to Evaluate
Street Improvement Priorities

Described here is a procedure by which arterial and collector streets and highways in Wichita can be evaluated to establish improvement priorities. The procedure utilizes a series of weighted factors each of which describes a street attribute. Each street segment being considered will be scored according to a criteria. The criteria score multiplied by the factor weight will produce a raw score. The sum of the raw scores will produce a project score. The project receiving the highest score would be assigned top priority for implementation. The second highest score would receive second priority and so on. Projects not completed this year would be carried forward and be considered in next years listing of improvement projects to be completed. All six years projects are to be rated in one group. They are not to be pre-sorted by year and then rated.

The factors to be considered in the evaluation procedure are as follows: (The listing does not indicate rank or relative weight).

1. Current Traffic Volume
2. Existing Volume/Capacity Ratio
3. Accident Experience
4. Projected Traffic Volume Increase
5. Contribution to Completed System
6. Existing Condition of Street
7. Air Quality Improvement
8. Project Effectiveness
9. Project Unit Costs

Factors, Measure and Criteria - Figure 1 presents a worksheet which will be used to evaluate proposed improvement projects. The worksheet gives the factors, measures and criteria for scoring. You will note that the factors on the worksheet have not yet been assigned relative weights. The weights will be assigned after knowledgeable people have ranked the factors and assigned relative weights. The rankings and weights received from individuals will be averaged and then used in the evaluation procedure.

Before the evaluation is undertaken it is necessary to describe in detail the factor the measures and how they are to be applied to each street segment.

1. Factor: Current Traffic Volumes

Measure: Number of vehicles using the street segment each day
(average daily traffic)

Criteria:

	<u>Average Daily Traffic</u>	<u>Points</u>
1.	$\geq 25,000$	10
2.	15 - 24,999	7
3.	5 - 14,999	4
4.	$< 5,000$	1

2. Factor: Existing Volume/Capacity Ratio

Measure: Calculated ratio of current traffic volume to existing street capacity

Criteria:

	<u>V/C Ratio</u>	<u>Points</u>
1.	≥ 1.2	10
2.	0.9 to 1.1	7
3.	0.7 to 0.9	4
4.	< 0.70	1

3. Factor: Accident Experience

Measure: Equivalent Property Damage Only (EPDO) rate for each street segment using 1979 accident experience available from the Police Department.

$$\text{EPDO} = 6 (\text{Fatal} + \text{Injury Accidents}) + \text{property damage only accidents}$$

$$\text{Exposure} = (\text{ADT}) (\text{section length}) (365)$$

$$\text{EPDO Rate} = \frac{\text{EPDO} \times 1,000,000}{\text{Exposure}}$$

Criteria:

	<u>EPDO Rate</u>	<u>Points</u>
1.	≥ 13.0	10
2.	8.5 - 12.9	7
3.	4.0 - 8.4	4
4.	≤ 4.0	1

4. Factor: Projected Traffic Volume Increase

Measure: Using Year 2000 traffic projections the percentage increase of traffic growth for each street segment will be calculated.

Criteria:

	<u>Traffic Volume Change</u>	<u>Points</u>
1.	$> + 50\%$	10
2.	+ 25% to 50%	7
3.	0% to 25%	4
4.	$\leq 0\%$	1

5. Factor: Contribution to Completed System

Measure: Is the proposed project on a system that is nearly complete? The objective is to complete a system facility as soon as practical. A system might be for example: Central from 119th West to 127th East. The length of completed segments will be measured and compared percentage wise to the overall length of the system. Projects on nearly completed systems will receive higher scores than lessor completed systems.

Criteria:

<u>Percent System Completed</u>	<u>Points</u>
1. > 75%	10
2. 50-75%	7
3. 25-50%	4
4. < 25%	1

6. Factor: Existing Condition of Street

Measure: A subjective evaluation of the physical condition of the street segment will be made.

Criteria:

<u>Street Condition</u>	<u>Points</u>
1. Currently Gravel or Dirt Surface	10
2. Paved Surface & Base Deteriorated	7
3. Base Deteriorated	4
4. Surface in Poor Condition	1

7. Factor: Air Quality Improvement

Measure: Does the project contribute to improved traffic flow and reduced CO emissions in the non-attainment area.

Criteria:

<u>Project Location</u>	<u>Points</u>
1. In non-attainment area	10
2. In contributing area	7
3. Within 2 miles of NAA	4
4. More than 2 miles from NAA	1

8. Factor: Project Effectiveness

Measure: The percentage increase in traffic capacity for each project segment being considered

Criteria:

<u>Percent Capacity Increase</u>	<u>Points</u>
1. $\geq 100\%$	10
2. 60 - 99%	7
3. 20 - 59%	4
4. $< 20\%$	1

9. Factor: Project Unit Costs

Measure: Cost of improvements on a per vehicle mile basis

$$\text{Unit cost} = \frac{\text{Estimated Project Cost}}{(\text{Year 2000 ADT} \times 365 \times \text{length})}$$

Criteria:

<u>Cost per annual vehicle-mile</u>	<u>Points</u>
1. $< 5\text{c}$	10
2. 5 - 15c	7
3. 16 - 25c	4
4. $> 25\text{c}$	1

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000		
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7		
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0		
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	< 0%		
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%		
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition		
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.		
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%		
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c		
Street Segment Score									

Page ____ of ____

WICHITA-SEDGWICK COUNTY

DATE 12/11/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO Capital Improvement Program Administrative Committee

FROM Robert A. Lakin, Secretary, Wichita-Sedgwick County Metropolitan Area Planning Commission

SUBJECT CAPITAL IMPROVEMENTS RECOMMENDED BY PLANNING COMMISSION

Introduction - The Metropolitan Area Planning Commission at their regularly scheduled meeting on November 6, 1980 considered the recommendations prepared by the East-West Traffic Flow Task Force. After reviewing the Task Force recommendations to improve east-west traffic flow in Wichita, the Planning Commission modified the recommendations to include improvements not listed in the Task Force Report.

The final recommendations of the Planning Commission fall into three categories. 1) Those improvement projects that need to be programmed through the CIP process, 2) Those improvements that can be implemented as maintenance and operations projects, and 3) those projects which are the responsibility of the Kansas Department of Transportation (KDOT) and therefore must be initiated by that agency.

The attached CIP Project Request Forms list the CIP projects recommended by the Planning Commission. Listed below are the other two categories of projects.

Non-CIP Projects - Recommended by the Planning Commission to be implemented from the maintenance and operations budget.

1. Prohibit parking (at all times) on the following streets:
 - a. 1st Street - from Water to Hydraulic
 - b. 2nd Street - from Main to Hydraulic
 - c. Maple - from McLean to Sheridan
 - d. Lewis - from McLean to St. Francis
2. Remove parking on portions of West Douglas (Seneca to Sheridan) where the removal of parking would allow for four (4) through lanes of traffic.
3. Prohibit parking at all times on West 2nd Street from McLean to West Street.
4. Prohibit parking at all times on both sides of 1st and 2nd Streets from Grove to Hillside.
5. Prohibit parking on one side only of 1st and 2nd Streets from Hillside to Edgemoor.


Projects to be initiated by KDOT - These improvements are to be carried out by KDOT at the request of the City of Wichita. The projects all involve Kellogg, U. S. 54 a link on the State Freeway System. The recommended improvements are necessary to fulfill a long range goal of upgrading Kellogg to urban freeway standards.

The Planning Commission recommended the following be initiated immediately:

1. Request that KDOT complete the location and design study for the Kellogg Viaduct from the Arkansas River Bridge to Topeka Avenue so the necessary public hearing can be held.
2. Request that KDOT complete the location study and environmental impact statement to widen Kellogg to six lanes from Arkansas River Bridge to K-42 interchange.

The MAPC recommended the following be initiated as soon as possible.

1. Consult freeway viaduct on Kellogg from the Arkansas River to Topeka Avenue.
2. Upgrade Kellogg from Hoover to Dugan to freeway standards. This includes an interchange at Julia.
3. Widen Kellogg to six-lanes from the Arkansas River to K-42 (Edwards Avenue).


Robert A. Lakin, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

RAL:MLF:rh
Attachments

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT YEAR						PROJECT COST	METHOD OF FINANCING
		1981	1982	1983	1984	1985	1986		
	<u>Expressways</u>								
	Close the Kellogg-Vine Intersection	X					25,000	G.O.	
	Feasibility Study of an urban interchange on Kellogg at Oliver	X					150,000	G.O.	
	Urban interchange (or flyover) on Kellogg at Oliver		X				37,500	G.O.	
					X		37,500	S	
							175,000	F	
							6,000,000	F	

CAPITAL IMPROVEMENT PROGRA

CITY OF WICHITA

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT YEAR						PROJECT COST	METHOD OF FINANCING
		1981	1982	1983	1984	1985	1986		
	<u>Arterials</u>								
	Close Kellogg median & remove the signal at Bluff	X						10,000	G.O.
	Feasibility Study by Consultant of improving the central area signal system	X		X				20,000	G.O.
					X			180,000	U
						X		100,000	G.O.
								900,000	U
								100,000	G.O.
								900,000	U
	Widen and channelize the north and south approaches on Oliver at Kellogg	X	X					250,000	G.O.
								300,000	G.O.
	Widen and channelize the north and south approaches on Woodlawn at Kellogg		X					150,000	G.O.
				X				400,000	G.O.
	Improve & channelize the intersection of Central and Oliver	X	X					400,000	G.O.
								400,000	G.O.
	Improve & channelize the intersection of Central and Woodlawn				X			300,000	G.O.
						X		400,000	G.O.
	Improve & channelize the intersection of Central and Edgemoor			X				300,000	G.O.
					X			400,000	G.O.
	Improve and channelize the intersection of Douglas and Hydraulic					X		400,000	G.O.
							X	600,000	G.O.
	Improve and channelize the intersection of Douglas and Hillside			X				600,000	G.O.
					X			600,000	G.O.
	Improve and channelize the intersection of Douglas and Oliver				X			300,000	G.O.
						X		700,000	G.O.
	Improve and channelize the intersection of Douglas and Edgemoor				X			200,000	G.O.
						X		500,000	G.O.
	Widen railroad underpass on 1st Street					X		2,000,000	G.O.
	Widen railroad underpass on 2nd Street						X	2,000,000	G.O.

Drainage Project Evaluation

<u>Project No.</u>	<u>Project</u>	<u>Score</u>	<u>Rank</u>
D-60	17th Street, Broadway to I-235	2,689	1
D-19	Maple St. Interceptor, Sheridan to McLean	2,653	2
D-51	Midland Valley Drainage Study	2,527	3
D-48C	S.W. Ind. Park Storm Drain., R/W "B"	2,359	4
D-48B	S.W. Ind. Park Storm Drain, Area "B"	2,359	5
D-48A	S.W. Ind. Park Outfall & Lift Station	2,359	6
D-53	Dry Creek Improvement Kellogg	2,287	7
----	West Kellogg Drainage	2,185	8
D-75	West 13th St. Drainage	2,077	9
D-55	Grove Drainage, Elm - 14th St.	2,011	10
D-56	Grove Drainage, 14th St. - 21st.	2,011	11
D-63	Ext. of 63rd St. Storm Sewer	1,864	12
D-73	34th & Arkansas R/W	1,735	13
D-44	N. Diversion, Wichita Ind. Park	1,678	14
D-43	Douglas Ave. Drainage	1,225	15

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D-48C	S.W. Ind. Park Storm Drain., R/W "B"	2,359	4
D-48B	S.W. Ind. Park Storm Drain, Area "B"	2,359	5
D-48A	S.W. Ind. Park Outfall & Lift Station	2,359	6
D-53	Dry Creek Improvement Kellogg	2,287	7
----	West Kellogg Drainage	2,185	8
D-75	West 13th St. Drainage	2,077	9
D-55	Grove Drainage, Elm - 14th St.	2,011	10
D-56	Grove Drainage, 14th St. - 21st.	2,011	11
D-63	Ext. of 63rd St. Storm Sewer	1,864	12
D-73	34th & Arkansas R/W	1,735	13
D-44	N. Diversion, Wichita Ind. Park	1,678	14
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D-53	Dry Creek Improvement Kellogg	2,287	7
----	West Kellogg Drainage	2,185	8
D-75	West 13th St. Drainage	2,077	9
D-55	Grove Drainage, Elm - 14th St.	2,011	10
D-56	Grove Drainage, 14th St. - 21st.	2,011	11
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D-73	34th & Arkansas R/W	1,735	13
D-44	N. Diversion, Wichita Ind. Park	1,678	14
D-43	Douglas Ave. Drainage	1,225	15

61	2535	MS-302	Waco (2nd to 3rd) & 3rd N. (Waco to Wichita)
62	2544	MS-251	Woodlawn (750' N. of Harry to 750' S. of Harry)
63	2526	MS-266	Mosley (400' S. of 21st N. to 21st N.)
64	2511	-	Woodlawn (25th to 37th N.)
65	2493	MS-250	Harry (Lutan to G.W.B.)
66	2475	-	Underpass at 2nd St.
67	2391	-	Underpass at 1st St.
68	2367	MS-277	Maple (Tyler to Maize)
69	2322	MS-304	29th N. (Woodlawn to Rock)
70	2280	MS-308	13th N. at West

71	2271	MS-288	Maize (Maple to Central)
72	2199	MS-287	Rock Road (21st to 32nd N.)
73	2100	MS-280	Maize (Central to 13th N.)
74	2094	MS-309	Woodlawn (11th to 14th N.)
75	2094	MS-291	Tyler (1,666' S. of Pawnee to AT&SF Railroad)
76	2073	-	21st N. (Tara to Webb)
77	2049	MS-306	Removal of RR Crossing on Waco, N. of Douglas)
78	2001	MS-278	Maple (Maize to 119th W.)
79	2001	MS-301	Rock Road (32nd to 41st N.)
80	1539	MS-275	Yosemite (Tyler to Yosemite Dr.)

81	1020	MS-307	Murdock Realignment (Wabash to I-135)
82	948	MS-205	37th N. (Meridian to Seneca)

ATTACHMENT C
CAPITAL IMPROVEMENT PROJECTS EVALUATED

RANK SCORE PROJECT* PROJECT DESCRIPTION PAGE 1 OF 3

1	4326	E-13	Woodlawn at Kellogg (N. & S. Approaches)
2	4155	E-11	Kellogg Interchange at Oliver
3	3894	MS-303	Kellogg at Webb
4	3774	MS-249	Central at West
5	3753	E-10	Kellogg Overpass (Topeka to Ark. River)
6	3735	MS-129	Rock Road (150' S. of Central to 9 th N.)
7	3711	MS-99	Maple (Sheridan to McLean)
8	3669	E-12	Oliver at Kellogg (N. & S. Approaches)
9	3636	MS-269	Broadway (55 th S. to 1140' N. of 47 th S.)
10	3585	MS-224	Broadway (Ark. River to 290' S. of Pawnee)

11	3555	MS-313	Douglas at Edgemoor
12	3543	MS-305	13 th (Governour to Rock)
13	3537	E-9E	Kellogg Freeway (I-235 to Dugan)
14	3513	-	Kellogg at Bluff
15	3432	MS-150	31 st S. at Seneca
16	3426	MS-238	McLean at Douglas & 2nd
17	3426	MS-239	McLean at Seneca
18	3426	MS-314	Douglas at Hillside
19	3402	MS-200	47 th S. (Broadway to Seneca)
20	3306	MS-148	MacArthur (I-235 to Seneca)

21	3300	MS-1	29 th N. (Amidon to Arkansas)
22	3288	MS-315	Douglas at Hydraulic
23	3238	MS-311	Central at Oliver
24	3237	MS-310	Central at Edgemoor
25	3231	MS-208	Rock Road (Osie to Oak Knoll)
26	3228	-	Kellogg at Vine
27	3222	MS-312	Central at Woodlawn
28	3219	MS-59	Woodlawn (Rock Hill to 25 th N.)
29	3219	MS-49	Seneca (MacArthur to 47 th N.)
30	3216	MS-91	17 th N. (Broadway to I-235)

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31	3189	MS-241	Central (Main to Santa Fe)
32	3120	MS-50	Seneca (47 th S. to 55 th S.)
33	3114	MS-257	Harry (Eastmoor to Webb)
34	3069	MS-289	Maple at Ridge
35	3066	MS-222	Hillside (Bayley to Skinner)
36	3054	MS-195	Greenwich (Douglas to KTA)
37	2970	MS-316	Douglas at Oliver
38	2961	MS-261	Central at Washington
39	2955	MS-285	Rock Road (13 th N. to 21 st N.)
40	2922	MS-284	21 st N. (Woodlawn to Tarr)
41	2907	MS-199	47 th S. (I-135 to Ark. River)
42	2855	MS-130	Tyler (ATE&SF Railroad to Maple)
43	2832	MS-106	Mt. Vernon (K-15 to Main)
44	2832	MS-255	Oliver (Murdock to 9 th N.)
45	2811	MS-120	Hydraulic (Kellogg to Harry)
46	2811	MS-230	Grove (14 th to 21 st N.)
47	2805	MS-267	Oliver (Glendale to 100' N. of Lincoln)
48	2793	MS-36	Amidon (29 th to 37 th N.)
49	2793	MS-256	Maple (I-235 to Ridge)
50	2736	MS-108	31 st S. (K-15 to Oliver)
51	2688	MS-52	Hydraulic (MacArthur to 47 th S.)
52	2658	MS-254	13 th N. at Oliver
53	2637	MS-283	Ridge (Central to 13 th N.)
54	2637	MS-286	Rock Road (Donegal to 13 th N.)
55	2634	MS-279	Central (Maize to 119 th W.)
56	2634	MS-281	13 th N. (Maize to 119 th W.)
57	2613	MS-65	37 th N. (Broadway to Hydraulic)
58	2598	MS-276	Maple (Ridge to Tyler)
59	2580	MS-272	Broadway (John Mack Bridge to Railroad Overpass)
60	2568	MS-229	Grove (Elm to 14 th N.)

61	2585	MS-302	Waco (2nd to 3rd) e 3rd N. (Waco to Wrethita)
62	2544	MS-251	Woodlawn (750' N. of Harry to 750' S. of Harry)
63	2526	MS-266	Mosley (400' S. of 21 st N. to 21 st N.)
64	2511	-	Woodlawn (25 th to 37 th N.)
65	2493	MS-250	Harry (Rutan to G.W.B.)
66	2475	-	Underpass at 2nd St.
67	2391	-	Underpass at 1st St.
68	2367	MS-277	Maple (Tyler to Maize)
69	2322	MS-304	29 th N. (Woodlawn to Rock)
70	2280	MS-308	13 th N. at West

71	2271	MS-288	Maize (Maple to Central)
72	2199	MS-287	Rock Road (21 st to 32 nd N.)
73	2100	MS-280	Maize (Central to 13 th N.)
74	2094	MS-309	Woodlawn (11 th to 14 th N.)
75	2094	MS-291	Tyler (1,666' S. of Pawnee to AT&SF Railroad)
76	2073	-	21 st N. (Tava to Webb)
77	2049	MS-306	Removal of R.R. Crossing on Waco, N. of Douglas)
78	2001	MS-278	Maple (Maize to 119 th W.)
79	2001	MS-301	Rock Road (32 nd to 41 st N.)
80	1539	MS-275	Yosemite (Tyler to Yosemite Dr.)

81	1020	MS-307	Murdock Realignment (Wabash to I-135)
82	948	MS-205	37 th N. (Merteliam to Seneca)

ATTACHMENT C
CAPITAL IMPROVEMENT PROJECTS EVALUATED

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6	3735	MS-129	Rock Road (750' S. of Central to 9 th N.)	
7	3711	MS-99	Maple (Sheridan to McLean)	
8	3669	E-12	Oliver at Kellogg (N. & S. Approaches)	
9	3636	MS-269	Broadway (55 th S. to 1140' N. of 47 th S.)	
10	3585	MS-224	Broadway (Ark. River to 290' S. of Pawnee)	
11	3555	MS-313	Douglas at Edgemoor	
12	3543	MS-305	13 th (Governour to Rock)	
13	3537	E-9E	Kellogg Freeway (I-235 to Dugan)	
14	3513	-	Kellogg at Bluff	
15	3432	MS-150	31 st S. at Seneca	
16	3426	MS-238	McLean at Douglas & 2nd	
17	3426	MS-239	McLean at Seneca	
18	3426	MS-314	Douglas at Hillside	
19	3402	MS-200	47 th S. (Broadway to Seneca)	
20	3306	MS-148	MacArthur (I-235 to Seneca)	
21	3300	MS-1	29 th N. (Amidon to Arkansas)	
22	3288	MS-375	Douglas at Hydraulic	
23	3238	MS-311	Central at Oliver	
24	3237	MS-310	Central at Edgemoor	
25	3231	MS-208	Rock Road (Osie to Oak Knoll)	
26	3228	-	Kellogg at Vine	
27	3222	MS-312	Central at Woodlawn	
28	3219	MS-59	Woodlawn (Rock Hill to 25 th N.)	
29	3219	MS-49	Seneca (MacArthur to 47 th N.)	
30	3216	MS-91	17 th N. (Broadway to I-235)	

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31	3189	MS-241	Central (Main to Santa Fe)
32	3120	MS-50	Seneca (47 th S. to 55 th S.)
33	3114	MS-257	Harry (Eastmoor to Webb)
34	3069	MS-289	Maple at Ridge
35	3066	MS-222	Hillside (Bayley to Skinner)
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79	2001	MS-301	Rock Road (32nd to 41st N.)
80	1539	MS-275	Yosemite (Tyler to Yosemite Dr.)

81	1020	MS-307	Murdock Realignment (Urbash to I-35)
82	948	MS-205	37th N. (Mertelian to Seneca)

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RANK SCORE PROJECT# PROJECT DESCRIPTION PAGE 1 OF 5

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7	3711	MS-99	Maple (Sheridan to McLean)
8	3669	E-12	Oliver at Kellogg (N. & S. Approaches)
9	3636	MS-269	Broadway (55 th S. to 1140' N. of 47 th S.)
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26	3228	-	Kellogg at Vine
27	3222	MS-312	Central at Woodlawn
28	3219	MS-59	Woodlawn (Rock hill to 25 th N.)
29	3219	MS-49	Seneca (MacArthur to 47 th N.)
30	3216	MS-91	17 th N. (Broadway to I-235)

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35	3066	MS-222	Hillside (Bayley to Skinner)
36	3054	MS-195	Greenwich (Douglas to KTA)
37	2970	MS-316	Douglas at Oliver
38	2961	MS-261	Central at Washington
39	2955	MS-285	Rock Road (13 th N. to 21 st N.)
40	2922	MS-284	21 st N. (Woodlawn to Tarn)
41	2907	MS-199	47 th S. (I-135 to Ark. River)
42	2865	MS-130	Tyler (AT&SF Railroad to Maple)
43	2832	MS-106	Mt. Vernon (K-15 to Main)
44	2832	MS-255	Oliver (Murdock to 9 th N.)
45	2811	MS-120	Hydraulic (Kellogg to Harry)
46	2811	MS-230	Grove (14 th to 21 st N.)
47	2805	MS-267	Oliver (Glendale to 100' N. of Lincoln)
48	2793	MS-36	Amidon (29 th to 37 th N.)
49	2793	MS-256	Maple (I-235 to Ridge)
50	2736	MS-108	31 st S. (K-15 to Oliver)
51	2688	MS-52	Hydraulic (MacArthur to 47 th S.)
52	2658	MS-254	13 th N. at Oliver
53	2637	MS-283	Ridge (Central to 13 th N.)
54	2637	MS-286	Rock Road (Donegal to 13 th N.)
55	2634	MS-279	Central (Maize to 119 th W.)
56	2634	MS-281	13 th N. (Maize to 119 th W.)
57	2613	MS-65	37 th N. (Broadway to Hydraulic)
58	2598	MS-276	Maple (Ridge to Tyler)
59	2580	MS-272	Broadway (John Mack Bridge to Railroad Overpass)
60	2568	MS-229	Grove (Elm to 14 th N.)

61	2565	MS-302	Waco (2nd to 3rd) e 3rd N. (Waco to Wichita)
62	2544	MS-251	Woodlawn (750' N. of Harry to 750' S. of Harry)
63	2526	MS-246	Mosley (400' S. of 21st N. to 21st N.)
64	2511	-	Woodlawn (25th to 37th N.)
65	2493	MS-250	Harry (Litan to G.W.B.)
66	2475	-	Underpass at 2nd St.
67	2391	-	Underpass at 1st St.
68	2367	MS-277	Maple (Tyler to Maize)
69	2322	MS-304	29th N. (Woodlawn to Rock)
70	2280	MS-308	13th N. at West

71	2271	MS-288	Maize (Maple to Central)
72	2199	MS-287	Rock Road (21st to 32nd N.)
73	2100	MS-280	Maize (Central to 13th N.)
74	2094	MS-309	Woodlawn (11th to 14th N.)
75	2094	MS-291	Tyler (1,666' S. of Pawnee to AT&SF railroad)
76	2073	-	21st N. (Tara to Webb)
77	2049	MS-306	Removal of R.R. crossing on Waco, N. of Douglas)
78	2001	MS-278	Maple (Maize to 119th W.)
79	2001	MS-301	Rock Road (32nd to 41st N.)
80	1539	MS-275	Yosemite (Tyler to Yosemite Dr.)

81	1020	MS-307	Murdoch Realignment (Wibash to I-135)
82	948	MS-205	37th N. (Mertelian to Seneca)

ATTACHMENT C
CAPITAL IMPROVEMENT PROJECTS EVALUATED

RANK	SCORE	PROJECT*	PROJECT DESCRIPTION	PAGE 1 OF 3
1	4326	E-13	Woodlawn at Kellogg (N. & S. Approaches)	
2	4155	E-11	Kellogg Interchange at Oliver	
3	3894	MS-303	Kellogg at Webb	
4	3774	MS-249	Central at West	
5	3753	E-10	Kellogg Overpass (Topeka to Ark. River)	
6	3735	MS-129	Rock Road (750' S. of Central to 9 th N.)	
7	3711	MS-99	Maple (Sheridan to McLean)	
8	3669	E-12	Oliver at Kellogg (N. & S. Approaches)	
9	3636	MS-249	Broadway (55 th S. to 1140' N. of 47 th S.)	
10	3585	MS-224	Broadway (Ark. River to 290' S. of Pawnee)	
11	3555	MS-313	Douglas at Edgemoor	
12	3543	MS-305	13 th (Governour to Rock)	
13	3537	E-9E	Kellogg Freeway (I-235 to Dugan)	
14	3513	-	Kellogg at Bluff	
15	3432	MS-150	31 st S. at Seneca	
16	3426	MS-238	McLean at Douglas & 2nd	
17	3426	MS-239	McLean at Seneca	
18	3426	MS-314	Douglas at Hillside	
19	3402	MS-200	47 th S. (Broadway to Seneca)	
20	3306	MS-148	MacArthur (I-235 to Seneca)	
21	3300	MS-1	29 th N. (Amidon to Arkansas)	
22	3288	MS-315	Douglas at Hydraulic	
23	3238	MS-311	Central at Oliver	
24	3237	MS-310	Central at Edgemoor	
25	3231	MS-208	Rock Road (Osie to Oak Knoll)	
26	3228	-	Kellogg at Vine	
27	3222	MS-312	Central at Woodlawn	
28	3219	MS-59	Woodlawn (Rock Hill to 25 th N.)	
29	3219	MS-49	Seneca (MacArthur to 47 th N.)	
30	3216	MS-91	17 th N. (Broadway to I-235)	

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31	3189	MS-241	Central (Main to Santa Fe)
32	3120	MS-50	Seneca (47 th S. to 55 th S.)
33	3114	MS-257	Harry (Eastmoor to Webb)
34	3069	MS-289	Maple at Ridge
35	3066	MS-222	Hillside (Bayley to Skinner)
36	3054	MS-195	Greenwich (Douglas to KTA)
37	2970	MS-316	Douglas at Oliver
38	2961	MS-261	Central at Washington
39	2955	MS-285	Rock Road (13 th N. to 21 st N.)
40	2922	MS-284	21 st N. (Woodlawn to Tarn)
41	2907	MS-199	47 th S. (I-135 to Ark. River)
42	2855	MS-130	Tyler (AT&SF Railroad to Maple)
43	2832	MS-106	Mt. Vernon (K-15 to Main)
44	2832	MS-255	Oliver (Murdock to 9 th N.)
45	2811	MS-120	Hydraulic (Kellogg to Harry)
46	2811	MS-230	Grove (14 th to 21 st N.)
47	2805	MS-267	Oliver (Glendale to 100' N. of Lincoln)
48	2793	MS-36	Amidon (29 th to 37 th N.)
49	2793	MS-256	Maple (I-235 to Ridge)
50	2736	MS-108	31 st S. (K-15 to Oliver)
51	2688	MS-52	Hydraulic (MacArthur to 47 th S.)
52	2658	MS-254	13 th N. at Oliver
53	2637	MS-283	Ridge (Central to 13 th N.)
54	2637	MS-286	Rock Road (Donegal to 13 th N.)
55	2634	MS-279	Central (Maize to 119 th W.)
56	2634	MS-281	13 th N. (Maize to 119 th W.)
57	2613	MS-65	37 th N. (Broadway to Hydraulic)
58	2598	MS-276	Maple (Ridge to Tyler)
59	2580	MS-272	Broadway (John Mack Bridge to Railroad Overpass)
60	2568	MS-229	Grove (Elm to 14 th N.)

61	2565	MS-302	Waco (2nd to 3rd) & 3rd N. (Waco to Wichita)
62	2544	MS-251	Woodlawn (750' N. of Harry to 750' S. of Harry)
63	2526	MS-266	Mosley (400' S. of 21st N. to 21st N.)
64	2511	-	Woodlawn (25th to 37th N.)
65	2493	MS-250	Harry (Rutan to G.W.B.)
66	2475	-	Underpass at 2nd St.
67	2391	-	Underpass at 1st St.
68	2367	MS-277	Maple (Tyler to Maize)
69	2322	MS-304	29th N. (Woodlawn to Rock)
70	2280	MS-308	13th N. at West

71	2271	MS-288	Maize (Maple to Central)
72	2199	MS-287	Rock Road (21st to 32nd N.)
73	2100	MS-280	Maize (Central to 13th N.)
74	2094	MS-309	Woodlawn (11th to 14th N.)
75	2094	MS-291	Tyler (1.666' S. of Pawnee to AT&SF Railroad)
76	2073	-	21st N. (Tara to Webb)
77	2049	MS-306	Removal of RR crossing on Waco, N. of Douglas)
78	2001	MS-278	Maple (Maize to 119th W.)
79	2001	MS-301	Rock Road (32nd to 41st N.)
80	1539	MS-275	Yosemite (Tyler to Yosemite Dr.)

81	1020	MS-307	Murdock Realignment (Wabash to I-135)
82	948	MS-205	37th N. (Meridian to Seneca)

ATTACHMENT C
CAPITAL IMPROVEMENT PROJECTS AS EVALUATED

RANK	SCORE	PROJECT*	PROJECT DESCRIPTION	PAGE 1 OF 3
1	4326	E-13	Woodlawn at Kellogg (N. & S. Approaches)	
2	4155	E-11	Kellogg Interchange at Oliver	
3	3894	MS-303	Kellogg at Webb	
4	3774	MS-249	Central at West	
5	3753	E-10	Kellogg Overpass (Topeka to Ark. River)	
6	3735	MS-129	Rock Road (750' S. of Central to 9 th N.)	
7	3711	MS-99	Maple (Sheridan to McLean)	
8	3669	E-12	Oliver at Kellogg (N. & S. Approaches)	
9	3636	MS-249	Broadway (55 th S. to 1140' N. of 47 th S.)	
10	3585	MS-224	Broadway (Ark. River to 290' S. of Pawnee)	
11	3555	MS-313	Douglas at Edgemoor	
12	3543	MS-305	13 th (Governour to Rock)	
13	3537	E-9E	Kellogg Freeway (I-235 to Dugan)	
14	3513	-	Kellogg at Bluff	
15	3432	MS-150	31 st S. at Seneca	
16	3426	MS-238	McLean at Douglas & 2nd	
17	3426	MS-239	McLean at Seneca	
18	3426	MS-314	Douglas at Hillside	
19	3402	MS-200	47 th S. (Broadway to Seneca)	
20	3306	MS-148	MacArthur (I-235 to Seneca)	
21	3300	MS-1	29 th N. (Amidon to Arkansas)	
22	3288	MS-315	Douglas at Hydraulic	
23	3238	MS-311	Central at Oliver	
24	3237	MS-310	Central at Edgemoor	
25	3231	MS-208	Rock Road (Osie to Oak Knoll)	
26	3228	-	Kellogg at Vine	
27	3222	MS-312	Central at Woodlawn	
28	3219	MS-59	Woodlawn (Rock Hill to 25 th N.)	
29	3219	MS-49	Seneca (MacArthur to 47 th N.)	
30	3216	MS-91	17 th N. (Broadway to I-235)	

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31	3189	MS-241	Central (Main to Santa Fe)
32	3120	MS-570	Seneca (47 th S. to 55 th S.)
33	3114	MS-257	Harry (Eastmoor to Webb)
34	3069	MS-289	Maple at Ridge
35	3066	MS-222	Hillside (Bayley to Skinner)
36	3054	MS-195	Greenwich (Douglas to KTA)
37	2970	MS-316	Douglas at Oliver
38	2961	MS-261	Central at Washington
39	2955	MS-285	Rock Road (13 th N. to 21 st N.)
40	2922	MS-284	21 st N. (Woodlawn to Tarn)
41	2907	MS-199	47 th S. (I-135 to Ark. River)
42	2865	MS-130	Tyler (AT&SF Railroad to Maple)
43	2832	MS-106	Mt. Vernon (K-15 to Main)
44	2832	MS-255	Oliver (Murdock to 9 th N.)
45	2811	MS-120	Hydraulic (Kellogg to Harry)
46	2811	MS-230	Grove (14 th to 21 st N.)
47	2805	MS-267	Oliver (Glendale to 100' N. of Lincoln)
48	2793	MS-36	Amidon (29 th to 37 th N.)
49	2793	MS-256	Maple (I-235 to Ridge)
50	2736	MS-108	31 st S. (K-15 to Oliver)
51	2688	MS-52	Hydraulic (MacArthur to 47 th S.)
52	2658	MS-254	13 th N. at Oliver
53	2637	MS-283	Ridge (Central to 13 th N.)
54	2637	MS-286	Rock Road (Donegal to 13 th N.)
55	2634	MS-279	Central (Maize to 119 th W.)
56	2634	MS-281	13 th N. (Maize to 119 th W.)
57	2613	MS-65	37 th N. (Broadway to Hydraulic)
58	2598	MS-276	Maple (Ridge to Tyler)
59	2580	MS-272	Broadway (John Mack Bridge to Railroad Overpass)
60	2568	MS-229	Grove (Elm to 14 th N.)

61	2585	MS-302	Waco (2nd to 3rd) & 3rd N. (Waco to Wichita)
62	2544	MS-251	Woodlawn (750' N. of Harry to 750' S. of Harry)
63	2526	MS-266	Mosley (400' S. of 21st N. to 21st N.)
64	2511	-	Woodlawn (25th to 37th N.)
65	2493	MS-250	Harry (Lutan to G.W.B.)
66	2475	-	Underpass at 2nd St.
67	2391	-	Underpass at 1st St.
68	2367	MS-277	Maple (Tyler to Maize)
69	2322	MS-304	29th N. (Woodlawn to Rock)
70	2280	MS-308	13th N. at West

71	2271	MS-288	Maize (Maple to Central)
72	2199	MS-287	Rock Road (21st to 32nd N.)
73	2100	MS-280	Maize (Central to 13th N.)
74	2094	MS-309	Woodlawn (11th to 14th N.)
75	2094	MS-291	Tyler (1.666' S. of Pawnee to AT&SF Railroad)
76	2073	-	21st N. (Tara to Webb)
77	2049	MS-306	Removal of RR crossing on Waco, N. of Douglas)
78	2001	MS-278	Maple (Maize to 119th W.)
79	2001	MS-301	Rock Road (32nd to 41st N.)
80	1539	MS-275	Yosemite (Tyler to Yosemite Dr.)

81	1020	MS-307	Murdock Realignment (Webbush to I-135)
82	948	MS-205	37th N. (Meridian to Seneca)

ATTACHMENT D

1981 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-7D	P.15	Kellogg-Freeway (Lulu to Washington)	412,500
	N.A.	E-9C	P.16	Kellogg-Freeway (1000' E. of West to I-235) ROW	125,000
	N.A.	E-14	P.19	N.E. Circumferential	250,000
1	4326	E-13	P.17	Woodlawn at Kellogg (N.E.S. Approaches) ROW	150,000
2	4155	E-11	P.17	Kellogg Interchange at Oliver Feasibility Study	150,000
3	3894	MS-303	P.39	Kellogg at Webb Design	3,750
4	3774	MS-249	P.25	Central at West Design	12,500
		MS-249A	P.25	Central at West ROW	100,000
7	3711	MS-99	P.44	Maple (Sherdian-McLean) Design	50,000
8	3669	E-12	P.17	Oliver at Kellogg (N.E.S. Approaches) ROW	250,000
9	3636	MS-269	P.21	Broadway (55 th to 1,140' N. of 4 th s)	63,750
15	3432	MS-150	P.55	Seneca at 31 st S.	750,000
16	3426	MS-238	P.45	McLean at Douglas & 2nd St. Design	35,000
		MS-238A	P.45	McLean at Douglas & 2nd St. ROW	150,000
17	3426	MS-239	P.45	McLean at Seneca Design	20,000
		MS-239A	P.45	McLean at Seneca ROW	220,000
28	3219	MS-59	P.71	Woodlawn (Rockhill to 29 th N.) Design	25,000
30	3216	MS-91	P.57	17 th (Broadway to I-135)	715,000
34	3069	MS-289	P.50	Ridge at Maple and Ridge (Maple to Newell)	900,000
38	2961	MS-261	P.24	Central at Washington Design	20,000
55	2634	MS-279	P.28	Central (Maize to 119 th W.) Design	25,000
56	2634	MS-281	P.62	13 th N. (Maize to 119 th W.) Design	37,500
61	2565	MS-302	P.68	Waco (2nd to 3rd) & 3rd (Waco to Wichita) Design	20,000
69	2322	MS-304	P.66	29 th N. (Woodlawn to Rock)	858,060
70	2280	MS-308	P.60	13 th at West Design	15,000
74	2094	MS-309	P.69	Woodlawn (11 th to 14 th N.)	254,600
80	1539	MS-275	P.72	Yosemite Design	400,000
81	1020	MS-307	P.46	Murdock Realignment (Watash to I-135) Design	34,000

1982 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235) ROW	250,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
1	4326	E-13	P. 17	Woodlawn at Kellogg (N.E.S. of Approaches) Const.	400,000
3	3894	MS-303	P. 39	Kellogg at Webb Const.	56,250
4	3774	MS-249	P. 25	Central at West Const.	247,500
7	3711	MS-99	P. 44	Maple (Sheridan to McLean) Const.	750,000
8	3669	E-12	P. 17	Oliver at Kellogg (N.E.S. of Approaches) Const.	300,000
11	3555	MS-313	P. 30	Douglas at Edgemoor ROW	200,000
16	3426	MS-238	P. 45	McLean at Douglas & 2nd St. Const.	655,000
17	3426	MS-239	P. 45	McLean at Seneca Const.	375,000
23	3238	MS-311	P. 26	Central at Oliver ROW	400,000
24	3237	MS-310	P. 26	Central at Edgemoor ROW	300,000
28	3219	MS-59	P. 71	Woodlawn (Rockhill to 29 th N.) Const.	1,000,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe) Design	43,750
38	2961	MS-261	P. 24	Central at Washington Const.	400,000
40	2922	MS-284	P. 65	21st N. (Woodlawn to Tarn) Design	45,000
42	2865	MS-130	P. 67	Tyler (AT&SF Railroad to Maple) Design	40,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.) Design	25,000
55	2634	MS-279	P. 28	Central (Maize to 119 th W.) Const.	700,000
62	2544	MS-251	P. 70	Woodlawn (750' N. & S. of Harry) Design	25,000
70	2280	MS-308	P. 60	13 th at West Const.	235,000
81	1020	MS-307	P. 46	Murdeck realignment (Wabash to I-135) Const.	630,000

1983 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	Gr. C. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235)	125,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
2	4155	E-11A	P. 17	Kellogg Interchange at Oliver	ROW 37,500
6	3735	MS-129	P. 51	Rock (750'S. of Central to Donegal)	Design 10,000
		MS-129A	P. 51	Rock (750'S. of Central to Donegal)	ROW 350,000
7	3711	MS-99	P. 44	Maple (Sheridan to McLean)	Const. 800,000
12	3573	MS-305	P. 61	13 th N. (Gouverneur to Rock)	410,000
23	3238	MS-311	P. 26	Central at Oliver	Const. 400,000
24	3237	MS-310	P. 26	Central at Edgemoor	Const. 400,000
27	3222	MS-312	P. 26	Central at Woodlawn	ROW 300,000
29	3219	MS-49	P. 56	Seneca (MacArthur to 47 th S)	885,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe)	Const. 796,875
33	3114	MS-257	P. 35	Harry (Eastmoor to Webb)	Design 6,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner)	Design 20,000
		MS-222A	P. 36	Hillside (Bayley to Skinner)	ROW 500,000
37	2970	MS-316	P. 30	Douglas at Oliver	ROW 300,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tarn)	Const. 800,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark River)	Design 30,000
47	2805	MS-267	P. 47	Oliver (Glendale to 1,000' N. of Lincoln)	113,750
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.)	ROW 6,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge)	Design 30,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S)	Design 35,000
56	2634	MS-281	P. 62	13 th N. (Maize to 119 th W.)	Const. 742,500
62	2544	MS-251	P. 70	Woodlawn (750' N. E. S. of Harry)	Const. 530,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard)	Design 10,000
		MS-250A	P. 36	Harry (Rutan to George Washington Boulevard)	ROW 110,000
72	2199	MS-287	P. 52	Rock (21 st to 32 nd N.)	912,500

1984 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donegal) Const.	196,875
10	3585	MS-224	P. 22	Broadway (Ark. River to 290' of Pawnee) Design	7,500
11	3555	MS-313	P. 30	Douglas at Edgemoor Const.	500,000
19	3543	MS-200	P. 32	47 th S. (Broadway to Seneca) Design	30,000
20	3306	MS-148	P. 40	MacArthur (I-235 to Seneca) Design	10,000
22	3288	MS-315	P. 31	Douglas at Hydraulic ROW	400,000
27	3222	MS-312	P. 26	Central at Woodlawn Const.	400,000
32	3120	MS-50	P. 56	Seneca (47 th to 55 th S.)	254,375
33	3114	MS-297	P. 35	Harry (Eastmoor to Webb) Const.	201,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner) Const.	837,500
39	2955	MS-285	P. 52	Rock (13 th to 21 st N.) Design	37,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark. River) Const.	900,000
42	2865	MS-130	P. 67	Tyler (AT&SF Railroad to Maple) Const.	760,000
44	2832	MS-255	P. 48	Oliver (Murdock to 9 th N.)	200,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.) Const.	231,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge) Const.	800,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S.) Const.	950,000
53	2637	MS-283	P. 50	Ridge (Central to 13 th N.)	915,000
54	2637	MS-286	P. 52	Rock (Donegal to 13 th N.) Design	27,750
58	2598	MS-276	P. 42	Maple (Ridge to Tyler) Design	35,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard) Const.	110,000
79	2001	MS-301	P. 54	Rock (32nd to 41 st N.)	1,005,000

1985 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
10	3585	MS-224	P.22	Broadway (Ark. River to 290' S. of Faunee)	Const. 200,000
18	3426	MS-314	P.31	Douglas at Hillside	ROW 600,000
19	3402	MS-200	P.32	47 th S. (Broadway to Seneca)	Const. 1,080,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca)	Const. 193,750
22	3288	MS-315	P.31	Douglas at Hydraulic	Const. 600,000
25	3231	MS-208	P.53	Rock (Orie to Oak Knoll)	222,500
37	2970	MS-316	P.30	Douglas at Oliver	Const. 700,000
39	2955	MS-285	P.52	Rock (13 th to 21 st N.)	Const. 703,000
45	2811	MS-120	P.37	Hydraulic (Kellogg to Harry)	1,080,000
52	2658	MS-257A	P.59	13 th N. at Oliver	ROW 500,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.)	Const. 527,250
58	2598	MS-276	P.42	Maple (Ridge to Tyler)	Const. 925,000
59	2580	MS-272	P.23	Broadway (John Mack Bridge to R.R. Overpass)	Design 25,000
68	2367	MS-277	P.42	Maple (Tyler to Maize)	Design 40,000

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Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N. E. Circumferential	500,000
5	3753	E-10A	P.18	Kelly Overpass (Topeka to Ark. River) ROW	150,000
18	3426	MS-314	P.31	Douglas at Hillside Const.	600,000
36	3054	MS-195	P.34	Greenwich (Douglas to KTA)	68,750
50	2736	MS-108	P.63	31st S. (K-15 to Oliver)	985,000
52	2658	MS-254	P.59	13th N. at Oliver	238,750
57	2613	MS-65	P.64	37th N. (Broadway to Hydraulic) Design	47,500
		MS-65	P.64	37th N. (Broadway to Hydraulic) Const.	947,500
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass) Const.	575,000
68	2367	MS-277	P.42	Maple (Tyler - Maize) Const.	1,000,000
71	2271	MS-288	P.41	Maize (Maple to Central) Design	40,000
73	2100	MS-280	P.41	Maize (Central to 13th N.) Design	35,000
78	2001	MS-278	P.42	Maple (Maize to 119th W.) Design	40,000

ATTACHMENT D
1981 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	NA	CS-1	P.29	Collector Street Improvements	50,000
	NA	RS-1	P.49	Residential Street Improvements	200,000
	NA	AS-1	P.58	Sidewalk	300,000
	NA	E-7D	P.15	Kellogg-Freeway (Lulu to Washington)	412,500
	NA	E-9C	P.16	Kellogg-Freeway (1000' E. of West to I-235) ROW	125,000
	NA	E-14	P.19	N.E. Circumferential	250,000
1	4326	E-13	P.17	Woodlawn at Kellogg (N. & S. Approaches) ROW	150,000
2	4155	E-11	P.17	Kellogg Interchange at Oliver Feasibility study	150,000
3	3894	MS-303	P.39	Kellogg at Webb Design	3,750
4	3774	MS-249	P.25	Central at West Design	12,500
		MS-244A	P.25	Central at West ROW	100,000
7	3711	MS-99	P.44	Maple (Sherdian- McLean) Design	50,000
8	3669	E-12	P.17	Oliver at Kellogg (N. & S. Approaches) ROW	250,000
9	3636	MS-269	P.21	Broadway (55 th to 1.140' N. of 47 th s)	63,750
15	3432	MS-150	P.55	Seneca at 31 st S.	750,000
16	3426	MS-238	P.45	McLean at Douglas & 2nd St. Design	35,000
		MS-238A	P.45	McLean at Douglas & 2nd St. ROW	150,000
17	3426	MS-239	P.45	McLean at Seneca Design	20,000
		MS-239A	P.45	McLean at Seneca ROW	220,000
28	3219	MS-59	P.71	Woodlawn (Rockhill to 29 th N.) Design	25,000
30	3216	MS-91	P.57	17 th (Broadway to I-135)	715,000
34	3069	MS-289	P.50	Ridge at Maple and Ridge (Maple to Newell)	900,000
38	2961	MS-261	P.24	Central at Washington Design	20,000
55	2634	MS-279	P.28	Central (Maize to 119 th W.) Design	25,000
56	2634	MS-281	P.62	13 th N. (Maize to 119 th W.) Design	37,500
61	2565	MS-302	P.68	Waco (2nd to 3rd) & 3rd (Waco to Wichita) Design	20,000
69	2322	MS-304	P.66	29 th N. (Woodlawn to Rock)	858,060
70	2280	MS-308	P.60	13 th at West Design	15,000
74	2094	MS-309	P.69	Woodlawn (11 th to 14 th N.)	254,600
80	1539	MS-275	P.72	Yosemite	400,000
81	1020	MS-307	P.46	Murdock Realignment (Wabash to I-135) Design	34,000

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Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235) ROW	250,000
	N.A.	E-14	P. 19	N. E. Circumferential	500,000
				Const.	
1	4326	E-13	P. 17	Woodlawn at Kellogg (N. e. s. of Approaches)	400,000
3	3894	MS-303	P. 39	Kellogg at Webb	Const. 56,250
4	3774	MS-249	P. 25	Central at West	Const. 247,500
7	3711	MS-99	P. 44	Maple (Sheridan to McLean)	Const. 750,000
8	3669	E-12	P. 17	Oliver at Kellogg (N. e. s. of Approaches)	Const. 300,000
11	3555	MS-313	P. 30	Douglas at Edgemoor	ROW 200,000
16	3426	MS-238	P. 45	McLean at Douglas & 2nd St.	Const. 655,000
17	3426	MS-239	P. 45	McLean at Seneca	Const. 375,000
23	3238	MS-311	P. 26	Central at Oliver	ROW 400,000
24	3237	MS-310	P. 26	Central at Edgemoor	ROW 300,000
28	3219	MS-59	P. 71	Woodlawn (Rockhill to 29 th N.)	Const. 1,000,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe)	Design 43,750
38	2961	MS-261	P. 24	Central at Washington	Const. 400,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tara)	Design 45,000
42	2865	MS-130	P. 67	Tyler (AT&SF Railroad to Maple)	Design 40,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.)	Design 25,000
55	2634	MS-279	P. 28	Central (Maize to 119 th W.)	Const. 700,000
62	2544	MS-251	P. 70	Woodlawn (750' N. e. s. of Harry)	Design 25,000
70	2280	MS-308	P. 60	13 th at West	Const. 235,000
81	1020	MS-307	P. 46	Murdock Realignment (Wabash to I-135)	Const. 630,000

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Rank	Score	Project No.	Page No.	Project Description	Est. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235)	125,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
2	4155	E-11A	P. 17	Kellogg Interchange at Oliver ROW	37,500
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donagel) Design	10,000
		MS-129A	P. 51	Rock (750' S. of Central to Donagel) ROW	350,000
7	3711	MS-99	P. 44	Maple (Sheridan to McLean) Const.	800,000
12	3543	MS-305	P. 61	13 th N. (Governour to Rock)	410,000
23	3238	MS-311	P. 26	Central at Oliver Const.	400,000
24	3237	MS-310	P. 26	Central at Edgemoor Const.	400,000
27	3222	MS-312	P. 26	Central at Woodlawn ROW	300,000
29	3219	MS-49	P. 56	Seneca (MacArthur to 47 th S)	885,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe) Const.	746,815
33	3114	MS-257	P. 35	Harry (Eastmoor to Webb) Design	6,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner) Design	20,000
		MS-222A	P. 36	Hillside (Bayley to Skinner) ROW	500,000
37	2970	MS-316	P. 30	Douglas at Oliver ROW	300,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tarn) Const.	800,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark River) Design	30,000
47	2805	MS-267	P. 47	Oliver (Glendale to 1,000' N. of Lincoln)	113,750
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.) ROW	6,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge) Design	30,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S) Design	35,000
56	2634	MS-281	P. 62	13 th N. (Maize to 119 th W.) Const.	742,500
62	2544	MS-251	P. 70	Woodlawn (750' N. e. s. of Harry) Const.	530,000
65	2493	MS-250	P. 36	Harry (Ritten to George Washington Boulevard) Design	10,000
		MS-250A	P. 36	Harry (Ritten to George Washington Boulevard) ROW	110,000
72	2199	MS-287	P. 52	Rock (21 st to 32 nd N.)	912,500

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Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 5B	Sidewalk	300,000
	N.A.	E-14	P. 19	N. E. Circumferential	500,000
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donegal) Const.	196,875
10	3585	MS-224	P. 22	Broadway (Ark. River to 290' of Paumotu) Design	7,500
11	3555	MS-313	P. 30	Douglas at Edgemoor Const.	500,000
19	3543	MS-200	P. 32	47 th S. (Broadway to Seneca) Design	30,000
20	3306	MS-148	P. 40	MacArthur (I-235 to Seneca) Design	10,000
22	3288	MS-315	P. 31	Douglas at Hydraulic ROW	400,000
27	3222	MS-312	P. 26	Central at Woodlawn Const.	400,000
32	3120	MS-50	P. 56	Seneca (47 th to 55 th S.)	254,375
33	3114	MS-237	P. 35	Harry (Eastmoor to Webb) Const.	201,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner) Const.	837,500
39	2955	MS-285	P. 52	Rock (13 th to 21 st N.) Design	37,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark. River) Const.	900,000
42	2865	MS-130	P. 67	Tyler (ATE&F railroad to Maple) Const.	760,000
44	2832	MS-255	P. 48	Oliver (Murdock to 9 th N.)	200,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.) Const.	231,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge) Const.	800,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S.) Const.	950,000
53	2637	MS-283	P. 50	Ridge (Central to 13 th N.)	915,000
54	2637	MS-286	P. 52	Rock (Donegal to 13 th N.) Design	27,750
58	2598	MS-276	P. 42	Maple (Ridge to Tyler) Design	35,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard) Const.	110,000
79	2001	MS-301	P. 54	Rock (32nd to 41 st N.)	1,005,000

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Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
10	3585	MS-224	P.22	Broadway (Ark. River to 240' S. of Paunee) Const.	200,000
18	3426	MS-314	P.31	Douglas at Hillside ROW	600,000
19	3402	MS-200	P.32	47 th S. (Broadway to Seneca) Const.	1,080,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca) Const.	193,750
22	3288	MS-315	P.31	Douglas at Hydraulic Const.	600,000
25	3231	MS-208	P.53	Rock (Osie to Oak Knoll)	222,500
37	2970	MS-316	P.30	Douglas at Oliver Const.	700,000
39	2955	MS-285	P.52	Rock (13 th to 21 st N.) Const.	703,000
45	2811	MS-120	P.37	Hydraulic (Kellogg to Harry)	1,080,000
52	2658	MS-254A	P.59	13 th N. at Oliver ROW	500,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.) Const.	527,250
58	2598	MS-276	P.42	Maple (Ridge to Tyler) Const.	925,000
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass) Design	25,000
68	2367	MS-277	P.42	Maple (Tyler to Maize) Design	40,000

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Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N. E. Circumferential	500,000
5	3753	E-10A	P. 18	Kellogg Overpass (Topeka to Ark. River)	150,000
18	3426	MS-314	P.31	Douglas at Hillside	600,000
36	3054	MS-195	P.34	Greenwich (Douglas to KTA)	68,750
50	2736	MS-108	P.63	31st S. (K-15 to Oliver)	985,000
52	2658	MS-254	P.59	13th N. at Oliver	238,750
57	2613	MS-65	P.64	37th N. (Broadway to Hydraulic)	47,500
		MS-65	P.64	37th N. (Broadway to Hydraulic)	947,500
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass)	575,000
68	2367	MS-277	P.42	Maple (Tyler - Maize)	1,000,000
71	2271	MS-288	P.41	Maize (Maple to Central)	40,000
73	2100	MS-280	P.41	Maize (Central to 13th N.)	35,000
78	2001	MS-278	P.42	Maple (Maize to 119th W.)	40,000

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Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	NA.	CS-1	P.29	Collector Street Improvements	50,000
	NA.	RS-1	P.49	Residential Street Improvements	200,000
	NA.	AS-1	P.58	Sidewalk	300,000
	NA.	E-7D	P.15	Kellogg Freeway (Lulu to Washington)	412,500
	NA.	E-9C	P.16	Kellogg Freeway (1000' E. of West to I-295) <small>ROW</small>	125,000
	NA.	E-14	P.19	N.E. Circumferential	250,000
1.	4326	E-13	P.17	Woodlawn at Kellogg (N. & S. Approaches) <small>ROW</small>	150,000
2	4155	E-11	P.17	Kellogg Interchange at Oliver <small>Feasibility Study</small>	150,000
3	3894	MS-303	P.39	Kellogg at Webb <small>Design</small>	3,750
4	3774	MS-249	P.25	Central at West <small>Design</small>	12,500
		MS-249A	P.25	Central at West <small>ROW</small>	100,000
7	3711	MS-99	P.44	Maple (Sheridan-McLean) <small>Design</small>	50,000
8	3669	E-12	P.17	Oliver at Kellogg (N. & S. Approaches) <small>ROW</small>	250,000
9	3636	MS-249	P.21	Broadway (55 th to 1.140' N. of 47 th s)	63,750
15	3432	MS-150	P.55	Seneca at 31 st S.	750,000
16	3426	MS-238	P.45	McLean at Douglas & 2nd St. <small>Design</small>	35,000
		MS-238A	P.45	McLean at Douglas & 2nd St. <small>ROW</small>	150,000
17	3426	MS-239	P.45	McLean at Seneca <small>Design</small>	20,000
		MS-239A	P.45	McLean at Seneca <small>ROW</small>	220,000
28	3219	MS-59	P.71	Woodlawn (Rockhill to 29 th N.) <small>Design</small>	25,000
30	3216	MS-91	P.57	17 th (Broadway to I-135)	715,000
34	3069	MS-289	P.50	Ridge at Maple and Ridge (Maple to Newell)	900,000
38	2961	MS-261	P.24	Central at Washington <small>Design</small>	20,000
55	2634	MS-279	P.28	Central (Maize to 119 th W.) <small>Design</small>	25,000
56	2634	MS-281	P.62	13 th N. (Maize to 119 th W.) <small>Design</small>	37,500
61	2565	MS-302	P.68	Waco (2 nd to 3 rd) & 3 rd (Waco to Wichita) <small>Design</small>	20,000
69	2322	MS-304	P.66	29 th N. (Woodlawn to Rock)	858,060
70	2280	MS-308	P.60	13 th at West <small>Design</small>	15,000
74	2094	MS-309	P.69	Woodlawn (11 th to 14 th N.)	254,600
80	1539	MS-275	P.72	Yosemite	400,000
81	1020	MS-307	P.46	Murdock Realignment (Woburn to I-135) <small>Design</small>	34,000

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Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235) ROW	250,000
	N.A.	E-14	P. 19	N. E. Circumferential	500,000
				Const.	
1	4326	E-13	P. 17	Woodlawn at Kellogg (N. & S. of Approaches)	400,000
3	3894	MS-303	P. 39	Kellogg at Webb	Const. 56,250
4	3774	MS-249	P. 25	Central at West	Const. 247,500
7	3711	MS-99	P. 44	Maple (Sheridan to McLean)	Const. 750,000
8	3669	E-12	P. 17	Oliver at Kellogg (N. & S. of Approaches)	Const. 300,000
11	3555	MS-313	P. 30	Douglas at Edgemoor	ROW 200,000
16	3426	MS-238	P. 45	McLean at Douglas & 2nd St.	Const. 655,000
17	3426	MS-239	P. 45	McLean at Seneca	Const. 375,000
23	3238	MS-311	P. 26	Central at Oliver	ROW 400,000
24	3237	MS-310	P. 26	Central at Edgemoor	ROW 300,000
28	3219	MS-59	P. 71	Woodlawn (Rock Hill to 29 th N.)	Const. 1,000,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe)	Design 43,750
38	2961	MS-261	P. 24	Central at Washington	Const. 400,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tara)	Design 45,000
42	2865	MS-130	P. 67	Tyler (AT&SF Railroad to Maple)	Design 40,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.)	Design 25,000
55	2634	MS-279	P. 28	Central (Maize to 119 th W.)	Const. 700,000
62	2544	MS-251	P. 70	Woodlawn (750' N. & S. of Harry)	Design 25,000
70	2280	MS-308	P. 60	13 th at West	Const. 235,000
81	1020	MS-307	P. 46	Murdock Realignment (Wabash to I-135)	Const. 630,000

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Rank	Score	Project No.	Page No.	Project Description	E. O.	Amount
	N.A.	CS-1	P. 29	Collector Street Improvements		50,000
	N.A.	RS-1	P. 49	Residential Street Improvements		200,000
	N.A.	AS-1	P. 58	Sidewalk		300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235)	ROW	125,000
	N.A.	E-14	P. 19	N.E. Circumferential		500,000
2	4155	E-11A	P. 17	Kellogg Interchange at Oliver	ROW	37,500
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donegal)	Design	10,000
		MS-129A	P. 51	Rock (750' S. of Central to Donegal)	ROW	350,000
7	3711	MS-99	P. 44	Maple (Sheridan to McLean)	Const.	800,000
12	3543	MS-305	P. 61	13 th N. (Governour to Rock)		410,000
23	3238	MS-311	P. 26	Central at Oliver	Const.	400,000
24	3237	MS-310	P. 26	Central at Edgemoor	Const.	400,000
27	3222	MS-312	P. 26	Central at Woodlawn	ROW	300,000
29	3219	MS-49	P. 56	Seneca (MacArthur to 47 th S)		885,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe)	Const.	796,875
33	3114	MS-257	P. 35	Harry (Eastmoor to Webb)	Design	6,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner)	Design	20,000
		MS-222A	P. 36	Hillside (Bayley to Skinner)	ROW	500,000
37	2970	MS-316	P. 30	Douglas at Oliver	ROW	300,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tarn)	Const.	800,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark River)	Design	30,000
47	2805	MS-267	P. 47	Oliver (Glendale to 1,000' N. of Lincoln)		113,750
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.)	ROW	6,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge)	Design	30,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S)	Design	35,000
56	2634	MS-281	P. 62	13 th N. (Maize to 119 th W.)	Const.	742,500
62	2544	MS-251	P. 70	Woodlawn (750' N. e S. of Harry)	Const.	530,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard)	Design	10,000
		MS-250A	P. 36	Harry (Rutan to George Washington Boulevard)	ROW	110,000
72	2199	MS-287	P. 52	Rock (21 st to 32 nd N.)		912,500

1984 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
6	3735	MS-129	P.51	Rock (750' S. of Central to Donegal) Const.	196,875
10	3585	MS-224	P.22	Broadway (Ark. River to 290' of Pawnee) Design	7,500
11	3555	MS-313	P.30	Douglas at Edgemoor Const.	500,000
19	3543	MS-200	P.32	47 th S. (Broadway to Seneca) Design	30,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca) Design	10,000
22	3288	MS-315	P.31	Douglas at Hydraulic ROW	400,000
27	3222	MS-312	P.26	Central at Woodlawn Const.	400,000
32	3120	MS-50	P.56	Seneca (47 th to 55 th S.)	254,375
33	3114	MS-257	P.35	Harry (Eastmoor to Webb) Const.	201,250
35	3066	MS-222	P.36	Hillside (Bayley to Skinner) Const.	837,500
39	2955	MS-285	P.52	Rock (13 th to 21 st N.) Design	37,000
41	2907	MS-199	P.33	47 th S. (I-135 to Ark. River) Const.	900,000
42	2865	MS-130	P.67	Tyler (ATE&SF Railroad to Maple) Const.	760,000
44	2832	MS-255	P.48	Oliver (Murdock to 9 th N.)	200,000
48	2793	MS-36	P.20	Amidon (29 th to 37 th N.) Const.	231,250
49	2793	MS-256	P.43	Maple (I-235 to Ridge) Const.	800,000
51	2688	MS-52	P.38	Hydraulic (MacArthur to 47 th S.) Const.	950,000
53	2637	MS-283	P.50	Ridge (Central to 13 th N.)	915,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.) Design	27,750
58	2598	MS-276	P.42	Maple (Ridge to Tyler) Design	35,000
65	2493	MS-250	P.36	Harry (Rutan to George Washington Boulevard) Const.	110,000
79	2001	MS-301	P.54	Rock (32 nd to 41 st N.)	1,005,000

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JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-14	P. 19	N. E. Circumferential	500,000
10	3585	MS-224	P. 22	Broadway (Ark. River to 290' S. of Pawnee) Const.	200,000
18	3426	MS-314	P. 31	Douglas at Hillside ROW	600,000
19	3402	MS-200	P. 32	47 th S. (Broadway to Seneca) Const.	1,080,000
20	3306	MS-148	P. 40	MacArthur (I-235 to Seneca) Const.	143,750
22	3288	MS-315	P. 31	Douglas at Hydraulic Const.	600,000
25	3231	MS-208	P. 53	Rock (Osie to Oak Knoll)	222,500
37	2970	MS-316	P. 30	Douglas at Oliver Const.	700,000
39	2955	MS-285	P. 52	Rock (13 th to 21 st N.) Const.	703,000
45	2811	MS-120	P. 37	Hydraulic (Kellogg to Harry)	1,080,000
52	2658	MS-254A	P. 59	13 th N. at Oliver ROW	500,000
54	2637	MS-286	P. 52	Rock (Donegal to 13 th N.) Const.	527,250
58	2598	MS-276	P. 42	Maple (Ridge to Tyler) Const.	925,000
59	2580	MS-272	P. 23	Broadway (John Mack Bridge to R.R. Overpass) Design	25,000
68	2367	MS-277	P. 42	Maple (Tyler to Maize) Design	40,000

1986 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
5	3753	E-10A	P.18	Kilgus Overpass (Topeka to Ark. River) R.O.W	150,000
18	3426	MS-314	P.31	Douglas at Hillside Const.	600,000
36	3054	MS-195	P.34	Greenwich (Douglas to KTA)	68,750
50	2736	MS-108	P.63	31st S. (K-15 to Oliver)	985,000
52	2658	MS-254	P.59	13th N. at Oliver	238,750
57	2613	MS-65	P.64	37th N. (Broadway to Hydraulic) Design	47,500
		MS-65	P.64	37th N. (Broadway to Hydraulic) Const.	947,500
59	2580	MS-272	P.23	Broadway (Join Mack Bridge to RR Overpass) Const.	575,000
68	2367	MS-277	P.42	Maple (Tyler - Maize) Const.	1,000,000
71	2271	MS-288	P.41	Maize (Maple to Central) Design	40,000
73	2100	MS-280	P.41	Maize (Central to 13th N.) Design	35,000
78	2001	MS-278	P.42	Maple (Maize to 119th W.) Design	40,000

ATTACHMENT D
1981 CAPITAL IMPROVEMENT PROGRAM

JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	NA	CS-1	P.29	Collector Street Improvements	50,000
	NA	RS-1	P.49	Residential Street Improvements	200,000
	NA	AS-1	P.58	Sidewalk	300,000
	NA	E-7D	P.15	Kellogg-Freeway (Lulu to Washington)	412,500
	NA	E-9C	P.16	Kellogg-Freeway (1000' E. of West to I-235)	125,000
	NA	E-14	P.19	N.E. Circumferential	250,000
1	4326	E-13	P.17	Woodlawn at Kellogg (N. & S. Approaches) ^{ROW}	150,000
2	4155	E-11	P.17	Kellogg Interchange at Oliver ^{Feasibility Study}	150,000
3	3894	MS-303	P.39	Kellogg at Webb ^{Design}	3,750
4	3774	MS-249	P.25	Central at West ^{Design}	12,500
		MS-249A	P.25	Central at West ^{ROW}	100,000
7	3711	MS-99	P.44	Maple (Sherdian-McLean) ^{Design}	50,000
8	3669	E-12	P.17	Oliver at Kellogg (N. & S. Approaches) ^{ROW}	250,000
9	3636	MS-269	P.21	Broadway (55 th to 1.140' N. of 47 th s)	63,750
15	3432	MS-150	P.55	Seneca at 31 st S.	750,000
16	3426	MS-238	P.45	McLean at Douglas & 2nd St. ^{Design}	35,000
		MS-238A	P.45	McLean at Douglas & 2nd St. ^{ROW}	150,000
17	3426	MS-239	P.45	McLean at Seneca ^{Design}	20,000
		MS-239A	P.45	McLean at Seneca ^{ROW}	220,000
28	3219	MS-59	P.71	Woodlawn (Rockhill to 29 th N.) ^{Design}	25,000
30	3216	MS-91	P.57	17 th (Broadway to I-135)	715,000
34	3069	MS-289	P.50	Ridge at Maple and Ridge (Maple to Newell)	900,000
38	2961	MS-261	P.24	Central at Washington ^{Design}	20,000
55	2634	MS-279	P.28	Central (Maize to 119 th W.) ^{Design}	25,000
56	2634	MS-281	P.62	13 th N. (Maize to 119 th W.) ^{Design}	37,500
61	2565	MS-302	P.68	Waco (2nd to 3rd) & 3rd (Waco to Wickliffe) ^{Design}	20,000
69	2322	MS-304	P.66	29 th N. (Woodlawn to Rock)	858,060
70	2280	MS-308	P.60	13 th at West ^{Design}	15,000
74	2094	MS-309	P.69	Woodlawn (11 th to 14 th N.)	254,600
80	1539	MS-275	P.72	Yosemite	400,000
81	1020	MS-307	P.46	Murdock Realignment (Watrush to I-135) ^{Design}	34,000

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Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235) ROW	250,000
	N.A.	E-14	P. 19	N. E. Circumferential	500,000
1	4326	E-13	P. 17	Woodlawn at Kellogg (N. E. S. of Approaches) Const.	400,000
3	3894	MS-303	P. 39	Kellogg at Webb Const.	56,250
4	3774	MS-249	P. 25	Central at West Const.	247,500
7	3711	MS-99	P. 44	Maple (Sheridan to McLean) Const.	750,000
8	3669	E-12	P. 17	Oliver at Kellogg (N. E. S. of Approaches) Const.	300,000
11	3555	MS-313	P. 30	Douglas at Edgemoor ROW	200,000
16	3426	MS-238	P. 45	McLean at Douglas & 2nd St. Const.	655,000
17	3426	MS-239	P. 45	McLean at Seneca Const.	375,000
23	3238	MS-311	P. 26	Central at Oliver ROW	400,000
24	3237	MS-310	P. 26	Central at Edgemoor ROW	300,000
28	3219	MS-59	P. 71	Woodlawn (Rockhill to 29 th N.) Const.	1,000,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe) Design	43,750
38	2961	MS-261	P. 24	Central at Washington Const.	400,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tarn) Design	45,000
42	2865	MS-130	P. 67	Tyler (AT&SF Railroad to Maple) Design	40,000
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.) Design	25,000
55	2634	MS-279	P. 28	Central (Maize to 110 th W.) Const.	700,000
62	2544	MS-251	P. 70	Woodlawn (750' N. E. S. of Harry) Design	25,000
70	2280	MS-308	P. 60	13 th at West Const.	235,000
81	1020	MS-307	P. 46	Murdock Realignment (Wabash to I-135) Const.	630,000

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Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235)	125,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
2	4155	E-11A	P. 17	Kellogg Interchange at Oliver	ROW 37,500
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donegal)	Design 10,000
		MS-129A	P. 51	Rock (750' S. of Central to Donegal)	ROW 350,000
7	3711	MS-99	P. 44	Maple (Sheridan to McLean)	Const. 800,000
12	3543	MS-305	P. 61	13 th N. (Gouverneur to Rock)	410,000
23	3238	MS-311	P. 26	Central at Oliver	Const. 400,000
24	3237	MS-310	P. 26	Central at Edgemoor	Const. 400,000
27	3222	MS-312	P. 26	Central at Woodlawn	ROW 300,000
29	3219	MS-49	P. 56	Seneca (MacArthur to 47 th S)	885,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe)	Const. 796,875
33	3114	MS-257	P. 35	Harry (East Main to Webb)	Design 6,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner)	Design 20,000
		MS-222A	P. 36	Hillside (Bayley to Skinner)	ROW 500,000
37	2970	MS-316	P. 30	Douglas at Oliver	ROW 300,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tarn)	Const. 800,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark River)	Design 30,000
47	2805	MS-267	P. 47	Oliver (Glendale to 1,000' N. of Lincoln)	113,750
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.)	ROW 6,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge)	Design 30,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S)	Design 35,000
56	2634	MS-281	P. 62	13 th N. (Maize to 119 th W.)	Const. 742,500
62	2544	MS-251	P. 70	Woodlawn (750' N. e. S. of Harry)	Const. 530,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard)	Design 10,000
		MS-250A	P. 36	Harry (Rutan to George Washington Boulevard)	ROW 110,000
72	2199	MS-287	P. 52	Rock (21 st to 32 nd N.)	912,500

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Rank	Score	Project No.	Page No.	Project Description	G. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
6	3735	MS-129	P.51	Rock (750' S. of Central to Donegal) Const.	196,875
10	3585	MS-224	P.22	Broadway (Ark. River to 290' of Pawnee) Design	7,500
11	3555	MS-313	P.30	Douglas at Edgemoor Const.	500,000
19	3543	MS-200	P.32	47 th S. (Broadway to Seneca) Design	30,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca) Design	10,000
22	3288	MS-315	P.31	Douglas at Hydraulic ROW	400,000
27	3222	MS-312	P.26	Central at Woodlawn Const.	400,000
32	3120	MS-50	P.56	Seneca (47 th to 55 th S.)	254,375
33	3114	MS-257	P.35	Harry (Eastmoor to Webb) Const.	201,250
35	3066	MS-222	P.36	Hillside (Bayley to Skinner) Const.	837,500
39	2955	MS-285	P.52	Rock (13 th to 21 st N.) Design	37,000
41	2907	MS-199	P.33	47 th S. (I-135 to Ark. River) Const.	900,000
42	2865	MS-130	P.67	Tyler (AT&SF railroad to Maple) Const.	760,000
44	2832	MS-255	P.48	Oliver (Murdock to 9 th N.)	200,000
48	2793	MS-36	P.20	Amidon (29 th to 37 th N.) Const.	231,250
49	2793	MS-256	P.43	Maple (I-235 to Ridge) Const.	800,000
51	2688	MS-52	P.38	Hydraulic (MacArthur to 47 th S.) Const.	950,000
53	2637	MS-283	P.50	Ridge (Central to 13 th N.)	915,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.) Design	27,750
58	2598	MS-276	P.42	Maple (Ridge to Tyler) Design	35,000
65	2493	MS-250	P.36	Harry (Rutan to George Washington Boulevard) Const.	110,000
79	2001	MS-301	P.54	Rock (32nd to 41 st N.)	1,005,000

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Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
10	3585	MS-224	P.22	Broadway (Art. River to 240' S. of Faunce)	Const. 200,000
18	3426	MS-314	P.31	Douglas at Hillside	ROW 600,000
19	3402	MS-200	P.32	47 th S. (Broadway to Seneca)	Const. 1,080,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca)	Const. 193,750
22	3288	MS-315	P.31	Douglas at Hydraulic	Const. 600,000
25	3231	MS-208	P.53	Rock (Osie to Oak Knoll)	222,500
37	2970	MS-316	P.30	Douglas at Oliver	Const. 700,000
39	2955	MS-285	P.52	Rock (13 th to 21 st N.)	Const. 703,000
45	2811	MS-120	P.37	Hydraulic (Kellogg to Harry)	1,080,000
52	2658	MS-254A	P.59	13 th N. at Oliver	ROW 500,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.)	Const. 527,250
58	2598	MS-276	P.42	Maple (Ridge to Tyler)	Const. Design 925,000
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass)	25,000
68	2367	MS-277	P.42	Maple (Tyler to Maize)	Design 40,000

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Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
5	3753	E-10A	P.18	Kellogg Overpass (Tapeta to Ark. River)	ROW 150,000
18	3426	MS-314	P.31	Douglas at Hillside	Const. 600,000
36	3054	MS-195	P.34	Greenwich (Douglas to KTA)	68,750
50	2736	MS-108	P.63	31st S. (K-15 to Oliver)	985,000
52	2658	MS-254	P.59	13th N. at Oliver	238,750
57	2613	MS-65	P.64	37th N. (Broadway to Hydraulic)	Design 47,500
		MS-65	P.64	37th N. (Broadway to Hydraulic)	Const. 947,500
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass)	575,000
68	2367	MS-277	P.42	Maple (Tyler - Maize)	Const. 1,000,000
71	2271	MS-288	P.41	Maize (Maple to Central)	Design 40,000
73	2100	MS-280	P.41	Maize (Central to 13th N.)	Design 35,000
78	2001	MS-278	P.42	Maple (Maize to 119th W.)	Design 40,000

ATTACHMENT D
1981 CAPITAL IMPROVEMENT PROGRAM

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Rank	Score	Project No.	Page No.	Project Description	Gr. C. Amount
	NA	CS-1	P.29	Collector Street Improvements	50,000
	NA	RS-1	P.49	Residential Street Improvements	200,000
	NA	AS-1	P.58	Sidewalk	300,000
	NA	E-7D	P.15	Kellogg-Freeway (Lulu to Washington)	412,500
	NA	E-9C	P.16	Kellogg-Freeway (1000' E. of West to I-235) ROW	125,000
	NA	E-14	P.19	N.E. Circumferential	250,000
1	4326	E-13	P.17	Woodlawn at Kellogg (N. & S. Approaches) ROW	150,000
2	4155	E-11	P.17	Kellogg Interchange at Oliver Feasibility study	150,000
3	3894	MS-303	P.39	Kellogg at Webb Design	3,750
4	3774	MS-249	P.25	Central at West Design	12,500
		MS-249A	P.25	Central at West ROW	100,000
7	3711	MS-99	P.44	Maple (Sheridan-McLean) Design	50,000
8	3669	E-12	P.17	Oliver at Kellogg (N. & S. Approaches) ROW	250,000
9	3636	MS-269	P.21	Broadway (55 th to 1,140' N. of 47 th s)	63,750
15	3432	MS-150	P.55	Seneca at 31 st S.	750,000
16	3426	MS-238	P.45	McLean at Douglas & 2nd St. Design	35,000
		MS-238A	P.45	McLean at Douglas & 2nd St. ROW	150,000
17	3426	MS-239	P.45	McLean at Seneca Design	20,000
		MS-239A	P.45	McLean at Seneca ROW	220,000
28	3219	MS-59	P.71	Woodlawn (Rockhill to 29 th N.) Design	25,000
30	3216	MS-91	P.57	17 th (Broadway to I-135)	715,000
34	3069	MS-289	P.50	Ridge at Maple and Ridge (Maple to Newell)	900,000
38	2961	MS-261	P.24	Central at Washington Design	20,000
55	2634	MS-279	P.28	Central (Maize to 119 th W.) Design	25,000
56	2634	MS-281	P.62	13 th N. (Maize to 119 th W.) Design	37,500
61	2565	MS-302	P.68	Waco (2nd to 3rd) & 3rd (Waco to Wichita) Design	20,000
69	2322	MS-304	P.66	29 th N. (Woodlawn to Rock)	858,060
70	2280	MS-308	P.60	13 th at West Design	15,000
74	2094	MS-309	P.69	Woodlawn (11 th to 14 th N.)	254,600
80	1539	MS-275	P.72	Yosemite	400,000
81	1020	MS-307	P.46	Murdock Realignment (Waco to I-135) Design	34,000

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JAN. 20, 1981

Rank	Score	Project No.	Page No.	Project Description	G.O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235) ROW	250,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
1	4326	E-13	P. 17	Woodlawn at Kellogg (N.E.S. of Approaches) Const.	400,000
3	3894	MS-303	P. 39	Kellogg at Webb Const.	56,250
4	3774	MS-249	P. 25	Central at West Const.	247,500
7	3711	MS-99	P. 44	Maple (Sheridan to McLean) Const.	750,000
8	3669	E-12	P. 17	Oliver at Kellogg (N.E.S. of Approaches) Const.	300,000
11	3555	MS-313	P. 30	Douglas at Edgemoor ROW	200,000
16	3426	MS-238	P. 45	McLean at Douglas & 2nd St. Const.	655,000
17	3426	MS-239	P. 45	McLean at Seneca Const.	375,000
23	3238	MS-311	P. 26	Central at Oliver ROW	400,000
24	3237	MS-310	P. 26	Central at Edgemoor ROW	300,000
28	3219	MS-59	P. 71	Woodlawn (Rockhill to 29th N.) Const.	1,000,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe) Design	43,750
38	2961	MS-261	P. 24	Central at Washington Const.	400,000
40	2922	MS-284	P. 65	21st N. (Woodlawn to Tara) Design	45,000
42	2865	MS-130	P. 67	Tyler (ATE SF Railroad to Maple) Design	40,000
48	2793	MS-36	P. 20	Amidon (29th to 37th N.) Design	25,000
55	2634	MS-279	P. 28	Central (Maize to 119th W.) Const.	700,000
62	2544	MS-251	P. 70	Woodlawn (750' N.E.S. of Harry) Design	25,000
70	2280	MS-308	P. 60	13th at West Const.	235,000
81	1020	MS-307	P. 46	Murlock Realignment (Wabash to I-135) Const.	630,000

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Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P. 29	Collector Street Improvements	50,000
	N.A.	RS-1	P. 49	Residential Street Improvements	200,000
	N.A.	AS-1	P. 58	Sidewalk	300,000
	N.A.	E-9C	P. 16	Kellogg Freeway (1000' E. of West to I-235)	125,000
	N.A.	E-14	P. 19	N.E. Circumferential	500,000
2	4155	E-11A	P. 17	Kellogg Interchange at Oliver	ROW 37,500
6	3735	MS-129	P. 51	Rock (750' S. of Central to Donegal)	Design 10,000
		MS-129A	P. 51	Rock (750' S. of Central to Donegal)	ROW 350,000
7	3711	MS-99	P. 44	Maple (Sheridan to McLean)	Const. 800,000
12	3543	MS-305	P. 61	13 th N. (Governour to Rock)	410,000
23	3238	MS-311	P. 26	Central at Oliver	Const. 400,000
24	3237	MS-310	P. 26	Central at Edgemoor	Const. 400,000
27	3222	MS-312	P. 26	Central at Woodlawn	ROW 300,000
29	3219	MS-49	P. 56	Seneca (MacArthur to 47 th S)	885,000
31	3189	MS-241	P. 27	Central (Main to Santa Fe)	Const. 796,875
33	3114	MS-257	P. 35	Harry (Eastmoor to Webb)	Design 6,250
35	3066	MS-222	P. 36	Hillside (Bayley to Skinner)	Design 20,000
		MS-222A	P. 36	Hillside (Bayley to Skinner)	ROW 500,000
37	2970	MS-316	P. 30	Douglas at Oliver	ROW 300,000
40	2922	MS-284	P. 65	21 st N. (Woodlawn to Tara)	Const. 800,000
41	2907	MS-199	P. 33	47 th S. (I-135 to Ark River)	Design 30,000
47	2805	MS-267	P. 47	Oliver (Glendale to 1000' N. of Lincoln)	113,750
48	2793	MS-36	P. 20	Amidon (29 th to 37 th N.)	ROW 6,250
49	2793	MS-256	P. 43	Maple (I-235 to Ridge)	Design 30,000
51	2688	MS-52	P. 38	Hydraulic (MacArthur to 47 th S)	Design 35,000
56	2634	MS-281	P. 62	13 th N. (Maize to 119 th W.)	Const. 742,500
62	2544	MS-251	P. 70	Woodlawn (750' N. & S. of Harry)	Const. 530,000
65	2493	MS-250	P. 36	Harry (Rutan to George Washington Boulevard)	Design 10,000
		MS-250A	P. 36	Harry (Rutan to George Washington Boulevard)	ROW 110,000
72	2199	MS-287	P. 52	Rock (21 st to 32 nd N.)	912,500

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	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
6	3735	MS-129	P.51	Rock (750'S. of Central to Donegal) Const.	196,875
10	3585	MS-224	P.22	Broadway (Ark. River to 290' of Panamint) Design	7,500
11	3555	MS-313	P.30	Douglas at Edgemoor Const.	500,000
19	3543	MS-200	P.32	47 th S. (Broadway to Seneca) Design	30,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca) Design	10,000
22	3288	MS-315	P.31	Douglas at Hydraulic ROW	400,000
27	3222	MS-312	P.26	Central at Woodlawn Const.	400,000
32	3120	MS-50	P.56	Seneca (47 th to 55 th S.)	254,375
33	3114	MS-237	P.35	Harry (Eastmoor to Welbb) Const.	201,250
35	3066	MS-222	P.36	Hillside (Bayley to Skinner) Const.	837,500
39	2955	MS-285	P.52	Rock (13 th to 21 st N.) Design	37,000
41	2907	MS-199	P.33	47 th S. (I-135 to Ark. River) Const.	900,000
42	2865	MS-130	P.67	Tyler (ATESE Railroad to Maple) Const.	760,000
44	2832	MS-255	P.48	Oliver (Murdock to 9 th N.)	200,000
48	2793	MS-36	P.20	Amidon (29 th to 37 th N.) Const.	231,250
49	2793	MS-256	P.43	Maple (I-235 to Ridge) Const.	800,000
51	2688	MS-52	P.38	Hydraulic (MacArthur to 47 th S.) Const.	950,000
53	2637	MS-283	P.50	Ridge (Central to 13 th N.)	915,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.) Design	27,750
58	2598	MS-276	P.42	Maple (Ridge to Tyler) Design	35,000
65	2493	MS-250	P.36	Harry (Rutan to George Washington Boulevard) Const.	110,000
79	2001	MS-301	P.54	Rock (32 nd to 41 st N.)	1,005,000

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Rank	Score	Project No.	Page No.	Project Description	Gr. O. Amount
	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N.E. Circumferential	500,000
10	3585	MS-224	P.22	Broadway (Ark. River to 240' s. of Pawnee) Const.	200,000
18	3426	MS-314	P.31	Douglas at Hillside ROW	600,000
19	3402	MS-200	P.32	47 th S. (Broadway to Seneca) Const.	1,080,000
20	3306	MS-148	P.40	MacArthur (I-235 to Seneca) Const.	193,750
22	3288	MS-315	P.31	Douglas at Hydraulic Const.	600,000
25	3231	MS-208	P.53	Rock (Osie to Oak Knoll)	222,500
37	2970	MS-316	P.30	Douglas at Oliver Const.	700,000
39	2955	MS-285	P.52	Rock (13 th to 21 st N.) Const.	703,000
45	2811	MS-120	P.37	Hydraulic (Kellogg to Harry)	1,080,000
52	2658	MS-254A	P.59	13 th N. at Oliver ROW	500,000
54	2637	MS-286	P.52	Rock (Donegal to 13 th N.) Const.	527,250
58	2598	MS-276	P.42	Maple (Ridge to Tyler) Const.	925,000
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass) Design	25,000
68	2367	MS-277	P.42	Maple (Tyler to Maize) Design	40,000

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	N.A.	CS-1	P.29	Collector Street Improvements	50,000
	N.A.	RS-1	P.49	Residential Street Improvements	200,000
	N.A.	AS-1	P.58	Sidewalk	300,000
	N.A.	E-14	P.19	N. E. Circumferential	500,000
				ROW	
5	3753	E-10A	P.18	Kellogg Overpass (Topoka to Ark. River)	150,000
18	3426	MS-314	P.31	Douglas at Hillside	Const. 600,000
36	3054	MS-195	P.34	Greenwich (Douglas to KTA)	68,750
50	2736	MS-108	P.63	31st S. (K-15 to Oliver)	985,000
52	2658	MS-254	P.59	13th N. at Oliver	238,750
57	2613	MS-65	P.64	37th N. (Broadway to Hydraulic)	Design 47,500
		MS-65	P.64	37th N. (Broadway to Hydraulic)	Const. 947,500
59	2580	MS-272	P.23	Broadway (John Mack Bridge to RR Overpass)	Const. 575,000
68	2367	MS-277	P.42	Maple (Tyler - Maize)	Const. 1,000,000
71	2271	MS-288	P.41	Maize (Maple to Central)	Design 40,000
73	2100	MS-280	P.41	Maize (Central to 13th N.)	Design 35,000
78	2001	MS-278	P.42	Maple (Maize to 119th W.)	Design 40,000