



CITY COMMISSION AGENDA

MONDAY, AUGUST 21, 2023

204 W. 11TH ST. – 5:00 P.M.

AARON THOMPSON – MAYOR
JJ HOWARD – VICE MAYOR
JASON SHOWALTER – COMMISSIONER
BROOK REDLIN – COMMISSIONER
ANN MYERS – COMMISSIONER

1. CALL TO ORDER

- A. Roll Call
- B. Pledge of Allegiance

2. PUBLIC COMMENT

(Members of the audience will have five minutes to present any matter of concern to the Commission. No official action may be taken at this time.)

3. CONSENT AGENDA

- A. 08/7/2023 Commission Meeting Minutes
- B. 08/14/2023 Joint Commission Meeting Minutes
- C. Appropriation Ordinances 2023-16; 2023-16A; 2023-16B; 2023-P16

4. PRESENTATIONS & PROCLAMATIONS

None this meeting.

5. ORDINANCES AND RESOLUTIONS

None this meeting.

6. FORMAL ACTIONS

None this meeting.

7. DISCUSSION ITEMS

- A. Water towers inspection report and recommendations – Viking
- B. TEAP study
- C. Follow up to joint meeting with County – Wolak building and floodplain map

8. REPORTS

- A. City Manager
 - (1) Manager Memo
 - (2) July Month End Budget Report
 - (3) Police monthly activity report
 - (4) League of Kansas Municipalities annual meeting in Wichita
- B. City Commissioners
- C. Mayor

9. ADJOURNMENT

- A. Next Regular Meeting is Tuesday September 5, 2023

NOTE: Background information is available for review in the office of the City Clerk prior to the meeting. The Public Comment section is to allow members of the public to address the Commission on matters pertaining to any business within the scope of Commission authority and not appearing on the Agenda. Ordinance No. 1730 requires anyone who wishes to address the Commission on a non-agenda item to sign up in advance of the meeting and to provide their name, address, and the subject matter of their comments.



City of Goodland
204 W. 11th Street
Goodland, KS 67735

MEMORANDUM

TO: Mayor Thompson and City Commissioners
FROM: Kent Brown, City Manager
DATE: August 21, 2023
SUBJECT: Agenda Report

Consent Agenda:

- A. 7-17-2023 Commission Meeting Minutes
- B. 7-24-2023 Commission Special Meeting Minutes
- C. Appropriation Ordinances 2023-16; 2023-16A; 2023-P16;

RECOMMENDED MOTION: "I move that we approve Consent Agenda items A, B and C."

Presentations & Proclamations

None this meeting.

Ordinances and Resolutions:

None this meeting.

Formal Actions

None this meeting.

Discussion Items

A. Water towers inspection report and recommendations – Viking

Rick Penner will give a presentation that provides an overview of the water tower inspection report on the towers at 4th/Kansas, 25th/Market St., the Power Plant and the two holding tanks at the water treatment plant. Presentation will include a number of projects identified as a result of the inspection report and the options to proceed to address the identified issues. Staff will give a couple options to the Commission for next steps.

B. TEAP study – traffic signal controls at 11th/Main and 12th/Main

Study is included in the packets. Study includes a base recommendation and an alternative recommendation based on the traffic warrants for the intersection. Staff will ask for consensus on which recommendation is preferred by the Commission and staff direction on steps to implement the chosen recommendation. Commission may want to gather some additional information before making final decision on which recommendation to implement.

C. Follow up to joint meeting with County – Wolak building and floodplain map

See CCCF for introduction to topic. Additional factors to consider include cost, insurance, size of parcel (with or without parking lot), reverter clause, name of building, intended use and there may be others.

Reports:

A. City Manager

- Manager Memo
- July Month End Budget Report
- Police monthly activity report
- League of Kansas Municipalities annual meeting in Wichita

B. City Commissioners

The Mayor will ask each City Commissioner for their comments or questions for staff on any other topic not on the agenda at this time.

C. Mayor

Mayor will present any comments or questions for staff at this time.

GOODLAND CITY COMMISSION
Regular Meeting

August 7, 2023

5:00 P.M.

Mayor Aaron Thompson called the meeting to order with Vice-Mayor J. J. Howard, Commissioner Jason Showalter and Commissioner Brook Redlin responding to roll call. Commissioner Ann Myers was reported absent.

Also present were Frank Hayes – Chief of Police, LeAnn Taylor – Municipal Court Judge/Clerk, Joshua Jordan – IT Director, Kenton Keith – Director of Streets and Facilities, Neal Thornburg – Director of Water and Wastewater, Danny Krayca – Director of Parks, Zach Hildebrand – Code Enforcement/Building Official, Jake Kling – City Attorney, Mary Volk - City Clerk and Kent Brown - City Manager.

Mayor Thompson led Pledge of Allegiance

PUBLIC COMMENT

CONSENT AGENDA

A. 07/17/23 Commission Meeting Minutes

B. 07/24/23 Special Commission Meeting Minutes

C. Appropriation Ordinances: 2023-15, 2023-15A, 2023-P15 and 2023-P15A

ON A MOTION by Commissioner Redlin to approve Consent Agenda **seconded by** Vice-Mayor Howard. **MOTION carried on a VOTE of 4-0.**

PRESENTATIONS & PROCLAMATIONS

A. Police Intern Presentation – Haydn Blochlinger served as police intern over the summer. She presented a report of her work in the department and how she learned what the officers do every day. Haydn stated, I am interested in this for a career path. I have a new understanding on the life of an officer and the commitment they have to the community. Frank stated, we were approached by Nex-Gen about the intern program. Haydn graduated from the program last week and presented this information at graduation. She has done a good job and hope to host her again next year.

B. 811 Day Proclamation – Mayor Thompson proclaimed August 11, 2023 as 811 day in the City of Goodland and encourages everyone to call 811 before they dig. It is the law in the State of Kansas. Troy Mannis from Black Hills was present for the proclamation.

ORDINANCES AND RESOLUTIONS

A. Ordinance 1764: 2023 Standard Traffic Ordinance – LeAnn stated, included in packet are changes outlined by the League. Main change for us is removing mandatory term of confinement for driving while suspended or revoked. **ON A MOTION** by Commissioner Showalter to approve Ordinance 1764: 2023 Standard Traffic Ordinance **seconded by** Commissioner Redlin. **MOTION carried on a VOTE of 4-0.**

B. Ordinance 1765: 2023 Uniform Public Offense Code - LeAnn stated, there are more changes in the public offense code, especially in definitions. We have amendments for many of the changes to turn case over to District Court. The age to purchase electronic cigarettes is now 21. **ON A MOTION** by Commissioner Showalter to approve Ordinance 1765: 2023 Uniform Public Offense Code **seconded by** Vice-Mayor Howard. **MOTION carried on a VOTE of 4-0.**

FORMAL ACTIONS

A. Authorization to Apply for Dane G. Hansen Grant: Flock System - Kent stated, we had a demonstration a couple months ago and also discussed system during budget. This allows staff to apply to the foundation for a grant to install the system in the community. The application would be

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to install the system for the first year. Mayor Thompson asked, the application is for year one, if you get the grant is the program important enough for you to continue budgeting \$15,000 in future years? Frank stated, yes, I plan to track data received to determine if we should continue. I believe it will benefit the community more than many realize. Mayor Thompson asked, some people have the “big brother” concern with the system. Frank stated, the system is not for day to day review. The only reason we will review the system is when we receive an alert for a vehicle. A lot of plates will be tracked but we are only looking for specific plates when we have reason to search for that vehicle. Mayor Thompson asked, is there a query in the data base to start the search? Frank stated, that is correct. We input information involved in the situation to see if the vehicle passes through our system. Mayor Thompson asked, where are the five locations the system will be installed? Frank stated, where we have traffic entering the community from the interstate and Highway 24 and 27. We recently have had situations where the camera would have picked up stolen vehicle information. Commissioner Showalter asked, do we have a flock camera operating in Sherman County? Frank stated, yes the Highway Patrol has one on I-70 east bound that is old. Commissioner Showalter stated, so we are just adding to a system in place. Will this help you fight the drug problems in our community? Frank stated, absolutely. We have a policy in place with roles set as to who can access information in the system. Mayor Thompson asked, who would have access? Frank stated, myself and Jason Erhart will have investigative ability in system. It will run through dispatch so alerts will notify dispatch and the officer. **ON A MOTION** by Commissioner Showalter to authorize the City to apply for Dane G. Hansen Grant for the Flock System **seconded by** Vice-Mayor Howard.

MOTION carried on a VOTE of 4-0.

- B. Memory Park Standpipe: Roof Repair Proposal** - Kent stated, we have been informed there is an issue with the roof on standpipe in Memory Park. We have been working with USG, formerly Midwest Tank who the City signed a contract with in the 1990’s. They submitted a proposal for the repairs but we asked for additional information and received no response. During your special meeting the Commission voted to discontinue the contract. We received two additional bids for standpipe repairs and feel we should be responsible and proceed with repairs. Maguire Iron physically inspected the roof and submitted a bid in the amount of \$62,500. Viking Industrial Painting (Viking) submitted a bid in the amount of \$78,500. Viking currently has the contract for maintenance and inspection for our other towers and will give a presentation at our next meeting. Staff recommends approving the proposal from Maguire Iron, even though a different company, staff is comfortable with their professionalism. This was brought forward two years ago when someone was inspecting standpipe and did not feel comfortable getting on structure. ARPA funds can be used for this repair. Mayor Thompson asked, do we know time frame for repair? Neal stated, I am hoping toward fall when we do not need to utilize tank for storage. Commissioner Showalter asked, is there enough ARPA money remaining for this project? Kent stated, there are enough remaining ARPA funds for project. **ON A MOTION** by Mayor Thompson to utilize ARPA funds for project and approve the bid from Maguire Iron in the amount of \$62,500, **seconded by** Commissioner Redlin. **MOTION carried on a VOTE of 4-0.**

- C. Approve Engineering Contract: Cost Share Project for Caldwell Ave.** - Kent stated, we received cost share grant for driving lanes of Caldwell and intersections between 10th and 17th Streets. We need engineers for design and to let project for bid. Andrew stated, project is mill and overlay of center 26 feet of street. There will be some depth patching in places. Mayor Thompson stated, the contract is in the amount of \$12,500 for design and not to exceed \$20,000 for construction engineering. **ON A MOTION** by Mayor Thompson to approve the engineering contract with EBH Engineering for the Cost Share Project on Caldwell Avenue **seconded by** Commissioner Showalter. **MOTION carried on a VOTE of 4-0.**

DISCUSSION

- A. 516 W. Hwy 24 #406: Building Official Report** – Zach stated, I was contacted by property manager of mobile home park because resident was in hospital and noticed house was in bad shape. I entered property with N-95 mask and my nose was burning. Trailer is unfit for human habitation with limited electrical outlets and no water as the stool was leaking. There were 25 to 30 cats and the house is full of cat urine and feces. I discussed property with City Attorney and Department of Animal Health who will not be able to assist. The owners are in charge of taking care of animals until we can determine what can be done with them. Once the animals are removed, she will turn mobile home over to property manager to remove trailer. We are trying to remove animals as cheap as we can. Kent stated, we are looking at removing trailer if property manager does not. Mayor Thompson stated, there are two issues: the cats and removal of trailer by someone. It is unfortunate for the cats. What is the time frame to remove cats? Zach stated, I feel we are looking at two weeks but if they do not remove them we will have to put them down. Mayor Thompson stated, our focus should first be on the cats. If the cats are removed and time goes by and the trailer is not removed, the City needs to get involved.
- B. 1319 Cherry Ave.: Building Official Report** – Zach stated, property owner is same as trailer in lot 406. When I visited her about the trailer, she gave permission to inspect this property. There are also numerous cats at this property we need to address before we address property. It is also unfit for human habitation. Mayor Thompson asked, what is her intention with property? Zach stated, she wants to fix it up and live there. It will be difficult for her financially. Vice-Mayor Howard asked, are there utilities on in this house? Zach stated, the utilities are off on this property. Mayor Thompson stated, again, finding a place for the cats is our priority. Then if we determine property is unfit we need to start demolition process. It is a process so there is time for the property owner to come forward and show her intention to rehabilitate property.
- C. 122 W. 14th St.: Building Official Report** – Zach stated, this property has been vacant for a period of time and has delinquent taxes since 2020. I spoke with property owner and they indicated plan is to remove building and build new apartment building. I have received no response to date. There was an open door on property so it is open to animals and kids. There is a lot of mold and graffiti inside. We will have to wait until next year as we do not have funds available in budget for demolition. Mayor Thompson stated, this property has been brought to my attention and it will take a lot to demolish. I do not like to see our entire budget go toward one property. Zach stated, I agree but this is right across from our park so people see it. Commissioner Showalter stated, I agree this is not a good sight for people visiting our community in the park. Kent stated, it is a process so we can begin to be ready next year.
- D. Topics for Joint Meeting with County Commission and Hospital Board** – Kent stated, I have not received confirmation from Hospital Director but did get confirmation from his staff and the County Commission that the 14th will work for a joint meeting. Mayor Thompson stated, items listed for discussion are hospital direction and future plans, sales tax sunset and start of new sales tax (replacement), Wolak building and update FEMA floodplain map panels. Kent stated, the County is sole entity in the Wolak building so need to discuss future plans of building. The FEMA map has not been updated since 1981. They are updating other counties around but have not received appropriate response to update our map. Mayor Thompson stated, can you inform importance of flood map. Kent stated, citizens need for insurance rates and property that could be developed, whether in the county or city. It is important for people to know if they live next to property in a flood zone. They do aerial flights showing extent of the flood plain. Mayor

Thompson stated, if there are more topics let Kent know. Mary asked, what time is meeting? Kent stated, we will have to confirm time.

REPORTS

A. City Manager - 1. Manager memo is in the packet. **2.** Informed by SCCD of possibility of a trackless train rental for Main Street Christmas event. Mayor Thompson asked, is this like the train car BANKWEST used for events? Kent stated, similar but a little different. The vendor is from Colorado Springs. Commissioner Showalter asked, who will drive it? Julica Ohara, SCCD Director stated, they run the operation and where we struggle finding volunteers we felt it was a good idea. **3.** I have no update on playground grant application. **4.** Staff had idea of a water conservation sign contest. At the water meeting we got a timer, which we felt was a good promotion. I have purchased a few more to place around town for people to find. We will also be submitting conservation tips for the public. We are pretty high per capita with water usage per day compared to rest of state. Hays had to implement procedures to conserve water. They have lowered their water usage to 75 gallons per capita per day. I feel it is better to start encouraging conservation before we are required to in an emergency. **5.** Community BBQ is Friday at Steever Park from 5:00 to 7:00 p.m. Other events are scheduled that day. Julica stated, this is our last concert in the park from 6:00 to 8:00 p.m. Sherman County Community Foundation is providing bounce houses, GAA has a pie throwing contest and boys' basketball have corn-hole tournament. GAC is having events through the morning. Kent stated, staff will be helping and invite commission to help and come meet the public. **6.** Notice of hearing for budget is in your packet that will be published in paper in near future. **7.** Kenton stated we have had complaints on alleys around town that Black Hills has worked on. Brian Rippe is their contractor to fix alleys and is having trouble getting millings. The City is helping him with alleys so they get fixed and he will replace our millings when the mill is back up. **8.** We are sealing approximately 60,000 square yards of streets Wednesday and Thursday this week.

B. City Commissioners

Vice-Mayor Howard – 1. Welcome everyone to BBQ Friday.

Commissioner Showalter – 1. I had opportunity last week to attend meeting for potential economic development project by Ruleton. There are good things happening to bring jobs to our community. We need to stand behind the housing issues in community to make sure these projects go forward.

Commissioner Myers - 1. Absent, No Report

Commissioner Redlin – 1. No Report

C. Mayor Thompson– 1. No Report

ADJOURNMENT WAS HAD ON A MOTION BY Commissioner Redlin seconded by Commissioner Showalter. Motion carried by unanimous VOTE, meeting adjourned at 6:10 p.m. Next regular scheduled meeting is August 21, 2023.

ATTEST:

Aaron Thompson, Mayor

Mary P. Volk, City Clerk

GOODLAND CITY COMMISSION
Special Joint Commission Meeting
City Commission and Sherman County Commission with Goodland Regional Medical Center
Board

January 23, 2023

5:00 P.M.

Mayor Aaron Thompson called the meeting to order with Vice-Mayor J. J. Howard, Commissioner Jason Showalter and Commissioner Brook Redlin responding to roll call. Commissioner Ann Myers was reported absent.

Sherman County Chairman Steve Evert called the meeting to order with Sherman County Commissioner Rodney Blake and Sherman County Commissioner Harvey Swager responding to roll call.

Also present from the City were Danny Krayca – Director of Parks, Mary Volk - City Clerk, Joshua Jordan – IT Director and Kent Brown - City Manager. Also present from Sherman County are Bret Mangan – County Attorney, Ashley Mannis - County Clerk and Eric Albright - County IT Director. Representing Goodland Regional Medical Center (GRMC) are Craig Loveless – GRMC CEO, Breanna McEwen – GRMC Executive Assistant, Greg Cure – Board Chairman and Board members Valerie Gavin and Sabrina Thompson. In addition, there are approximately twenty-five to thirty members present in the audience.

Mayor Thompson led Pledge of Allegiance

DISCUSSION ITEMS

- A. Direction of Goodland Regional Medical Center and Future Plans** – Mayor Thompson stated, our first discussion is future plans with the hospital. Craig stated, in my monthly reports I have discussed the current status of our building and its age. We had engineers and architects evaluate our structures. The main building was built in 1972 with specialty clinic added in 1995 and medical clinic in 1998. Through the course of the study the engineers and architects do a lot of work in this area. They looked at the current structure and total building layout. A concern is the distance from the clinic to the hospital is clear across the building. With changes in the law, if any part of the building is changed we have to upgrade the entire building to be compliant. There are a number of things to consider beside age. Our boilers are fifty-one years old. This year we have replaced an HVAC unit, rebuilt a coil in chiller system and have quotes out for a new roof. Our concern is where to head with aging building as we will continue to have repairs show up that need addressed. If we comply with current regulations our rooms are too small and we do not meet current code for our trauma and emergency room. We are fine if we do not touch anything, but if we touch anything we have to bring to current code. Do we look at a major remodel or build a new facility. An audience member questioned how much will our taxes increase? Craig stated, none if we use a revenue bond. Another audience member asked, at a recent hospital meeting you closed dialysis, what other services will we lose? Craig stated, dialysis had staffing issues, this plan does not have same issue. An audience member asked, what is estimated cost? Craig stated, we do not have costs at this point. A remodel today costs about as much as building a new facility. An audience member asked, will you check costs for both options? Craig stated, yes but we will do a feasibility study before we proceed. An audience member asked, how long will study take to complete? Craig stated, not long. An audience member asked, where will facility be built? Craig stated, that has to be determined. We own some neighboring lots that we would look at because it gives us direct access to Highway 27. Another audience member asked, do you plan to add services and bring in more doctors? Craig stated, right now we believe staffing is adequate but we are always looking for new doctors. An audience member asked, what will you do with

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old building if it is outdated? Craig stated, we have options but that has to be determined. Mayor Thompson stated, we appreciate your questions but we are getting deeper in issue than the intention of this meeting. Those questions should be approached to the board or a planning committee. A member of the audience asked, we are critical access hospital now, how many rooms do we have? Craig stated, we have twenty-five rooms but staffed for twelve. Mayor Thompson stated, these are good concerns and need to be addressed as process continues. Greg stated, these questions will be answered but right now we are just beginning the process. Mayor Thompson stated, our meeting is to discuss the direction and future needs for the hospital. This is a general meeting so we know where hospital is in process. These are all great questions that will be answered. An audience member stated, this meeting should let you know we do not want a decrease in services. Craig stated, we have no intention in that. A member of the audience asked, there is no point to remodel facility and throw good money after bad in the building? County Commissioner Blake stated, that is exactly what we are faced with the old nursing home. We have moved on and it is working out well. We have to be open minded at this time as there are a lot of unanswered questions. An audience member asked, what funding is available for hospital? Craig stated, we are looking at FDA financing using a revenue bond. County Commissioner Swager asked, are you asking for direction from commissions? Craig stated, at this point we want to keep everyone informed; we are at a crossroad and would like direction. Audience member asked, how does the feasibility study work, does it go to the public? Craig stated, no the firm evaluates hospital finances to see if we are able to take on debt. Under FDA rules with our critical access and Medicare status, a good portion will be reimbursed based on those programs. An audience member stated, we just moved from Minnesota and had services there that are not offered here such as Medicare Advantage. I would like to see the community grow. There is a lot of negative from things that have happened in the past. I would like to see a progressive community that is thriving. Craig stated, that is why we are here. The community and hospital are one, neither will survive without other. We need to learn from past and move forward. An audience member asked, will feasibility study consider offering dialysis services again? Craig stated, that is not part of study but we know there is a need for the services. An audience member stated, there are citizens that need it. County Chairman Evert stated, we need to remember when the hospital was built we had a higher population and more students in schools. Our community numbers have changed and we still make it work. We have opportunities in near future but it takes time to get things to work. We have things growing but we have to determine how to move ahead. There is negativity but have to do what is important for community. Sometimes regulations tie our hands. It costs a lot of money especially today. Craig stated, the hospital expansion in 2015 was bid at \$400 per square foot but ended up being \$500. Today the estimate is \$650 to \$700 per square foot. Vice-Mayor Howard stated, with prices today by the time the project is complete the cost will probably be closer to \$1,000 per square foot. Craig stated, the build America buy America rule that we have to follow drives costs up more. It is a good rule but increases costs. An audience member asked, what about a wellness center? Craig stated, we have to discuss it because it does not make money so it is up to the responsible entity. The audience member stated, I feel we can add services without touching the building. Mayor Thompson stated, this is one of many discussions to come. Craig stated, we have to take all things into consideration. Mayor Thompson stated, everyone here wants the best for community which is what we are trying to do. We are all working same direction which is the reason we are having discussion. It is a long process and we are trying to work in the right direction. An audience member asked, when you mentioned the financing, you said no taxes; is it a grant or what since you referred to \$60,000,000 to \$80,000,000 debt? If county owned hospital how are you repaying debt? Craig stated, that is

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reason we need feasibility study. Our financial tool is a revenue bond where security of the debt is hospital revenue. An audience member asked, does hospital generate enough money to repay debt? Craig stated, four years ago we borrowed money to make payroll. We have built up funds today through COVID money and some financial restructuring that was difficult at that time but we look good today. We have to make sure we can take on debt. An audience member asked, does study give you limit to spend or what does it consider? Craig stated, yes, our debt capacity study shows we can handle \$60,000,000 to \$70,000,000 in debt. COVID money is not considered but the study looks at our cash flow. Greg stated, health care is constantly changing. The hospital objective is to be transparent. We are in preliminary stages so do not have answers to a lot of questions tonight. County Commissioner Blake stated, ignoring the issue will not fix it. Craig stated, we see costs to maintain building continue to escalate. Greg stated, we are glad to be in a position we can discuss this issue. We are sitting well compared to other hospitals. An audience member asked, who will do study? Craig stated, we will take bids from firms that provide service. Vice-Mayor Howard stated, with any business there comes a time expenses outweigh costs of a new building. Do you continue putting money into an old facility? A new facility will be expensive but have to look at all costs to determine what is feasible. An audience member asked, will you keep old building, you still have to fix it up? Vice-Mayor Howard stated, you still have an old building but if you have a different use for building you can repurpose it. Craig stated, I said no new tax and that is our intention. Our plan is not to come to the tax payers to fund, but the community must be involved and support services. There will be increased costs to community but have to evaluate what we need to do to proceed. County Commissioner Swager stated, if people get service they need, they are more willing to pay. An audience member stated, how many in this room are so secure they believe they will not need healthcare and that resources will be provided for services needed. Mayor Thompson stated, I appreciate citizens coming out, it shows this is important to the community. Valarie stated, our board meetings are 4th Wednesday of each month and open to the public. We welcome people to attend. This will continue to be discussed with our other items. An audience member asked, who will make final decision whether to build or remodel. Greg stated, we have discussed options for a committee to assist with process. We need to consider who will make up the committee. Craig stated, I feel confident it will not be only the board and administration. We will not make decision without community. County Commissioner Swager stated, we assume you will proceed with study. Craig stated, yes it is in our budget this year. Commissioner Redlin asked, what does study cost? Craig stated, about \$70,000. Commissioner Showalter stated, I feel good this conversation has begun, people will not come without a job. We have economic options happening that include additional jobs, but have to make sure infrastructure and services are in place. I am in favor of moving forward with feasibility study. Valarie stated, when we establish committee the milestones will be available to the public. An audience member stated, you are saying revenues from the hospital will pay the debt of the revenue bond. Craig stated, that is our goal. The audience member stated, if study shows hospital has revenue to meet debt but healthcare changes, revenues could drop but debt is not removed. What is next source to pay debt? Craig stated, revenue is the collateral. Revenue from hospital is risk the investor is taking. Because this would be an FDA obligation, the risk is with the FDA, so the government is assuming the risk. FDA stands for Food and Drug Administration. The audience member replied who is the federal government, but us. Craig stated, that is why I want to make it clear our intention is not to increase taxes but the community has to support it. Mayor Thompson stated, we are getting to questions where information has not been provided. Valarie stated, we are not set on that route yet, we have to have study to determine best way to proceed. Mayor Thompson stated, these are good questions that need to be asked but

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they are not there yet. The audience member asked, have you looked at other options. Craig stated, yes we have looked at other options but this appears to be best direction at this point

OTHER DISCUSSION ITEMS FOR CITY COMMISSION AND SHERMAN COUNTY COMMISSION

- A. Sales Tax Sunset & Start of New Sales Tax** – Mayor Thompson stated, the City wanted an update on the sunset date for the sales tax bond. We received word the new tax is in place. Ashley stated, the tax started July 1st and you will receive checks monthly.
- B. Wolak Building** - Kent stated, we entered into agreement in 2012 allowing fire to occupy building with separate departments. Now that departments merged, the building is occupied by County functions but owned by City which makes it difficult with insurance and building. City insures building and county insures equipment and contents. Some vehicles are city and some county. Eventually it will all be part of merged district but will take time. Brett stated, Jake Kling, City Attorney and I have discussed that all vehicles need to be titled to county but equipment needs to be kept separate. Kent stated, we agree but it is not in agreement so will need to amend agreement. As far as the building, it serves the county but is city owned. I feel the commissions need to discuss if we want to change ownership. County Commissioner Blake stated, the county has spent quite a bit of money on the building and the merger has worked out well. We do not know who will be occupying commission seats ten years from now. I feel the commissions need to think about it. Mayor Thompson stated, I feel we need to look at the agreement overall and evaluate how it is working. The merger has gone well. I feel we all felt things would pop up. County Commissioner Blake stated, there was a lot of trust going into merger. We have good EMS and fire departments. County Commission Swager stated, I feel the city and county should think it over then meet again. I feel county should own building. Commissioner Showalter stated, it makes sense but I would add the caveat that if building changed hands the building name will not change as Ed Wolak gave a lot to the City. Kent stated, another caveat since the building is in close proximity to city hall is that if county moves out of building, the City will have some input as to what building will be used for. I would expect fire to remain in building, but one never knows.
- C. Update FEMA Floodplain Map** - Kent stated, the State is working to update mapping for a number of neighboring counties. The last update for City of Goodland was 1981. There is no FEMA floodplain map for the county but the city map from 1981 is outdated. It still shows the old “Y” on Highway 24, which has triggered questions. The improvements of the retention pond may have changed flood zones in and out of city. The State has not had a favorable response from Sherman County to update map, which is how they move project forward. They did indicate that FEMA may not move ahead if county is not involved. The County does not have to adopt the map but the analysis will be done. They want local input while occurring. Does the county have interest in having conversations with state officials to update maps? Mapping is completed through state resources not the Division of Water Resources, but for city purposes we feel we need to update map. County Commissioner Blake stated, the study could be done but county does not have to adopt. Kent stated, that is my understanding. County Commissioner Blake stated, if we adopt county map then we could require county residents to carry flood insurance on farm ground. Kent stated, I believe it is structures not farm ground, but need clarification. County Commissioner Blake asked, what is cost? Kent stated, it is through the State and does not cost the community. County Chairman Evert asked, who would county talk to about feasibility of plan and whether it is for County structures? We need to see if County does not endorse plan can city have map updated. Kent stated, I talked with floodplain coordinator she agreed to discuss information

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and address specific questions at a County meeting. County Commissioner Blake stated, if we could get city updated without obligating farmers/ranchers in the County, I have no problem proceeding. Kent stated, that is our goal. County Commissioner Blake stated, please get us the state contact information to meet. Kent stated, I will get information to Ashley. Mayor Thompson stated, I appreciate willingness to have discussion.

ADJOURNMENT FOR SHERMAN COUNTY COMMISSION WAS HAD ON A MOTION County Commissioner Swager **seconded by** County Commissioner Blake. **Motion carried by unanimous VOTE, meeting Adjourned at 6:10 p.m.**

ADJOURNMENT WAS HAD ON A MOTION Commissioner Redlin **seconded by** Commissioner Showalter. **Motion carried by unanimous VOTE, meeting Adjourned at 6:10 p.m.**

ATTEST:

Aaron Thompson, Mayor

Mary P. Volk, City Clerk

INVOICE NO	LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
					CD	GL ACCOUNT				

2871 AMERICAN FAMILY LIFE										
PR20230811	1	8/11/23		AFLAC CANCER		11-00-0012	N	33.18	3045772	8/18/23 E
PR20230811	2	8/11/23		AFLAC CANCER		15-00-0012	N	16.02	3045772	8/18/23 E
PR20230811	3	8/11/23		AFLAC ACCIDENT		11-00-0012	N	85.02	3045772	8/18/23 E
PR20230811	4	8/11/23		AFLAC ACCIDENT		15-00-0012	N	83.34	3045772	8/18/23 E
PR20230811	5	8/11/23		AFLAC DENTAL		15-00-0012	N	34.44	3045772	8/18/23 E
PR20230811	6	8/11/23		AFLAC ST DISB		11-00-0012	N	43.08	3045772	8/18/23 E
PR20230811	7	8/11/23		AFLAC ST DISB		15-00-0012	N	43.20	3045772	8/18/23 E
PR20230811	8	8/11/23		AFLAC LIFE RIDR		15-00-0012	N	2.76	3045772	8/18/23 E
PR20230811	9	8/11/23		AFLAC LIFE		11-00-0012	N	36.33	3045772	8/18/23 E
PR20230811	10	8/11/23		AFLAC LIFE		21-00-0012	N	12.51	3045772	8/18/23 E
PR20230811	11	8/11/23		SPEC HLTH EVENT		11-00-0012	N	20.10	3045772	8/18/23 E
PR20230811	12	8/11/23		SPEC HLTH EVENT		23-00-0012	N	13.62	3045772	8/18/23 E
PR20230811	13	8/11/23		AFLAC HOSP CONF		11-00-0012	N	51.96	3045772	8/18/23 E

AMERICAN FAMILY LIFE								475.56		
1389 AMERICAN FID										
PR20230811	1	8/11/23		AF CANCER AT		11-00-0012	N	29.35	3045769	8/18/23 E
PR20230811	2	8/11/23		AF CANCER AT		15-00-0012	N	21.85	3045769	8/18/23 E
PR20230811	3	8/11/23		AF CANCER AT		21-00-0012	N	9.90	3045769	8/18/23 E
PR20230811	4	8/11/23		AMER FID CANCER		11-00-0012	N	116.84	3045769	8/18/23 E
PR20230811	5	8/11/23		AMER FID CANCER		15-00-0012	N	137.85	3045769	8/18/23 E
PR20230811	6	8/11/23		AMER FID CANCER		21-00-0012	N	26.95	3045769	8/18/23 E
PR20230811	7	8/11/23		AMER FID LIFE		11-00-0012	N	241.72	3045769	8/18/23 E
PR20230811	8	8/11/23		AMER FID LIFE		15-00-0012	N	229.78	3045769	8/18/23 E
PR20230811	9	8/11/23		AMER FID LIFE		21-00-0012	N	114.75	3045769	8/18/23 E
PR20230811	10	8/11/23		AM FID ACCIDENT		11-00-0012	N	67.85	3045769	8/18/23 E
PR20230811	11	8/11/23		AM FID ACCIDENT		15-00-0012	N	84.75	3045769	8/18/23 E
PR20230811	12	8/11/23		AM FID HOSPITAL		11-00-0012	N	26.99	3045769	8/18/23 E
PR20230811	13	8/11/23		AM FID HOSPITAL		15-00-0012	N	26.99	3045769	8/18/23 E
PR20230811	14	8/11/23		AM FID HOSPITAL		21-00-0012	N	15.93	3045769	8/18/23 E
PR20230811	15	8/11/23		AM FD DISABILTY		11-00-0012	N	112.72	3045769	8/18/23 E
PR20230811	16	8/11/23		AF CRITICAL CR		11-00-0012	N	13.94	3045769	8/18/23 E
PR20230811	17	8/11/23		AF CRITICAL CR		15-00-0012	N	8.77	3045769	8/18/23 E

AMERICAN FID								1286.93		
1390 AMERICAN FIDELITY										
PR20230811	1	8/11/23		AF MED REIMBURS		11-00-0012	N	320.83	3045770	8/18/23 E
PR20230811	2	8/11/23		AF MED REIMBURS		15-00-0012	N	274.17	3045770	8/18/23 E
PR20230811	3	8/11/23		AF MED REIMBURS		21-00-0012	N	114.59	3045770	8/18/23 E

AMERICAN FIDELITY								709.59		
2809 AMERICAN MUNICIPAL SERVIC										
57617	1	8/30/23		COLLECTIONS/JULY 2023		15-44-2140		39.23	66979	8/21/23

AMERICAN MUNICIPAL SERVIC								39.23		
156 ARBOR DAY FOUNDATION										
gen23-369	1	8/21/23		MEMBERSHIP DUES		11-02-2080		15.00	66980	8/21/23

ARBOR DAY FOUNDATION								15.00		

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				853 B & H PAVING COMPANY INC.						
2379	1	8/10/23		CHIP SEAL CITY STREETS		06-01-3120		28006.50	66981	8/21/23
				B & H PAVING COMPANY INC.				28006.50		

				3774 B&H PHOTO-VIDEO						
215421640	1	8/01/23		BROTHER INK CARTRIDGES		11-02-3060		343.04	66982	8/21/23
				B&H PHOTO-VIDEO				343.04		

				3966 BLACK HIDE BEEF COMPANY						
210	1	8/09/23		HAMBURGER PATTIES/CITY EVENT		11-02-3120		477.40	66973	8/10/23
				BLACK HIDE BEEF COMPANY				477.40		

				374 BLACK HILLS ENERGY						
GEN23-349	1	8/10/23		GAS CHARGES		15-44-2100		38.66	66983	8/21/23
GEN23-349	2	8/10/23		GAS CHARGES		21-40-2100		38.65	66983	8/21/23
GEN23-350	1	8/03/23		GAS CHARGES		11-11-2100		74.75	66983	8/21/23
GEN23-351	1	8/10/23		GAS CHARGES		11-02-2100		38.47	66983	8/21/23
GEN23-352	1	8/10/23		GAS CHARGES		21-40-2100		33.15	66983	8/21/23
GEN23-353	1	8/03/23		GAS CHARGES		15-40-2100		31.16	66983	8/21/23
GEN23-354	1	8/03/23		GAS CHARGES		11-21-2100		29.65	66983	8/21/23
GEN23-355	1	8/03/23		GAS CHARGES		21-42-2100		28.59	66983	8/21/23
GEN23-356	1	8/03/23		GAS CHARGES		11-17-2100		28.59	66983	8/21/23
				BLACK HILLS ENERGY				341.67		

				3977 BULLER, JACKIE						
GEN23-341	1	8/01/23		MUSEUM SALES/STRING SUNFLOWER		11-00-0893		20.00	66984	8/21/23
				BULLER, JACKIE				20.00		

				2902 CARGILL, INCORPORATED						
2908495527	1	8/02/23	19695	SALT		21-40-3040		5482.58	66985	8/21/23
				CARGILL, INCORPORATED				5482.58		

				1331 CASHIER'S CHECK						
GEN23-339	1	8/10/23		INVEST/FNB		03-00-0003		7000.00	66975	8/10/23
GEN23-339	2	8/10/23		INVEST/FNB		05-00-0003		22000.00	66975	8/10/23
GEN23-339	3	8/10/23		INVEST/FNB		06-00-0003		40000.00	66975	8/10/23
GEN23-339	4	8/10/23		INVEST/FNB		19-00-0003		9000.00	66975	8/10/23
GEN23-339	5	8/10/23		INVEST/FNB		22-00-0003		33000.00	66975	8/10/23
GEN23-339	6	8/10/23		INVEST/FNB		23-00-0003		60000.00	66975	8/10/23
GEN23-339	7	8/10/23		INVEST/FNB		25-00-0003		5000.00	66975	8/10/23
GEN23-339	8	8/10/23		INVEST/FNB		26-00-0003		3500.00	66975	8/10/23
GEN23-339	9	8/10/23		INVEST/FNB		27-00-0003		5900.00	66975	8/10/23
GEN23-339	10	8/10/23		INVEST/FNB		32-00-0003		85000.00	66975	8/10/23
GEN23-339	11	8/10/23		INVEST/FNB		33-00-0003		13500.00	66975	8/10/23
GEN23-339	12	8/10/23		INVEST/FNB		37-00-0003		87000.00	66975	8/10/23
GEN23-339	13	8/10/23		INVEST/FNB		38-00-0003		1435000.00	66975	8/10/23
GEN23-339	14	8/10/23		INVEST/FNB		45-00-0003		148000.00	66975	8/10/23
GEN23-339	15	8/10/23		INVEST/WSB		07-00-0003		175000.00	66975	8/10/23

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1331 CASHIER'S CHECK										
GEN23-339	16	8/10/23		INVEST/WSB		09-00-0003		140000.00	66975	8/10/23
GEN23-339	17	8/10/23		INVEST/WSB		11-00-0003		100000.00	66975	8/10/23
GEN23-339	18	8/10/23		INVEST/WSB		15-00-0003		150000.00	66975	8/10/23
GEN23-339	19	8/10/23		INVEST/WSB		18-00-0003		6500.00	66975	8/10/23
GEN23-339	20	8/10/23		INVEST/WSB		20-00-0003		33000.00	66975	8/10/23
GEN23-339	21	8/10/23		INVEST/WSB		21-00-0003		240000.00	66975	8/10/23
GEN23-339	22	8/10/23		INVEST/WSB		36-00-0003		1177000.00	66975	8/10/23

CASHIER'S CHECK								3975400.00		
674 CITY OF GOODLAND, CASHIER										
GEN23-357	1	8/21/23		FILE JOHNSON BOND W/ COURT		23-43-2140		36.00	66986	8/21/23
GEN23-357	2	8/21/23		PD POSTAGE		11-03-3130		12.40	66986	8/21/23
GEN23-357	3	8/21/23		MEAL/KROSKEY TRAINING		11-06-3120		8.72	66986	8/21/23
GEN23-357	4	8/21/23		POSTAGE/PRAIRIELAND BILL		15-44-3130		9.05	66986	8/21/23
GEN23-357	5	8/21/23		POSTAGE/WATER TOWER CONTRACTS		21-40-3130		18.98	66986	8/21/23
GEN23-357	6	8/21/23		POSTAGE/PD		11-03-3130		4.90	66986	8/21/23

CITY OF GOODLAND, CASHIER								90.05		
515 CITY OF GOODLAND, FUEL										
GEN23-342	1	8/01/23		DIESEL		15-42-3070		1055.45	66988	8/21/23
GEN23-342	2	8/01/23		DIESEL		11-15-3070		233.05	66988	8/21/23
GEN23-342	3	8/01/23		DIESEL		11-23-3070		57.14	66988	8/21/23
GEN23-342	4	8/01/23		DIESEL		11-11-3070		1607.25	66988	8/21/23
GEN23-342	5	8/01/23		DIESEL		21-42-3070		406.71	66988	8/21/23
GEN23-342	6	8/01/23		GAS		11-09-3070		78.96	66988	8/21/23
GEN23-342	7	8/01/23		GAS		15-44-3070		33.56	66988	8/21/23
GEN23-342	8	8/01/23		GAS		15-42-3070		110.54	66988	8/21/23
GEN23-342	9	8/01/23		GAS		15-40-3070		223.34	66988	8/21/23
GEN23-342	10	8/01/23		GAS		11-15-3070		435.69	66988	8/21/23
GEN23-342	11	8/01/23		GAS		11-03-3070		2657.85	66988	8/21/23
GEN23-342	12	8/01/23		GAS		11-11-3070		536.65	66988	8/21/23
GEN23-342	13	8/01/23		GAS		23-41-3070		78.11	66988	8/21/23
GEN23-342	14	8/01/23		GAS		11-06-3070		324.86	66988	8/21/23
GEN23-342	15	8/01/23		GAS		21-42-3070		327.97	66988	8/21/23
GEN23-342	16	8/01/23		GAS		21-40-3070		353.63	66988	8/21/23

CITY OF GOODLAND, FUEL								8520.76		
1880 CITY OF GOODLAND-REFUND A										
GEN23-340	1	8/10/23		ELECTRIC DEPOSIT REFUND		20-01-5060		3250.00	66976	8/10/23
GEN23-340	2	8/10/23		WATER DEPOSIT REFUND		22-01-5070		1150.00	66976	8/10/23

CITY OF GOODLAND-REFUND A								4400.00		
122 COMMERCIAL SIGN COMPANY I										
33055	1	8/16/23		4X8 ALUMINUM SIGN/INDUST PARK		38-01-4010		2860.00	66989	8/21/23

COMMERCIAL SIGN COMPANY I								2860.00		
987 COMPLIANCE ONE										
306796	1	8/04/23		ADMIN FEE		15-42-2140		45.90	66991	8/21/23

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987 COMPLIANCE ONE										
306796	2	8/04/23		ADMIN FEE		15-40-2140		22.95	66991	8/21/23
306796	3	8/04/23		ADMIN FEE		11-11-2140		53.55	66991	8/21/23
306796	4	8/04/23		MILLER/OVERAGE		21-40-2140		5.00	66991	8/21/23
307136	1	8/04/23		EAP		15-44-2140		5.50	66991	8/21/23
307136	2	8/04/23		EAP		15-42-2140		4.40	66991	8/21/23
307136	3	8/04/23		EAP		11-15-2140		3.30	66991	8/21/23
307136	4	8/04/23		EAP		11-11-2140		3.30	66991	8/21/23
307136	5	8/04/23		EAP		11-03-2140		11.00	66991	8/21/23
307136	6	8/04/23		EAP		11-02-2140		4.40	66991	8/21/23
307136	7	8/04/23		EAP		11-04-2140		1.10	66991	8/21/23
307136	8	8/04/23		EAP		11-17-2140		1.10	66991	8/21/23
307136	9	8/04/23		EAP		21-42-2140		4.40	66991	8/21/23
307136	10	8/04/23		EAP		23-41-2140		2.20	66991	8/21/23

COMPLIANCE ONE								168.10		
4022 COZZA, SAMANTHA										
GEN23-358	1	8/15/23		OVERPAYMENT UTILITY BILL		15-44-3180		30.98	66992	8/21/23

COZZA, SAMANTHA								30.98		
3699 CRAFTCO INC										
9402989010	1	8/01/23	19798	WHITE ST PAINT, GLASS BEADS		11-11-3120		956.80	66993	8/21/23

CRAFTCO INC								956.80		
891 DAN BRENNER FORD-MERCURY,										
100423	1	7/20/23		FILTER/#2 STREET		11-11-3170		27.16	66994	8/21/23

DAN BRENNER FORD-MERCURY,								27.16		
184 DEPENDABLE GLASS SERVICE,										
70319	1	8/14/23		DEADBOLT/BATHROOM ROSEWOOD PAR		11-15-3030		59.95	66995	8/21/23

DEPENDABLE GLASS SERVICE,								59.95		
2682 DESIGNS										
5192-32	1	8/11/23		EMBROIDER/PANTS & SHIRTS		15-42-3160	M	170.04	66996	8/21/23
5192-33	1	8/14/23		PD/NAME TAGS		11-03-3160	M	6.00	66996	8/21/23

DESIGNS								176.04		
2433 DPC ENTERPRISES, L.P.										
DE28000303-23	1	7/31/23		CHLORINE CYLINDERS		21-40-3040		140.00	66997	8/21/23

DPC ENTERPRISES, L.P.								140.00		
2254 EAGLE COMMUNICATIONS										
GEN23-337	1	8/01/23		TELEPHONE/INTERNET		11-02-2180		281.43	66999	8/21/23
GEN23-337	2	8/01/23		TELEPHONE/INTERNET		11-03-2180		413.42	66999	8/21/23
GEN23-337	3	8/01/23		TELEPHONE/INTERNET		11-04-2180		123.78	66999	8/21/23
GEN23-337	4	8/01/23		TELEPHONE/INTERNET		11-06-2180		52.42	66999	8/21/23
GEN23-337	5	8/01/23		TELEPHONE/INTERNET		11-09-2180		152.52	66999	8/21/23

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2254 EAGLE COMMUNICATIONS										
GEN23-337	6	8/01/23		TELEPHONE/INTERNET		11-11-2100		181.31	66999	8/21/23
GEN23-337	7	8/01/23		TELEPHONE/INTERNET		11-15-2100		123.78	66999	8/21/23
GEN23-337	8	8/01/23		TELEPHONE/INTERNET		11-17-2180		123.78	66999	8/21/23
GEN23-337	9	8/01/23		TELEPHONE/INTERNET		11-25-2180		181.31	66999	8/21/23
GEN23-337	10	8/01/23		TELEPHONE/INTERNET		15-40-2100		210.07	66999	8/21/23
GEN23-337	11	8/01/23		TELEPHONE/INTERNET		15-42-2100		181.31	66999	8/21/23
GEN23-337	12	8/01/23		TELEPHONE/INTERNET		15-44-2180		267.60	66999	8/21/23
GEN23-337	13	8/01/23		TELEPHONE/INTERNET		21-40-2180		123.78	66999	8/21/23
GEN23-337	14	8/01/23		TELEPHONE/INTERNET		21-42-2100		152.54	66999	8/21/23
GEN23-337	15	8/01/23		TELEPHONE/INTERNET		23-41-2180		123.73	66999	8/21/23

EAGLE COMMUNICATIONS								2692.78		
3800 EMC INSURANCE COMPANIES										
7001031037	1	8/07/23		PREMIUM		21-40-2060		668.24	67000	8/21/23
7001031037	2	8/07/23		PREMIUM		21-42-2060		668.24	67000	8/21/23
7001031037	3	8/07/23		PREMIUM		23-41-2060		668.24	67000	8/21/23
7001031037	4	8/07/23		PREMIUM		23-43-2060		668.24	67000	8/21/23
7001031037	5	8/07/23		PREMIUM		15-40-2060		9021.29	67000	8/21/23
7001031037	6	8/07/23		PREMIUM		15-42-2060		9021.29	67000	8/21/23
7001031037	7	8/07/23		PREMIUM		15-44-2060		1336.49	67000	8/21/23
7001031037	8	8/07/23		PREMIUM		11-02-2060		11360.14	67000	8/21/23

EMC INSURANCE COMPANIES								33412.17		
3884 EMPLOYEE BENEFITS CORP										
4139391	1	8/15/23		COBRA ELIGIBILITY		45-01-1050		60.00	67001	8/21/23

EMPLOYEE BENEFITS CORP								60.00		
3970 ERGON ASPHALT & EMULSIONS										
9402997411	1	8/08/23		OIL/CHIP SEAL		06-01-3120		17565.61	67002	8/21/23
9402997412	1	8/09/23		OIL/CHIP SEAL		06-01-3120		18462.49	67002	8/21/23
9402997413	1	8/09/23		OIL/CHIP SEAL		06-01-3120		18510.79	67002	8/21/23
9402997414	1	8/09/23		OIL/CHIP SEAL		06-01-3120		17234.42	67002	8/21/23
9402997415	1	8/09/23		OIL/CHIP SEAL CREDIT		06-01-3120		2393.88-	67002	8/21/23

ERGON ASPHALT & EMULSIONS								69379.43		
2448 FIRE ALARM SPECIALIST INC										
27795	1	7/25/23		ANNUAL TESTING/MAINTENANCE		15-40-3060		1220.00	67003	8/21/23

FIRE ALARM SPECIALIST INC								1220.00		
3878 FORK & HAY										
GEN23-343	1	8/01/23		MUSEUM SALES/2 FLOWER BUNDLES		11-00-0893		12.00	67004	8/21/23

FORK & HAY								12.00		
205 FRONTIER AG										
032238	1	7/20/23		POSTAGE/WATER SAMPLES		21-40-3130		14.51	67005	8/21/23
032239	1	7/20/23		POSTAGE/WATER SAMPLES		21-40-3130		16.14	67005	8/21/23
032240	1	7/20/23		POSTAGE		21-40-3130		11.98	67005	8/21/23

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205 FRONTIER AG										
032245	1	7/20/23		POSTAGE		21-40-3130		13.69	67005	8/21/23
032246	1	7/20/23		SHIPPING/PARTS #26 LOADER		11-11-3060		16.64	67005	8/21/23
032247	1	7/20/23		SHIPPING/PROTECTIVE EQUIPMENT		15-42-3130		80.26	67005	8/21/23
032248	1	7/20/23		SHIPPING/PROTECTIVE EQUIPMENT		15-42-3130		28.98	67005	8/21/23
113203	1	6/26/23		TIRE REPAIR/MOWER		11-11-3060		21.40	67005	8/21/23
113405	1	7/06/23		TIRE REPAIR/11.2/12.4R24 TUBE		11-11-3060		114.48	67005	8/21/23
113701	1	7/19/23		245/55R18 FIREHAWK TIRES X 4		11-03-3170		706.56	67005	8/21/23
113702	1	7/19/23		ALIGNMENT/#10		11-03-3170		102.67	67005	8/21/23
344190	1	7/18/23		DIESEL		23-41-3070		613.05	67005	8/21/23

FRONTIER AG								1740.36		
187 GADES SALES COMPANY										
0085129-IN	1	8/15/23	20148	HWY 24/27 CONTROLLER/STOPLIGHT		38-01-4010		4597.00	67006	8/21/23
GADES SALES COMPANY								4597.00		
3721 GOODLAND AUTOMOTIVE LLC										
381158	1	7/06/23		BRAKE CLEANER		11-11-3170		118.67	67007	8/21/23
381457	1	7/13/23		BATTERY		11-02-3060		375.16	67007	8/21/23
381580	1	7/17/23		RUBBER GLOVES		11-15-3120		16.89	67007	8/21/23
381581	1	7/17/23		RUBBER GLOVES		11-15-3120		16.89	67007	8/21/23
381767	1	7/20/23		DIESEL EXHAUST FLUID		15-42-3060		163.39	67007	8/21/23
381785	1	7/21/23		AIR FILTER/#72 RANGER		11-15-3060		141.78	67007	8/21/23
381858	1	7/24/23		PADS/ROTORS, GUIDE PIN, AXLE#10		11-03-3170		183.08	67007	8/21/23
GOODLAND AUTOMOTIVE LLC								1015.86		
2697 GOODLAND GLASS LLC										
11073	1	8/03/23		WINDOWS/CEMETERY CHAPEL		05-01-4050	N	3692.06	67008	8/21/23
GOODLAND GLASS LLC								3692.06		
206 GOODLAND STAR-NEWS										
029264	1	7/21/23		HELP WANTED/MUSEUM		11-17-2130		61.20	67009	8/21/23
029264	2	7/21/23		HELP WANTED/WATER LABORER		21-40-2130		61.20	67009	8/21/23
029268	1	7/21/23		TREASURERS FINANCIALS		11-02-2130		152.52	67009	8/21/23
029275	1	7/25/23		HELP WANTED/WATER LABORER		21-40-2130		43.20	67009	8/21/23
28624	1	7/04/23		VAN AD		11-06-2130		42.90	67009	8/21/23
GOODLAND STAR-NEWS								361.02		
167 GOODLAND YOST FARM SUPPLY										
9129	1	6/29/23		OIL/TRIMMER & BLOWER		11-15-3070		39.00	67010	8/21/23
9301	1	7/06/23		ADAPTER		21-42-3120		9.00	67010	8/21/23
9345	1	7/10/23		ROPE/WEED EATER		11-15-3060		4.00	67010	8/21/23
9488	1	7/13/23		3/8 CHAIN & GUIDE BAR		11-11-3060		83.50	67010	8/21/23
9502	1	7/13/23		RAIL & SLIDE RAIL/CHAINSAW		11-11-3060		8.92	67010	8/21/23
9522	1	7/14/23		TRIMMER, OIL		15-40-3020		391.41	67010	8/21/23
GOODLAND YOST FARM SUPPLY								535.83		

2343 HACH COMPANY

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				2343 HACH COMPANY						
13686523	1	8/04/23	20113	DPD FREE CHLORINE DISPENSERX3		11-25-3120		273.35	67011	8/21/23
				HACH COMPANY				273.35		

				3931 HADLEY, NICOLE						
GEN23-344	1	8/01/23		EARRINGS X 2		11-00-0893		50.00	67012	8/21/23
				HADLEY, NICOLE				50.00		

				2893 HELENA CHEMICAL CO.						
41217798	1	8/04/23		TRIMEC		11-15-3040		272.75	67013	8/21/23
				HELENA CHEMICAL CO.				272.75		

				1733 IN THE CAN LLC						
GEN23-345	1	8/01/23		SOLID WASTE CONTRACT/AUGUST		30-01-2220		45630.00	67014	8/21/23
				IN THE CAN LLC				45630.00		

				613 KANSAS MUNICIPAL UTILITIE						
18166	1	7/01/23		LINEWORKER APPRENT/DAUTEL		15-40-2170		300.00	67015	8/21/23
200007747	1	8/09/23	20168	OVERHEAD REG/JONES		15-42-2170		480.00	67015	8/21/23
200007747	2	8/09/23	20168	OVERHEAD REG/SMITH		15-42-2170		480.00	67015	8/21/23
200007747	3	8/09/23	20168	OVERHEAD REG/FYFE		15-42-2170		480.00	67015	8/21/23
				KANSAS MUNICIPAL UTILITIE				1740.00		

				2052 KANSAS ONE-CALL SYSTEM, I						
3070270	1	7/31/23		50 LOCATES/JULY 2023		15-42-2140		30.00	67016	8/21/23
3070270	2	7/31/23		50 LOCATES/JULY 2023		21-42-2140		30.00	67016	8/21/23
				KANSAS ONE-CALL SYSTEM, I				60.00		

				1072 KANSAS PAYMENT CENTER						
PR20230811	1	8/11/23		INCOME WITHOLD		11-00-0012	N	96.46	3045768	8/18/23 E
				KANSAS PAYMENT CENTER				96.46		

				79 KANSAS SECRETARY OF STATE						
GEN23-368	1	8/16/23		2023 SESSION LAWS,2022 KSA		11-03-3120		71.63	67017	8/21/23
GEN23-368	2	8/16/23		2023 SESSION LAWS,2022 KSA		11-04-3120		71.62	67017	8/21/23
				KANSAS SECRETARY OF STATE				143.25		

				225 KANSASLAND TIRE-GOODLAND						
30928	1	7/03/23		TIRE REPAIR/#41		15-42-3060		49.05	67018	8/21/23
31068	1	7/07/23		MOUNT PACKER TIRE/#48		11-11-3060		75.00	67018	8/21/23
75132	1	7/24/23		TIRE REPAIR/#10		11-03-3170		18.50	67018	8/21/23
				KANSASLAND TIRE-GOODLAND				142.55		

				3280 KB BODY & PAINT LLC						
1999	1	5/03/23		WHITE SAND/POOL PAINTING		11-25-3030		93.65	67019	8/21/23

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3280 KB BODY & PAINT LLC										

KB BODY & PAINT LLC								93.65		
1246 KMEA-WAPA										
WAPA-GOOD-23-08	1	8/02/23		WAPA/JULY 2023		15-40-2120		10297.68	67020	8/21/23
KMEA-WAPA								-----		
								10297.68		
523 KS PUBLIC EMP. RETIREMENT										
PR20230811	1	8/11/23		KPERS		11-00-0012	N	2215.87	3045767	8/18/23 E
PR20230811	2	8/11/23		KPERS		15-00-0012	N	1887.28	3045767	8/18/23 E
PR20230811	3	8/11/23		KPERS		21-00-0012	N	372.53	3045767	8/18/23 E
PR20230811	4	8/11/23		KPERS		23-00-0012	N	280.56	3045767	8/18/23 E
PR20230811	5	8/11/23		KPERS II		11-00-0012	N	1599.08	3045767	8/18/23 E
PR20230811	6	8/11/23		KPERS II		15-00-0012	N	1294.72	3045767	8/18/23 E
PR20230811	7	8/11/23		KPERS II		21-00-0012	N	87.76	3045767	8/18/23 E
PR20230811	8	8/11/23		KPERS II		23-00-0012	N	87.76	3045767	8/18/23 E
PR20230811	9	8/11/23		KPERS III		11-00-0012	N	3894.68	3045767	8/18/23 E
PR20230811	10	8/11/23		KPERS III		15-00-0012	N	1422.51	3045767	8/18/23 E
PR20230811	11	8/11/23		KPERS III		21-00-0012	N	557.58	3045767	8/18/23 E
PR20230811	12	8/11/23		KPERS D&D		11-00-0012	N	534.28	3045767	8/18/23 E
PR20230811	13	8/11/23		KPERS D&D		15-00-0012	N	319.10	3045767	8/18/23 E
PR20230811	14	8/11/23		KPERS D&D		21-00-0012	N	70.54	3045767	8/18/23 E
PR20230811	15	8/11/23		KPERS D&D		23-00-0012	N	25.52	3045767	8/18/23 E
KS PUBLIC EMP. RETIREMENT								-----		
								14649.77		
4023 LALICKER, RAY										
GEN23-359	1	8/15/23		OVERPAYMENT ON UTILITY ACCT		15-44-3180		278.80	67021	8/21/23
LALICKER, RAY								-----		
								278.80		
301 LEAGUE OF KS. MUNICIPALIT										
7436	1	8/14/23		KS OPEN MEETINGS ACT		11-02-2170		100.00	67022	8/21/23
LEAGUE OF KS. MUNICIPALIT								-----		
								100.00		
3532 LOHR ELECTRIC LLC										
2220	1	8/14/23		200 AMP FUSE/WELL BY AIRPORT		21-40-3060		239.00	67023	8/21/23
LOHR ELECTRIC LLC								-----		
								239.00		
1440 MCCLURE PLUMBING & HEATIN										
31785	1	7/24/23		2" GALV st 90		21-42-3050		10.99	67024	8/21/23
31786	1	7/25/23		2" STREET 90 DEGREE		21-42-3050		10.99	67024	8/21/23
59875	1	7/07/23		FAUCET, 2-16" SUPPLY LINES		11-02-3030		300.98	67024	8/21/23
59886	1	7/17/23		FREON/COMMISSION ROOM		11-02-3030		160.00	67024	8/21/23
59917	1	7/25/23		POOL HEATERS		36-01-4010		4438.00	67024	8/21/23
MCCLURE PLUMBING & HEATIN								-----		
								4920.96		
2104 NATIONWIDE TRUST CO. FSB										
PR20230811	1	8/11/23		NATIONWIDE TRST		11-00-0012	N	325.00	3045771	8/18/23 E

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				2104 NATIONWIDE TRUST CO. FSB						
PR20230811	2	8/11/23		NATIONWIDE TRST		15-00-0012	N	265.00	3045771	8/18/23 E
				NATIONWIDE TRUST CO. FSB				590.00		

				2940 NEBRASKA CHILD SUPPORT						
PR20230811	1	8/11/23		NEB CHILD SUP		15-00-0012	N	76.85	3045773	8/18/23 E
				NEBRASKA CHILD SUPPORT				76.85		

				3403 PEST AWAY LLC						
18983	1	7/06/23		PEST CONTROL/JULY 2023		11-02-2140		30.00	67025	8/21/23
18983	2	7/06/23		PEST CONTROL/JULY 2023		23-41-2140		55.00	67025	8/21/23
18983	3	7/06/23		PEST CONTROL/JULY 2023		11-13-2140		15.00	67025	8/21/23
18983	4	7/06/23		PEST CONTROL/JULY 2023		11-17-2140		30.00	67025	8/21/23
18983	5	7/06/23		PEST CONTROL/JULY 2023		21-40-2140		35.00	67025	8/21/23
18983	6	7/06/23		PEST CONTROL/JULY 2023		11-11-2140		50.00	67025	8/21/23
18983	7	7/06/23		PEST CONTROL/JULY 2023		15-40-2140		54.50	67025	8/21/23
18983	8	7/06/23		PEST CONTROL/JULY 2023		11-03-2140		35.00	67025	8/21/23
18983	9	7/06/23		PEST CONTROL/JULY 2023		11-21-2140		10.00	67025	8/21/23
18983	10	7/06/23		PEST CONTROL/JULY 2023		11-15-2140		35.00	67025	8/21/23
18983	11	7/06/23		PEST CONTROL/JULY 2023		11-23-2140		20.00	67025	8/21/23
18983	12	7/06/23		PEST CONTROL/JULY 2023		11-02-2140		120.00	67025	8/21/23
				PEST AWAY LLC				489.50		

				1924 PRAIRIE LAND ELECTRIC						
5385	1	8/09/23		POWER BILL/JULY 2023		15-40-2120		327281.84	67026	8/21/23
				PRAIRIE LAND ELECTRIC				327281.84		

				4024 PRI MANAGEMENT GROUP						
22683	1	8/15/23		MANAGING POLICE RECORDS SEMINA		25-01-2170		279.00	67027	8/21/23
				PRI MANAGEMENT GROUP				279.00		

				1683 PRINCIPAL MUTUAL LIFE INS						
PR20230811	1	8/11/23		PRIN. MUTUAL		11-00-0012	N	102.84	66977	8/18/23
PR20230811	2	8/11/23		PRIN. MUTUAL		15-00-0012	N	271.86	66977	8/18/23
				PRINCIPAL MUTUAL LIFE INS				374.70		

				3462 REPUBLICAN VALLEY VETERIN						
217364	1	7/21/23		RABIES/FRANKLIN		11-05-2140		25.00	67028	8/21/23
24766	1	7/19/23		RABIES/ROSS		11-05-2140		25.00	67028	8/21/23
				REPUBLICAN VALLEY VETERIN				50.00		

				924 SCHEOPNER'S WATER CONDITI						
53097	1	7/24/23		WATER X 2		11-03-3120		20.00	67029	8/21/23
56352	1	8/01/23		COOLER RENT		11-03-3120		12.50	67029	8/21/23
				SCHEOPNER'S WATER CONDITI				32.50		

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413 SCHLOSSER, INC.										
10605	1	8/08/23		9TH & MAIN /CONCRETE		11-11-3120		745.75	67030	8/21/23
10606	1	8/08/23		FNB BANK CONCRETE		11-11-3120		1224.00	67030	8/21/23
10620	1	8/12/23		FNB BANK CONCRETE		11-11-3120		745.75	67030	8/21/23
10623	1	8/12/23		FNB BANK/CONCRETE		11-11-3120		412.50	67030	8/21/23
10635	1	8/12/23		FNB BANK CONCRETE		11-11-3120		461.75	67030	8/21/23
10779	1	8/08/23		7TH & CALDWELL		21-42-3050		552.50	67030	8/21/23

SCHLOSSER, INC.								4142.25		
418 SELF INSURANCE FUND										
GEN23-346	1	8/01/23		EMPR/GENERAL		45-01-1050		21669.31	67031	8/21/23
GEN23-346	2	8/01/23		EMPR/ELECTRIC PRODUCTION		15-40-1050		3789.99	67031	8/21/23
GEN23-346	3	8/01/23		EMPR/ELECTRIC DIST		15-42-1050		6318.06	67031	8/21/23
GEN23-346	4	8/01/23		EMPR/ELECTRIC COMM		15-44-1050		4458.17	67031	8/21/23
GEN23-346	5	8/01/23		EMPR/WATER PRODUCTION		21-40-1050		977.68	67031	8/21/23
GEN23-346	6	8/01/23		EMPR/WATER DIST		21-42-1050		998.34	67031	8/21/23
GEN23-346	7	8/01/23		EMPR/SEWER TREATMENT		23-41-1050		262.24	67031	8/21/23
GEN23-346	8	8/01/23		EMPR/SEWER COLLECTION		23-43-1050		1048.98	67031	8/21/23

SELF INSURANCE FUND								39522.77		
2801 SHAMROCK FOODS COMPANY										
28788030	1	8/10/23		HOTDOGS, BUNS/COMM BBQ		11-02-3120		245.02	67032	8/21/23

SHAMROCK FOODS COMPANY								245.02		
3851 SHERMAN CO COMM DEVELOP										
GEN23-347	1	8/01/23		MUSEUM SALES		11-00-0893	M	12.00	67033	8/21/23

SHERMAN CO COMM DEVELOP								12.00		
872 SHERMAN CO. HISTORICAL SO										
GEN23-348	1	8/01/23		MUSEUM SALES/PHOTO BOOK X 2		11-00-0893		36.00	67034	8/21/23

SHERMAN CO. HISTORICAL SO								36.00		
4025 SHERMAN COUNTY FARM BUREA										
GEN23-360	1	8/01/23		RETRACTABLE BANNERS/AG IN SHCO		36-01-4010		164.60	67035	8/21/23
GEN23-360	2	8/01/23		RETRACTABLE BANNERS/AG IN SHCO		11-17-3130		864.32	67035	8/21/23

SHERMAN COUNTY FARM BUREA								1028.92		
428 SHERMAN COUNTY LANDFILL										
002-00031461	1	7/10/23		C&D		15-42-3120		6.60	67036	8/21/23
002-00031801	1	7/24/23		C&D		11-17-3120		3.30	67036	8/21/23
002-00031841	1	7/25/23		C&D		11-17-3120		3.96	67036	8/21/23
002-00032023	1	7/31/23		C&D		11-02-3120		.33	67036	8/21/23

SHERMAN COUNTY LANDFILL								14.19		
3714 TORCUP INC										
415865	1	6/06/23	20021	REPAIRS & CALIBRATION		15-40-3060		403.01	67037	8/21/23

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				TORCUP INC				403.01		
				3568 UNDERGROUND VAULTS						
1017060	1	8/15/23		SHRED SERVICE		11-03-3120		47.00	67038	8/21/23
				UNDERGROUND VAULTS				47.00		
				972 UNIFIRST CORPORATION						
1930053146	1	7/03/23		UNIFORMS		21-42-3160		43.50	67039	8/21/23
1930053146	2	7/03/23		UNIFORMS		21-40-3160		22.81	67039	8/21/23
1930053146	3	7/03/23		UNIFORMS		23-41-3160		22.80	67039	8/21/23
1930054259	1	7/10/23		UNIFORMS		21-42-3160		43.50	67039	8/21/23
1930054259	2	7/10/23		UNIFORMS		21-40-3160		22.80	67039	8/21/23
1930054259	3	7/10/23		UNIFORMS		23-41-3160		22.81	67039	8/21/23
1930055179	1	7/17/23		UNIFORMS		21-42-3160		62.11	67039	8/21/23
1930055179	2	7/17/23		UNIFORMS		21-40-3160		24.00	67039	8/21/23
1930055179	3	7/17/23		UNIFORMS		23-41-3160		22.80	67039	8/21/23
1930056121	1	7/24/23		UNIFORMS		21-42-3160		48.90	67039	8/21/23
1930056121	2	7/24/23		UNIFORMS		21-40-3160		22.79	67039	8/21/23
1930056121	3	7/24/23		UNIFORMS		23-41-3160		22.83	67039	8/21/23
				UNIFIRST CORPORATION				381.65		
				3524 VERIZON						
9940859764	1	7/31/23		CELL PHONES/HOT SPOTS		11-02-2180		40.01	67040	8/21/23
9940859764	2	7/31/23		CELL PHONES		11-03-2180		384.67	67040	8/21/23
9940859764	3	7/31/23		IPAD		11-06-2180		40.01	67040	8/21/23
9940859764	4	7/31/23		IPAD		11-09-3120		40.01	67040	8/21/23
9940859764	5	7/31/23		ON CALL/IPAD		11-11-3120		64.37	67040	8/21/23
9940859764	6	7/31/23		IPAD/CELL PHONE		15-42-3120		81.64	67040	8/21/23
9940859764	7	7/31/23		ON CALL PHONE		15-42-3120		24.36	67040	8/21/23
9940859764	8	7/31/23		CELL PHONE		11-06-2180		41.63	67040	8/21/23
9940859764	9	7/31/23		IPAD/GIS TABLET		21-40-2180		80.02	67040	8/21/23
9940859764	10	7/31/23		HOT SPOTS		25-01-4020		320.82	67040	8/21/23
				VERIZON				1117.54		
				3313 VISA						
GEN23-304	1	6/30/23		CREDIT/ARIAT		11-11-3160		137.22-	67043	8/21/23
GEN23-349	1	7/31/23		CALENDAR/INSERTS BROWN		11-02-3120		153.95	67043	8/21/23
GEN23-350	1	7/31/23		LCD DISPLAY JOHN DEERE 6320SE		11-11-3060		53.29	67043	8/21/23
GEN23-361	1	7/31/23		SCHEDULING PROGRAM/POOL		11-25-3120		24.95	67043	8/21/23
GEN23-361	2	7/31/23		SH THEATRE GIFTCARD/SCAVENGER		11-17-3120		20.00	67043	8/21/23
GEN23-361	3	7/31/23		J&K BURGERS/SCAVENGER HUNT		11-17-3120		20.00	67043	8/21/23
GEN23-361	4	7/31/23		NOMEX WRAP/PO 19588		11-17-3120		261.91	67043	8/21/23
GEN23-362	1	7/31/23		FEMALE EXTENSION SEAT BELT		11-06-3170		62.86	67043	8/21/23
GEN23-363	1	7/31/23		JEANS/SHIRTS PO 20151		15-42-3160		381.28	67043	8/21/23
GEN23-363	2	7/31/23		JEANS/SHIRTS PO 20151		15-42-3160		751.77	67043	8/21/23
GEN23-363	3	7/31/23		WORK SHIRTS PO 20159		15-40-3160		42.62	67043	8/21/23
GEN23-363	4	7/31/23		WORK JEANS PO 20158		15-40-3160		315.82	67043	8/21/23
GEN23-364	1	7/31/23		BURIED CABLE SIGNS/PO 20149		15-42-2130		300.06	67043	8/21/23
GEN23-364	2	7/31/23		WORK SHIRTS/PO 20150		15-42-3160		173.38	67043	8/21/23
GEN23-365	1	7/31/23		CANDY/PARADES		11-03-3120		369.98	67043	8/21/23
GEN23-365	2	7/31/23		EMPLOYEE OF QUARTER GIFT CARDS		11-03-3120		300.00	67043	8/21/23

INVOICE NO	LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE	
					CD	GL ACCOUNT					

3313 VISA											
GEN23-365	3	7/31/23		MEAL/WRIGHT TRAINING		11-03-2190		14.96	67043	8/21/23	
GEN23-365	4	7/31/23		FUEL/WRIGHT TRAINING		11-03-2190		43.13	67043	8/21/23	
GEN23-365	5	7/31/23		MEAL/WRIGHT TRAINING		11-03-2190		21.59	67043	8/21/23	
GEN23-365	6	7/31/23		WRIGHT MATERIALS FOR TRAINING		11-03-3120		21.49	67043	8/21/23	
GEN23-365	7	7/31/23		MEAL/WRIGHT TRAINING		11-03-2190		23.09	67043	8/21/23	
GEN23-365	8	7/31/23		MEAL/WRIGHT TRAINING		11-03-2190		24.02	67043	8/21/23	
GEN23-365	9	7/31/23		FUEL/WRIGHT TRAINING		11-03-2190		40.01	67043	8/21/23	
GEN23-365	10	7/31/23		MEAL/WRIGHT TRAINING		11-03-2190		11.96	67043	8/21/23	
GEN23-365	11	7/31/23		MEAL/WRIGHT TRAINING		11-03-2190		13.97	67043	8/21/23	
GEN23-365	12	7/31/23		HOTEL/WRIGHT TRAINING		11-03-2190		560.07	67043	8/21/23	
GEN23-366	1	7/31/23		POSTAGE		11-03-3130		4.05	67043	8/21/23	
GEN23-367	1	7/31/23		WORK JEANS/ARIAT		11-11-3160		137.22	67043	8/21/23	

VISA								4010.21			
2895 VISION CARE DIRECT ADM.											
PR20230811	1	8/11/23		VISION CARE DIR		11-00-0012	N	107.47	66978	8/18/23	
PR20230811	2	8/11/23		VISION CARE DIR		15-00-0012	N	122.98	66978	8/18/23	
VISION CARE DIRECT ADM.								-----	230.45		
***** REPORT TOTAL *****								-----	4608099.47		

JRNL ID/ ACCOUNT NUMBER	OTHER NUMBER/ ACCOUNT TITLE	OTHER REFERENCE/ REFERENCE	DEBIT	CREDIT	BANK #
PAYROLL					
11-00-0011	GENERAL EMP TAX A/P	SS/MED EMPE GEN	5,322.53		
11-00-0001	GENERAL OPERATING CASH	SS/MED EMPE GEN		5,322.53	1
15-00-0011	ELECTRIC EMP TAX A/P	SS/MED EMPE ELE	2,414.80		
15-00-0001	ELECTRIC CASH	SS/MED EMPE ELE		2,414.80	1
21-00-0011	WATER EMP TAX A/P	SS/MED EMPE WAT	530.25		
21-00-0001	WATER CASH	SS/MED EMPE WAT		530.25	1
23-00-0011	SEWER EMP TAX A/P	SS/MED EMPE SEW	219.26		
23-00-0001	SEWER CASH	SS/MED EMPE SEW		219.26	1
11-00-0011	GENERAL EMP TAX A/P	SS/MED EMPE GEN	5,322.53		
11-00-0001	GENERAL OPERATING CASH	SS/MED EMPE GEN		5,322.53	1
15-00-0011	ELECTRIC EMP TAX A/P	SS/MED EMPE ELE	2,414.80		
15-00-0001	ELECTRIC CASH	SS/MED EMPE ELE		2,414.80	1
21-00-0011	WATER EMP TAX A/P	SS/MED EMPE WAT	530.25		
21-00-0001	WATER CASH	SS/MED EMPE WAT		530.25	1
23-00-0011	SEWER EMP TAX A/P	SS/MED EMPE SEW	219.26		
23-00-0001	SEWER CASH	SS/MED EMPE SEW		219.26	1
11-00-0011	GENERAL EMP TAX A/P	FED TAX GEN	4,688.86		
11-00-0001	GENERAL OPERATING CASH	FED TAX GEN		4,688.86	1
15-00-0011	ELECTRIC EMP TAX A/P	FED TAX ELE	2,173.10		
15-00-0001	ELECTRIC CASH	FED TAX ELE		2,173.10	1
21-00-0011	WATER EMP TAX A/P	FED TAX WAT	503.09		
21-00-0001	WATER CASH	FED TAX WAT		503.09	1
23-00-0011	SEWER EMP TAX A/P	FED TAX SEW	93.59		
23-00-0001	SEWER CASH	FED TAX SEW		93.59	1
11-00-0011	GENERAL EMP TAX A/P	STATE TAX GEN	2,585.59		
11-00-0001	GENERAL OPERATING CASH	STATE TAX GEN		2,585.59	1
15-00-0011	ELECTRIC EMP TAX A/P	STATE TAX ELE	1,363.60		
15-00-0001	ELECTRIC CASH	STATE TAX ELE		1,363.60	1
21-00-0011	WATER EMP TAX A/P	STATE TAX WAT	272.38		
21-00-0001	WATER CASH	STATE TAX WAT		272.38	1
23-00-0011	SEWER EMP TAX A/P	STATE TAX SEW	100.12		
23-00-0001	SEWER CASH	STATE TAX SEW		100.12	1
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	STOP LOSS 08/01	5,063.55		
07-00-0001	SELF INSUR CASH	STOP LOSS 08/01		5,063.55	1
15-44-2140	ELEC. COMM & GEN PROF. SERV.	CC TRANS	669.60		
15-00-0001	ELECTRIC CASH	CC TRANS		669.60	1
15-44-2140	ELEC. COMM & GEN PROF. SERV.	CC POS	2,359.79		
15-00-0001	ELECTRIC CASH	CC POS		2,359.79	1
45-01-1050	EMP BENEFIT HEALTH/ACC INSUR	BCBS GEN	14,996.03		
45-00-0001	EMP BENEFITS CASH	BCBS GEN		14,996.03	1
15-40-1050	ELEC. PROD. INSURANCE	BCBS ELPR	2,803.94		
15-00-0001	ELECTRIC CASH	BCBS ELPR		2,803.94	1
15-42-1050	ELEC. DIST. INSURANCE	BCBS ELDI	4,441.35		
15-00-0001	ELECTRIC CASH	BCBS ELDI		4,441.35	1
15-44-1050	ELEC. COMM & GEN INSURANCE	BCBS ELCG	3,110.57		
15-00-0001	ELECTRIC CASH	BCBS ELCG		3,110.57	1
21-40-1050	WATER PROD. INSURANCE	BCBS WAPR	704.21		
21-00-0001	WATER CASH	BCBS WAPR		704.21	1
21-42-1050	WATER DIST. INSURANCE	BCBS WADI	837.45		
21-00-0001	WATER CASH	BCBS WADI		837.45	1
23-41-1050	SEWER TREATMENT INSURANCE	BCBS SETR	182.98		

JRNL ID/ ACCOUNT NUMBER	OTHER NUMBER/ ACCOUNT TITLE	OTHER REFERENCE/ REFERENCE	DEBIT	CREDIT	BANK #
23-00-0001	SEWER CASH	BCBS SETR		182.98	1
23-43-1050	SEWER COLL. INSURANCE	BCBS SECO	731.90		
23-00-0001	SEWER CASH	BCBS SECO		731.90	1
Journal Total :			64,655.38	64,655.38	
Sub Total			64,655.38	64,655.38	
** Report Total **			64,655.38	64,655.38	

FUND	NAME	DEBITS	CREDITS
07	SELF INSURANCE	5,063.55	5,063.55
11	GENERAL	17,919.51	17,919.51
15	ELECTRIC UTILITY	21,751.55	21,751.55
21	WATER UTILITY	3,377.63	3,377.63
23	SEWER UTILITY	1,547.11	1,547.11
45	EMPLOYEE BENEFIT	14,996.03	14,996.03
TOTALS		64,655.38	64,655.38

** Transactions affected cash may need to be entered in Bank Rec! **
 ** Review transactions that have a number in the Bank # column. **

ACCOUNT NUMBER	ACCOUNT TITLE	DEBITS	CREDITS	NET
07-00-0001	SELF INSUR CASH	.00	5,063.55	5,063.55-
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	5,063.55	.00	5,063.55
11-00-0001	GENERAL OPERATING CASH	.00	17,919.51	17,919.51-
11-00-0011	GENERAL EMP TAX A/P	17,919.51	.00	17,919.51
15-00-0001	ELECTRIC CASH	.00	21,751.55	21,751.55-
15-00-0011	ELECTRIC EMP TAX A/P	8,366.30	.00	8,366.30
15-40-1050	ELEC. PROD. INSURANCE	2,803.94	.00	2,803.94
15-42-1050	ELEC. DIST. INSURANCE	4,441.35	.00	4,441.35
15-44-1050	ELEC. COMM & GEN INSURANCE	3,110.57	.00	3,110.57
15-44-2140	ELEC. COMM & GEN PROF. SERV.	3,029.39	.00	3,029.39
21-00-0001	WATER CASH	.00	3,377.63	3,377.63-
21-00-0011	WATER EMP TAX A/P	1,835.97	.00	1,835.97
21-40-1050	WATER PROD. INSURANCE	704.21	.00	704.21
21-42-1050	WATER DIST. INSURANCE	837.45	.00	837.45
23-00-0001	SEWER CASH	.00	1,547.11	1,547.11-
23-00-0011	SEWER EMP TAX A/P	632.23	.00	632.23
23-41-1050	SEWER TREATMENT INSURANCE	182.98	.00	182.98
23-43-1050	SEWER COLL. INSURANCE	731.90	.00	731.90
45-00-0001	EMP BENEFITS CASH	.00	14,996.03	14,996.03-
45-01-1050	EMP BENEFIT HEALTH/ACC INSUR	14,996.03	.00	14,996.03
TRANSACTION TOTALS		64,655.38	64,655.38	.00

JRNL ID/ ACCOUNT NUMBER	OTHER NUMBER/ ACCOUNT TITLE	OTHER REFERENCE/ REFERENCE	DEBIT	CREDIT	BANK #
PAYROLL					
11-00-0011	GENERAL EMP TAX A/P	SS/MED EMPE GEN	5,303.22		
11-00-0001	GENERAL OPERATING CASH	SS/MED EMPE GEN		5,303.22	1
15-00-0011	ELECTRIC EMP TAX A/P	SS/MED EMPE ELE	2,383.99		
15-00-0001	ELECTRIC CASH	SS/MED EMPE ELE		2,383.99	1
21-00-0011	WATER EMP TAX A/P	SS/MED EMPE WAT	527.58		
21-00-0001	WATER CASH	SS/MED EMPE WAT		527.58	1
23-00-0011	SEWER EMP TAX A/P	SS/MED EMPE SEW	194.22		
23-00-0001	SEWER CASH	SS/MED EMPE SEW		194.22	1
11-00-0011	GENERAL EMP TAX A/P	SS/MED EMPE GEN	5,303.22		
11-00-0001	GENERAL OPERATING CASH	SS/MED EMPE GEN		5,303.22	1
15-00-0011	ELECTRIC EMP TAX A/P	SS/MED EMPE ELE	2,383.99		
15-00-0001	ELECTRIC CASH	SS/MED EMPE ELE		2,383.99	1
21-00-0011	WATER EMP TAX A/P	SS/MED EMPE WAT	527.58		
21-00-0001	WATER CASH	SS/MED EMPE WAT		527.58	1
23-00-0011	SEWER EMP TAX A/P	SS/MED EMPE SEW	194.22		
23-00-0001	SEWER CASH	SS/MED EMPE SEW		194.22	1
11-00-0011	GENERAL EMP TAX A/P	FED TAX GEN	4,613.83		
11-00-0001	GENERAL OPERATING CASH	FED TAX GEN		4,613.83	1
15-00-0011	ELECTRIC EMP TAX A/P	FED TAX ELE	2,113.87		
15-00-0001	ELECTRIC CASH	FED TAX ELE		2,113.87	1
21-00-0011	WATER EMP TAX A/P	FED TAX WAT	496.52		
21-00-0001	WATER CASH	FED TAX WAT		496.52	1
23-00-0011	SEWER EMP TAX A/P	FED TAX SEW	102.31		
23-00-0001	SEWER CASH	FED TAX SEW		102.31	1
11-00-0011	GENERAL EMP TAX A/P	STATE TAX GEN	2,524.79		
11-00-0001	GENERAL OPERATING CASH	STATE TAX GEN		2,524.79	1
15-00-0011	ELECTRIC EMP TAX A/P	STATE TAX ELE	1,337.42		
15-00-0001	ELECTRIC CASH	STATE TAX ELE		1,337.42	1
21-00-0011	WATER EMP TAX A/P	STATE TAX WAT	266.75		
21-00-0001	WATER CASH	STATE TAX WAT		266.75	1
23-00-0011	SEWER EMP TAX A/P	STATE TAX SEW	101.93		
23-00-0001	SEWER CASH	STATE TAX SEW		101.93	1
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	STOP LOSS 08/08	10,026.46		
07-00-0001	SELF INSUR CASH	STOP LOSS 08/08		10,026.46	1
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	STOP LOSS 08/15	6,741.18		
07-00-0001	SELF INSUR CASH	STOP LOSS 08/15		6,741.18	1
15-50-5020	ELECTRIC COMPENSATING TAX	COMP TAX JULY	66.49		
15-00-0001	ELECTRIC CASH	COMP TAX JULY		66.49	1
14-01-5080	SALES TAX REMITTANCE TO STATE	SALES TAX JULY	20,646.26		
14-00-0001	SALE TAX CASH	SALES TAX JULY		20,646.26	1
15-50-5020	ELECTRIC COMPENSATING TAX	SALES TAX JULY	3,086.00		
15-00-0001	ELECTRIC CASH	SALES TAX JULY		3,086.00	1
21-52-5080	WATER COMPENSATING TAX REMIT.	SALES TAX JULY	3.06		
21-00-0001	WATER CASH	SALES TAX JULY		3.06	1
11-25-3130	GEN OP ST WATER PK CONC. SUPP	SALES TAX JULY	228.93		
11-00-0001	GENERAL OPERATING CASH	SALES TAX JULY		228.93	1
11-00-0893	GENERAL OP. MISC RECEIPTS	SALES TAX JULY	35.83		
11-00-0001	GENERAL OPERATING CASH	SALES TAX JULY		35.83	1
12-01-6010	BOND & INT. BOND PRIN	ST BOND PRIN PYMT	250,000.00		
12-00-0001	BOND & INTEREST CASH	ST BOND PRIN PYMT		250,000.00	1
12-01-6020	BOND & INT. BOND INT.	ST BOND INT PYMT	19,000.00		

JRNL ID/ ACCOUNT NUMBER	OTHER NUMBER/ ACCOUNT TITLE	OTHER REFERENCE/ REFERENCE	DEBIT	CREDIT	BANK #
12-00-0001	BOND & INTEREST CASH	ST BOND INT PYMT		19,000.00	1
38-01-4080	CAP IMP RES FUND WATER UTILITY	WA BOND PYMT	232,718.75		
38-00-0001	CAP IMP RES FUND CASH	WA BOND PYMT		232,718.75	1
Journal Total :			570,928.40	570,928.40	
Sub Total			570,928.40	570,928.40	
** Report Total **			570,928.40	570,928.40	

FUND	NAME	DEBITS	CREDITS
07	SELF INSURANCE	16,767.64	16,767.64
11	GENERAL	18,009.82	18,009.82
12	BOND AND INTEREST	269,000.00	269,000.00
14	SALES TAX	20,646.26	20,646.26
15	ELECTRIC UTILITY	11,371.76	11,371.76
21	WATER UTILITY	1,821.49	1,821.49
23	SEWER UTILITY	592.68	592.68
38	CAPITAL RESERVE	232,718.75	232,718.75
TOTALS		570,928.40	570,928.40

** Transactions affected cash may need to be entered in Bank Rec! **
 ** Review transactions that have a number in the Bank # column. **

ACCOUNT NUMBER	ACCOUNT TITLE	DEBITS	CREDITS	NET
07-00-0001	SELF INSUR CASH	.00	16,767.64	16,767.64-
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	16,767.64	.00	16,767.64
11-00-0001	GENERAL OPERATING CASH	.00	18,009.82	18,009.82-
11-00-0011	GENERAL EMP TAX A/P	17,745.06	.00	17,745.06
11-00-0893	GENERAL OP. MISC RECEIPTS	35.83	.00	35.83
11-25-3130	GEN OP ST WATER PK CONC. SUPP	228.93	.00	228.93
12-00-0001	BOND & INTEREST CASH	.00	269,000.00	269,000.00-
12-01-6010	BOND & INT. BOND PRIN	250,000.00	.00	250,000.00
12-01-6020	BOND & INT. BOND INT.	19,000.00	.00	19,000.00
14-00-0001	SALE TAX CASH	.00	20,646.26	20,646.26-
14-01-5080	SALES TAX REMITTANCE TO STATE	20,646.26	.00	20,646.26
15-00-0001	ELECTRIC CASH	.00	11,371.76	11,371.76-
15-00-0011	ELECTRIC EMP TAX A/P	8,219.27	.00	8,219.27
15-50-5020	ELECTRIC COMPENSATING TAX	3,152.49	.00	3,152.49
21-00-0001	WATER CASH	.00	1,821.49	1,821.49-
21-00-0011	WATER EMP TAX A/P	1,818.43	.00	1,818.43
21-52-5080	WATER COMPENSATING TAX REMIT.	3.06	.00	3.06
23-00-0001	SEWER CASH	.00	592.68	592.68-
23-00-0011	SEWER EMP TAX A/P	592.68	.00	592.68
38-00-0001	CAP IMP RES FUND CASH	.00	232,718.75	232,718.75-
38-01-4080	CAP IMP RES FUND WATER UTILITY	232,718.75	.00	232,718.75
TRANSACTION TOTALS		570,928.40	570,928.40	.00

PAYROLL REGISTER

ORDINANCE #2023-P16

8/18/2023

<u>DEPARTMENT</u>	<u>GROSS PAY</u>
GENERAL	70,101.29
ELECTRIC	31,909.12
WATER	7,053.82
SEWER	2,552.50
TOTAL	<u>111,616.73</u>

PASSED AND SIGNED THIS _____ DAY OF _____, 2023

CITY CLERK

MAYOR



CITY COMMISSION COMMUNICATION FORM

FROM: Neal Thornburg, Water & Sewer Superintendent
Kent Brown, City Manager

DATE: 8/21/2023

ITEM: Water tower maintenance inspection report and recommendations

NEXT STEP: Staff direction

ORDINANCE
 MOTION
 INFORMATION

I. REQUEST OR ISSUE: The purpose of the original project was to solicit qualifications and cost proposals from firms to provide inspection, cleaning, sampling of water and accumulated sediment, conducting a condition assessment report detailing observations and deficiencies of three (3) water tower storage tanks and two (2) clearwell tanks for the next three (3) years. This report and discussion is to review the condition assessment report and the priority of projects identified within the report.

II. RECOMMENDED ACTION / NEXT STEP:
Staff is requesting direction to develop proposals to address the projects identified over a set time period up to 5, 10 or more years.

III. FISCAL IMPACTS:
No fiscal impacts with the report. Depending on the number of projects and time period, there will be significant fiscal impacts.

IV. BACKGROUND INFORMATION:
From the March 20, 2023 City Commission minutes:
D. RFP 2023-02: Water Storage Tank Maintenance Inspection Program – Kent stated, the City received four responses. H2O solutions did not comply with bid request so bid will not be considered. Commissioner Howard asked, have any of the companies been used in the past? Neal stated, we have used Maguire Iron. Mayor Thompson asked, where is Viking Industrial based? Neal stated, they are based in Nebraska, and have many other Cities in the state of Kansas. Staff is recommending the low bid that meets criteria of RFP. ON A MOTION by Mayor Thompson to approve the bid from Viking Industrial Painting for a three year contract in the amount of \$45,540.00 for water storage tank maintenance inspection seconded by Commissioner Myers. MOTION carried on a VOTE of 5-0.

Staff has received water tower maintenance inspection reports as required over the years. However, the urgency to address the issues identified increases with each passing year and the limitation of available resources has made it difficult to set out a plan to systematically address these issues. Maintaining these assets will allow the towers to continue to be in service for the next 50 to 100 years.

V. **LEGAL ISSUES:** None

VI. **CONFLICTS OR ENVIRONMENTAL ISSUES:**

SUMMARY AND ALTERNATIVES:

Commission may take one of the following actions:

1. Approve the proposal as requested.
2. Reject the proposal and move to deny the request.
3. Direct staff to pursue an alternative approach.



AGENDA ITEM #
CITY COMMISSION COMMUNICATION FORM

FROM: Kent Brown, City Manager
Kenton Keith, Streets Superintendent
Dustin Bedore, Director of Public Power

DATE: 8/21/2023

ITEM: TEAP Study – 11th/Main and 12th/Main intersections

NEXT STEP: Information and Staff direction

ORDINANCE
 MOTION
 INFORMATION

I. REQUEST OR ISSUE:

The attached study is included for your review. Staff is seeking direction on the recommendations as listed on page 1 of the report in the executive summary and recommendations. The base recommendation is to remove the existing traffic signals at both intersections. The alternative recommendation is to keep the traffic signals at both intersections with upgrades to current day standards and technology on the signals.

II. RECOMMENDED ACTION / NEXT STEP:

Recommendation: Discussion by Commission – Staff Direction.

III. FISCAL IMPACTS:

Some costs to remove signals and install other devices for base recommendation.
Costs to upgrade signals for alternative recommendation.

IV. BACKGROUND INFORMATION:

The City of Goodland requested KDOT perform a TEAP study of the intersections of 11th/Main St. and 12th/Main St. to estimate existing traffic demands and provide guidance on the proper traffic control scheme for the two intersections.

TEAP (Traffic Engineering Assistance Program) is a program funded by KDOT and BG Consultants was selected to complete the study. BG Consultants performed traffic data collection and study of the 12th & Main and the 13th & Main traffic signals. Per Jason Hoskinson of BG Consultants, they had completed the study a while ago and but the draft copy to the City was overlooked.

City of Goodland, Kansas

11th & Main Street and 12th & Main Street Traffic Engineering Assistance Program (TEAP) Study

Prepared by:



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Appendix C – PM Peak Hour Level of Service Reports	

Executive Summary and Recommendations

The purpose of this Traffic Engineering Assistance Program (TEAP) study is to evaluate the appropriateness of the existing traffic signal control in the Study Area intersections of 11th Street/Main Street and 12th Street/Main Street in Goodland, Kansas. This report documents the analysis and findings pertaining to roadway and traffic characteristics as well as the current use of traffic control devices and recommendations for possible improvements to enhance safety and operations.

The Study Area intersections are located within the Central Business District (CBD) area of Goodland. Numerous businesses are located along the Main Street corridor. Street characteristics and traffic patterns are typical for CBD areas including on-street parking, slow traffic speeds, and wide sidewalks for enhanced pedestrian accommodations.

Typical weekday traffic data was obtained at both the Study Area intersections. The data was used to evaluate the appropriateness of using traffic signal control at the intersections. The AM and PM peak hour data of the typical weekday was also used to evaluate traffic operations of alternative forms of traffic control including an All-Way STOP condition, Two-Way STOP condition, and conversion of the intersections to a roundabout style of intersection geometry.

Recommendations and Suggestions:

Due to the similarities in street characteristics, traffic volume/patterns, and traffic operations, the following recommendations apply to both the 11th Street/Main Street and the 12th Street/Main Street intersections. **We also recommend the same recommendation be applied concurrently to both intersections.**

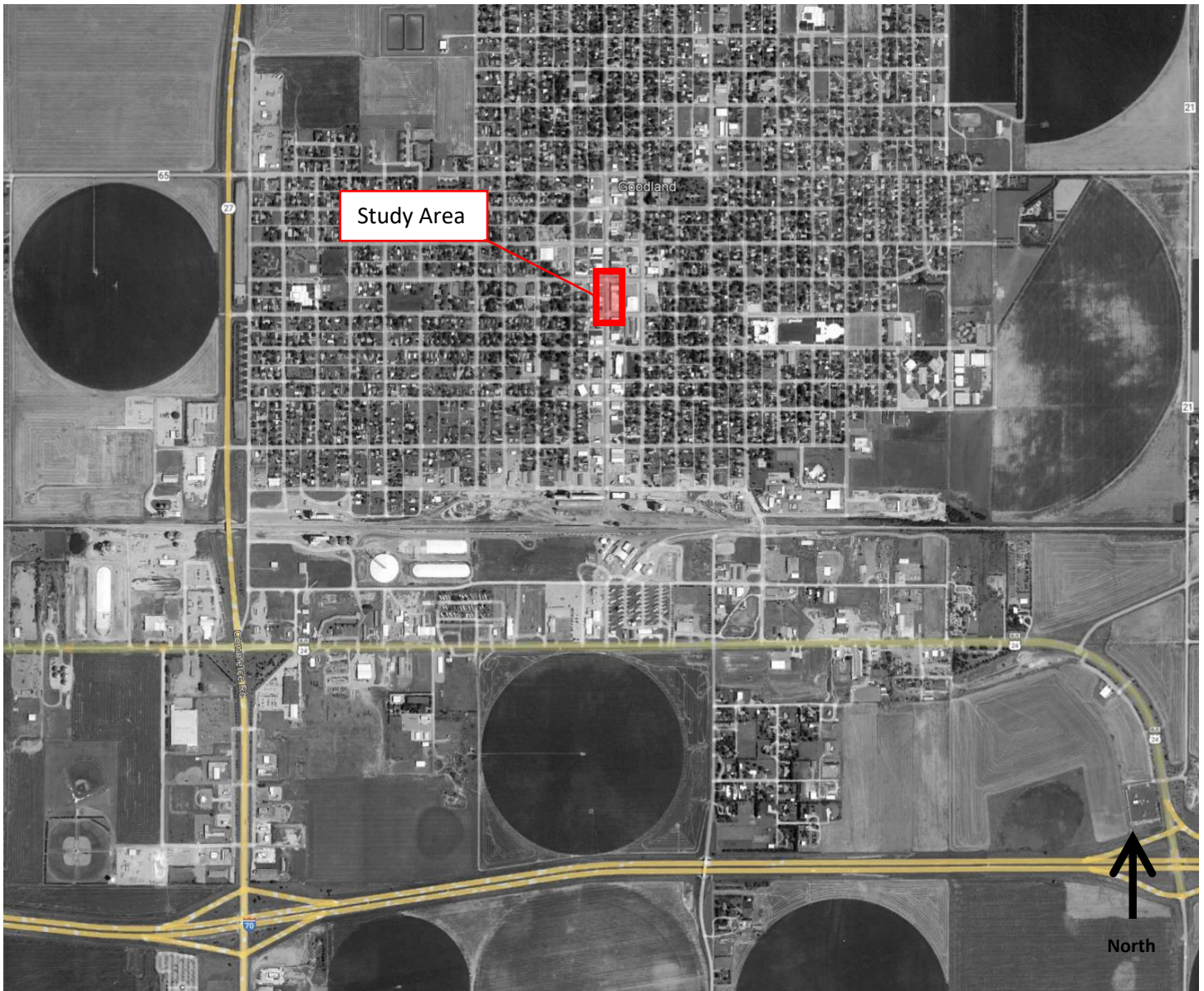
Base Recommendation: The existing traffic signal control should be removed in accordance with the procedures outlined in Section 4B.02 of the *MUTCD*. Two-Way STOP Control should be implemented with 11th Street and 12th Street being the STOP controlled approaches at Main Street. The conversion should include the installation of STOP signs with street name signs for the STOP controlled approaches in advance of the crosswalk. 24" White pavement marking STOP lines should also be installed and/or refreshed on the 11th Street and 12th Street approaches to Main Street. Main Street STOP lines should be removed at the 11th Street and 12th Street approaches.

Alternative Recommendation: As an alternative to the Base Recommendation, the intersections of 11th Street/Main Street and 12th Street/Main Street could remain as traffic signal controlled intersections on the basis of Traffic Signal Warrant #6. If this Alternative Recommendation is pursued by the City of Goodland, we recommend the signal systems be upgraded to current day standards and technology to include vehicle detection, battery backup, updated controller, and an accessible pedestrian signal system.

Introduction

The City of Goodland requested the Kansas Department of Transportation (KDOT) perform a Traffic Engineering Assistance Program (TEAP) study of the intersections of 11th Street/Main Street and 12th Street/Main Street to estimate existing traffic demands and provide guidance on the proper traffic control scheme for the two intersections. Figure 1 below shows the Study Area within the City Limits.

Figure 1 – Study Area Map (City of Goodland, KS)



Existing Conditions and Data Collection

This section summarizes some of the key current-day street and traffic characteristics of the Study Area intersections. Traffic data was collected during the weekdays of November 17-19, 2020 (Tuesday thru Thursday) and included sufficient data to encompass peak-hour turning movement counts with sufficient hourly intersection volume to enable traffic signal warrant analyses. The following information summarizes the existing conditions and peak hour turning movements.

- **Main Street:**
 - Area Development Characteristics: Central Business District
 - 2-lane brick street (48' wide) with curb and gutter and angled on-street parking
 - +/-70' wide with sidewalks on both sides of the street
 - Low Speed facility (30-mph or less); ±1,500 vehicles per day
- **11th Street and 12th Street @ Main Street:**
 - Area Development Characteristics: Central Business District
 - 2-lane brick street (48' wide) with curb and gutter and angled on-street parking
 - +/-70' wide with sidewalks on both sides of the street
 - Low Speed facility (30-mph or less); ±600 vehicles per day

11th Street and Main Street		
AM Peak Hour 9:45 am - 10:45 am	Midday Peak Hour 11:45 am - 12:45 pm	PM Peak Hour 2:45 pm - 3:45 pm
<p>Turning movements and volumes for 11th St and Main St AM Peak Hour:</p> <ul style="list-style-type: none"> Northbound (Main St): 15 vph (left), 37 vph (through), 8 vph (right) Southbound (Main St): 10 vph (left), 41 vph (through), 10 vph (right) Eastbound (11th St): 6 vph (left), 11 vph (through), 9 vph (right) Westbound (11th St): 5 vph (left), 15 vph (through), 10 vph (right) 	<p>Turning movements and volumes for 11th St and Main St Midday Peak Hour:</p> <ul style="list-style-type: none"> Northbound (Main St): 14 vph (left), 54 vph (through), 2 vph (right) Southbound (Main St): 6 vph (left), 60 vph (through), 7 vph (right) Eastbound (11th St): 9 vph (left), 22 vph (through), 11 vph (right) Westbound (11th St): 1 vph (left), 6 vph (through), 10 vph (right) 	<p>Turning movements and volumes for 11th St and Main St PM Peak Hour:</p> <ul style="list-style-type: none"> Northbound (Main St): 7 vph (left), 57 vph (through), 11 vph (right) Southbound (Main St): 8 vph (left), 71 vph (through), 7 vph (right) Eastbound (11th St): 6 vph (left), 19 vph (through), 9 vph (right) Westbound (11th St): 3 vph (left), 8 vph (through), 2 vph (right)
12th Street and Main Street		
AM Peak Hour 7:30 am - 8:30 am	Midday Peak Hour 11:30 am - 12:30 pm	PM Peak Hour 2:30 pm - 3:30 pm
<p>Turning movements and volumes for 12th St and Main St AM Peak Hour:</p> <ul style="list-style-type: none"> Northbound (Main St): 5 vph (left), 35 vph (through), 1 vph (right) Southbound (Main St): 8 vph (left), 52 vph (through), 2 vph (right) Eastbound (12th St): 17 vph (left), 19 vph (through), 0 vph (right) Westbound (12th St): 1 vph (left), 3 vph (through), 9 vph (right) 	<p>Turning movements and volumes for 12th St and Main St Midday Peak Hour:</p> <ul style="list-style-type: none"> Northbound (Main St): 17 vph (left), 63 vph (through), 6 vph (right) Southbound (Main St): 5 vph (left), 53 vph (through), 6 vph (right) Eastbound (12th St): 17 vph (left), 15 vph (through), 4 vph (right) Westbound (12th St): 9 vph (left), 7 vph (through), 14 vph (right) 	<p>Turning movements and volumes for 12th St and Main St PM Peak Hour:</p> <ul style="list-style-type: none"> Northbound (Main St): 21 vph (left), 54 vph (through), 2 vph (right) Southbound (Main St): 11 vph (left), 57 vph (through), 5 vph (right) Eastbound (12th St): 32 vph (left), 23 vph (through), 2 vph (right) Westbound (12th St): 8 vph (left), 4 vph (through), 3 vph (right)

Engineering Analyses Parameters and Design Guidance

The Study Area was evaluated for appropriateness of existing traffic control devices and for the feasibility of improving the Study Area to enhance traffic safety and operations. This TEAP Study analysis focused primarily on the appropriateness of the existing traffic signal control of the Study Area intersections and alternative methods for traffic control. The engineering evaluation parameters are based on the current edition of the MUTCD as well as traffic operation conditions outlined by the HCM.

Manual on Uniform Traffic Control Devices (MUTCD): The use of traffic control devices such as signs, pavement markings, and traffic signal systems in the State of Kansas should comply with the MUTCD. The engineering analyses in this study is based on the guidance provided in the Manual, including sign placement, the use of traffic signal-controlled intersections, the application of regulatory signs such as speed zones and STOP sign-controlled intersections, and the application of school zone signing.

The MUTCD provides guidance for determining the need for traffic signal control. Nine warrants are described in which a traffic signal may improve traffic operations. A traffic signal should not be installed unless 1 or more of these warrants is satisfied. Also, satisfaction of one or more of the 9 traffic signal warrants shall not in itself require the installation of a traffic control signal.

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing (based on pedestrian volume)
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near a Grade Crossing (Railroad)

Highway Capacity Manual (HCM): Traffic operations summarized in this study were completed using the methodologies of the HCM which outlines various approaches to estimate traffic operations for free flow and interrupted flow facilities. The quality of traffic operations are categorized in the form of Levels-of-Service (LOS). LOS A represents the best operating conditions and LOS F represents the worst operating conditions. LOS A-D are generally accepted as adequate traffic operations. The upper limit of LOS E is considered “capacity” of the roadway segment or intersection being analyzed. LOS F generally indicates demand exceeds the capacity of the specific movement. Synchro 11 software was used for a micro-simulation of the intersection. Table 1 summarizes the delay criteria.

Table 1: LOS Criteria for Interrupted Flow (Intersections)

Level of Service	Signalized Intersection Avg. Control Delay (sec/veh)	Unsignalized Intersection Avg. Control Delay (sec/veh)
A	0-10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

11th Street/Main Street Intersection Analysis

The following information summarizes the findings of the traffic signal warrant analysis for the 11th Street/Main Street intersection. Additional information and data are included in Appendix A.

- Warrants 1 or 2 are commonly used in the traffic engineering industry as a sound basis for recommending the use of traffic signal control at an intersection. Both of these warrants are intended to be applied in situations where a large volume of intersecting traffic on the side street is the principal reason for the traffic signal.
 - For Warrant 1, existing traffic must meet or exceed the conditions of the warrant for at least eight (8) 60-minute periods in a typical weekday. **There were no 60-minute periods during a typical weekday that met the threshold criteria for Warrant 1.**
 - For warrant 2, existing traffic must meet or exceed the conditions of the warrant for at least four (4) 60-minute periods in a typical weekday. **There were no 60-minute periods during a typical weekday that met the threshold criteria for Warrant 2.**
- Warrant 3 is intended for use at a location where, during at least one-hour of an average day, the side street traffic is of sufficient volume to cause undue delay to Main Street. Furthermore, the *MUTCD* states is “shall be applied only in unusual cases...that attract or discharge large numbers of vehicles over a short time.” **Current traffic data does not meet the minimum warrant criteria during any one-hour period of an average day.** Generally, there would need to be nearly four to five times as much traffic at this intersection to approach the threshold criteria of this warrant.
- Warrant 4 is based on pedestrian volume and traffic. The minimum number of pedestrians crossing Main Street would need to be well over 75 pedestrians per hour for at least 4-hours of a typical weekday to apply Warrant 4 as basis of installation.
- Warrant 5 is for school zone applications and is not applicable to this intersection.
- Warrant 6 is intended for use in a corridor with coordinated signal systems to aid in efficiently conveying through traffic on the Major Street with minimal delay. Because of the low traffic volumes on the side streets and the characteristics and because this area is within a CBD, this warrant could be applicable to these intersections if other schemes of traffic control are inappropriate.
- Warrants 7 thru 9 were not evaluated due to the warrants being inapplicable to this intersection’s environment and/or crash patterns.

11th Street/Main Street Traffic Signal Warrant Analysis Summary: Based on the information above and our traffic engineering analysis, traffic entering this intersection meets only one current-day traffic signal warrant in the *MUTCD*, Warrant 6 “Coordinated Signal System”. Per the *MUTCD*, satisfaction of one or more of the 9 traffic signal warrants shall not in itself require the installation of a traffic control signal.

Alternatives to Consider for Traffic Control: Several alternatives for traffic control at 11th Street/Main Street were analyzed against the baseline condition of traffic signal control. The alternatives are listed below followed by a tables summarizing the Level of Service (LOS) of the traffic operations.

- Alternative No. 1 – Maintain Existing Traffic Signal Control
- Alternative No. 2 – 4-Way STOP Control
- Alternative No. 3 – 2-Way STOP Control
- Alternative No. 4 – Roundabout Geometric Improvement

Table 2 – AM Peak Hour Traffic Operations Summary (11th & Main)

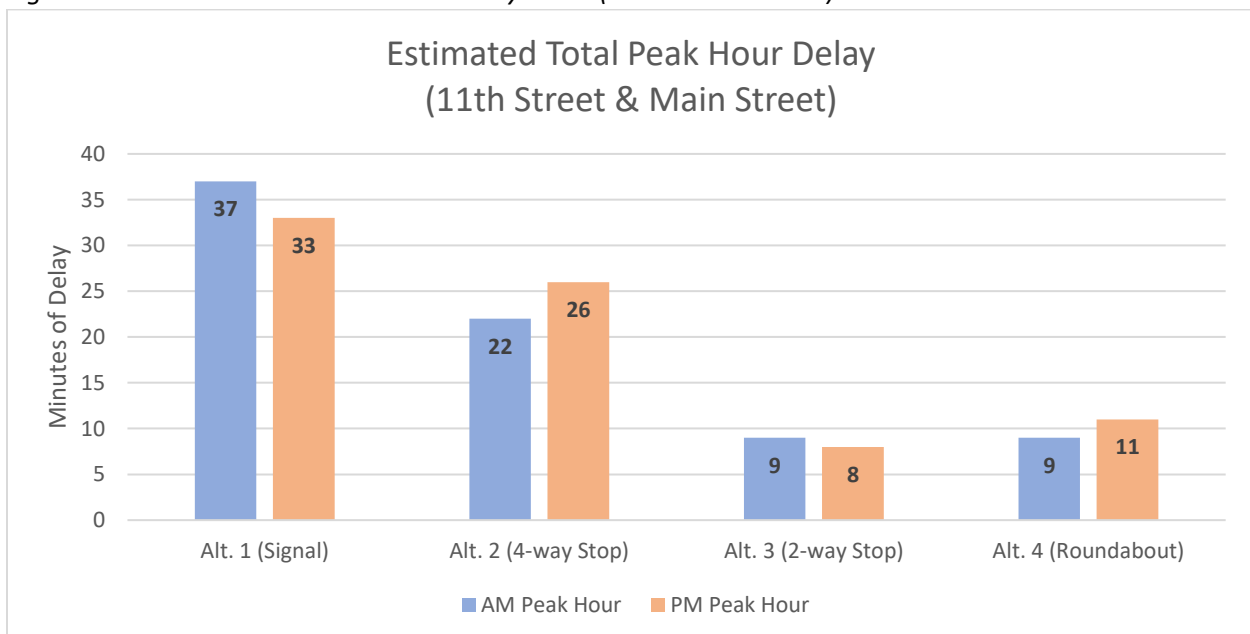
Summary of Traffic Operations Analysis (AM Peak Hour)										
	Main Street				11 th Street				Intersection	
	NB		SB		EB		WB			
	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)
Alternative No. 1 (Traffic Signal)	C	20.8	A	7.8	A	8.6	A	8.3	B	12.5
Alternative No. 2 (4-Way STOP)	A	7.4	A	7.3	A	7.1	A	7.2	A	7.3
Alternative No. 3 (2-Way STOP)	A	1.2	A	1.0	A	9.3	A	9.4	N/A	N/A
Alternative No. 4 (Roundabout)	A	3.1	A	3.1	A	2.9	A	3.0	A	3.1

Table 3 – PM Peak Hour Traffic Operations Summary (11th & Main)

Summary of Traffic Operations Analysis (PM Peak Hour)										
	Main Street				11 th Street				Intersection	
	NB		SB		EB		WB			
	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)
Alternative No. 1 (Traffic Signal)	B	17.9	A	8.5	B	11.2	B	10.5	B	12.9
Alternative No. 2 (4-Way STOP)	A	7.6	A	7.5	A	7.4	A	7.5	A	7.5
Alternative No. 3 (2-Way STOP)	A	0.7	A	1.1	B	10.0	B	10.0	N/A	N/A
Alternative No. 4 (Roundabout)	A	3.3	A	3.3	A	3.0	A	3.2	A	3.2

Another means of comparing the delay experienced by alternative solutions for controlling traffic at an intersection is to compare the estimated total peak hour delay experienced by all traffic entering the intersection during the specific time period(s). The following graph in Figure 2 conveys the total delay, tabulated in minutes, experienced by traffic traveling through the 11th Street/Main Street intersection for the alternatives evaluated.

Figure 2 – Estimated Total Peak Hour Delay Chart (11th & Main Street)



Alternative No. 1 – Maintain Existing Traffic Signal Control. The original basis of installation of the existing traffic signal condition is unknown. However, because the intersection is located within a signalized corridor with signalized intersections to the north and south, maintaining the existing traffic signal control scheme on the basis of Warrant #6 is a viable option to the City of Goodland. If this Alternative is pursued, the traffic signal system should be upgraded to current standards to include vehicle detection, battery backup, a new timing plan and accessible pedestrian signal system.

Alternative No. 2 – All-Way STOP Control. All-way STOP controlled intersections are most commonly used at locations where traffic on the intersection streets is approximately equal. Section 2B.07 of the MUTCD lists criteria that should be met when considering the use of an all-way STOP control scheme. Although the intersection would operate with reasonable LOS's, the 11th Street/Main Street intersection currently does not convey traffic volumes/patterns that meet the MUTCD criteria for implementing an All-way STOP configuration. This Alternative is therefore not recommended.

Alternative No. 3 – Two-Way STOP Control. Two-way STOP control at the 11th Street/Main Street intersection could be an appropriate traffic control scheme per the MUTCD with 11th Street being the STOP controlled approach. As would be expected, the delay to north/south Main Street traffic decreases significantly operating as a free-flow condition. The intersection would experience an estimated 75% reduction in overall delay experienced by peak hour traffic and traffic operations during peak hours would be at a desirable LOS B or better.

If this Alternative No. 3 is pursued, the process of removing a traffic signal system outlined in the MUTCD should be followed. The process would include an interim study period before full removal of the traffic signal infrastructure.

Alternative No. 4 – Roundabout Geometric Improvement. Geometric re-configuration of this intersection to a roundabout could be a viable, although expensive and impactful, solution. Properly designed modern urban roundabouts have been shown to have efficient traffic operations while enhancing traffic safety by providing a speed calming effect, reducing the number of conflict points, and decreasing the severity of traffic collision types.

Our analysis of converting the 11th Street/Main Street to a roundabout indicates the traffic operations (LOS) improvement as a roundabout would be comparable to a Two-Way STOP control solution. However, the roundabout would require significant reconstruction of the entire right-of-way, building-to-building as well as significant reduction of on-street parking on Main Street as well as on 11th Street.

BASE RECOMMENDATION FOR 11th STREET/MAIN STREET: The intersection of 11th Street/Main Street should be converted to a Two-Way STOP Control configuration. The process of removing the traffic signal system should comply with the MUTCD guidelines. It is anticipated this recommendation can be implemented with minimal effort for installing STOP signs, street name signs, installation of a STOP line on the 12th Street approaches and removal of any STOP line markings on Main Street at 12th Street.

ALTERNATIVE RECOMMENDATION FOR 11th STREET/MAIN STREET: As an alternative to the Base Recommendation, the intersection of 11th Street/Main Street could remain as a traffic signal controlled intersection. If this alternative recommendation is pursued by the City of Goodland, we recommend the signal system be upgraded to current day technology and standards to include vehicle detection, battery backup, updated controller, and an accessible pedestrian signal system.

12th Street/Main Street Intersection Analysis

The following information summarizes the findings of the traffic signal warrant analysis for the 12th Street/Main Street intersection. Additional information and data are included in Appendix A.

- Warrants 1 or 2 are commonly used in the traffic engineering industry as a sound basis for recommending the use of traffic signal control at an intersection. Both of these warrants are intended to be applied in situations where a large volume of intersecting traffic on the side street is the principal reason for the traffic signal.
 - For Warrant 1, existing traffic must meet or exceed the conditions of the warrant for at least eight (8) 60-minute periods in a typical weekday. **There were no 60-minute periods during a typical weekday that met the threshold criteria for Warrant 1.**
 - For warrant 2, existing traffic must meet or exceed the conditions of the warrant for at least four (4) 60-minute periods in a typical weekday. **There were no 60-minute periods during a typical weekday that met the threshold criteria for Warrant 2.**
- Warrant 3 is intended for use at a location where, during at least one-hour of an average day, the side street traffic is of sufficient volume to cause undue delay to Main Street. Furthermore, the *MUTCD* states is “shall be applied only in unusual cases...that attract or discharge large numbers of vehicles over a short time.” **Current traffic data does not meet the minimum warrant criteria during any one-hour period of an average day.** Generally, there would need to be nearly four to five times as much traffic at this intersection to approach the threshold criteria of this warrant.
- Warrant 4 is based on pedestrian volume and traffic volume. The minimum number of pedestrians crossing Main Street would need to be well over 75 pedestrians per hour for at least 4-hours of a typical weekday to apply Warrant 4 as basis of installation.
- Warrant 5 is for school zone applications and is not applicable to this intersection.
- Warrant 6 is intended for use in a corridor with coordinated signal systems to aid in efficiently conveying through traffic on the Major Street with minimal delay. Because of the low traffic volumes on the side streets and the characteristics and because this area is within a CBD, this warrant could be applicable to these intersections if other schemes of traffic control are inappropriate.
- Warrants 7 thru 9 were not evaluated due to the warrants being inapplicable to this intersection’s environment and/or crash patterns.

12th Street/Main Street Traffic Signal Warrant Analysis Summary: Based on the information above and our traffic engineering analysis, traffic entering this intersection meets only one current-day traffic signal warrant in the *MUTCD*, Warrant 6 “Coordinated Signal System”. Per the *MUTCD*, satisfaction of one or more of the 9 traffic signal warrants shall not in itself require the installation of a traffic control signal.

Alternatives to Consider for Traffic Control: Several alternatives for traffic control at 12th Street/Main Street were analyzed against the baseline condition of traffic signal control. The alternatives are listed below followed by a tables summarizing the Level of Service (LOS) of the traffic operations.

- Alternative No. 1 – Maintain Existing Traffic Signal Control
- Alternative No. 2 – 4-Way STOP Control
- Alternative No. 3 – 2-Way STOP Control
- Alternative No. 4 – Roundabout Geometric Improvement

Table 3 – AM Peak Hour Traffic Operations Summary (12th & Main)

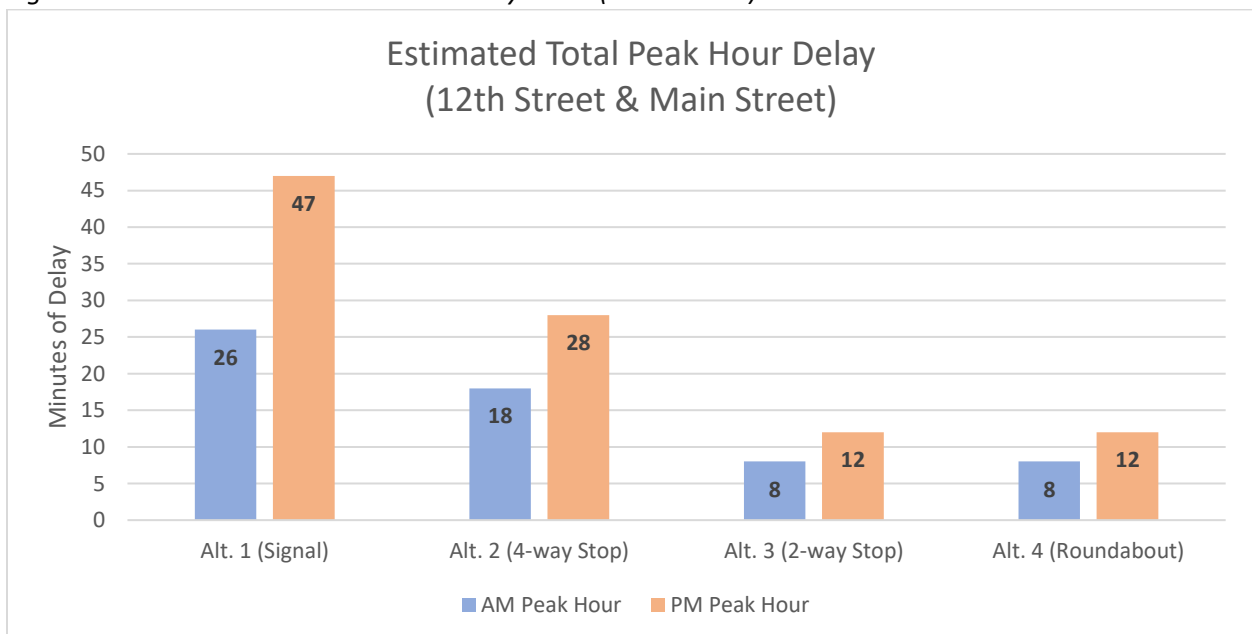
Summary of Traffic Operations Analysis (AM Peak Hour)										
	Main Street				12 th Street				Intersection	
	NB		SB		EB		WB			
	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)
Alternative No. 1 (Traffic Signal)	A	8.9	B	14.4	A	9.6	B	11.2	B	10.8
Alternative No. 2 (4-Way STOP)	A	7.3	A	7.3	A	7.4	A	7.2	A	7.3
Alternative No. 3 (2-Way STOP)	A	0.9	A	0.2	A	9.5	A	9.7	N/A	N/A
Alternative No. 4 (Roundabout)	A	3.1	A	3.0	A	2.9	A	3.0	A	3.0

Table 4 – PM Peak Hour Traffic Operations Summary (12th & Main)

Summary of Traffic Operations Analysis (PM Peak Hour)										
	Main Street				12 th Street				Intersection	
	NB		SB		EB		WB			
	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)
Alternative No. 1 (Traffic Signal)	A	9.3	B	17.1	B	11.4	B	10.7	B	12.6
Alternative No. 2 (4-Way STOP)	A	7.6	A	7.5	A	7.6	A	7.4	A	7.5
Alternative No. 3 (2-Way STOP)	A	1.1	A	0.2	B	10.2	B	10.1	N/A	N/A
Alternative No. 4 (Roundabout)	A	3.3	A	3.3	A	3.1	A	3.1	A	3.2

Another means of comparing the delay experienced by alternative solutions for controlling traffic at an intersection is to compare the estimated total peak hour delay experienced by all traffic entering the intersection during the specific time period(s). The following graph in Figure 3 conveys the total delay, tabulated in minutes, experienced by traffic traveling through the 12th Street/Main Street intersection for the alternatives evaluated.

Figure 3 – Estimated Total Peak Hour Delay Chart (12th & Main)



Alternative No. 1 – Maintain Existing Traffic Signal Control. The original basis of installation of the existing traffic signal condition is unknown. However, because the intersection is located within a signalized corridor with signalized intersections to the north and south, maintaining the existing traffic signal control scheme on the basis of Warrant #6 is a viable option to the City of Goodland. If this Alternative is pursued, the traffic signal system should be upgraded to current standards to include vehicle detection, battery backup, a new timing plan and accessible pedestrian signal system.

Alternative No. 2 – All-Way STOP Control. All-way STOP controlled intersections are most commonly used at locations where traffic on the intersection streets is approximately equal. Section 2B.07 of the MUTCD lists criteria that should be met when considering the use of an all-way STOP control scheme. Although the intersection would operate with reasonable LOS's, the 12th Street/Main Street intersection currently does not convey traffic volumes/patterns that meet the MUTCD criteria for implementing an All-way STOP configuration. This Alternative is therefore not recommended.

Alternative No. 3 – Two-Way STOP Control. Two-way STOP control at the 12th Street/Main Street intersection is an appropriate traffic control scheme per the MUTCD with 12th Street being the STOP controlled approach. As would be expected, the delay to north/south Main Street traffic decreases significantly as a free-flow condition. The intersection would experience an estimated 75% reduction in overall delay experienced by peak hour traffic and traffic operations during peak hours would be at a desirable LOS B or better.

If this Alternative No. 3 is pursued, the process of removing a traffic signal system outlined in the MUTCD should be followed. The process would include an interim study period before full removal of the traffic signal infrastructure.

Alternative No. 4 – Roundabout Geometric Improvement. Geometric re-configuration of this intersection to a roundabout could be a viable, although expensive and impactful, solution. Our analysis of converting the 12th Street/Main Street to a roundabout indicates the traffic operations (LOS) improvement as a roundabout would be comparable to a Two-Way STOP control solution. However, the roundabout would require significant reconstruction of the entire right-of-way, building-to-building as well as significant reduction of on-street parking on Main Street as well as on 12th Street. For these reasons, pursuit of Alternative No. 4 at the 12th Street/Main Street is not recommended.

BASE RECOMMENDATION FOR 12th STREET/MAIN STREET: The intersection of 12th Street/Main Street should be converted to a Two-Way STOP Control configuration. The process of removing the traffic signal system should comply with Section 4B.02 the MUTCD guidelines. It is anticipated this recommendation can be implemented with minimal effort to include installing STOP signs with street name signs and a 24" white STOP line on the 12th Street approaches. Any STOP line markings on Main Street at 12th Street should be removed.

ALTERNATIVE RECOMMENDATION FOR 12th STREET/MAIN STREET: As an alternative to the Base Recommendation, the intersection of 12th Street/Main Street could remain as a traffic signal controlled intersection. If this alternative recommendation is pursued by the City of Goodland, we recommend the signal system be upgraded to current day technology and standards to include vehicle detection, battery backup, updated controller, and an accessible pedestrian signal system.

Appendix A

Peak Hour Turning Movement Data and Traffic Signal Warrant Analysis

11th Street & Main Street

12th Street & Main Street

Leg	Direction	North Southbound			East Westbound			South Northbound			West Eastbound			U-Turn	App Total	Int Total						
		Thru	Left	U-Turn	Thru	Left	U-Turn	Thru	Left	U-Turn	Thru	Left	U-Turn									
AM Peak Hour																						
	2020-11-19 09:45:00	2	8	2	0	12	3	5	2	0	10	3	9	2	0	14	5	4	2	0	11	47
	2020-11-19 10:00:00	6	9	2	0	17	2	2	4	0	8	2	15	4	0	21	3	0	1	0	4	50
	2020-11-19 10:15:00	3	11	2	0	16	7	3	2	0	12	2	10	2	0	14	2	1	1	0	4	46
	2020-11-19 10:30:00	4	9	2	0	15	3	1	2	0	5	3	7	2	0	12	0	1	1	0	4	34
	Grand Total	15	37	8	0	60	15	11	9	0	35	10	41	10	0	61	10	6	5	0	21	177
	% Approach	25.0%	61.7%	13.3%	0.0%	33.9%	42.9%	31.4%	25.7%	0.0%	19.8%	16.4%	67.2%	16.4%	0.0%	34.5%	47.6%	23.8%	23.8%	0.0%	11.9%	0.885
	% Total	8.5%	20.9%	4.5%	0.0%	33.9%	8.5%	6.2%	5.1%	0.0%	19.8%	5.6%	23.2%	5.6%	0.0%	34.5%	5.6%	3.5%	2.8%	0.0%	0.477	0.885
	PHF (Nov 19 2020 9:45AM - 10:45 AM)	0.625	0.841	1	0	0.882	0.536	0.55	0.563	0	0.729	0.533	0.683	0.625	0	0.726	0.5	0.375	0.625	0	0.477	0.885
	% Vehicles	15	37	8	0	60	15	11	9	0	35	10	41	10	0	61	10	6	5	0	21	177
	% Vehicles	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%
Mid-Day Peak Hour																						
	2020-11-19 11:45:00	3	10	2	0	15	1	7	1	0	9	0	15	1	0	16	1	4	1	0	6	46
	2020-11-19 12:00:00	5	15	0	0	20	2	5	3	0	10	3	17	2	0	22	3	0	0	0	3	55
	2020-11-19 12:15:00	4	19	0	0	23	1	2	2	0	5	1	20	1	0	22	2	3	0	0	5	55
	2020-11-19 12:30:00	2	10	0	0	12	2	8	5	0	15	3	8	2	0	13	4	2	0	0	6	46
	Grand Total	14	54	2	0	70	6	22	11	0	39	7	60	6	0	73	10	9	1	0	20	202
	% Approach	20.0%	77.1%	2.9%	0.0%	34.7%	15.4%	56.4%	28.2%	0.0%	19.3%	9.6%	82.2%	8.2%	0.0%	36.1%	50.0%	45.0%	5.0%	0.0%	9.9%	0.918
	% Total	6.9%	26.7%	1.0%	0.0%	34.7%	3.0%	10.8%	5.4%	0.0%	19.3%	3.5%	29.7%	3.0%	0.0%	36.1%	5.0%	4.5%	0.5%	0.0%	0.833	0.918
	PHF (Nov 19 2020 11:45AM - 12:45 PM)	0.7	0.711	0.25	0	0.761	0.75	0.688	0.55	0	0.65	0.583	0.75	0.75	0	0.83	0.625	0.563	0.25	0	0.833	0.918
	% Vehicles	14	54	2	0	70	6	22	11	0	39	7	60	6	0	73	10	9	1	0	20	202
	% Vehicles	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%
PM Peak Hour																						
	2020-11-19 14:45:00	1	10	5	0	16	1	3	2	0	6	2	18	2	0	22	1	2	2	0	5	49
	2020-11-19 15:00:00	4	20	3	0	27	4	6	6	0	10	0	18	5	0	23	1	1	0	0	2	62
	2020-11-19 15:15:00	1	11	1	0	13	2	4	5	0	11	2	21	1	0	24	0	2	1	0	3	51
	2020-11-19 15:30:00	1	16	2	0	19	1	6	2	0	9	3	14	0	0	17	0	1	0	0	1	46
	Grand Total	7	57	11	0	75	8	19	9	0	36	7	71	8	0	86	2	6	3	0	11	208
	% Approach	9.3%	76.0%	14.7%	0.0%	36.1%	22.2%	52.8%	25.0%	0.0%	17.3%	8.1%	82.6%	9.3%	0.0%	41.3%	18.2%	54.5%	27.3%	0.0%	5.3%	0.839
	% Total	3.4%	27.4%	5.3%	0.0%	36.1%	3.8%	9.1%	4.3%	0.0%	17.3%	3.4%	34.1%	3.8%	0.0%	41.3%	1.0%	2.9%	1.4%	0.0%	0.55	0.839
	PHF (Nov 19 2020 2:45PM - 3:45 PM)	0.438	0.713	0.55	0	0.694	0.5	0.792	0.45	0	0.818	0.583	0.845	0.4	0	0.896	0.5	0.75	0.375	0	0.55	0.839
	% Vehicles	7	57	11	0	75	8	19	9	0	36	7	71	8	0	86	2	6	3	0	11	208
	% Vehicles	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%

11th Street & Main Street - Traffic Signal Warrant Analysis (Traffic Volume Warrants)													
Thurs., 11/19/20 BEGIN to END	Major Street (veh., total both)	Minor Street (veh., one direction)	Pedestrians (one direction only)	Warrant No. 1			Warrant 2		Warrant 3		Warrant 4		
				Condition A	Condition B	80% (A)	80% (B)	100%	70%	100%	70%		
12:00 AM to 1:00 AM	1	2	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
1:00 AM to 2:00 AM	3	0	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
2:00 AM to 3:00 AM	1	0	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
3:00 AM to 4:00 AM	1	0	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
4:00 AM to 5:00 AM	3	0	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
5:00 AM to 6:00 AM	7	2	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
6:00 AM to 7:00 AM	24	9	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
7:00 AM to 8:00 AM	70	18	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
8:00 AM to 9:00 AM	82	22	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
9:00 AM to 10:00 AM	92	41	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
10:00 AM to 11:00 AM	114	35	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
11:00 AM to 12:00 PM	110	40	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
12:00 PM to 1:00 PM	141	43	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
1:00 PM to 2:00 PM	130	45	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
2:00 PM to 3:00 PM	120	26	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
3:00 PM to 4:00 PM	153	40	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
4:00 PM to 5:00 PM	124	22	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
5:00 PM to 6:00 PM	110	21	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
6:00 PM to 7:00 PM	81	14	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
7:00 PM to 8:00 PM	41	11	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
8:00 PM to 9:00 PM	26	13	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
9:00 PM to 10:00 PM	28	6	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
10:00 PM to 11:00 PM	9	0	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	
11:00 PM to 12:00 AM	10	3	0	NO	NO	NO	NO	NO	NO	NO	NO	NO	

12th Street and Main Street Peak Hour Turning Movement Data

Leg	Direction	Start Time	North			East			South			West			App Total	Int Total											
			Southbound	Right	Left	Westbound	Right	Left	Northbound	Right	Left	Eastbound	Right	Left			U-Turn										
AM Peak Hour																											
		11/17/2020 7:30	0	10	0	0	0	0	0	0	0	1	0	14	2	0	16	1	6	0	0	0	0	0	7	34	
		11/17/2020 7:45	1	11	0	0	0	0	0	0	5	1	25	4	4	0	30	5	5	1	0	0	0	0	0	11	58
		11/17/2020 8:00	2	10	0	0	0	0	0	0	11	1	4	1	1	0	6	2	4	0	0	0	0	0	0	6	35
		11/17/2020 8:15	2	4	1	0	0	0	0	0	5	0	4	1	1	0	10	1	2	0	0	0	0	0	0	3	25
		Grand Total	5	35	1	0	0	0	0	0	22	2	52	8	8	0	62	9	17	1	0	0	0	0	0	27	152
		% Approach	12.2%	85.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	83.9%	12.9%	0.0%	0.0%	33.3%	63.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.8%	
		% Total	3.3%	23.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	34.2%	5.3%	0.0%	0.0%	40.8%	5.9%	11.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.614	
		PHF (Nov 17 2020 7:30AM - 8:30 AM)	0.625	0.795	0.25	0	0	0	0	0	0.5	0.5	0.52	0.5	0.5	0	0.517	0.45	0.708	0.25	0	0	0	0	0	0.164	
		Vehicles	5	35	1	0	0	0	0	0	22	2	52	8	8	0	62	9	17	1	0	0	0	0	0	27	
		% Vehicles	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Mid-Day Peak Hour																											
		2020-11-17 11:30:00	1	13	0	0	0	0	0	0	6	3	8	2	0	0	13	4	4	0	0	0	0	0	0	12	45
		2020-11-17 11:45:00	7	13	1	0	0	0	0	0	5	1	17	0	0	0	18	3	1	1	0	0	0	0	0	5	49
		2020-11-17 12:00:00	6	20	3	0	0	0	0	0	6	1	18	2	0	0	21	5	11	3	0	0	0	0	0	19	75
		2020-11-17 12:15:00	3	17	2	0	0	0	0	0	9	1	10	1	0	0	12	2	1	1	0	0	0	0	0	4	47
		Grand Total	17	63	6	0	0	0	0	0	26	6	53	5	0	64	14	17	9	0	0	0	0	0	0	40	216
		% Approach	19.8%	73.3%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.4%	82.9%	7.8%	0.0%	0.0%	29.6%	35.0%	42.5%	22.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.5%	
		% Total	7.9%	29.2%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	24.5%	2.3%	0.0%	0.0%	29.6%	6.5%	7.9%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.526	
		PHF (Nov 17 2020 11:30AM - 12:30 PM)	0.607	0.788	0.5	0	0	0	0	0	0.722	0.5	0.736	0.625	0	0.762	0.7	0.386	0.563	0	0	0	0	0	0	0.40	
		Vehicles	17	63	6	0	0	0	0	0	26	6	53	5	0	64	14	17	9	0	0	0	0	0	0	40	
		% Vehicles	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
PM Peak Hour																											
		2020-11-17 14:30:00	6	16	0	0	0	0	0	0	9	1	12	1	0	0	14	1	4	2	0	0	0	0	0	7	52
		2020-11-17 14:45:00	4	16	1	0	0	0	0	0	3	2	14	5	0	0	21	1	6	1	0	0	0	0	0	8	53
		2020-11-17 15:00:00	5	11	0	0	0	0	0	0	12	1	14	4	0	0	19	1	11	1	0	0	0	0	0	13	60
		2020-11-17 15:15:00	6	11	1	0	0	0	0	0	5	1	17	1	0	0	19	0	11	4	0	0	0	0	0	15	57
		Grand Total	21	54	2	0	0	0	0	0	29	5	57	11	0	73	3	32	8	0	0	0	0	0	0	43	222
		% Approach	27.3%	70.1%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	78.1%	15.1%	0.0%	0.0%	32.9%	7.0%	18.6%	18.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.4%	
		% Total	9.5%	24.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	25.7%	5.0%	0.0%	0.0%	32.9%	1.4%	14.4%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.717	
		PHF (Nov 17 2020 2:30PM - 3:30 PM)	0.875	0.844	0.5	0	0	0	0	0	0.604	0.625	0.838	0.55	0	0.869	0.75	0.727	0.5	0	0	0	0	0	0	0.43	
		Vehicles	21	54	2	0	0	0	0	0	29	5	57	11	0	73	3	32	8	0	0	0	0	0	0	43	
		% Vehicles	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

12th Street & Main Street - Traffic Signal Warrant Analysis (Traffic Volume Warrants)												
Tues., 11/17/20 BEGIN to END	Major Street (veh., total both)	Minor Street (veh., one direction)	Pedestrians (one direction only)	Warrant No. 1			Warrant 2		Warrant 3		Warrant 4	
				Condition A	Condition B	80% (A)	80% (B)	100%	70%	100%		70%
12:00 AM to 1:00 AM	0	2	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
1:00 AM to 2:00 AM	4	1	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
2:00 AM to 3:00 AM	0	1	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
3:00 AM to 4:00 AM	0	0	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
4:00 AM to 5:00 AM	4	1	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
5:00 AM to 6:00 AM	9	4	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
6:00 AM to 7:00 AM	37	16	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
7:00 AM to 8:00 AM	79	39	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
8:00 AM to 9:00 AM	72	23	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
9:00 AM to 10:00 AM	87	22	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
10:00 AM to 11:00 AM	94	27	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
11:00 AM to 12:00 PM	133	37	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
12:00 PM to 1:00 PM	155	35	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
1:00 PM to 2:00 PM	114	32	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
2:00 PM to 3:00 PM	139	29	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
3:00 PM to 4:00 PM	139	41	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
4:00 PM to 5:00 PM	106	29	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
5:00 PM to 6:00 PM	97	21	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
6:00 PM to 7:00 PM	59	18	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
7:00 PM to 8:00 PM	47	19	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
8:00 PM to 9:00 PM	36	5	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
9:00 PM to 10:00 PM	24	5	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
10:00 PM to 11:00 PM	14	3	0	NO	NO	NO	NO	NO	NO	NO	NO	NO
11:00 PM to 12:00 AM	4	3	0	NO	NO	NO	NO	NO	NO	NO	NO	NO

Appendix B

AM Peak Hour Traffic Operations Analysis Reports (Levels-of-Service)

Alternatives 1-4

Lanes, Volumes, Timings
3: Main Street & 11th Street

Alternative No. 1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	6	10	9	11	15	10	41	10	8	37	15
Future Volume (vph)	5	6	10	9	11	15	10	41	10	8	37	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.938			0.941			0.978			0.966	
Fl _t Protected		0.988			0.987			0.992			0.993	
Satd. Flow (prot)	0	1554	0	0	1557	0	0	1626	0	0	1608	0
Fl _t Permitted		0.963			0.959			0.970			0.976	
Satd. Flow (perm)	0	1514	0	0	1513	0	0	1590	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17			11			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		695			775			1307			795	
Travel Time (s)		15.8			17.6			29.7			18.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	7	11	10	12	17	11	46	11	9	41	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	39	0	0	68	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		53.3%	53.3%		53.3%	53.3%	
Maximum Green (s)	23.5	23.5		23.5	23.5		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.5			23.5			27.5			27.5	
Actuated g/C Ratio		0.39			0.39			0.46			0.46	
v/c Ratio		0.04			0.06			0.09			0.09	
Control Delay		8.6			8.3			20.8			7.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.6			8.3			20.8			7.8	

AM Peak Hour

Lanes, Volumes, Timings

3: Main Street & 11th Street

Alternative No. 1

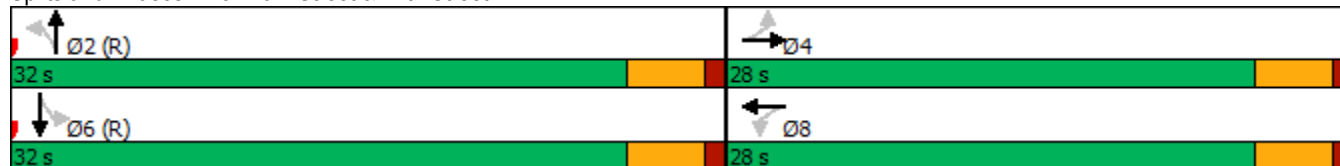


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			C			A	
Approach Delay		8.6			8.3			20.8			7.8	
Approach LOS		A			A			C			A	

Intersection Summary

Area Type:	CBD
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.09
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization	16.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 3: Main Street & 11th Street



Lanes, Volumes, Timings
6: Main Street & 12th Street

Alternative No. 1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	17	9	0	19	3	8	52	2	1	35	5
Future Volume (vph)	1	17	9	0	19	3	8	52	2	1	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.955			0.983			0.996			0.982	
Fl _t Protected		0.998						0.994			0.999	
Satd. Flow (prot)	0	1598	0	0	1648	0	0	1660	0	0	1645	0
Fl _t Permitted		0.996						0.979			0.998	
Satd. Flow (perm)	0	1595	0	0	1648	0	0	1635	0	0	1643	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			3			2			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		655			815			575			1307	
Travel Time (s)		14.9			18.5			13.1			29.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	19	10	0	21	3	9	58	2	1	39	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	24	0	0	69	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.5			22.5			28.5			28.5	
Actuated g/C Ratio		0.38			0.38			0.48			0.48	
v/c Ratio		0.05			0.04			0.09			0.06	
Control Delay		9.6			11.2			8.9			14.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.6			11.2			8.9			14.4	

AM Peak Hour

Lanes, Volumes, Timings

6: Main Street & 12th Street

Alternative No. 1

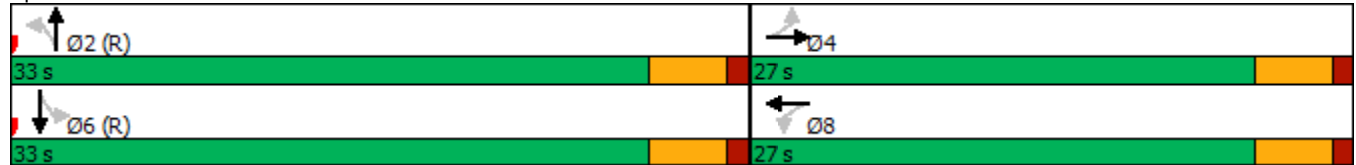


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			B			A			B	
Approach Delay		9.6			11.2			8.9			14.4	
Approach LOS		A			B			A			B	

Intersection Summary

Area Type:	CBD
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.09
Intersection Signal Delay:	10.8
Intersection LOS:	B
Intersection Capacity Utilization	19.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: Main Street & 12th Street



Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	6	10	9	11	15	10	41	10	8	37	15
Future Vol, veh/h	5	6	10	9	11	15	10	41	10	8	37	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	7	11	10	12	17	11	46	11	9	41	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	24%	26%	13%
Vol Thru, %	67%	29%	31%	62%
Vol Right, %	16%	48%	43%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	21	35	60
LT Vol	10	5	9	8
Through Vol	41	6	11	37
RT Vol	10	10	15	15
Lane Flow Rate	68	23	39	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.026	0.043	0.074
Departure Headway (Hd)	4.028	3.957	3.977	3.971
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	895	891	899
Service Time	2.067	2.024	2.041	2.011
HCM Lane V/C Ratio	0.077	0.026	0.044	0.075
HCM Control Delay	7.4	7.1	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	17	9	0	19	3	8	52	2	1	35	5
Future Vol, veh/h	1	17	9	0	19	3	8	52	2	1	35	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	19	10	0	21	3	9	58	2	1	39	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.2			7.3			7.4			7.3		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	4%	0%	2%
Vol Thru, %	84%	63%	86%	85%
Vol Right, %	3%	33%	14%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	27	22	41
LT Vol	8	1	0	1
Through Vol	52	17	19	35
RT Vol	2	9	3	5
Lane Flow Rate	69	30	24	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.033	0.028	0.051
Departure Headway (Hd)	4.07	3.957	4.072	4.013
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	878	897	872	889
Service Time	2.103	2.016	2.132	2.052
HCM Lane V/C Ratio	0.079	0.033	0.028	0.052
HCM Control Delay	7.4	7.2	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.2

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	6	10	9	11	15	10	41	10	8	37	15
Future Vol, veh/h	5	6	10	9	11	15	10	41	10	8	37	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	7	11	10	12	17	11	46	11	9	41	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	156	147	50	151	150	52	58	0	0	57	0	0
Stage 1	68	68	-	74	74	-	-	-	-	-	-	-
Stage 2	88	79	-	77	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	810	744	1018	816	742	1016	1546	-	-	1547	-	-
Stage 1	942	838	-	935	833	-	-	-	-	-	-	-
Stage 2	920	829	-	932	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	778	734	1018	794	732	1016	1546	-	-	1547	-	-
Mov Cap-2 Maneuver	778	734	-	794	732	-	-	-	-	-	-	-
Stage 1	935	833	-	928	827	-	-	-	-	-	-	-
Stage 2	885	823	-	909	827	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		9.4		1.2		1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	860	851	1547	-
HCM Lane V/C Ratio	0.007	-	-	0.027	0.046	0.006	-
HCM Control Delay (s)	7.3	0	-	9.3	9.4	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	17	9	0	19	3	8	52	2	1	35	5
Future Vol, veh/h	1	17	9	0	19	3	8	52	2	1	35	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	19	10	0	21	3	9	58	2	1	39	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	133	122	42	136	124	59	45	0	0	60	0	0
Stage 1	44	44	-	77	77	-	-	-	-	-	-	-
Stage 2	89	78	-	59	47	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	839	768	1029	835	766	1007	1563	-	-	1544	-	-
Stage 1	970	858	-	932	831	-	-	-	-	-	-	-
Stage 2	918	830	-	953	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	814	763	1029	807	761	1007	1563	-	-	1544	-	-
Mov Cap-2 Maneuver	814	763	-	807	761	-	-	-	-	-	-	-
Stage 1	964	857	-	926	826	-	-	-	-	-	-	-
Stage 2	886	825	-	922	855	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.7		0.9		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	837	787	1544	-
HCM Lane V/C Ratio	0.006	-	-	0.036	0.031	0.001	-
HCM Control Delay (s)	7.3	0	-	9.5	9.7	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection				
Intersection Delay, s/veh	3.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	24	39	68	67
Demand Flow Rate, veh/h	24	39	69	68
Vehicles Circulating, veh/h	61	64	22	33
Vehicles Exiting, veh/h	40	27	63	70
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.0	3.1	3.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	24	39	69	68
Cap Entry Lane, veh/h	1297	1293	1349	1334
Entry HV Adj Factor	0.994	0.994	0.987	0.988
Flow Entry, veh/h	24	39	68	67
Cap Entry, veh/h	1289	1285	1331	1318
V/C Ratio	0.019	0.030	0.051	0.051
Control Delay, s/veh	2.9	3.0	3.1	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	24	69	46
Demand Flow Rate, veh/h	30	24	70	47
Vehicles Circulating, veh/h	41	69	21	30
Vehicles Exiting, veh/h	36	22	50	63
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.0	3.1	3.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	30	24	70	47
Cap Entry Lane, veh/h	1323	1286	1351	1338
Entry HV Adj Factor	0.988	0.983	0.983	0.983
Flow Entry, veh/h	30	24	69	46
Cap Entry, veh/h	1307	1264	1328	1316
V/C Ratio	0.023	0.019	0.052	0.035
Control Delay, s/veh	2.9	3.0	3.1	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Appendix C

PM Peak Hour Traffic Operations Analysis Reports (Levels-of-Service)
Alternatives 1-4

Lanes, Volumes, Timings
3: Main Street & 11th Street

Alternative No. 1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	6	2	9	19	8	8	71	7	11	57	7
Future Volume (vph)	3	6	2	9	19	8	8	71	7	11	57	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.977			0.970			0.989			0.987	
Fl _t Protected		0.988			0.988			0.995			0.993	
Satd. Flow (prot)	0	1618	0	0	1607	0	0	1650	0	0	1643	0
Fl _t Permitted		0.968			0.960			0.983			0.970	
Satd. Flow (perm)	0	1585	0	0	1561	0	0	1630	0	0	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			9			8			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		695			775			1307			795	
Travel Time (s)		15.8			17.6			29.7			18.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	7	2	10	21	9	9	79	8	12	63	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	40	0	0	96	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.5			22.5			28.5			28.5	
Actuated g/C Ratio		0.38			0.38			0.48			0.48	
v/c Ratio		0.02			0.07			0.12			0.11	
Control Delay		11.2			10.5			17.9			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.2			10.5			17.9			8.5	

PM Peak Hour

Lanes, Volumes, Timings

3: Main Street & 11th Street

Alternative No. 1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B			B			A	
Approach Delay		11.2			10.5			17.9			8.5	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type:	CBD
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.12
Intersection Signal Delay:	12.9
Intersection LOS:	B
Intersection Capacity Utilization	18.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 3: Main Street & 11th Street



Lanes, Volumes, Timings
6: Main Street & 12th Street

Alternative No. 1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	8	32	3	2	23	4	11	57	5	2	54	21
Future Volume (vph)	8	32	3	2	23	4	11	57	5	2	54	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.992			0.983			0.990			0.963	
Fl _t Protected		0.991			0.997			0.993			0.999	
Satd. Flow (prot)	0	1648	0	0	1643	0	0	1648	0	0	1613	0
Fl _t Permitted		0.969			0.992			0.970			0.997	
Satd. Flow (perm)	0	1612	0	0	1635	0	0	1610	0	0	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			4			6			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		655			815			575			1307	
Travel Time (s)		14.9			18.5			13.1			29.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	36	3	2	26	4	12	63	6	2	60	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	32	0	0	81	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		53.3%	53.3%		53.3%	53.3%	
Maximum Green (s)	23.5	23.5		23.5	23.5		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.5			23.5			27.5			27.5	
Actuated g/C Ratio		0.39			0.39			0.46			0.46	
v/c Ratio		0.08			0.05			0.11			0.11	
Control Delay		11.4			10.7			9.3			17.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.4			10.7			9.3			17.1	

PM Peak Hour

Lanes, Volumes, Timings

6: Main Street & 12th Street

Alternative No. 1

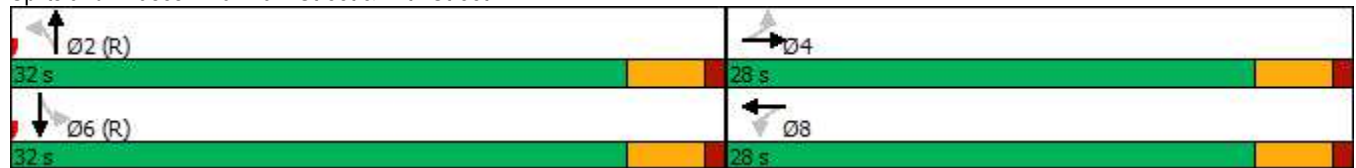


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B			A			B	
Approach Delay		11.4			10.7			9.3			17.1	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type:	CBD
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.11
Intersection Signal Delay:	12.6
Intersection LOS:	B
Intersection Capacity Utilization	22.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: Main Street & 12th Street



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	6	2	9	19	8	8	71	7	11	57	7
Future Vol, veh/h	3	6	2	9	19	8	8	71	7	11	57	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	2	10	21	9	9	79	8	12	63	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	27%	25%	15%
Vol Thru, %	83%	55%	53%	76%
Vol Right, %	8%	18%	22%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	11	36	75
LT Vol	8	3	9	11
Through Vol	71	6	19	57
RT Vol	7	2	8	7
Lane Flow Rate	96	12	40	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.014	0.046	0.094
Departure Headway (Hd)	4.059	4.219	4.168	4.072
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	879	835	847	876
Service Time	2.102	2.311	2.252	2.117
HCM Lane V/C Ratio	0.109	0.014	0.047	0.095
HCM Control Delay	7.6	7.4	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	0.1	0.3

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	32	3	2	23	4	11	57	5	2	54	21
Future Vol, veh/h	8	32	3	2	23	4	11	57	5	2	54	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	36	3	2	26	4	12	63	6	2	60	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.4	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	19%	7%	3%
Vol Thru, %	78%	74%	79%	70%
Vol Right, %	7%	7%	14%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	43	29	77
LT Vol	11	8	2	2
Through Vol	57	32	23	54
RT Vol	5	3	4	21
Lane Flow Rate	81	48	32	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.056	0.037	0.094
Departure Headway (Hd)	4.127	4.242	4.189	3.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	833	842	893
Service Time	2.186	2.324	2.277	2.037
HCM Lane V/C Ratio	0.094	0.058	0.038	0.096
HCM Control Delay	7.6	7.6	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.3

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	6	2	9	19	8	8	71	7	11	57	7
Future Vol, veh/h	3	6	2	9	19	8	8	71	7	11	57	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	2	10	21	9	9	79	8	12	63	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	207	196	67	197	196	83	71	0	0	87	0	0
Stage 1	91	91	-	101	101	-	-	-	-	-	-	-
Stage 2	116	105	-	96	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	751	699	997	762	699	976	1529	-	-	1509	-	-
Stage 1	916	820	-	905	811	-	-	-	-	-	-	-
Stage 2	889	808	-	911	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	719	689	997	747	689	976	1529	-	-	1509	-	-
Mov Cap-2 Maneuver	719	689	-	747	689	-	-	-	-	-	-	-
Stage 1	911	813	-	900	806	-	-	-	-	-	-	-
Stage 2	853	803	-	894	809	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		10		0.7		1.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1529	-	-	739	753	1509	-
HCM Lane V/C Ratio	0.006	-	-	0.017	0.053	0.008	-
HCM Control Delay (s)	7.4	0	-	10	10	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	32	3	2	23	4	11	57	5	2	54	21
Future Vol, veh/h	8	32	3	2	23	4	11	57	5	2	54	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	36	3	2	26	4	12	63	6	2	60	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	181	169	72	185	177	66	83	0	0	69	0	0
Stage 1	76	76	-	90	90	-	-	-	-	-	-	-
Stage 2	105	93	-	95	87	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	781	724	990	776	717	998	1514	-	-	1532	-	-
Stage 1	933	832	-	917	820	-	-	-	-	-	-	-
Stage 2	901	818	-	912	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	751	717	990	739	711	998	1514	-	-	1532	-	-
Mov Cap-2 Maneuver	751	717	-	739	711	-	-	-	-	-	-	-
Stage 1	926	831	-	910	813	-	-	-	-	-	-	-
Stage 2	862	811	-	869	822	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		10.1		1.1		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	737	742	1532	-
HCM Lane V/C Ratio	0.008	-	-	0.065	0.043	0.001	-
HCM Control Delay (s)	7.4	0	-	10.2	10.1	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Intersection				
Intersection Delay, s/veh	3.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	40	96	83
Demand Flow Rate, veh/h	12	40	98	84
Vehicles Circulating, veh/h	86	93	22	40
Vehicles Exiting, veh/h	38	27	76	93
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.2	3.3	3.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	12	40	98	84
Cap Entry Lane, veh/h	1264	1255	1349	1325
Entry HV Adj Factor	0.989	0.990	0.984	0.985
Flow Entry, veh/h	12	40	96	83
Cap Entry, veh/h	1250	1242	1327	1305
V/C Ratio	0.009	0.032	0.073	0.063
Control Delay, s/veh	3.0	3.2	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	32	81	85
Demand Flow Rate, veh/h	49	33	82	86
Vehicles Circulating, veh/h	65	85	48	41
Vehicles Exiting, veh/h	62	45	66	77
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.1	3.3	3.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	33	82	86
Cap Entry Lane, veh/h	1291	1265	1314	1323
Entry HV Adj Factor	0.985	0.984	0.985	0.986
Flow Entry, veh/h	48	32	81	85
Cap Entry, veh/h	1272	1245	1294	1305
V/C Ratio	0.038	0.026	0.062	0.065
Control Delay, s/veh	3.1	3.1	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0



AGENDA ITEM #
CITY COMMISSION COMMUNICATION FORM

FROM: Kent Brown, City Manager

DATE: August 21, 2023

ITEM: Future ownership of Wolak building

NEXT STEP: Discussion

ORDINANCE
 MOTION
 INFORMATION

I. REQUEST OR ISSUE:

Whether the Wolak building should be owned by the City or by the County going forward and what details surrounding that issue should be considered. This is a follow up discussion to the topic brought up at the joint City/County commission meeting on August 14.

II. BACKGROUND INFORMATION:

See minutes from the August 7 City Commission meeting and the minutes from the joint city commission/county commission meeting on August 14.

SUMMARY AND ALTERNATIVES:

Commission may take one of the following actions:

1. Give staff direction to set up proposed agreement
2. Give staff direction to not pursue proposed agreement.

City of Goodland
Month-end Fund Balance
July 2023

Fund No.	Fund	Beginning Balance	Deposits	Disbursements	Ending Balance	Investments	Total
02	Economic Development	0.00	-	-	0.00	-	0.00
03	Museum Endowment	5,869.27	11,085.67	(11,000.00)	5,954.94	87,206.20	93,161.14
04	Street & Project Improvement	0.00	-	-	0.00	-	0.00
05	Cemetery Improvement	49,269.07	84,319.90	(85,000.00)	48,588.97	233,916.15	282,505.12
06	Special Highway	16,526.97	44,345.68	(7,546.20)	53,326.45	115,000.00	168,326.45
07	Self Insurance	144,552.05	191,467.10	(178,077.85)	157,941.30	375,000.00	532,941.30
09	Airport Fund	140,520.75	93,635.29	(91,000.77)	143,155.27	263,000.00	406,155.27
11	General	632,656.80	441,549.46	(361,710.73)	712,495.53	215,000.00	927,495.53
12	Bond and Interest	202,018.73	19,549.40	(19,500.00)	202,068.13	66,500.00	268,568.13
13	Library	-	-	-	-	-	-
14	Sales Tax	5,617.09	18,891.73	(18,579.43)	5,929.39	-	5,929.39
15	Electric Utility	1,063,604.52	522,287.31	(685,173.62)	900,718.21	200,000.00	1,100,718.21
18	Municipal Court Diversion Fees	5,109.61	7.06	(625.00)	4,491.67	8,500.00	12,991.67
19	Law Enforcement Trust	294.64	21,649.17	(18,500.00)	3,443.81	27,000.00	30,443.81
20	Electric Meter Deposit	26,755.39	37,022.00	(36,250.00)	27,527.39	121,000.00	148,527.39
21	Water Utility	246,326.45	185,869.68	(327,543.70)	104,652.43	369,500.00	474,152.43
22	Water Service Deposit	51,300.24	4,650.00	(4,500.00)	51,450.24	38,500.00	89,950.24
23	Sewer Utility	105,183.78	81,205.38	(86,352.53)	100,036.63	100,000.00	200,036.63
25	Vehicle Inspections (VIN)	10,142.14	10,790.91	(10,320.67)	10,612.38	23,000.00	33,612.38
26	Special Park & Recreation	2,578.80	7,000.00	(7,224.70)	2,354.10	12,000.00	14,354.10
27	Grant Improvement Reserve Fund	11,738.64	34,235.80	(29,000.00)	16,974.44	34,500.00	51,474.44
28	CID Projects	10,826.83	14,533.65	(10,826.83)	14,533.65	-	14,533.65
29	Fire Equipment	-	-	-	-	-	-
30	Health and Sanitation	42,570.43	88,465.38	(94,880.00)	36,155.81	38,000.00	74,155.81
31	Airport Improvement	(195,764.58)	167,858.77	-	(27,905.81)	-	(27,905.81)
32	Electric Reserve	174,087.71	185,627.86	(200,000.00)	159,715.57	415,000.00	574,715.57
33	Water Reserve	187,461.81	47,659.02	(47,000.00)	188,120.83	90,000.00	278,120.83
34	CDBG Grant	0.00	-	-	0.00	-	0.00
35	ARPA Project	472,872.04	29,993.21	(29,000.00)	473,865.25	29,000.00	502,865.25
36	M.E.R.F	760,977.98	432,896.85	(275,451.00)	918,423.83	1,692,000.00	2,610,423.83
37	Sewer Reserve	73,166.21	10,193.74	(20,000.00)	63,359.95	152,000.00	215,359.95
38	Capital Improvement Reserve Fund	2,743,453.49	438,303.11	(246,152.60)	2,935,604.00	2,160,000.00	5,095,604.00
39	Efficiency KS Project	0.00	137.13	(137.13)	0.00	-	0.00
40	Insurance Proceeds Fund	5,521.97	9.08	-	5,531.05	-	5,531.05
45	Employee Benefits	278,568.89	400.31	(58,058.47)	220,910.73	148,000.00	368,910.73
46	Library Employee Benefits	-	-	-	-	-	-
48	State Water Plan	5,086.82	936.24	(1,905.37)	4,117.69	-	4,117.69
TOTAL		7,278,894.54	3,226,575.89	(2,961,316.60)	7,544,153.83	7,013,622.35	14,557,776.18
FNB Bank		-	-	-	-	3,506,500.00	3,506,500.00
BANKWEST		7,276,894.54	2,764,026.78	(2,498,767.49)	7,542,153.83	34,916.15	7,577,069.98
Western State Bank		-	-	-	-	3,406,000.00	3,406,000.00
Ameriprise Ent. Inv. Services		-	-	-	-	66,206.20	66,206.20
Petty Cash		2,000.00	-	-	2,000.00	-	2,000.00
TOTAL		7,278,894.54	2,764,026.78	(2,498,767.49)	7,544,153.83	7,013,622.35	14,557,776.18

July 10, 2023 – August 13, 2023

- On July 14th, the officer on duty was dispatched to Casey's for a report of a physical altercation. Upon arrival, the officer made contact with the victim who advised that the suspect had entered the gas station, went behind the counter and began to choke the victim while pushing him against the counter. The officer found that the suspect was under the impression the victim had sexually assaulted a minor. After asking the minor some questions it was concluded that the whole altercation was a huge misunderstanding. The suspect was arrested and recommended charges were filed for Battery.
- On July 15th, the officer on duty observed a vehicle traveling on Caldwell at a high rate of speed, failing to stop at a stop sign. The officer conducted a traffic stop on the vehicle and spoke with 2 juveniles. After speaking with the juveniles it was found that they were running from an individual who was chasing them. Previously the juveniles had stopped and the individual that was chasing them had come up to the vehicle and began hitting the windows. The officer was unable to locate the individual that was chasing the juveniles.
- On July 15th. The officer on duty was patrolling near the intersection of K27 and K24. The officer was going northbound on K27 when he was about hit by an individual on a motorcycle. The officer conducted a traffic stop on the motorcycle. While speaking to the driver the officer could smell consumed alcohol coming from his person. The officer conducted Standard Field Sobriety Tests (SFSTs) and a PBT test. The individual blew a 0.159 BAC. The individual was taken into custody and recommended charges were filed for DUI, Operate a vehicle without a valid license, and unsafe starting and stopping.
- On July 17th, the officer on duty was dispatched to West 12th street for a report of a fight. Once on scene the officer spoke to some individuals who were involved. They stated that one of their friends had been drinking and locked herself in the bathroom. They had gotten her out of the bathroom and saw the left eye was swollen and starting to bruise. The individual stated that her and her uncle had gotten in an argument in which they started to hit each other. After speaking with several individuals it was found that both parties were at fault. Both individuals were taken into custody and charges were filed for domestic battery.
- On July 20th, the officer on duty observed a vehicle on 16th street unable to maintain lanes. The officer activated the emergency lights and proceeded with a traffic stop. While speaking with the individual the officer observed shaking hands and a nervous behavior. One of the individuals had told the officer that a passenger of the vehicle had thrown narcotics out into the yard. After continuing the interview the individual told the officer she had stashed some methamphetamines. 48 grams of methamphetamines were seized. 2 of the individuals were arrested on scene and the third individual was arrested per a search warrant. Recommended charges were filed for distribution, possession, taxation, intent, interference with LEO, and driving while suspended.
- On July 24th, the officer on duty was called to Cattle Trail for a fight. When speaking with all parties it was found that one family was in their backyard, an uninvited individual showed up and started to fight them, then more people showed up and got involved. Multiple people were involved and many of them had injuries. It was also found that one person involved had pulled a knife. Long form charges were filed for aggravated battery, criminal trespass, disorderly conduct, aggravated assault, and possession of opiate.

July 10, 2023 – August 13, 2023

- On July 31, the officers on duty were dispatched to the hospital to watch a juvenile who was on suicide watch. The juvenile was being disrespectful to the staff and his father. The officer had a talk with the juvenile, who continued to still be disrespectful. The juvenile tried to take that handcuffs off but couldn't succeed therefore threatened to break his wrist to get out. The officer had to hold the juvenile down to keep him from hurting himself or escaping. The juvenile was later transported to a facility where he would get the help he needed.
- On August 4th, the officer on duty was dispatched to the PD for a report of battery. The reporting person stated, she was arguing with her sister about pigs and fans. Her sister got so mad that she put her hands around the reporting person's throat. After this had happened a witness had stepped in between them to break up the argument. The reporting party had left the residence after this. After speaking with the reporting party, the suspect, and 3 witnesses, the suspect was arrested and recommended charges were filed for domestic battery.
- On August 7th, the officer on duty was dispatched to a possible domestic altercation. After arriving on scene the officer went into the residence. When entering in to the residence the officer found moldy dishes in the sink and counter tops, misc. trash and moldy bags of garbage, the kid's bedrooms also had moldy trash and garbage on the floor. The officer then spoke with one of the residence, she was asked multiple time if there was anyone else in the house, and she kept stating that there wasn't. Finally she admitted to someone being in the house and brought out the male resident. The officer asked the male what his name was and he refused to do It therefore he was put into had restraint. After a while he then fessed up on who he was and made his statement on what had happened. After the investigation the male was trespassed by the Goodland Housing Authority and no physical altercation had occurred.
- On August 9th the officer on duty was dispatched to Harrison Avenue for a violation on a protection order. The reporting party stated that the individual she has a PFA against had been contacting her. While speaking to the reporting party the suspect called her. The officer answered and as soon as the suspect knew who it was the suspect hung up. The officer got the phone number for the suspect and set up a time to meet with him. While meeting with the suspect, dispatch advised the PFA was valid. The suspect was taken into custody and recommended charges were filed for violation of protection order.
- On August 11th the officer on duty was dispatched to Harrison Avenue for a report of a neighbor masturbating in his backyard. The officer spoke with both individuals and the suspect was taken into custody. Recommended charges were filed for lewd and lascivious.
- On August 11, the officer on duty observed 3 individuals exiting the female bathroom at a park. The officer knew these individuals from previous calls. The officer caught up to one of the individuals and placed him under arrest for violation of PFA. After placing him in hand restraints he began to tell the officer that he had methamphetamines and marijuana in his pocket. He also admitted to them doing illegal narcotics in the bathroom. The officer went and spoke with another individual that had been observed leaving the bathroom and found him in possession of illegal paraphernalia. All three individuals were arrested and recommended charges were filed for violation of protection order, possession of narcotics, use/possess w/ intent to use.

	12/12/2022-12/31/2022	01/01/2023-01/08/2023	01/09/2023-02/12/2023	02/13/2023-03/12/2023	03/13/2023-04/12/2023	04/09/2023-05/04/2023	05/05/2023-06/11/2023	06/12/2023-07/08/2023	7/10/2023-8/13/2023		
911 Disconnect	6	10	18	11	24	22	29	23	16		
Abandoned Vehicle	1	-	-	-	1	-	3	2	1		
Admin Action	-	-	-	-	-	-	-	-	-		
Alarm	5	1	6	6	5	1	7	5	11		
Animal Bite	-	-	-	-	-	-	-	-	-		
Animal Complaint	5	5	9	11	18	14	16	26	24		
Assault	-	-	-	-	-	1	1	1	1		
Assistance	-	-	-	-	-	-	-	-	-		
Attempt to Contact	1	-	-	-	-	-	-	-	-		
Attempt to Locate	1	-	10	5	5	6	9	3	3		
Battery	-	-	-	-	-	-	-	-	1		
Breathing Problems	1	-	-	-	-	-	-	-	-		
Building Check	7	2	2	1	1	4	10	11	84		
Burglary	1	-	3	-	-	1	-	3	5		
Business Walk Through	2	2	9	5	8	5	16	9	9		
Cardiac Arrest	-	-	-	-	-	-	-	-	-		
Chest Pain	-	-	-	-	-	-	-	-	-		
Child in Need of Care	1	-	3	2	9	2	8	4	12		
Civil Dispute	3	8	5	8	4	5	14	5	8		
Civil Standby/Process	2	3	4	8	4	4	2	8	1		
Controlled Substance	3	4	6	10	4	1	8	-	3		
Criminal Damage to Property	2	-	-	2	3	7	4	2	6		
Criminal Threat	-	-	-	1	1	-	2	-	-		
Death	-	-	-	1	-	1	-	-	-		
Disorderly Conduct	-	-	-	-	3	-	2	-	-		
Dispute	1	-	1	-	-	2	2	2	1		
Domestic Violence	1	-	7	2	2	8	6	3	4		
Drivers License Check	-	-	-	-	-	-	-	-	-		
DUI	-	-	2	-	1	-	-	-	-		
Dumpster Fire	-	-	-	-	-	-	-	-	-		
EMS Misc Activity	-	-	-	-	-	-	-	-	-		
Extra Watch	-	-	3	1	5	15	25	34	26		
Fall	-	-	1	-	-	-	-	1	1		
Fights	-	1	1	2	2	1	4	-	4		
Fire, Controlled Burn	2	1	1	2	-	-	1	-	2		
Fire Haz Mat	-	-	-	-	-	-	-	-	-		
Fireworks	-	-	-	-	-	-	1	17	2		
Follow Up	13	-	20	13	21	31	26	22	52		
Forgery	-	-	-	-	-	-	-	-	-		
Fraud	-	-	5	3	1	3	6	2	2		
Grass Fire	-	-	-	-	-	-	-	-	-		
Gunshot	1	-	1	-	-	-	1	-	-		
Harrassment	-	-	3	1	1	3	3	3	5		
Information/Misc	46	14	101	84	88	129	174	144	213		
Injury accident	-	-	2	4	1	2	2	1	1		
Intoxication	3	-	3	-	3	2	2	1	1		
Jail Incident	2	-	1	-	-	-	-	-	-		
Lost Property	3	-	2	-	2	-	2	2	5		
Loud Music/Party	1	-	1	2	5	4	7	12	4		
Medical Assistance	13	7	24	22	16	21	27	14	15		
Mental	1	1	1	4	6	3	4	1	3		
Missing Person	-	-	-	-	2	1	-	1	1		
Motor Vehicle Theft	-	-	-	-	1	-	-	2	1		
Neighborhood Foot Patrol	13	5	20	13	11	37	32	18	55		
Non Injury Accident	5	2	7	8	6	5	6	5	6		
Offender Check	-	-	-	-	-	-	-	-	-		
Open 911 Call	2	3	6	7	4	2	21	20	16		
Open Door	3	1	7	-	6	-	11	3	7		
Overdose	1	-	-	-	-	-	-	-	-		
Parking Complaint	16	5	19	11	10	15	8	8	40		
PFA Violation	-	-	-	-	-	-	-	-	-		
Pregnancy/Childbirth	-	-	-	-	-	-	-	-	-		
Possession of Weapon	-	-	-	-	-	-	-	-	-		
Power Plant	1	-	-	-	-	-	-	-	1		
Property Damage	-	-	-	1	4	2	3	3	-		
Prowler	-	-	-	-	1	-	-	-	-		
Public Service	-	-	4	-	-	-	-	2	1		
Rape	-	-	-	-	-	-	-	2	-		
Reckless Driving	4	-	-	5	2	6	9	11	9		
Recovered Property	13	1	5	2	7	2	7	4	3		
Registration Check	-	-	-	-	-	-	-	-	-		
Restraining Order	-	-	-	-	-	-	-	-	-		
Robbery	-	-	-	-	-	-	-	-	-		
Seizures	-	-	-	-	-	-	-	-	-		
Service Rendered	13	6	19	9	11	11	19	14	11		

Sex Offenses	-	-	3	-	2	2	-	4		
Slide Off	-	-	3	4	2	-	-	-	-	
Snowmobile	-	-	1	-	-	-	-	-	-	
Stolen Property	1	-	2	-	-	-	-	-	-	
Suicidal	1	1	2	1	4	-	-	3	7	
Suspicion	8	5	26	22	16	18	27	26	24	
Telephone Harrassment	-	-	-	-	-	-	-	-	-	
Theft	5	-	12	3	2	6	5	6	12	
Traffic Stop	79	30	130	93	103	93	264	176	136	
Training	-	-	-	-	-	-	1	-	-	
Transient Aide	1	6	14	-	3	8	8	8	8	
Transporting	3	-	2	-	-	1	1	-	1	
Trespassing	1	2	3	-	3	5	1	8	1	
Vagrancy	1	1	10	-	4	10	7	2	4	
Vandalism	-	-	-	-	-	-	5	2	1	
Vehicle Maintanance	-	-	-	-	-	-	-	-	-	
VIN Inspection	23	7	43	-	44	47	53	40	52	
Warrant	8	-	4	-	10	4	7	2	4	
Weather	-	-	-	-	-	-	-	-	1	
Welfare Check	8	2	12	-	10	7	8	10	15	
Wildlife	-	-	-	-	-	-	-	-	-	
Wrecker	-	1	1	-	-	-	-	-	-	
Monthly Total	327	137	611	390	512	580	927	741	943	

3-Mar	22-168	Golden brand vape pen
4-Mar	22-170	green leafy veg
4-Mar	22-170	green leafy veg
4-Mar	22-170	hydrochlorothiazide pills
4-Mar	22-170	green leafy veg
4-Mar	22-170	Adderall pills
4-Mar	22-170	bags of green leafy veg.
4-Mar	22-170	bags of green leafy veg.
4-Mar	22-170	bags of green leafy veg.
4-Mar	22-170	bags of green leafy veg.
4-Mar	22-170	bags of green leafy veg.
4-Mar	22-170	Marijuana
4-Mar	22-170	Adderall pills
15-Mar	22-199	THC vape pen
15-Mar	22-199	THC vap pen
11-Apr	22-251	Methamphetamine
11-Apr	22-251	THC wax
11-Apr	22-251	Marijuana
11-Apr	22-251	Methamphetamine
13-Apr	22-263	Marijuana
13-Apr	22-263	THC wax
13-Apr	22-263	Cannabis seeds
13-Apr	22-263	Marijuana
26-Apr	22-302	THC WAX
3-May	22-323	Marijuana
3-May	22-323	Methamphetamine
3-May	22-323	Green leafy veg
3-May	22-323	Methamphetamine
3-May	22-323	Marijuana plant seeds
5-May	22-329	THC Cookies
14-May	22-359	Marijuana
14-May	22-359	LSD tabs
14-May	22-359	THC wax in box
14-May	22-359	Marijuana
14-May	22-359	Marijuana
6-Jun	22-442	Cocaine
6-Jun	22-442	Oxycodone
13-Jun	22-461	THC wax in containers
13-Jun	22-461	marijuana
13-Jun	22-461	Methamphetamine
22-Jun	22-483	Marijuana
22-Jun	22-483	THC vape
22-Jun	22-483	THC vape
22-Jun	22-483	Marijuana
22-Jun	22-483	THC Vape
22-Jun	22-483	THC Vape

22-Jun	22-483	Marijuana
3-Jul	22-510	Marijuana
3-Jul	22-510	Marijuana
3-Jul	22-510	Marijuana
3-Jul	22-510	Marijuana
3-Jul	22-510	Marijuana
3-Jul	22-510	Marijuana
3-Jul	22-510	THC vape x4
14-Jul	22-535	THC Vape cartlidge
26-Aug	22-641	Lorazepam
26-Aug	22-641	THC Wax in container
26-Aug	22-641	Containers w/ gren leafy veg.
26-Aug	22-641	THC concentrate
26-Aug	22-641	Marijuana
3-Sep	22-667	Mushrooms
3-Sep	22-667	Narcotics
3-Sep	22-667	Raw marijuana
3-Sep	22-667	Gabapentin 100mg
3-Sep	22-667	Cogin-spark pils
3-Sep	22-667	Marijuana
3-Sep	22-667	Container w/ green leafy veg.
7-Sep	22-679	Methamphetamine
9-Sep	22-686	THC marijuana
9-Sep	22-686	THC wax
16-Sep	22-709	Methamphetamines
16-Sep	22-709	paraphernalia
16-Sep	22-709	Methamphetamines
22-Sep	22-727	Methamphetamines
22-Sep	22-729	Methamphetamines
7-Nov	22-849	Methamphetamines
20-Nov	22-893	Methamphetamines
20-Nov	22-893	Green leafy veg
22-Nov	22-901	Methamphetamines
26-Nov	22-908	Marijuana
27-Nov	22-910	Methamphetamines
29-Nov	22-912	Packages of marijuana in case
29-Nov	22-912	4 THC vape pens
29-Nov	22-912	Marijuana Cigarette x2
8-Dec	22-941	Methamphetamines

Weight	Measurment
2	Grams
2	Dosage
2	Grams
2	Grams
2	Grams
23586.8	Grams
483	Grams
483	Grams
487	Grams
484	Grams
484	Grams
482	Grams
460	Grams
485	Grams
483	Grams
487	Grams
483	Grams
487	Grams
483	Grams
487	Grams
481	Grams
483	Grams
484	Grams
438	Grams
486	Grams
19	Grams
17	Grams
17	Grams
30	Grams
21	Grams
400	Grams
1120	Grams
1120	Grams
1680	Grams
2480	Grams
1680	Grams
460	Grams
477	Grams
472	Grams
460	Grams
472	Grams
499	Grams
459	Grams
458	Grams
460	Grams

44	Grams
1	Grams
1	Grams
2	Dosage
1	Grams
3	Grams
340	Grams
442	Grams
481	Grams
543	Grams
39	Grams
1847	Garms
5	Dosage
16	Grams
16	Grams
4	Grams
48	Grams
110	Grams
4	Grams
112	Grams
7	Grams
15	Dosage
50	Grams
402	Grams
234	Grams
6	Grams
3	Grams
5	Grams
9	Dosage
15	Grams
5	Grams
2	Dosage
46	Grams
2	Grams
59	Grams
2	Grams
2	Dosage
87	Grams
87	Grams
40	Grams
900	Grams
1,224	Grams
1,224	Grams
10	Grams
25	Grams
25	Grams

3,150	Grams
14	Grams
27	Grams
28	Grams
35	Grams
4	Grams
4	Grams
40	Grams
1	Gram
6	Dosage
42	Grams
147	Grams
6	Grams
181	Grams
2	Grams
10	Grams
28	Grams
4	Grams
48	Grams
249	Grams
40	Grams
0.001	Grams
4	Grams
156	Grams
18	Grams
1	Grams
8	Grams
6	Grams
1	Grams
0.001	Grams
13	Grams
11	Grams
3	Grams
1	Grams
1	Grams
219	Grams
72	Grams
7	Grams
86	Grams

Charges

Agg domestic battery. Distrute opiate/narcotic/certain stim/herion. Possession of opiate opium narcotic or certain stimulant. Possession of marijuana. Use/possess w/intent to use drug paraphemalia into human body. Disorderly conduct. Criminal damage to property.

Possession of marijuana. Use/possess w/intent to use drug paraphemalia into human body. Taxation; Possession of cigaretttes electronic cigarette/tabacco by minor

Distribute hallucinogenic or marijuana. Taxation; Drugs; no drug tax stamp for marijuana or const substance. Driving while license cancelled/suspended/revoked. Interference with LEO. Failure to yeild at stop or yield sign.

Distribute Marijuana. Criminal use of weapons; Poss of firearm by person addicted/use contr sub. Possession of marijuana. Taxation; Drugs; No drug tax stamp for marijuana or const substance. Possession of controlled substance. Failure to yield at stop or yield sign.

Possession of marijuana. Liquor, consumption or sale of liquor by minor. Transporting an open container.

Possession of stimulant; 1 prior conviction. Possession of marijuana. Use/possess w/ intent to use drug paraphernalia into human body. Driving while license cancelled/suspended/revoked. Driving while a habitual violator. Reckless driving. Vehicle; operate vehicle without registration or w/ expired tag. Vehicle liability insurance. Liability coverage required. Transporting an open container.

Distribute marijuana. Possession of marijuana. Use/possess w/intent to use drug paraphernalia into human body. Driving without headlights when needed. Taxation; Drugs; no drug tax stamp payment for marijuana or const substance.

Possession of hallucinogenic drug. Use/ Possess w/intent to use drug paraphernalia into human body. Domestic battery

Distribute certain stimulant. Distribute marijuana. Use/possess w/intent to use drug paraphernalia into human body. Taxation; Drugs; No drug tax stamp for marijuana or const substance. Possession of marijuana. Improper turn or approach.

Distribute certain hallucinogenic. Use/possess w/intent to use drug paraphernalia into human body

Aggravated battery. Possession of hallucinogenic drug. Possession of marijuana. Use/possess w/intent to use drug paraphernalia into human body. Reckless driving. Disorderly conduct

Distribute opiate opium narcotic certain stimulant. Possession of opiate opium narcotic or certain stimulant. Distribute or poss w/int to distribute drug paraph for illegal use.

Distribute or possess with intent to distribute heroin/certain stimulants. Criminal use of weapons. Possession of opiate opium narcotic or certain stimulant. Possession of marijuana. Use/possess w/intent to use drug paraphernalia into human body.

Distribute marijuana. Possession of para w/intent to manufacture/plant/cultivate controlled substance. Taxation; Drugs; no drug tax stamp payment for marijuana or const substance. Official traffic control devices.

Possession of marijuana. Use/possess w/intent to use drug paraphemalia into human body. Taxation; drugs; No drug tax stamp for marijuana or const substance. Failure to yield at stop or yield sign.
Possession of marijuana. Use/possess w/intent to use drug paraphemalia into human body
Possession of stimulant. Taxation; Drugs; No drug tax stamp for marijuana or const substance. Possession of marijuana. Use/possess w/intent to use drug paraphemalia into human body.
Possession of marijuana. Possession of controlled substance . Taxations; Drugs; No drug tax stamp for marijuana or const substance. Use/possess w/intent to use drug paraphemalia into human body.
Possession of opiate opium narcotic or certain stimulant. Use/possess w/intent to use drug paraphemalia into human body
Use/possess w/intent to use drug paraphemalia into human body. Taxation; Drugs ; no drug tax stamp for marijuana or const substance. Defective headlamps on motor vehivle.
Distribute or possess with intent to distribute heroin/certain stimulants. Use/possess w/intent to use drug paraphemalia into human body.
No charges listed
Possession of opiate opium narcotic or certain stimulant. Use/possess w/intent to use drug parahemalia into human body. Driving while suspended. Driving while a habitual violator. Vechicle liability insurance. Driving without headlights
No charges listed
Possession of opiate opium narcotic or certain stimulant. Possession of marijuana. Use/possess w/intent to use drug paraphemalia into human body. Distribute opiates opium narcoticd or stimulant.
possession of stimulant. Use/possess w/inetnt to use drug paraphemalia into human body
Possession of marijuana. Use/possess w/intent to use drug paraphemalia into human body. Transporting an on open container. Liquor; Purchase/possess/consume by minor 18-20 yrs. Duty of driver to report acident with an unattanded vechicle property. Driving under the influence of alcohol or drugs.
Possession of opiate opium narcotic or certain stimulant. Criminal carry of weapons. Use/possess w/intent to use drug parpahemalia into human body
Possession of marijuana. Use/possess / intent to use drug paraphemalia into human body. Criminal use of weapons.
Distribute opiate opium narcotic certain stimulant. Use/possess w/intent to use drug parpahemalia into human body

