



# CITY COMMISSION AGENDA

## MONDAY, NOVEMBER 6, 2023

204 W. 11<sup>TH</sup> 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. 10/16/2023 Commission Meeting Minutes
- B. 10/30/2023 Special Commission Meeting Minutes
- C. Appropriation Ordinances 2023-21; 2023-21A; , 2023-P21
- D. Public Transportation Assistance Grant Approval

### 4. PRESENTATIONS & PROCLAMATIONS

- A. Daycare project – Donna Swager
- B. Lockboxes/Vial for life for seniors – Melody Knudson, Sherman County EMS

### 5. ORDINANCES AND RESOLUTIONS

- A. Ordinance 1766 - 2018 IBC and 2018 IEBC
- B. Ordinance 1767 - 2018 IPMC

### 6. FORMAL ACTIONS

- A. Construction Board Application-Aimee Kendrick
- B. Arts Center Lease Renewal
- C. Electric Dept – Pole Purchase

### 7. DISCUSSION ITEMS

- A. TEAP Study recommendations – follow up.

### 8. REPORTS

- A. City Manager
  - (1) Manager Memo
  - (2) October Month End Budget Report
  - (3) Police Chief Appointment
  - (4) Police Dept Promotion
  - (5) Building Official Update on Properties
  - (6) NWKTC – CDL program
  - (7) Land Bank Program example
- B. City Commissioners
- C. Mayor

### 9. ADJOURNMENT

- A. Next Regular Meeting is Monday November 20, 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. 11<sup>th</sup> Street  
Goodland, KS 67735

## MEMORANDUM

TO: Mayor Thompson and City Commissioners  
FROM: Kent Brown, City Manager  
DATE: November 6, 2023  
SUBJECT: Agenda Report

### Consent Agenda:

- A. 10-16-2023 Commission Meeting Minutes
- B. 10-30-2023 Special Commission Meeting Minutes
- C. Appropriation Ordinances 2023-21; 2023-21A; 2023-P21;
- D. Public Transportation Assistance Grant Approval – Letter in packet.

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

### Presentations & Proclamations

A. Daycare project – Donna Swager

Donna Swager will present additional information about a potential project for daycare facility and if (or how) the city of Goodland could participate or support the project. A list of city owned properties from the list of vacant properties in the city is included in the packet.

B. Lockboxes/Vial for life for seniors – Melody Knudson, Sherman County EMS

Melody Knudson will present information on a community emergency access and information program for elderly and disable people in Goodland and Sherman County.

### Ordinances and Resolutions:

A. Ordinance 1766 - 2018 IBC and 2018 IEBC

After review at their meeting on November 1, the Construction Advisory Board of Trades and Appeals recommended this ordinance for approval by the City Commission to update the building codes for the City of Goodland from the 1997 Uniform Building Code to the 2018 International Building Code and the 2018 International Existing Building Code.

RECOMMENDED MOTION: "I move that we approve Ordinance #1766, an Ordinance adopting and amending the 2018 International Building Code Book and the 2018 International Existing Building Code Book and make the appropriate changes to the Goodland City Code."

B. Ordinance 1767 - 2018 IPMC

Also reviewed at their meeting on November 1, the Construction Advisory Board of Trades and Appeals recommended this ordinance for approval by the City Commission. The ordinance would add a section to the Goodland City Code.

RECOMMENDED MOTION: "I move that we approve Ordinance #1767, an Ordinance adopting and amending the 2018 International Property Maintenance Code Book and make the appropriate changes to the Goodland City Code."

**Formal Actions**

A. Application – Construction Advisory Board of Trades and Appeals.

Aimee Kendrick (Realtor) has submitted an application to serve on the CABT.

B. Arts Center Lease Renewal

The City and the Goodland Arts Council's lease agreement is currently up for renewal. Our express desire is to renew this lease for an additional five years under the same terms and conditions as previously agreed. Staff recommends approval.

RECOMMENDED MOTION: "I move that we approve the renewal of the lease agreement for the Carnegie Public Library building at 120 W. 12<sup>th</sup> St. with the Goodland Arts Council for 5 years under the same terms and conditions."

C. Electric Dept – Pole Purchase

Director of Public Power Dustin Bedore obtained quotes to purchase poles – the amount is over the threshold for Commission approval per the purchasing policy.

RECOMMENDED MOTION: "I move that we approve the quote from Thomasson Company for \$25,460.00."

**Discussion Items**

A. TEAP Study recommendations – follow up.

Study's recommendations were presented at the August 21, 2023 City Commission meeting. Some additional details requested have been gathered. Staff is looking for direction on either or both of the intersection traffic controls.

**Reports:**

A. City Manager

- Manager Memo
- October Month End Budget Report
- Police Chief Appointment
- Police Dept Promotion
- Building Official Update on Properties
- NWKTC – CDL program – use of property
- Land Bank Program example from Pittsburg, Kansas

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**

**October 16, 2023**

**5:00 P.M.**

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

Also present were Dustin Bedore – Director of Electric Utilities, Jason Erhart – Interim Chief of Police, Joshua Jordan – IT Director, Kenton Keith – Director of Streets and Facilities, Danny Krayca – Director of Parks, Mary Volk - City Clerk and Kent Brown - City Manager.

**Mayor Thompson led Pledge of Allegiance**

**PUBLIC COMMENT**

- A. Donna Swagger and Janice Shaner: Goodland Child Care** - Janice stated, we are here for the Sherman County Childcare Coalition. We are interested in helping provide childcare so parents can work. We are in need of land to place the units and would like the City to consider helping us. We would like to begin with two units, having ability to expand to four. Looking for help to bring in the utilities and asking City for assistance. Donna stated, we are starting with smaller units primarily because of regulations for staffing needs. Each unit is 1,200 square feet and requires 750 square feet for play space. We hope to expand in future to four units. Each unit has capability for twelve children. Our concern is that daycares are not self-sustaining, you cannot charge enough for services to cover costs. We have to offer a decent wages and benefit packages to maintain employees. We do not have ability to offer a benefit package so we are inviting the City to provide ideas that might make it work. We have major employers in the City and at this point we are seeing what we can do to make it work with wages and benefit package, but not charge a lot for services. We would like to schedule a time where our committee can meet with city to determine what you have to offer. Mayor Thompson asked, so you are asking for land, you have units? Donna stated, no we are in process of writing a Dane Hansen grant for the units since they have supplied them to other communities; however, we have to have a place for them. We have received two operational grants. A \$47,000 grant from Childcare Aware then \$49,000 from the Sanderson family. The monies have to be used by May 2024. Commissioner Showalter asked, what size of lot do you need? Donna stated, space to accommodate four 1,200 square feet units plus 750 square feet for play space for each unit. If we do not have that large of area, it is possible we place two on one property and two on another property, but ideally like them together. Mayor Thompson stated, we will discuss and get back to you.

**CONSENT AGENDA**

- A. 10/02/23 Commission Meeting Minutes**  
**B. Appropriation Ordinances: 2023-20, 2023-20A, and 2023-P20**  
**ON A MOTION** by Commissioner Redlin to approve Consent Agenda **seconded by** Commissioner Showalter. **MOTION carried on a VOTE of 5-0.**

**FORMAL ACTIONS**

- A. Request to Purchase Materials for South Loop Electrical Project** - Dustin stated, we submitted bids for material on south loop project. We received bids from Stanion Wholesale and Border States Electric. Materials have gone up. I do not award the full bid unless all line items on that bid are cheaper. I have hi-lighted the lower bid for each item. This is material on north side of interstate for south loop project. Mayor Thompson asked, will this do both sides of highway? Dustin stated, for the most part. I have some stock on hand but I do not want to deplete all my stock if we need for maintenance. Mayor Thompson asked, we are going to interstate but not crossing yet? Dustin stated, yes, we are determining what we need to cross interstate. We will need permission from State to go

overhead and will likely have to have metal poles and shut down interstate to cross. **ON A MOTION** by Commissioner Showalter to approve staff recommendations for items to purchase from Stanion Wholesale that total \$44,898.75 and staff recommendations from Border States for items to purchase that total \$15,259.55 **seconded** by Commissioner Myers. **MOTION carried on a VOTE of 5-0.**

- B. Resignation/vacate: Construction Advisory Board Member** - Kent stated, Peyton Ortner worked as a realtor in town but has moved out of the area and is no longer able to attend advisory board meetings. Requesting to approve vacation of his appointment and board is researching for a new member. Our code state that members must be residents of Sherman County. **ON A MOTION** by Commissioner Redlin to approve the vacation of Peyton Ortner on the Construction Advisory Board **seconded** by Vice-Mayor Howard. **MOTION carried on a VOTE of 5-0.**

## DISCUSSION

- A. Letter of Support for Topside Trail grant application** – Kent stated, Topside Trail committee and Northwest Kansas Technical College are submitting a grant application under Recreation Trails Program and has requested a letter of support from the City. Grant request is for lighting improvements along the entire trail. There will be no associated costs for city. The plan is to use students in the electrical program at the college for hands on training. Consensus of Commission is to sign the letter of support.
- B. Police Vehicle for 2024** – Kent stated, police department was informed that Ford is not producing police vehicles in 2024 and options are limited with other vendors. Jason stated, they informed we cannot order police interceptor's until late 2024 to be received late 2025. Only availability from Ford is F150 and we do not need a pickup. From Dodge they have the Durango Pursuit but in limited supply. I have found two ways to get a vehicle in 2024. First option is JR Audio in Garden City that will have limited Ford Interceptor's for \$42,750, but they would have to be equipped. Our second option is KHP vehicles that they retire at 49,999 miles. The cost is \$29,000 and they come equipped with most equipment except the cage and utility box. Power train warranty remains in effect for vehicles up to 100,000 miles. We are leaning toward the KHP right now because of availability. Kent stated, all agencies are scrambling for police vehicles. We get our name on KHP list but not purchasing until 2024. Jason stated, I put the department on the KHP list which does not obligate us but we are 80<sup>th</sup> on the list. Next year KHP will retire 245 vehicles and JR Audio vehicles are available next March. Mayor Thompson asked, what vehicle are you looking to replace? Jason stated, Unit 9 will be the next unit up for replacement; however, if we get COPS grant, we will transfer to unit to that officer which would be an addition to fleet. Commissioner Redlin asked, what is cost of vehicle from Ford? Jason stated, \$41,250 then equipment to outfit vehicle. Commissioner Redlin asked, why is Ford not producing and units? Jason stated, when we ordered last two vehicles it took a year to get them because they were so far behind and now they have a strike. They have an issue with receiving the chips. A Chevy Tahoe costs upper \$50,000 but I prefer not to mismatch. Commissioner Redlin asked, what vehicle does KHP use? Jason stated. Dodge Durango and some Ford Interceptor's, but those will be gone by end of year. Commissioner Showalter asked, will you stick with Dodge going forward if we get one from KHP in 2024 or will you go back to Ford? Jason stated, it will depend on what is available. Commissioner Showalter asked, does it concern you not to have a Dodge dealer in town for maintenance? Jason stated, we would have to take to Colby for warranty work but we have Levi on staff for rest of maintenance. I do not intend to continue with Dodge but have to see how it works for us as to whether we go back to Ford. Commissioner Showalter stated, I like using KHP so we do not have to buy new equipment. Jason stated, with Fords they change units every year so we have to purchase equipment every couple years. Consensus

of commission is keep name on list for KHP vehicles next year and see how they work. Jason stated, that is my thinking, he will call us when our name comes up.

## REPORTS

**A. City Manager - 1.** Manager memo is in the packet. **2.** September month end financial report and police activity reports are in the packet. There is a chart of calls for service showing difference in years. **3.** Jake is working on the Community Matters contract, then they will meet with each of you on housing and codes to form a background for joint meeting of City and Planning Commission. If there is a better time to contact you let me know, but should get call within two weeks. **4.** In November we will have an invitation for bid on Caldwell Street project with Cost Share Grant. The project plans and specifications were forwarded to KDOT for approval. We also should receive the agreement for the Base Grant project in the Industrial Park soon. We are waiting for the contract agreement from the State to let project for bid. We continue to contact them on regular basis. Once we receive contract, EBH can submit plans to KDHE and KDOT for approval. Andrew Brunner, EBH Engineer stated, I plan to go ahead and get permits from KDHE so we can move forward once contract is received. Kent stated, if receive contract soon, both projects can be let for bid in November for bid opening in December. On the Industrial Park project, the water and sewer work can be done over winter. **5.** Standpipe project is scheduled for next week, they had a delay. They are draining tower today. Kent stated, project should take a week or a little more once start.

### **B. City Commissioners**

**Vice-Mayor Howard – 1. No Report**  
**Commissioner Showalter – 1. No Report**  
**Commissioner Myers - 1. No Report**  
**Commissioner Redlin – 1. No Report**

### **C. Mayor Thompson– 1. No Report**

## EXECUTIVE SESSION –

**A. EXECUTIVE SESSION - Under the Authority of KSA 75-4319 (b) (1) for personnel matters of non-elected personnel -** Mayor Thompson made a motion at 5:35 p.m. to recess into executive session under authority of K.S.A.75-4319 (b) (1) to discuss personnel matters of non-elected personnel not to exceed ten minutes. I request only City Commission be present. Commissioner Showalter seconded the motion. **MOTION carried by a VOTE of 5-0. Meeting resumed at 5:45 p.m.**

**ADJOURNMENT WAS HAD ON A MOTION BY Commissioner Redlin seconded by Commissioner Showalter. Motion carried by unanimous VOTE, meeting adjourned at 5:45 p.m. Next meeting is scheduled for November 6, 2023.**

ATTEST:

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Aaron Thompson, Mayor

\_\_\_\_\_  
Mary P. Volk, City Clerk

**GOODLAND CITY COMMISSION**  
**Special Commission Meeting**

**October 30, 2023**

**5:00 P.M.**

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

Also present from the City were Jason Erhart – Interim Police Chief, Crystal VanVleet – Payroll/Human Resources, and Kent Brown - City Manager.

**Mayor Thompson led Pledge of Allegiance**

**EXECUTIVE SESSION**

- A. EXECUTIVE SESSION - Under the Authority of KSA 75-4319 (b) (1) for personnel matters of non-elected personnel** - Mayor Thompson made a motion at 5:01 p.m. to recess into executive session under authority of K.S.A.75-4319 (b) (1) to discuss personnel matters of non-elected personnel not to exceed sixty minutes. I request the City Commission, City Manager, Interim Police Chief and Payroll/Human Resources be present. Commissioner Redlin seconded the motion. **MOTION carried by a VOTE of 5-0. Meeting resumed at 6:01 p.m.**

Mayor Thompson made a second motion at 6:05 p.m. to recess into executive session under authority of K.S.A.75-4319 (b) (1) to discuss personnel matters of non-elected personnel not to exceed fifteen minutes. I request the City Commission, City Manager, Interim Police Chief and Payroll/Human Resources be present. Commissioner Redlin seconded the motion. **MOTION carried by a VOTE of 5-0. Meeting resumed at 6:20 p.m.**

Mayor Thompson made a third motion at 6:20 p.m. to recess into executive session under authority of K.S.A.75-4319 (b) (1) to discuss personnel matters of non-elected personnel not to exceed ten minutes. I request the City Commission and City Manager be present. Vice-Mayor Howard seconded the motion. **MOTION carried by a VOTE of 5-0. Meeting resumed at 6:30 p.m.**

**ADJOURNMENT WAS HAD ON A MOTION** Commissioner Redlin **seconded** by Commissioner Showalter. **Motion carried by unanimous VOTE, meeting Adjourned at 6:30 p.m.**

**ATTEST:**

\_\_\_\_\_  
**Aaron Thompson, Mayor**

\_\_\_\_\_  
**Mary P. Volk, City Clerk**



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3784 AMAZON CAPITAL SERVICES										
14JX-1C4Y-WDNF	1	10/11/23		NEWSLETTER PAPER		15-44-3120		28.72	67277	11/06/23
1CTH-L4DT-6G4F	1	10/21/23		3" NOTEBOOKS X 8		11-09-3120		45.98	67277	11/06/23
1HG6-N19K-LYHM	1	10/13/23		4 TIER LADDER SHELF		11-17-3120		44.09	67277	11/06/23
1QGT-9GWW-NV7V	1	9/29/23		TONER CARTRIDGES X 2		11-09-3120		182.14	67277	11/06/23
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AMAZON CAPITAL SERVICES								300.93		
2871 AMERICAN FAMILY LIFE										
PR20231020	1	10/20/23		AFLAC CANCER		11-00-0012	N	33.18	3045816	10/27/23 E
PR20231020	2	10/20/23		AFLAC CANCER		15-00-0012	N	16.02	3045816	10/27/23 E
PR20231020	3	10/20/23		AFLAC ACCIDENT		11-00-0012	N	85.02	3045816	10/27/23 E
PR20231020	4	10/20/23		AFLAC ACCIDENT		15-00-0012	N	83.34	3045816	10/27/23 E
PR20231020	5	10/20/23		AFLAC DENTAL		15-00-0012	N	34.44	3045816	10/27/23 E
PR20231020	6	10/20/23		AFLAC ST DISB		11-00-0012	N	43.08	3045816	10/27/23 E
PR20231020	7	10/20/23		AFLAC ST DISB		15-00-0012	N	43.20	3045816	10/27/23 E
PR20231020	8	10/20/23		AFLAC LIFE RIDR		15-00-0012	N	2.76	3045816	10/27/23 E
PR20231020	9	10/20/23		AFLAC LIFE		11-00-0012	N	36.33	3045816	10/27/23 E
PR20231020	10	10/20/23		AFLAC LIFE		21-00-0012	N	12.51	3045816	10/27/23 E
PR20231020	11	10/20/23		SPEC HLTH EVENT		11-00-0012	N	20.10	3045816	10/27/23 E
PR20231020	12	10/20/23		SPEC HLTH EVENT		23-00-0012	N	13.62	3045816	10/27/23 E
PR20231020	13	10/20/23		AFLAC HOSP CONF		11-00-0012	N	51.96	3045816	10/27/23 E
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AMERICAN FAMILY LIFE								475.56		
1389 AMERICAN FID										
PR20231020	1	10/20/23		AF CANCER AT		11-00-0012	N	29.35	3045813	10/27/23 E
PR20231020	2	10/20/23		AF CANCER AT		15-00-0012	N	21.85	3045813	10/27/23 E
PR20231020	3	10/20/23		AF CANCER AT		21-00-0012	N	9.90	3045813	10/27/23 E
PR20231020	4	10/20/23		AMER FID CANCER		11-00-0012	N	116.84	3045813	10/27/23 E
PR20231020	5	10/20/23		AMER FID CANCER		15-00-0012	N	137.85	3045813	10/27/23 E
PR20231020	6	10/20/23		AMER FID CANCER		21-00-0012	N	26.95	3045813	10/27/23 E
PR20231020	7	10/20/23		AMER FID LIFE		11-00-0012	N	241.72	3045813	10/27/23 E
PR20231020	8	10/20/23		AMER FID LIFE		15-00-0012	N	229.78	3045813	10/27/23 E
PR20231020	9	10/20/23		AMER FID LIFE		21-00-0012	N	114.75	3045813	10/27/23 E
PR20231020	10	10/20/23		AM FID ACCIDENT		11-00-0012	N	67.85	3045813	10/27/23 E
PR20231020	11	10/20/23		AM FID ACCIDENT		15-00-0012	N	84.75	3045813	10/27/23 E
PR20231020	12	10/20/23		AM FID HOSPITAL		11-00-0012	N	26.99	3045813	10/27/23 E
PR20231020	13	10/20/23		AM FID HOSPITAL		15-00-0012	N	26.99	3045813	10/27/23 E
PR20231020	14	10/20/23		AM FID HOSPITAL		21-00-0012	N	15.93	3045813	10/27/23 E
PR20231020	15	10/20/23		AM FD DISABILTY		11-00-0012	N	112.72	3045813	10/27/23 E
PR20231020	16	10/20/23		AF CRITICAL CR		11-00-0012	N	13.94	3045813	10/27/23 E
PR20231020	17	10/20/23		AF CRITICAL CR		15-00-0012	N	8.77	3045813	10/27/23 E
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AMERICAN FID								1286.93		
1390 AMERICAN FIDELITY										
PR20231020	1	10/20/23		AF MED REIMBURS		11-00-0012	N	320.83	3045814	10/27/23 E
PR20231020	2	10/20/23		AF MED REIMBURS		15-00-0012	N	274.17	3045814	10/27/23 E
PR20231020	3	10/20/23		AF MED REIMBURS		21-00-0012	N	114.59	3045814	10/27/23 E
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AMERICAN FIDELITY								709.59		

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				3577 AXON ENTERPRISE IN C						
INU195171	1	10/15/23	19083	TASER 7 BUNDLE X 11		36-01-4010		6087.40	67278	11/06/23
				AXON ENTERPRISE IN C				6087.40		
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				3774 B&H PHOTO-VIDEO						
216637965	1	9/12/23		TONERS		11-03-3120		305.01	67279	11/06/23
217244847	1	10/09/23		BROTHER TONERS X 8		15-44-3120		423.84	67279	11/06/23
217450927	1	10/12/23		TONERS		11-17-3120		334.16	67279	11/06/23
				B&H PHOTO-VIDEO				1063.01		
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				561 BANKWEST						
37004	1	10/31/23		2022 FORD EXPLORER		36-01-4010		43290.41	67280	11/06/23
				BANKWEST				43290.41		
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				1184 BAYSINGER POLICE SUPPLY						
1062746	1	10/25/23	19075	SHIRTS/PORTER		11-03-3160		169.98	67281	11/06/23
				BAYSINGER POLICE SUPPLY				169.98		
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				374 BLACK HILLS ENERGY						
GEN23-476	1	10/26/23		GAS CHARGES		15-40-2090		479.95	67282	11/06/23
GEN23-477	1	10/20/23		GAS CHARGES		11-19-2100		103.29	67282	11/06/23
GEN23-478	1	10/23/23		GAS CHARGES		11-03-2100		122.92	67282	11/06/23
GEN23-484	1	11/02/23		GAS CHARGES		11-13-2100		29.82	67282	11/06/23
GEN23-484	2	11/02/23		GAS CHARGES		11-13-2100		58.10	67282	11/06/23
GEN23-484	3	11/02/23		GAS CHARGES		11-15-2100		61.19	67282	11/06/23
GEN23-485	1	11/02/23		GAS CHARGES		11-21-2100		57.06	67282	11/06/23
				BLACK HILLS ENERGY				912.33		
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				292 BORDER STATES INDUSTRIES						
926751136	1	8/02/23	20156	COMBO GLOVE SLEEVE BAG		15-42-3050		852.92	67283	11/06/23
				BORDER STATES INDUSTRIES				852.92		
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				2902 CARGILL, INCORPORATED						
2908714033	1	10/11/23	20371	SALT		21-40-3040		5259.52	67284	11/06/23
				CARGILL, INCORPORATED				5259.52		
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				674 CITY OF GOODLAND, CASHIER						
GEN23-461	1	10/31/23		PD POSTAGE		11-03-3130		17.75	67285	11/06/23
GEN23-461	2	10/31/23		KDHE ANNUAL PERMIT FEE		04-01-2140		60.00	67285	11/06/23
GEN23-461	3	10/31/23		PD POSTAGE		11-03-3130		17.75	67285	11/06/23
GEN23-461	4	10/31/23		BI POSTAGE		11-09-3120		15.66	67285	11/06/23
GEN23-461	5	10/31/23		VIN/HONDA		19-01-2200		30.00	67285	11/06/23
GEN23-461	6	10/31/23		POSTAGE/2021 1095C/1094		15-44-3130		10.20	67285	11/06/23
GEN23-461	7	10/31/23		PD POSTAGE		11-03-3130		4.90	67285	11/06/23
GEN23-461	8	10/31/23		TOLLS/BEDORE		15-42-2190		4.00	67285	11/06/23
GEN23-461	9	10/31/23		TOLLS/BEDORE		15-40-2190		4.00	67285	11/06/23
GEN23-461	10	10/31/23		POSTAGE/BLACK HILLS BILLS		15-44-3130		8.56	67285	11/06/23

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				674 CITY OF GOODLAND, CASHIER						
GEN23-461	11	10/31/23		PD POSTAGE		11-03-3130		17.75	67285	11/06/23
				CITY OF GOODLAND, CASHIER				190.57		
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				1880 CITY OF GOODLAND-REFUND A						
GEN23-479	1	11/06/23		ELECTRIC DEPOSIT REFUND		20-01-5060		2100.00	67286	11/06/23
GEN23-479	2	11/06/23		WATER DEPOSIT REFUND		22-01-5070		1298.06	67286	11/06/23
				CITY OF GOODLAND-REFUND A				3398.06		
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				2015 CONST.NEWENERGY						
3876446	1	10/25/23		GAS CHARGES		11-11-2100		2.82	67287	11/06/23
3880628	1	11/01/23		GAS CHARGES		15-44-2100		3.07	67287	11/06/23
3880628	2	11/01/23		GAS CHARGES		21-40-2100		3.08	67287	11/06/23
				CONST.NEWENERGY				8.97		
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				600 CONSTELLATION NEWENERGY G						
3876924	1	10/25/23		GAS CHARGES/SEPTEMBER		15-40-2090		541.34	67288	11/06/23
				CONSTELLATION NEWENERGY G				541.34		
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				942 CPS DISTRIBUTORS						
0013103748-001	1	10/16/23	16934	RAIN BIRD SPRINKLERS		11-23-3060		400.00	67289	11/06/23
0013103748-001	2	10/16/23	16934	RAIN BIRD SPRINKLERS		11-15-3120		101.35	67289	11/06/23
				CPS DISTRIBUTORS				501.35		
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				3720 DCF-LIEAP						
GEN23-462	1	10/30/23		OVERPAYMENT/K TURK		15-44-3180		182.68	67290	11/06/23
				DCF-LIEAP				182.68		
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				1867 DEMARS PENSION CONSULTING						
0778551	1	10/20/23		ANNUAL FEE DISCLOSURE		11-02-2140		150.00	67291	11/06/23
				DEMARS PENSION CONSULTING				150.00		
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				172 EKLUND						
GEN23-482	1	10/03/23		BROWN/PUBLIC OFFICIAL BOND		11-02-2060		175.00	67292	11/06/23
				EKLUND				175.00		
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				3800 EMC INSURANCE COMPANIES						
7001031039	1	10/07/23		PREMIUM		21-40-2060		668.24	67273	10/17/23
7001031039	2	10/07/23		PREMIUM		21-42-2060		668.24	67273	10/17/23
7001031039	3	10/07/23		PREMIUM		23-41-2060		668.24	67273	10/17/23
7001031039	4	10/07/23		PREMIUM		23-43-2060		668.24	67273	10/17/23
7001031039	5	10/07/23		PREMIUM		15-40-2060		9021.28	67273	10/17/23
7001031039	6	10/07/23		PREMIUM		15-42-2060		9021.28	67273	10/17/23
7001031039	7	10/07/23		PREMIUM		15-44-2060		1336.49	67273	10/17/23
7001031039	8	10/07/23		PREMIUM		11-02-2060		11360.15	67273	10/17/23
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EMC INSURANCE COMPANIES								33412.16		
211 FARM PLAN										
2358394	1	7/28/23		CUSHIONS/#21		11-11-3060		617.82	67293	11/06/23
2362250	1	8/03/23		SCREW & INSOLATOR		11-11-3060		201.73	67293	11/06/23
2362764	1	8/04/23		BOOM NOZZLE		11-15-3060		16.41	67293	11/06/23
2362778	1	8/04/23		SCREW/#71C MOWER		11-11-3060		7.12	67293	11/06/23
2362781	1	8/04/23		BOOM NOZZLE/RANGER SPRAYER		11-15-3060		16.41	67293	11/06/23
2363768	1	8/07/23		SEAL & BEARING CONE		11-11-3060		24.96	67293	11/06/23
2363775	1	8/07/23		3/8" COUPLER, FLAT FACE (RETURN		15-42-3060		386.25	67293	11/06/23
2363825	1	8/07/23		1/2" FLAT FACE COUPLER/RETURN		15-42-3060		206.99-	67293	11/06/23
2386278	1	9/18/23		DIPSTICK/JD MOWER 2006-02		11-15-3060		112.44	67293	11/06/23
2394160	1	9/29/23		LOCK KIT/#21		11-11-3060		92.32	67293	11/06/23
FARM PLAN								1268.47		
2201 FASTENAL COMPANY										
KSCOB126847	1	10/16/23		TOOL BIN		11-11-3120		102.19	67294	11/06/23
FASTENAL COMPANY								102.19		
305 GOODLAND PUBLIC LIBRARY										
GEN23-481	1	10/30/23		SH CO DIST/EMP BENEFITS		46-01-5050		1112.87	67295	11/06/23
GEN23-481	2	10/30/23		SH CO DIST/LIBRARY DIST		13-01-5050		4206.45	67295	11/06/23
GOODLAND PUBLIC LIBRARY								5319.32		
3100 GRAINGER										
9868906992	1	10/12/23	19725	NEEDLE CHISEL & ADAPTER		11-11-3020		173.93	67296	11/06/23
9869592783	1	10/12/23	19725	ANGLE DRILL		11-11-3020		532.04	67296	11/06/23
GRAINGER								705.97		
3610 GUYER, JONI R.										
GEN23-463	1	11/01/23		CEMETERY CARE/NOVEMBER 2023		11-19-2140	M	3916.66	67297	11/06/23
GUYER, JONI R.								3916.66		
3729 GWORK										
2019-19626	1	10/10/23		50 USERS		15-44-3060		158.00	67298	11/06/23
GWORK								158.00		
391 HOOVER LUMBER										
329271	1	9/25/23		SAW BLADE 14"		21-42-3120		69.99	67300	11/06/23
329304	1	9/25/23		2X6X12 BOARDS		11-11-4050		49.28	67300	11/06/23
329320-TAX	1	9/25/23		NEBO MYCRO/INSPECTOR		15-40-3020		153.62	67300	11/06/23
329367	1	9/26/23		2X6X12 BOARDS		11-11-4050		23.72	67300	11/06/23
329690	1	10/03/23		KEY		11-13-3120		6.82	67300	11/06/23
329834	1	10/05/23		ANTIFREEZE/WINTERIZER WTR PARK		11-25-3060		17.50	67300	11/06/23
329868	1	10/06/23		MAILBOX REPLACEMENT		11-17-3120		20.69	67300	11/06/23
329992	1	10/09/23		6" X 10' EXPANSION JOINT		11-11-4050		36.69	67300	11/06/23
329994	1	10/09/23		4X8X16 SOLID CONCRETE		21-42-3050		40.56	67300	11/06/23
330047	1	10/10/23		HYDRAULIC CEMENT, WATERWELD		23-41-3120		29.32	67300	11/06/23

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391 HOOVER LUMBER										
330063	1	10/10/23		CONCRETE MIX		11-11-3120		30.48	67300	11/06/23
330098	1	10/11/23		FRAME BLADE & REBAR		11-11-3120		84.29	67300	11/06/23
330138	1	11/06/23		RENT/RED SOD CUTTER		11-11-3120		60.00	67300	11/06/23
330200	1	10/13/23		ANTIFREEZE/WINTERIZE BALL PARK		11-23-3110		21.00	67300	11/06/23
330217	1	10/13/23		SCREWS,HANGARS & HOOKS		11-17-3120		84.59	67300	11/06/23
330305	1	10/16/23		2X4X16 BOARDS		11-11-3120		39.88	67300	11/06/23
330309	1	10/16/23		MARKERS, ADAPTER, PRIMER		11-11-3120		20.30	67300	11/06/23
330363	1	10/17/23		WORK GLOVES		11-15-3160		15.29	67300	11/06/23
330399	1	10/17/23		12" SMOOTH LAP SIDING		11-11-3120		22.69	67300	11/06/23
330487	1	10/18/23		CONTAINER, PAINT & BRUSHES		11-23-3030		78.24	67300	11/06/23
330511	1	10/19/23		CAULK		23-41-3120		6.29	67300	11/06/23
330527	1	10/19/23		DUCT TAPE		11-11-3120		43.16	67300	11/06/23
330693	1	10/23/23		EXPANSION JOINT, NUTS & BOLTS		11-11-3160		39.17	67300	11/06/23
								-----		
HOOVER LUMBER								993.57		
1733 IN THE CAN LLC										
GEN23-464	1	11/01/23		SOLID WASTE CONTRACT		30-01-2220		45630.00	67301	11/06/23
IN THE CAN LLC								45630.00		
3814 INDEPENDENT ELECTRIC										
hsri1961	1	10/04/23	20259	ANNUAL CRANE INSPECTIONS		15-40-2140		2420.84	67302	11/06/23
INDEPENDENT ELECTRIC								2420.84		
1969 INTEGRATED CONTROLS										
6641	1	10/27/23		ONLINE SUPPORT		21-40-2140		300.00	67303	11/06/23
INTEGRATED CONTROLS								300.00		
250 INTERNATIONAL INSTITUTE OF										
GEN23-465	1	11/06/23		VOLK MEMBERSHIP		11-02-2080		185.00	67304	11/06/23
INTERNATIONAL INSTITUTE OF								185.00		
1989 J ROD'S										
6173	1	10/12/23		#10 WINDOW ENVELOPES X 10000		15-44-3120		968.74	67305	11/06/23
6201	1	11/01/23		GREEN TAGS X 200		15-44-3120		101.92	67305	11/06/23
J ROD'S								1070.66		
2023 JCI INDUSTRIES INC										
8259459	1	10/17/23	20260	FLOWSERVE SEAL REPAIR		15-40-3060		1048.58	67306	11/06/23
JCI INDUSTRIES INC								1048.58		
3613 JONES CONSTRUCTION										
GEN23-466	1	11/06/23		RETURN FLOW METER DEPOSIT		22-01-5100		750.00	67307	11/06/23
GEN23-466	2	11/06/23		FLOW METER INTEREST		21-42-2350		.32	67307	11/06/23
JONES CONSTRUCTION								750.32		

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1092 KANSAS CORP. COMM.										
GEN23-480	1	11/06/23		2011-00357		39-01-2050		100.36	67308	11/06/23
GEN23-480	2	11/06/23		2011-00571		39-01-2050		32.77	67308	11/06/23
								-----		
								133.13		
613 KANSAS MUNICIPAL UTILITIE										
200007922	1	10/12/23		PPO CLASS/GEORGE BECVAR CARLIS		15-40-2170		1050.00	67309	11/06/23
								-----		
								1050.00		
1072 KANSAS PAYMENT CENTER										
PR20231020	1	10/20/23		INCOME WITHOLD		11-00-0012	N	96.46	3045812	10/27/23 E
								-----		
								96.46		
2823 KAUFFMAN MUSEUM										
GEN23-467	1	10/26/23		DEPOSIT/K IS FOR KANSAS		38-01-4010		1000.00	67310	11/06/23
								-----		
								1000.00		
3392 KLING, JAKE D.										
GEN23-468	1	11/01/23		ATTORNEY FEES/NOVEMBER 2023		11-02-2140	M	4208.33	67311	11/06/23
								-----		
								4208.33		
4039 KRAISINGER, GARY & MARGAR										
GEN23-483	1	10/28/23		GREAT WESTERN CATTLE TRAIL		11-17-3130		500.00	67312	11/06/23
								-----		
								500.00		
523 KS PUBLIC EMP. RETIREMENT										
PR20231020	1	10/20/23		KPERS		11-00-0012	N	2175.80	3045811	10/27/23 E
PR20231020	2	10/20/23		KPERS		15-00-0012	N	1903.95	3045811	10/27/23 E
PR20231020	3	10/20/23		KPERS		21-00-0012	N	372.53	3045811	10/27/23 E
PR20231020	4	10/20/23		KPERS		23-00-0012	N	267.17	3045811	10/27/23 E
PR20231020	5	10/20/23		KPERS II		11-00-0012	N	1634.52	3045811	10/27/23 E
PR20231020	6	10/20/23		KPERS II		15-00-0012	N	1248.02	3045811	10/27/23 E
PR20231020	7	10/20/23		KPERS II		21-00-0012	N	87.76	3045811	10/27/23 E
PR20231020	8	10/20/23		KPERS II		23-00-0012	N	87.76	3045811	10/27/23 E
PR20231020	9	10/20/23		KPERS III		11-00-0012	N	3462.86	3045811	10/27/23 E
PR20231020	10	10/20/23		KPERS III		15-00-0012	N	1409.00	3045811	10/27/23 E
PR20231020	11	10/20/23		KPERS III		21-00-0012	N	419.61	3045811	10/27/23 E
PR20231020	12	10/20/23		KPERS III		23-00-0012	N	216.52	3045811	10/27/23 E
PR20231020	13	10/20/23		KPERS D&D		11-00-0012	N	504.02	3045811	10/27/23 E
PR20231020	14	10/20/23		KPERS D&D		15-00-0012	N	316.09	3045811	10/27/23 E
PR20231020	15	10/20/23		KPERS D&D		21-00-0012	N	60.98	3045811	10/27/23 E
PR20231020	16	10/20/23		KPERS D&D		23-00-0012	N	39.59	3045811	10/27/23 E
								-----		
								14206.18		
301 LEAGUE OF KS. MUNICIPALIT										
7905	1	10/20/23		BROWN/KACM FALL CONFERENCE		11-02-2170		175.00	67313	11/06/23
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				LEAGUE OF KS. MUNICIPALIT				175.00		
				3911 MANAGEMENT & PERSONNEL SY						
GEN23-469	1	10/06/23		GENERAL MANAGEMENT/PD		11-03-2140		500.00	67314	11/06/23
GEN23-470	1	10/12/23		SUPERVISORY SIMULATOR/SERGEANT		11-03-2140		605.00	67314	11/06/23
				MANAGEMENT & PERSONNEL SY				1105.00		
				4040 MCQUEENY GROUP						
BR-MQK-23-0354	1	10/26/23	20258	EVAPORATIVE COOLER WCD100		15-40-3060		5610.00	67315	11/06/23
				MCQUEENY GROUP				5610.00		
				2104 NATIONWIDE TRUST CO. FSB						
PR20231020	1	10/20/23		NATIONWIDE TRST		11-00-0012	N	325.00	3045815	10/27/23 E
PR20231020	2	10/20/23		NATIONWIDE TRST		15-00-0012	N	265.00	3045815	10/27/23 E
				NATIONWIDE TRUST CO. FSB				590.00		
				2940 NEBRASKA CHILD SUPPORT						
PR20231020	1	10/20/23		NEB CHILD SUP		15-00-0012	N	76.85	3045817	10/27/23 E
				NEBRASKA CHILD SUPPORT				76.85		
				3502 O'REILLY AUTO PARTS						
5617-231963	1	10/16/23		EXTERIOR DOOR HANDLE		21-42-3060		26.68	67316	11/06/23
				O'REILLY AUTO PARTS				26.68		
				3797 OASIS ENERGY, LLC						
6322	1	10/11/23		E-10 GASOLINE		36-01-4010		11149.57	67317	11/06/23
6322	2	10/11/23		DIESEL		11-11-2020		12468.00	67317	11/06/23
				OASIS ENERGY, LLC				23617.57		
				3003 OVERHEAD DOOR CO. OF NW K						
3055	1	10/17/23		REPLACE 12'X21" BOTTOM PANEL		15-40-3030		1560.00	67318	11/06/23
				OVERHEAD DOOR CO. OF NW K				1560.00		
				1903 PACE ANALYTICAL						
2360194514	1	10/30/23		QUARTERLY WATER ANALYSIS		21-40-2070		250.00	67319	11/06/23
				PACE ANALYTICAL				250.00		
				2401 PAW WASH						
GEN23-471	1	11/01/23		ANIMAL CONTROL/NOVEMBER 2023		11-05-2140		2100.00	67320	11/06/23
				PAW WASH				2100.00		
				3759 PRAIRIESPRINGS HOSPITALIT						
GEN23-472	1	11/01/23		SALES TAX REIMB		28-01-2050		10428.08	67321	11/06/23
				PRAIRIESPRINGS HOSPITALIT				10428.08		

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				1683 PRINCIPAL MUTUAL LIFE INS						
PR20231020	1	10/20/23		PRIN. MUTUAL		11-00-0012	N	102.84	67275	10/27/23
PR20231020	2	10/20/23		PRIN. MUTUAL		15-00-0012	N	271.86	67275	10/27/23
				PRINCIPAL MUTUAL LIFE INS				374.70		
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				3789 QUADIENT FINANCE USA INC						
GEN23-473	1	10/11/23		POSTAGE		15-44-3130		1600.00	67322	11/06/23
				QUADIENT FINANCE USA INC				1600.00		
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				3794 QUADIENT LEASING USA, INC						
Q1009473	1	10/04/23		MAIL MACHINE LEASE		15-44-2160		985.43	67323	11/06/23
				QUADIENT LEASING USA, INC				985.43		
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				1442 S & T COMMUNICATIONS, INC						
10811576	1	11/01/23		ALARMS		11-17-2180		12.84	67324	11/06/23
10811576	2	11/01/23		ALARMS		15-44-2180		38.52	67324	11/06/23
10811576	3	11/01/23		ALARMS		21-40-2180		11.12	67324	11/06/23
10811576	4	11/01/23		ALARMS		23-41-2180		12.84	67324	11/06/23
10811576	5	11/01/23		TECH SERVICE		21-42-2100		9.95	67324	11/06/23
				S & T COMMUNICATIONS, INC				85.27		
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				407 SALINA SUPPLY COMPANY						
S100247577.005	1	9/18/23		2XCLOSE NIPPLE /RETURNED		21-42-3050		132.02	67326	11/06/23
S100247577.006	1	10/02/23	20111	5/8" X 3/4" X3/4" YOKE ADAPTER		21-42-3050		340.59	67326	11/06/23
S100247577.007	1	10/06/23		CREDIT/3/4" YOKE ADAPTER X 10		21-42-3050		340.59-	67326	11/06/23
S100248842.002	1	9/01/23	19697	6" MJ 1/8 BEND		21-42-3050		167.57	67326	11/06/23
S100250822.001	1	9/25/23	20116	6"X1.5" TAP SADDLES		21-42-3050		217.18	67326	11/06/23
S100250822.001	2	9/25/23	20116	6" X 2" TAP SADDLES		21-42-3050		217.82	67326	11/06/23
S100250958.001	1	10/12/23	METER CPLS	3/4" STRAIGHT COUPLINGS X 8		21-42-3050		284.91	67326	11/06/23
S100250958.002	1	10/27/23	METER COUP	3/4 STRAIGHT COUPLINGS CTS		11-25-3060		71.23	67326	11/06/23
S100250958.003	1	10/23/23		CREDIT 3/4" METER COUPLINGS		21-42-3050		284.91-	67326	11/06/23
S100251305.001	1	9/21/23	20118	HYMAX 6" GRIP/RETURNED		21-42-3050		2360.11	67326	11/06/23
S100251305.002	1	10/06/23		CREDIT/HYMAX 6" GRIPD		21-42-3050		2240.91-	67326	11/06/23
S100251974.001	1	10/12/23	20111	2" X CLOSE RED BRASS NIPPLEX7		21-42-3050		173.74	67326	11/06/23
S100251974.002	1	10/27/23	20111	2" X CLOSE RED BRASS/RETURNED		11-25-3060		74.46	67326	11/06/23
S100251975.001	1	10/09/23	20118	6" HYMAX BOLTED COUPLINGS		21-42-3050		1752.43	67326	11/06/23
S100251977.001	1	10/12/23	20119	1.5" STRAIGHT COUPLIN CTS/MIP		21-42-3050		651.55	67326	11/06/23
S100252301.001	1	10/11/23	20121	24" FLAT CI METER W/7" METER		21-42-3050		1411.32	67326	11/06/23
S100252863.001	1	10/27/23	20372	REPAIR KITS BACKFLOW PREVENTOR		11-25-3060		1055.41	67326	11/06/23
s100224382.008	1	10/24/23	19887	1" METER YOKE ADAPTERS X 20		21-00-0006		585.52	67326	11/06/23
				SALINA SUPPLY COMPANY				6629.45		
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				2265 SCHERMERHORN, KATHY						
GEN23-474	1	11/01/23		ANIMAL CONTROL/NOVEMBER		11-05-2140	M	1500.00	67327	11/06/23
				SCHERMERHORN, KATHY				1500.00		
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				413 SCHLOSSER, INC.						
11005	1	9/29/23		CONCRETE/2ND & WALNUT		21-42-3060		455.00	67328	11/06/23



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413 SCHLOSSER, INC.										
11042	1	10/10/23		MAIN/BROADWAY ALLEY		11-11-4050		803.25	67328	11/06/23
11057	1	10/11/23		CONCRETE/MAIN BROADWAY ALLEY		11-11-4050		785.00	67328	11/06/23
11064	1	10/12/23		COLE PROJECT		15-42-3050		111.73	67328	11/06/23
11083	1	10/17/23		CONCRETE/MAIN BROADWAY ALLEY		11-11-4050		1109.25	67328	11/06/23
11094	1	10/19/23		CONCRETE/MAIN BROADWAY ALLEY		11-11-4050		688.50	67328	11/06/23
11123	1	10/23/23		CONCRETE/MAIN BROADWAY ALLEY		11-11-4050		1101.00	67328	11/06/23
11127	1	10/24/23		CONCRETE/MAIN BROADWAY ALLEY		11-11-4050		489.00	67328	11/06/23
11128	1	10/24/23		CONCRETE/MAIN BROADWAY ALLEY		11-11-4050		765.00	67328	11/06/23
								-----		
SCHLOSSER, INC.								6307.73		
421 SHARE CORPORATION										
248631	1	10/11/23	20261	COMMANDER DEGREASER		15-40-3040		987.25	67329	11/06/23
SHARE CORPORATION								987.25		
427 SHORES NAPA										
293176	1	9/26/23		SAND PAD		15-42-3120		35.75	67332	11/06/23
293672	1	9/26/23		ALGAE REMOVER/CHAMBERS FOUNTAI		11-15-3120		16.99	67332	11/06/23
293830	1	9/27/23		SAFETY GRIT TAPE		15-40-2310		32.68	67332	11/06/23
293845	1	9/27/23		OUTLETS		11-15-3120		19.99	67332	11/06/23
293846	1	9/27/23		PAINT BRUSHES, MARKERS		15-42-3120		26.61	67332	11/06/23
293876	1	9/27/23		AIR FILTER		11-11-3060		10.89	67332	11/06/23
293935	1	9/27/23		ADAPTER BEARING		15-40-3060		269.54	67332	11/06/23
293964	1	9/28/23		TRASH BAGS		11-11-3120		75.98	67332	11/06/23
294053	1	9/28/23		NUTS		21-42-3050		1.20	67332	11/06/23
294142	1	9/29/23		KNIFE		15-42-3020		66.45	67332	11/06/23
294439	1	10/03/23		BATTERY/#74		11-11-3170		151.99	67332	11/06/23
294848	1	10/06/23		FUSE		15-42-3120		2.67	67332	11/06/23
294974	1	10/09/23		FILTER, ATP PLAT KIT/#34 & 38		21-40-3060	N	132.47	67332	11/06/23
295054	1	10/09/23		FUSE		15-42-3120		2.67	67332	11/06/23
295123	1	10/10/23		IDLER PULLEY/#6 PD		11-03-3170		66.73	67332	11/06/23
295138	1	10/10/23		FLASHER/#9		11-11-3170		17.99	67332	11/06/23
295532	1	10/12/23		STEP BIT		11-11-3020		58.98	67332	11/06/23
295613	1	10/13/23		ANCHORS		11-17-3120		3.40	67332	11/06/23
295869	1	10/17/23		ANCHOR		15-42-3120		63.19	67332	11/06/23
295940	1	10/17/23		STREET ELBOW/BOOSTER PUMP SPRI		11-23-3060		7.59	67332	11/06/23
296056	1	10/18/23		SCREWS/DOOR REPAIR		11-11-3030		64.76	67332	11/06/23
296068	1	10/18/23		CUT OFF WHEELS X 10		21-42-3120		42.60	67332	11/06/23
296120	1	10/18/23		BOLTS, WASHERS, NUTS		15-42-3120		11.84	67332	11/06/23
296123	1	10/18/23		BOLTS, WASHERS, NUTS		15-42-3120		11.84	67332	11/06/23
296178	1	10/19/23		WATER WELD		23-41-3120		6.49	67332	11/06/23
296213	1	10/19/23		10 PC PRO SNAP BLADE		11-11-3030		9.08	67332	11/06/23
296215	1	10/19/23		TAP SCREW/DOOR REPAIR		11-11-3030		6.68	67332	11/06/23
296517	1	10/23/23		HARD HATS X 4		11-15-3160		60.72	67332	11/06/23
296517	2	10/23/23		HARD HATS X 14		11-11-2310		347.76	67332	11/06/23
296604	1	10/23/23		BACKER ROD, BRICK CHISEL		23-41-3120		20.57	67332	11/06/23
296702	1	10/24/23		TIDE		11-11-3160		10.99	67332	11/06/23
296702	2	10/24/23		BOLTS		11-11-3030		40.70	67332	11/06/23
296831	1	10/25/23		BUNGEE CORDS & SHIPPING TAPE		11-15-3120		10.97	67332	11/06/23
296834	1	10/25/23		ADAPTER & ELBOW		23-41-3120		3.48	67332	11/06/23
296841	1	10/25/23		ADAPTER & ELBOW		23-41-3120		3.97	67332	11/06/23
								-----		

INVOICE NO	LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
					CD	GL ACCOUNT				
				SHORES NAPA				1716.21		
172381	1	10/09/23	20120	432 SMITH AND LOVELESS, INC. PUMP ALTERNATOR RELAY		23-43-3060		192.78	67333	11/06/23
				SMITH AND LOVELESS, INC.				192.78		
379129	1	9/29/23	20161	435 SOLOMON ELECTRIC SUPPLY, FIELD SERVICE FOR REGULATORS		15-40-3060		2750.00	67334	11/06/23
379129	2	9/29/23	20161	FIELD SERVICE FOR REGULATORS		15-42-3060		2750.00	67334	11/06/23
				SOLOMON ELECTRIC SUPPLY,				5500.00		
5610757-00	1	9/26/23	20341	438 STANION WHOLESALE ELECTRI 1" PVC SCHEDULE 40 X 1000'		15-42-3050		1447.80	67335	11/06/23
5614451-00	1	10/10/23	20344	60W LED WATCHLIGHT X 30		15-42-3010		4951.61	67335	11/06/23
				STANION WHOLESALE ELECTRI				6399.41		
8072124924	1	10/28/23		4038 STAPLES OFFICE ENVELOPES, NOTEPADS, VIN ENVEL		15-44-3120		77.38	67336	11/06/23
				STAPLES OFFICE				77.38		
231023	1	10/23/23	19086	4037 THE BULLET HOLE RED DOT SIGHTS X 9		19-01-4020		1800.00	67337	11/06/23
				THE BULLET HOLE				1800.00		
60754-00	1	10/19/23	20339	2156 THOMASSON COMPANY CLASS 2 POLES/SOUTH LOOP PROJE		38-01-4030		18288.00	67338	11/06/23
60755-00	1	10/09/23	20339	CLASS 2 POLES/SOUTH LOOP PROJE		38-01-4030		16764.00	67338	11/06/23
				THOMASSON COMPANY				35052.00		
22012	1	10/24/23		1014 TIMBER LINE ELECTRIC & CO MOSCAD RADIO UPGRADES		36-01-4080		50047.75	67339	11/06/23
				TIMBER LINE ELECTRIC & CO				50047.75		
GEN23-475	1	11/01/23		2159 TRIPLETT INC SALES TAX REIMB		28-01-2060		6260.24	67340	11/06/23
				TRIPLETT INC				6260.24		
GEN23-476	1	11/01/23		2784 USD # 352 SCHOOL SALES TAX		11-02-2050		31784.92	67341	11/06/23
				USD # 352				31784.92		
293060000	1	10/25/23	20412	1651 VAN DIEST SUPPLY COMPANY CHANGE UP		11-11-3040		551.00	67342	11/06/23
87364	1	10/25/23		ALTOSID BRIQUETS		11-11-3110		520.00	67342	11/06/23

INVOICE NO	LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
					CD	GL ACCOUNT				
-----										
				VAN DIEST SUPPLY COMPANY				1071.00		
				3092 VERNON MANUFACTURING						
19782	1	10/24/23		REPAIR VANTAGE BILL ACCEPTOR		21-42-3060		200.00	67343	11/06/23
				VERNON MANUFACTURING				200.00		
				2895 VISION CARE DIRECT ADM.						
PR20231020	1	10/20/23		VISION CARE DIR		11-00-0012	N	121.26	67276	10/27/23
PR20231020	2	10/20/23		VISION CARE DIR		15-00-0012	N	122.98	67276	10/27/23
				VISION CARE DIRECT ADM.				244.24		
				640 WAL*MART						
00285	1	10/18/23		CANDY		15-44-3120		22.73	67344	11/06/23
00434	1	10/06/23		CLEANING/OFFICE SUPPLIES		11-17-3120		30.98	67344	11/06/23
00911	1	10/12/23		HP OFFICE 20		15-40-3120		49.30	67344	11/06/23
01161	1	10/09/23		24" MONITOR		15-44-3120		94.83	67344	11/06/23
01535	1	10/11/23		CREAMER & CLEANING SUPPLIES		15-44-3120		49.40	67344	11/06/23
01832	1	9/29/23		INK, CLEANING SUPPLIES		15-40-3120		111.14	67344	11/06/23
0435	1	10/06/23		FOIL		38-01-4010		108.78	67344	11/06/23
06000	1	10/18/23		COPY PAPER		11-03-3120		19.97	67344	11/06/23
08402	1	9/26/23		JEANS		11-15-3160		59.94	67344	11/06/23
				WAL*MART				547.07		
				***** REPORT TOTAL *****				388934.40		

JRNL ID/ ACCOUNT NUMBER	OTHER NUMBER/ ACCOUNT TITLE	UPDATE OTHER REFERENCE/ REFERENCE	DEBIT	CREDIT	BANK #
PAYROLL					
11-00-0011	GENERAL EMP TAX A/P	SS/MED EMPE GEN	4,030.07		
11-00-0001	GENERAL OPERATING CASH	SS/MED EMPE GEN		4,030.07	1
15-00-0011	ELECTRIC EMP TAX A/P	SS/MED EMPE ELE	2,360.90		
15-00-0001	ELECTRIC CASH	SS/MED EMPE ELE		2,360.90	1
21-00-0011	WATER EMP TAX A/P	SS/MED EMPE WAT	454.44		
21-00-0001	WATER CASH	SS/MED EMPE WAT		454.44	1
23-00-0011	SEWER EMP TAX A/P	SS/MED EMPE SEW	301.92		
23-00-0001	SEWER CASH	SS/MED EMPE SEW		301.92	1
11-00-0011	GENERAL EMP TAX A/P	SS/MED EMPE GEN	4,030.07		
11-00-0001	GENERAL OPERATING CASH	SS/MED EMPE GEN		4,030.07	1
15-00-0011	ELECTRIC EMP TAX A/P	SS/MED EMPE ELE	2,360.90		
15-00-0001	ELECTRIC CASH	SS/MED EMPE ELE		2,360.90	1
21-00-0011	WATER EMP TAX A/P	SS/MED EMPE WAT	454.44		
21-00-0001	WATER CASH	SS/MED EMPE WAT		454.44	1
23-00-0011	SEWER EMP TAX A/P	SS/MED EMPE SEW	301.92		
23-00-0001	SEWER CASH	SS/MED EMPE SEW		301.92	1
11-00-0011	GENERAL EMP TAX A/P	FED TAX GEN	3,961.55		
11-00-0001	GENERAL OPERATING CASH	FED TAX GEN		3,961.55	1
15-00-0011	ELECTRIC EMP TAX A/P	FED TAX ELE	2,106.10		
15-00-0001	ELECTRIC CASH	FED TAX ELE		2,106.10	1
21-00-0011	WATER EMP TAX A/P	FED TAX WAT	457.78		
21-00-0001	WATER CASH	FED TAX WAT		457.78	1
23-00-0011	SEWER EMP TAX A/P	FED TAX SEW	190.46		
23-00-0001	SEWER CASH	FED TAX SEW		190.46	1
11-00-0011	GENERAL EMP TAX A/P	STATE TAX GEN	2,090.84		
11-00-0001	GENERAL OPERATING CASH	STATE TAX GEN		2,090.84	1
15-00-0011	ELECTRIC EMP TAX A/P	STATE TAX ELE	1,324.97		
15-00-0001	ELECTRIC CASH	STATE TAX ELE		1,324.97	1
21-00-0011	WATER EMP TAX A/P	STATE TAX WAT	243.74		
21-00-0001	WATER CASH	STATE TAX WAT		243.74	1
23-00-0011	SEWER EMP TAX A/P	STATE TAX SEW	156.90		
23-00-0001	SEWER CASH	STATE TAX SEW		156.90	1
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	STOP LOSS 10/17	11,318.76		
07-00-0001	SELF INSUR CASH	STOP LOSS 10/17		11,318.76	1
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	STOP LOSS10/24	5,398.73		
07-00-0001	SELF INSUR CASH	STOP LOSS10/24		5,398.73	1
15-00-0010	ELECTRIC A/C PAYABLE	GWORKS CC	3,419.93		
15-00-0001	ELECTRIC CASH	GWORKS CC		3,419.93	1
45-01-1050	EMP BENEFIT HEALTH/ACC INSUR	COBRA HAYES	279.15		
45-00-0001	EMP BENEFITS CASH	COBRA HAYES		279.15	1
45-01-1050	EMP BENEFIT HEALTH/ACC INSUR	SI COBRA HAYES	364.68		
45-00-0001	EMP BENEFITS CASH	SI COBRA HAYES		364.68	1
		Journal Total :	45,608.25	45,608.25	
		Sub Total	45,608.25	45,608.25	
		** Report Total **	45,608.25	45,608.25	

FUND	NAME	DEBITS	CREDITS
07	SELF INSURANCE	16,717.49	16,717.49
11	GENERAL	14,112.53	14,112.53
15	ELECTRIC UTILITY	11,572.80	11,572.80
21	WATER UTILITY	1,610.40	1,610.40
23	SEWER UTILITY	951.20	951.20
45	EMPLOYEE BENEFIT	643.83	643.83
TOTALS		45,608.25	45,608.25

\*\* 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	16,717.49	16,717.49-
07-01-5030	SELF INSUR BCBS STOP LOSS PYMT	16,717.49	.00	16,717.49
11-00-0001	GENERAL OPERATING CASH	.00	14,112.53	14,112.53-
11-00-0011	GENERAL EMP TAX A/P	14,112.53	.00	14,112.53
15-00-0001	ELECTRIC CASH	.00	11,572.80	11,572.80-
15-00-0010	ELECTRIC A/C PAYABLE	3,419.93	.00	3,419.93
15-00-0011	ELECTRIC EMP TAX A/P	8,152.87	.00	8,152.87
21-00-0001	WATER CASH	.00	1,610.40	1,610.40-
21-00-0011	WATER EMP TAX A/P	1,610.40	.00	1,610.40
23-00-0001	SEWER CASH	.00	951.20	951.20-
23-00-0011	SEWER EMP TAX A/P	951.20	.00	951.20
45-00-0001	EMP BENEFITS CASH	.00	643.83	643.83-
45-01-1050	EMP BENEFIT HEALTH/ACC INSUR	643.83	.00	643.83
TRANSACTION TOTALS		45,608.25	45,608.25	.00

# PAYROLL REGISTER

ORDINANCE #2023-P21

10/27/2023

<u>DEPARTMENT</u>	<u>GROSS PAY</u>
GENERAL	53,472.99
ELECTRIC	31,607.46
WATER	6,097.74
SEWER	3,960.11
TOTAL	<u>95,138.30</u>

PASSED AND SIGNED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2023

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
MAYOR



# CITY OF GOODLAND

204 W. 11<sup>TH</sup> ST.  
PO BOX 59  
GOODLAND, KANSAS 67735

November 1, 2023

Mayor Thompson & City Commissioners:

This is to notify the Commission that City staff is applying for the Kansas Department of Transportation for a Public Transportation Assistance Grant (U.S.C. 49-5311 Funding SFY 2025) for the General Transportation Van. The grant will assist with the funding of the City's transportation program for our community for the period of July 2024 to June 2025.

The City's general public transportation van is a great asset to our community and benefits not only the elderly, but those who are disabled and handicapped, as well as the general public. The Commission's continued support of the program is a great value to the residents of Goodland.

Sincerely,

Sarah Scheopner  
Accounts Payable



### Vacant lots owned by the City

Boundary description	Size of Lot	City	Water Main	Sewer Main	Electricity	Streets	Zoning Regulations
<b>Residential</b>							
ROSEWOOD ADDN , BLOCK 10 , Lot 1.	14000 s.f.	Goodland	yes	yes	no service line	00000 SPRUCE RD - Spruce/Main	R-1
USD 352 1ST ADDN. , ACRES 1.1 , ALL BLOCK 2.	1.1 acres	Goodland	no	no	no	00000 KANSAS AVE - 2nd/Kansas - west	R-1
USD 352 1ST ADDN. , ACRES 1.1 , ALL BLOCK 1	1.1 acres	Goodland	no	no	no	00000 KANSAS AVE - 2nd/Kansas - closer	R-1
2ND ADDN TO GOODLAND , BLOCK 20 , Lot 10 - 12.	10500 s.f.	Goodland	yes	yes	no service line	326 SHERMAN AVE,	R-1
FIRST ADDN TO GOODLAND, BLOCK 17, Lot 4 - 6	10500 s.f.	Goodland	yes	yes	no	00000 10TH ST - 10th/Colorado	R-1
FIRST ADDN TO GOODLAND, BLOCK 17, Lot 1 - 3	10500 s.f.	Goodland	yes	yes	no	00000 10TH ST - 10th/Colorado	R-1
GOODLAND CITY TRACTS , BEG 1084(S) E & 75 S NW COR NW4 TH E 243 TH S 230(S) TH W 243 TH N 230(S) TO POB SECTION 29 TOWNSHIP 08 RANGE 39.	55890 s.f.	Goodland	yes	no	no service line	611 E HWY 24	C-1

### Industrial

GOODLAND INDUSTRIAL PARK, BLOCK 4, Lot 4, ACRES 2.15	2.15 acres	Goodland	no	no	no	00000 CO RD - 16th/Industrial	I-2
GOODLAND INDUSTRIAL PARK, BLOCK 4, Lot 2 - 3, ACRES 4.5	4.5 acres	Goodland	no	no	no	00000 CO RD - 16th/Industrial	I-2
GOODLAND INDUSTRIAL PARK, BLOCK 4, Lot 1, ACRES 2.3.	2.3 acres	Goodland	no	no	no	00000 CO RD - 16th/Industrial - northwest corner	I-2

GOODLAND INDUSTRIAL PARK, BLOCK 3, ACRES 8.6, LOTS 1- 2 & 7 - 8	8.6 acres	Goodland	no	no	no	00000 CO RD - 16th/Industrial - middle	I-2
GOODLAND INDUSTRIAL PARK, BLOCK 2, Lot 7 - 8, ACRES 4.4.	4.4 acres	Goodland	no	no	no	00000 CO RD - 16th/Industrial - west middle	I-2
GOODLAND INDUSTRIAL PARK, BLOCK 2, Lot 3, ACRES 3.9	3.9 acres	Goodland	yes	no	no	00000 CO RD - 16th/Industrial - southeast	I-2
GOODLAND INDUSTRIAL PARK, BLOCK 2, Lot 4 - 6, ACRES 7.1.	7.1 acres	Goodland	no	no	no	00000 CO RD - 16th/Industrial - southeast	I-2

# Community Emergency Access and Information Program (This is for Goodland, KS and Sherman County Area residents only)

This is a program for the elderly and/or disabled people in Sherman County Kansas. We offer a lock box to be placed on the outside of your house. This box would hold a key to your house so that emergency personnel can get into your house, to help you, in the event of an emergency. This would prevent you from leaving your house unlocked or hiding a key outside your house. This lock box would only be used by emergency personnel in the event of an emergency. (If Law Enforcement, EMS or Fire is paged to your house and you are unable to answer the door, they could contact Dispatch and get the code to the box. They could then get the key to come in to check on you or help you.) These will be for emergency personnel only in the event of an emergency. These are not for personal use.

This program also would help you set up a Vial of Life to keep on your refrigerator. This is documents that contain things such as: Your name, Doctors name, emergency contact information, health issues, allergies, medications and any advanced directives or DNR.

The lock boxes will be placed on the house for you. They will be placed at the residences of qualifying persons only. There will be someone to help you fill out the Vial of Life if needed. The person assisting you with the Vial of Life will help you or explain to you where it needs to kept and why.

This form can be filled out for yourself or for someone that you know that would benefit from this service.

Your information will not be shared or sold.

1. Name

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**AGENDA ITEM**  
CITY COMMISSION COMMUNICATION FORM

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**FROM:** Zach Hildebrand, Building Official

**DATE:** November 6, 2023

**ITEM:** Ordinance 1766 - Adopt the 2018 Edition of the International Building Code (IBC) and 2018 Edition of the International Existing Building Code (IEBC)

**NEXT STEP:** Motion to Approve

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ORDINANCE  
 MOTION  
 INFORMATION

- 
- I. REQUEST OR ISSUE:**  
The Construction Advisory Board of Trades and Appeals (CABT) recommends that the City Commission adopt the 2018 Edition of the International Building Code (IBC), the 2018 International Existing Building Code (IEBC) and make the appropriate changes to the Goodland City Code. Ordinance 1766 is attached for the Commission's consideration.
- II. RECOMMENDED ACTION / NEXT STEP:**  
Motion to approve the proposed Ordinance
- III. FISCAL IMPACTS:**  
None
- IV. BACKGROUND INFORMATION:**  
At the last CABT meeting on November 1, 2023, Building Official Hildebrand and the board members discussed adopting the (IBC) 2018 International Building Code Book and the (IEBC) International Existing Building Code Book for the City of Goodland, with amendments to be made.
- Article 105.1.1 Annual Permit.** Repealed. The Board feels there is not enough consistent work to do an annual permit.
- It states in **Article 105.2 Work exempt from a permit:**
- Exception #1** One-story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the floor area is not greater than 120 square feet.(13.94 m2). The board would like to make the allowable size 150 square feet.
- Exception #2** Fences not over 7 feet (2134 mm) high. The board would like to repeal this due to all fences needing to have a permit pulled within the City of Goodland.
- Exception #6** Sidewalks and driveways not more than 30 inches (762 mm)

above adjacent grade, and not over any basement or story below and are not part of an accessible route. The board would like to repeal this as well due to all sidewalks and driveways requiring a permit within the City of Goodland.

**Article 109.6 Fee schedule.** The board feels as though the fee schedule already set fourth within the City of Goodland current code is sufficient.

**Article 109.6 Fee refunds.** The board felt as there is no reason to have a fee refund.

**Article 114.4 Violation penalties.** This section will refer to the current violation penalties that have already been established in Chapter 4 Article II Section 4-202 of the City of Goodland Code.

The rest of the book was reviewed and determined to be okay as is. The CABT approved a motion to recommend to the City Commission to adopt the 2018 International Building Code Book, the 2018 International Existing Building Code Book and make the appropriate changes to the Goodland City Code.

City staff has reviewed further the correct format from ICC for the proposed ordinance to be presented and Jake Kling has approved the resulting ordinance as well.

**ORDINANCE NO. 1766**

**AN ORDINANCE ADOPTING AND AMENDING THE 2018 BUILDING CODE BOOK, 2018 INTERNATIONAL EXISTING BUILDING CODE BOOK, AMENDING CHAPTER 4 ARTICLE II SECTION 4-201 AND CHAPTER 4 ARTICLE II SECTION 4-207 OF THE CITY CODE FOR THE CITY OF GOODLAND, KANSAS.**

**WHEREAS**, the City of Goodland Construction Board has recommended to approve adopting and amending the 2018 International Building Code book and the 2018 International Existing Building Code book to update the City's current code which is the 1997 version of the Uniform Building Code book.

**WHEREAS**, the Governing Body finds it is in the best interest of the City to adopt the 2018 International Building Code book and 2018 International Existing Building Code book for the City of Goodland

**NOW THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF GOODLAND, KANSAS:**

**SECTION 1.** The City of Goodland Code Section 4-201 is amended as follows:

4-201 (1) 2018 INTERNATIONAL BUILDING CODE not including chapter 9 or appendixes A, B, D, L and M is hereby adopted by the City of Goodland for the purpose of establishing rules, regulations and minimum requirements to provide a reasonable level of safety, public health and general welfare through structural strength, means of egress facilities, stability, sanitation, adequate light and ventilation, energy conservation, and safety to life and property from fire, explosion and other hazards, and to provide a reasonable level of safety to firefighters and emergency responders during emergency operations, including the issuance of permits and providing a penalty for violation thereof, that certain building code known as the "International Building Code", Edition of 2018, including all Appendix Chapters, prepared and published in book form by the International Code Council, Incorporated, 4051 Flossmoor Road, Country Club Hills, Illinois 60478, to be known as the Building Code of the City of Goodland, Kansas, save and except such articles, sections, parts, or portions as are hereafter omitted, deleted, modified, or changed. One official copy of said building code shall be filed with the city clerk to be open to inspection and available to the public at all reasonable hours.

4-201 (2) 2018 INTERNATIONAL EXISTING BUILDING CODE is hereby adopted for the purpose of establishing the minimum requirements for existing buildings using prescriptive and performance-related provisions to encourage the use and reuse of existing buildings while requiring reasonable upgrades and improvements while adequately protecting the public health, safety and welfare; provisions that do not unnecessarily increase construction costs; provisions that do not restrict the use of new materials, products or methods of construction; and provisions that do not give preferential treatment to particular types or classes of materials, products or methods of construction.

4-207.1 AMENDMENTS AND OMISSIONS TO THE 2018 INTERNATIONAL BUILDING CODE. The following sections of the Building Codes adopted by references in this article are hereby amended or deleted as follows:

- a) INTERNATIONAL BUILDING CODE 101.1 Title. Amended to read as follows: These regulations shall be known as the Building Code of the City of Goodland hereinafter referred to as "this code."
- b) INTERNATIONAL BUILDING CODE 105.1.1 Annual permit. Repealed.
- c) INTERNATIONAL BUILDING CODE 105.2 Exception #1 amended to read as follows: One-story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the floor area is not greater than 150 square feet. (13.94 m<sup>2</sup>).
- d) INTERNATIONAL BUILDING CODE 105.2 Exception #2. Repealed.
- e) INTERNATIONAL BUILDING CODE 105.2 Exception #6. Repealed.
- f) INTERNATIONAL BUILDING CODE 109.2 Fee schedule. Amended to read as follows: The fees for all construction, enlarging, repairs, alterations, additions, moving, or demolishing work shall be as indicated in the following schedule:

Item	Fees
Residential Fences .....	\$15.00
Residential Roofing .....	\$15.00
Total Valuation	
\$1.00 to \$500.00	\$15.00
\$501.00 to \$2,000.00	\$15.00 for the first \$500.00 plus \$1.50 for each additional \$100.00 or fraction thereof, up to and including \$2,000.00.
\$2,001.00 to \$25,000.00	\$37.50 for the first \$2,000.00 plus \$6.00 for each additional \$1,000.00 or fraction thereof, up to and including \$25,000.00.
\$25,001.00 to \$50,000.00	\$175.50 for the first \$25,000.00 plus \$4.50 for each additional \$1,000.00 or fraction thereof, up to and including \$50,000.00.
\$50,001.00 to \$100,000.00	\$288.00 for the first \$50,000.00 plus \$3.00 for each additional \$1,000.00 or fraction thereof, up to and including \$100,000.00.
\$100,001.00 to \$500,000.00	\$438.00 for the first \$100,000.00 plus \$2.25 for each additional \$1,000.00 or fraction thereof, up to and including \$500,000.00.

\$500,001.00 to \$1,000,000.00	\$1,338.00 for the first \$500,000.00 plus \$1.50 for each additional \$1,000.00 or fraction thereof, up to and including \$1,000,000.00.
\$1,000,001.00 and up	\$2,088.00 for the first \$1,000,000.00 plus \$1.50 for each additional \$1,000.00 or fraction thereof.

- g) INTERNATIONAL BUILDING CODE 109.6 Fee refunds. Repealed.
- h) INTERNATIONAL BUILDING CODE 114.4 Violation penalties. Amended to read as follows: Refer to Chapter 4 Article II Section 4-202 of the City of Goodland Code.

**SECTION 2.**

The City of Goodland Code Section 4-207.2 Repealed

The City of Goodland Code Section 4-207.3 Repealed

The City of Goodland Code Section 4-207.4 Repealed

The City of Goodland Code Section 4-207.5 Repealed

The City of Goodland Code Section 4-207.6 Repealed

The City of Goodland Code Section 4-207.7 Repealed

The City of Goodland Code Section 4-208.4 amended to read as follows: All new residential basements shall have at least one egress window installed in each habitable room

The City of Goodland Code amended to read as follows: When foundation designs are used other than those specified in the International Building Code, the plan shall be sealed by a licensed structural engineer licensed in the State of Kansas. All foundations must be accompanied by cross sections showing all reinforcement and other details at each exchange in foundation design.

The City of Goodland Code Section 4-208.6 Repealed

**SECTION 3.** This ordinance shall be in force and take effect after its publication in the Goodland Star News.

**PASSED AND ADOPTED** this 6<sup>th</sup> day of November, 2023, by the Governing Body of the City of Goodland, Kansas.



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Aaron Thompson, Mayor

ATTEST:

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Mary P. Volk, City Clerk



**AGENDA ITEM**  
CITY COMMISSION COMMUNICATION FORM

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**FROM:** Zach Hildebrand, Building Official

**DATE:** November 6, 2022

**ITEM:** Ordinance 1767 - Adopt the 2018 Edition of the International Property Maintenance Code Book (IPMC)

**NEXT STEP:** Motion to Approve

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ORDINANCE  
 MOTION  
 INFORMATION

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**I. REQUEST OR ISSUE:**

The Construction Advisory Board of Trades and Appeals (CABT) recommends that the City Commission adopt the 2018 Edition of the International Property Maintenance Code Book (IPMC) to update the current city code 1997 Uniform Housing Code. Ordinance 1767 is attached for the Commission's consideration.

**II. RECOMMENDED ACTION / NEXT STEP:**

Motion to approve the proposed Ordinance

**III. FISCAL IMPACTS:**

None

**IV. BACKGROUND INFORMATION:**

At the last CABT meeting on November 1, 2023, Building Official Hildebrand and the board members discussed adopting the (IPMC) 2018 International Property Maintenance Code Book for the City of Goodland, with the following amendments to be made.

a) IPMC 101.1 Title. Amended as follows: These regulations shall be known as the International Property Maintenance Code of the City of Goodland, hereinafter referred to as "this code"

b) IPMC 103.5 Fees. Repealed.

c) IPMC 112.4 Failure to Comply. Amended to read as follows: Any person who shall continue any work having been served a stop work order, except such work as that a person is directed to perform to remove a violation or unsafe condition, shall be subject to a fine of not more than \$500.00. Every day the violation continues is deemed a separate offense.

d) IPMC 302.4 Weeds. Amended to read as follows: Premises and exterior property shall be maintained free from weeds or plant growth in excess of 8 inches. Noxious weeds shall be prohibited. Weeds shall be defined as all grasses, annual plants and vegetation, other than trees or shrubs provided; however, this term shall not include cultivated flowers and gardens. Refer to City of Goodland Code Chapter 7 Article 5 for abatement and penalties.

e) IPMC 304.14 Insect Screens. Amended to read as follows: During the period from January 1 to December 31, every door, window and other outside opening required for ventilation of habitable rooms, food preparation areas, food service areas or any areas where products to be included or utilized in food for human consumption are processed, manufactured, packaged or stored shall be supplied with approved tightly fitting screens of minimum 16 mesh per inch (16 mesh per 25 mm), and every screen door used for insect control shall have a self-closing device in good working condition.

f) IPMC 602.3 Heat Supply. Amended to read as follows: Every owner and operator of any building who rents, leases or lets one or more dwelling units or sleeping units on terms, either expressed or implied, to furnish heat to the occupants thereof shall supply heat during the period from September 1 to May 1 to maintain a minimum temperature of 68°F (20°C) in all habitable rooms, bathrooms, and toilet rooms.

g) IPMC 602.4 Occupiable work spaces. Amended to read as follows: Indoor occupiable work spaces shall be supplied with heat during the period from September 1 to May 1 to maintain a minimum temperature of 65°F (20°C).

The rest of the book was reviewed and determined to be okay as is. The CABT approved a motion to recommend to the City Commission to adopt the 2018 International Property Maintenance Code Book and make the appropriate changes to the Goodland City Code.

City staff has reviewed further the correct format from ICC for the proposed ordinance to be presented and Jake Kling has approved the resulting ordinance as well.

**ORDINANCE NO. 1767**

**AN ORDINANCE ADOPTING AND AMENDING THE 2018 INTERNATIONAL PROPERTY MAINTENANCE CODE BOOK, AND AMENDING CHAPTER 7 ARTICLE IV FOR THE CITY OF GOODLAND, KANSAS.**

**WHEREAS**, the City of Goodland Construction Board has recommended to approve adopting and amending the 2018 International Property Maintenance Code book not including Appendix A to update the City's current code from the 1997 Uniform Housing Code.

**WHEREAS**, the Governing Body finds it is in the best interest of the City to adopt the 2018 International Property Maintenance Code Book for the City of Goodland

**NOW THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF GOODLAND, KANSAS:**

**SECTION 1.** The City of Goodland Code Chapter 7 Article 4 is amended to read as follows:

Article IV: Property Maintenance Code

7-401 Adoption of code incorporated. Amended to read as follows: There is hereby incorporated by the governing body of the city that certain uniform housing code known as the 2018 International Property Maintenance Code as compiled by the International Code Council and all supplements thereto of which not less than three copies have and are now filed in the office of the city clerk of the and the same are hereby adopted and incorporated as fully as if set out in length therein and from the date on which this code shall take effect, the provisions thereof shall be controlling on all dwellings and premises within the corporate limits of the city.

7-402 Amendments to Code is amended to read as follows:

2018 International Property Maintenance Code Section 101.1 Title. Amended as follows: These regulations shall be known as the International Property Maintenance Code of the City of Goodland, hereinafter referred to as "this code"

2018 International Property Maintenance Code Section 103.5 Fees. Repealed.

2018 International Property Maintenance Code Section 112.4 Failure to Comply. Amended to read as follows: Any person who shall continue any work having been served a stop work order, except such work as that a person is directed to perform to remove a violation or unsafe condition, shall be subject to a fine of not more than \$500.00. Every day the violation continues is deemed a separate offense.

2018 International Property Maintenance Code Section 302.4 Weeds. Amended to read as follows: Premises and exterior property shall be maintained free from weeds or plant growth in excess of 8 inches. Noxious weeds shall be prohibited. Weeds shall be defined as all grasses, annual plants and vegetation, other than trees or shrubs

provided; however, this term shall not include cultivated flowers and gardens. Refer to City of Goodland Code Chapter 7 Article 5 for abatement and penalties.

2018 International Property Maintenance Code Section 304.14 Insect Screens. Amended to read as follows: During the period from January 1 to December 31, every door, window and other outside opening required for ventilation of habitable rooms, food preparation areas, food service areas or any areas where products to be included or utilized in food for human consumption are processed, manufactured, packaged or stored shall be supplied with approved tightly fitting screens of minimum 16 mesh per inch (16 mesh per 25 mm), and every screen door used for insect control shall have a self-closing device in good working condition.

2018 International Property Maintenance Code Section 602.3 Heat Supply. Amended to read as follows: Every owner and operator of any building who rents, leases or lets one or more dwelling units or sleeping units on terms, either expressed or implied, to furnish heat to the occupants thereof shall supply heat during the period from September 1 to May 1 to maintain a minimum temperature of 68°F (20°C) in all habitable rooms, bathrooms, and toilet rooms.

2018 International Property Maintenance Code Section 602.4 Occupiable work spaces. Amended to read as follows: Indoor occupiable work spaces shall be supplied with heat during the period from September 1 to May 1 to maintain a minimum temperature of 65° F (20°C).

Section 7-403 City of Goodland Code is repealed.

**SECTION 2.** This ordinance shall be in force and take effect after its publication in the Goodland Star News.

**PASSED AND ADOPTED** this 6<sup>st</sup> day of November, 2023, by the Governing Body of the City of Goodland, Kansas.

\_\_\_\_\_  
Aaron Thompson, Mayor

ATTEST:

\_\_\_\_\_  
Mary P. Volk, City Clerk



## CITY COMMISSION COMMUNICATION FORM

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**FROM: Felicity Jordan, Administrative Assistant**

**DATE: 11/06/2023**

**ITEM: Review of Construction Board Applicant**

**NEXT STEP: Commission Motion**

ORDINANCE

MOTION

INFORMATION

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- I. **REQUEST OR ISSUE:** Please discuss the applicant who is interested in serving on our Goodland City Construction Board of Trades & Appeals.
- II. **BACKGROUND INFORMATION:** Aimee Kendrick has resided in Goodland for 2 years and is a realtor/day care provider. She is interested in improving childcare and bettering the trades within the City. Aimee would be filling the position vacated by Peyton Ortner (realtor).

**SUMMARY AND ALTERNATIVES:**

Commission may take one of the following actions:

1. Approve the applicant as requested.
2. Reject the applicant and move to deny the request.



**City of Goodland**

204 W. 11th St.  
P.O. Box 59  
Goodland, KS 67735

785-890-4500  
785-890-4532(F)

**Board and Commission Form**

Please print clearly or type. Use additional sheets if necessary. Return form to the address above.

I am seeking:

New Appointment

Reappointment

Please indicate the Boards or Commissions in which you are interested:

Airport Board

Cemetery Board

Construction Board of Trades/Appeals

Library Board

Housing Authority Board

Parks & Recreation/Tree Board

Museum Board

Planning Commission/BZA

Economic Dev./Tourism Board

Full Name: Aimee Kendrick E-mail: aimskendrick@gmail.com

Street Address: 201 Willow Rd Goodland, KS 67735

Phone: Home \_\_\_\_\_ Cell 303-929-9521 Work 785-8772-1956

Years lived in Goodland: 2 Education: ~~\_\_\_\_\_~~ Degree in Biology, Associates

Occupation: Realtor / Childcare Employer: Self

Business Address: 201 Willow Rd. Goodland, KS 67735

Prior Appointed or Elected Offices held (if any): None

Please described any present or past community involvement: I am currently trying to help the community find a better childcare solution.

Why would you like to serve? To help the community provide better trades that help our community instead of take advantage of them.

Referred by (if any): Cate Ely

Date 10/23/2023 Signature: Ai Li



GOODLAND ARTS COUNCIL, INC  
PO BOX 526  
GOODLAND, KANSAS 67735  
(785) 890-6442 | GOODLANDARTS.ORG

October 16, 2023  
City of Goodland  
Kent Brown, City Manager  
204 W. 11th  
Goodland, KS 67735

Dear Members of the City Commission,

On behalf of The Goodland Arts Council and the community at large, I wish to express the sincerest thanks for providing the physical home for the Council and for gifting the use of the Carnegie Arts Center. In the historic library building, all are welcomed to interact with and create art in many forms. With the use of the building and the support of maintenance and utilities, we, the Council, are able to carry out our mission more readily.

The City and the Goodland Arts Council's lease agreement is currently up for renewal. Our express desire is to renew this lease for an additional five years under the same terms and conditions as previously agreed.

We are grateful for your past support and look to a future of continued support. Thank you for the tremendous gift to the community of Goodland.

Sincerely,

A handwritten signature in black ink that reads "Nickolas Evert".

Nickolas Evert  
President, Goodland Arts Council, Inc.





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November 12, 2013

City of Goodland  
Doug Gerber, City Manager  
204 W. 11<sup>th</sup>  
Goodland, KS 67735

Dear Members of the City Commission,

The Goodland Arts Council greatly appreciates your generosity in providing the Carnegie Arts Center a place to provide all forms of art for people of all ages for the community in which we live. This valuable service could not be accomplished if it were not for the building with maintenance and utilities received from the City of Goodland.

The lease between the City and the Goodland Arts Council is currently up for renewal. It is our desire to renew this lease for an additional five years under the same terms and conditions as previously agreed.

Again we thank you for your past support and look forward to continuing to work together to promote the arts in our community.

Sincerely,

Kay Younger, Director  
Goodland Arts Council

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## Goodland Arts Council

Carnegie Arts Center • PO Box 526 • 120 West 12th  
Goodland, KS 67735-0526 • (785) 890-6442

**LEASE**

**THIS LEASE, made and entered into this 5<sup>th</sup> day of September, 2008. BY AND BETWEEN THE CITY OF GOODLAND, KANSAS A Municipal Corporation, hereinafter referred to as LANDLORD and the GOODLAND ARTS COUNCIL, a not for profit Kansas Corporation, hereinafter referred to as TENANT.**

**WITNESSTH that:**

**1. LANDLORD, in consideration of one dollar (\$1.00), the \$1.00 receipt, of which is hereby acknowledged, and other valuable consideration, and in consideration of the full performance of the covenants as hereinafter set out, does hereby lease and let to the TENANT the following described property situated in the City of Goodland, Kansas, to-wit:**

**All of the Carnegie Public Library, and the land whereon this building is situated, with said land being described as Lot 13, 14, 15, Block 66 of Original Town, subdivision to the City of Goodland, Kansas, Sherman County.**

**2. The term of this lease shall begin on the 7<sup>th</sup> day of October 2008, at 12:01 a.m. and extend for a period of Five years. TENANT shall herein upon giving LANDLORD 30 days notice, have the right to four, five year renewal options. The first renewal option being exercisable on the 7<sup>th</sup> day of October, 2013. The second renewal option to be in the year 2018; the third in the year 2023; the fourth in the year 2028 to end in the year 2033.**

**3. TENANT hereby agrees that the use of said premises shall be limited solely to those activities for which the Goodland Arts Council was formed, which includes, art exhibits, music lessons, meeting site for the TENANT, headquarters for the TENANT, a music and art research center, and other related activities. If TENANT ceases to use the premises for any other purpose than as set above, then the lease shall terminate forthwith, upon written notice to TENANT.**

**4. TENANT hereby agrees that it will not sublease said premises without the prior written consent of the LANDLORD.**

**5. TENANT hereby agrees that it will make no structural alterations, nor remove any additions or improvements permanently affixed to the premises, without the prior written consent of the LANDLORD and the KANSAS STATE HISTORICAL SOCIETY.**

**6. TENTANT agrees that at the expiration of the time mentioned in this LEASE, TENANT will give peaceful possession of the premises to the LANDLORD, in as good condition, as they are now, or better, subject to future remodeling, normal wear and tear excepted.**

**7. TENANT agrees to keep the interior premises of this building neat and clean, and in good condition and repair. TENANT will provide for routine repair, painting, window repair, and maintenance of the interior and exterior of the building. TENANT shall be responsible for janitorial service. LANDLORD agrees to be responsible for all maintenance other than the above mentioned.**

8. All alternations, additions and improvements, such as partitions, doors and floor covering made by **TENANT** which are permanently affixed to the building, shall become the property of **LANDLORD**, and shall remain in and be surrendered with the premises as a part thereof at the termination of this **LEASE**, without disturbance or injury.

9. **TENANT** shall have the right to remove all of **TENANT'S** personal property, fixtures, and office equipment, whether attached to the building or premises, provided such may be removed without any damage to the building or premises.

10. **LANDLORD** or its representatives shall have the right to enter the premises at all reasonable times to examine or to exhibit the same, or to make such additions or alterations as **LANDLORD** may deem to be desirable or necessary.

11. **TENANT** shall be liable to the **LANDLORD** for any loss or damage occasioned by any such breach or failure to comply with any of the agreements or recitals contained herein. Any waiver by **LANDLORD** of any default or of any breach by **TENANT** of any agreements or recitals herein shall not be construed as a waiver of any subsequent default or breach.

12. **LANDLORD** will pay the natural gas, water, electric, and sewer bill. The **TENANT** shall be responsible for telephone service and bills, and shall utilize utilities in a reasonable manner. **LANDLORD** shall also be responsible for upkeep of the grounds hereby leased to **TENANT**. Said upkeep shall include, but not be limited to, lawn mowing, leaf removal, tree maintenance and snow removal.

13. The **TENANT** hereby agrees that it will comply with all City Ordinances while this **LEASE** is in effect, regarding the use of said premises.

14. The **TENANT** will carry liability insurance and contents insurance. Said liability insurance shall be in the minimum amount of \$100,000.00 and the **LANDLORD** shall be described on the insurance policy as a named insured, and **LANDLORD** shall be furnished with proof of insurance for each policy in force. Said minimum amount may be required to be increased from time to time as exposure to both parties may change.

15. **TENANT** shall at all times indemnify and hold the **LANDLORD** harmless against all actions, claims, demands, costs, damages and expenses of every kind which may be brought or made, arising from the negligence of the **TENANT**, its agents, employees, and invitees.

16. The **LANDLORD** will insure the building and premises for loss due to fire, and other perils in such an amount as the **LANDLORD** may determine with a minimum amount of \$100,00.00.

17. No signs may be erected without the prior written consent of the **LANDLORD**.

18. In the event the operations and activities of the **TENANT** become defunct for a period of one year, **LANDLORD** may cancel this lease by providing thirty (30) days written notice to the **TENANT**.

Should **TENANT** fail to perform all covenants and agreements contained herein, then **LANDLORD** may terminate this LEASE by giving notice to **TENANT** of the default. **TENANT** shall have thirty (30) days from the date of the notice to remedy the default and if so remedied this LEASE shall continue in full force and effect. If not so remedied, this LEASE shall terminate automatically at the end of said thirty (30) days period without further notice to **TENANT**.

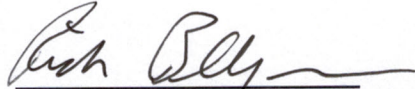
19. If **LANDLORD** decides to sell the above-described real estate, then **LANDLORD** shall first offer said real estate to **TENANT** on the same terms as those **LANDLORD** is considering for the sale of said real estate. **TENANT** shall have thirty (30) days, from the date of said offer, to notify **LANDLORD** in writing, they will purchase said real estate on those terms. If **TENANT** does not so notify **LANDLORD**, then **LANDLORD** may sell said real estate to any third party and this LEASE shall automatically terminate thirty (30) days after said thirty (30) days period expires.

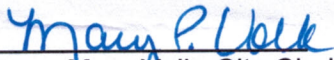
20. This agreement shall extend to and bind the heirs, personal representatives and assigns of each of the parties hereto.

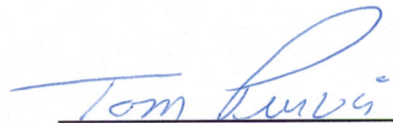
21. **LANDLORD** and **TENANT** specifically agree that the Kansas Landlord Tenant Act, K.S.A. 58-2540 etc. seq, shall not cover this LEASE.

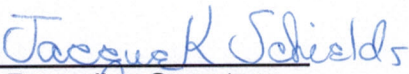
22. At the commencement of the term of this LEASE, **TENANT** accepts the building and fixtures contained therein "as is" in their present existing condition.

**IN WITNESS WHEREOF**, the parties hereto have executed this LEASE as of the day and year first written above.

  
Rick Billinger, Mayor

ATTEST:   
Mary Volk, City Clerk

  
Goodland Arts Council,  
President

ATTEST:   
Recording Secretary



**AGENDA ITEM #**  
**CITY COMMISSION COMMUNICATION FORM**

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**FROM:** Dustin Bedore, Director of Public Power

**DATE:** November 6, 2023

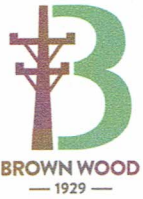
**ITEM:** Purchase of Utility Poles

**NEXT STEP:**

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ORDINANCE  
 MOTION  
 INFORMATION

- 
- I. REQUEST OR ISSUE:** Purchase 35' wood utility poles. Our current stock is very low.
- II. RECOMMENDED ACTION / NEXT STEP:** I recommend that we accept the low bid from Thomasson Company for \$27,751.40
- III. FISCAL IMPACTS:** This purchase will come from the Electric Distribution Construction Material and Supply line item 15-42-3050
- IV. BACKGROUND INFORMATION:** We have been on a pole replacement program in the older alleys in town, for the last several years. This purchase would replace poles used during the last summer and fall. I tried multiple vendors, but only received two quotes. The quote from Brown Wood Preserving Company was for 37 poles, totaling \$26,102. The quote from Thomasson Company was for 38 poles, totaling \$25,460. This purchase will require tax to be added.



Brown Wood Preserving Company, Inc.  
 PO Box 969  
 Prospect, KY 40059

# Quote

#Q0021514

DATE: 10/4/2023

**Bill To**  
 City of Goodland  
 Dustin Bedore  
 1701 Cherry Ave  
 Goodland, KS 66735

**Ship To**  
 City of Goodland  
 Dustin Bedore  
 1701 Cherry Ave  
 Goodland, KS 66735

## TOTAL

# \$26,102.00

Expires: 10/18/2023

Expires	Sales Rep	Shipping Method	Terms	Total Cubic Feet
10/18/2023	Logan Collier			843.6

Quantity	Item	Rate	Amount
37	23550DCOIT CLASS 2 35 FT M20 WQC DCOI	\$522.00	\$19,314.00
1	Freight Charge Freight	\$6,788.00	\$6,788.00

<b>Memo:</b> SHIP VIA FLAT BED - SHIP TO 1701 CHERRY AVE GOODLAND KANSAS 66735 CALL DUSTIN PHONE#785-890-4530	<b>Subtotal</b>	\$26,102.00
<b>Delivery Instructions:</b>	<b>Tax Total (%)</b>	\$0.00
	<b>Total</b>	\$26,102.00

**Freight quoted at the time of the quote is an estimate and is subject to change at the time of delivery.**

**\*\*Unless otherwise stated, prices are valid for 30 days from the quotation date.**

**Freight is based on quantities quoted and is subject to review should the quantity change.\*\***

**All poles conform to the requirements of the "American National Standard Specifications and Dimensions for Wood Poles, ANSI 05.1" and "American Wood Preservers Association (AWPA) Standards", latest editions. All poles will be treated in accordance with AWPC C1 and AWPA C4.**





**AGENDA ITEM #**  
**CITY COMMISSION COMMUNICATION FORM**

---

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

**DATE: 11/06/2023**

**ITEM: TEAP Study – 11<sup>th</sup>/Main and 12<sup>th</sup>/Main intersections**

**NEXT STEP:**

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\_\_\_ ORDINANCE  
\_\_\_ MOTION  
\_\_\_ INFORMATION

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**I. REQUEST OR ISSUE:**

Whether to follow the TEAP study recommendations for the stoplights at the 11<sup>th</sup>/Main and 12<sup>th</sup>/Main intersections.

**II. RECOMMENDED ACTION / NEXT STEP:**

Staff direction on results of the TEAP study.

Staff recommendation is to remove the stoplights at the 11<sup>th</sup> Street intersection and replace with a 2 way stop for the east and westbound traffic on 11<sup>th</sup> Street.

Staff recommendation is to keep the stoplights at the 12<sup>th</sup> Street intersection due to the emergency route status of 12<sup>th</sup> St. and the additional pedestrian involvement at different times with the Sherman County Theater, Goodland Tech and First Baptist Church at the intersection. Staff could review the results in a year and the stoplights could be removed at a later date. However, if Commission directs to have both sets of stoplights removed, staff recommendation is to have at least an all way (4 way) stop at the 12<sup>th</sup>/Main intersection.

**III. FISCAL IMPACTS:**

To remove stoplights will only take the labor to remove the cross arm piece of the pole and the electrical wiring and control box at the intersection. There will be the labor to install stop signs at the intersection (whether 2 way or all way stop signs).

To keep stoplights at either intersection will take some costs to update the stoplight controls and cameras. See quote from Gades for controls, cameras, etc. included in packet.

**IV. BACKGROUND INFORMATION:**

**From the August 21, 2023 City Commission meeting:**

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

Kent stated, an engineer study was completed when Andrew Finzen was here but it got lost



in the shuffle. TEAP is a traffic engineering assistance program study that evaluated the appropriateness of existing traffic signal controls at the intersections of 11<sup>th</sup> and 12<sup>th</sup> Streets and Main Street. We know we will have discussion with KDOT for the signal at Highway 24/27. The traffic lights are within a central business district area. Typical weekday traffic was obtained along with am/pm peak traffic and evaluating alternatives to traffic pattern. The recommendation in study is that same recommendation be followed for each intersection. Base recommendation is that existing traffic signal be removed, implementing two way stop with 11<sup>th</sup> and 12<sup>th</sup> Streets being the STOP controlled approach to Main Street. The alternate recommendation is the traffic signals remain but be upgraded to current day standards and technology. Right now the automatic timer seems to work. Our question to commission is do we keep them or not? Commissioner Showalter stated, the cheapest idea is best idea. I do not want a round-about and I am not in favor of updating. I feel we need to do stop signs. Mayor Thompson stated, even at the busiest time of day there was barely a vehicle a minute passing through intersection at one time. I have talked with many citizens lately and not one person said we need to keep them. They want them taken out. There does not appear to be a relevant reason to keep them. Commissioner Showalter stated, the cost to maintain is very high. Kent stated, two considerations to keep in mind is north of 11<sup>th</sup> Street to 8<sup>th</sup> Street the speed will pick up since there are more blocks without a traffic control device. The south end has the school that slows traffic and the street is a little rougher. Would there be complaints with speed and enforcement on Main Street? The other concern is that it provides protection for pedestrians crossing traffic. I agree maintenance costs are high but is it really useful to have signals two blocks in a row. Mayor Thompson stated, I have no idea the original reasoning for traffic lights. I agree speed will probably increase without the lights. The other concern is sometimes it is hard to see around vehicles parked on Main Street. Is cost to update and maintain lights worth safety and peace of mind for pedestrians? Dustin stated, the lights were here in 1983 when I came to town. Other intersections that had flashing red lights were 12<sup>th</sup> and Broadway, 8<sup>th</sup> and Main and 17<sup>th</sup> and Main. I believe we got the issue resolved with the light at Highway 24/27 because we replaced controller. Replacement of controllers for these two lights will be coming. We will also need to discuss school zone lights as the equipment has also been there a while. Commissioner Showalter asked, the signal at Highway 24/27 intersection was flashing red this weekend, is there an issue? Dustin stated, we found the issue, the connection was loose. Kent stated, seems general consensus is the base recommendation. We will come back with estimated costs for base recommendation. Mayor Thompson stated, we need to have all commission present for decision as this is a big issue. We can also look at putting in stop sign to see if people would like it but leave poles in case we want to replace signals.



# City of Goodland, Kansas

## 11<sup>th</sup> & Main Street and 12<sup>th</sup> & Main Street Traffic Engineering Assistance Program (TEAP) Study

Prepared by:



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## 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 11<sup>th</sup> Street/Main Street and 12<sup>th</sup> 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 11<sup>th</sup> Street/Main Street and the 12<sup>th</sup> Street/Main Street intersections. **We also recommend the same recommendation be applied concurrently to both intersections.**

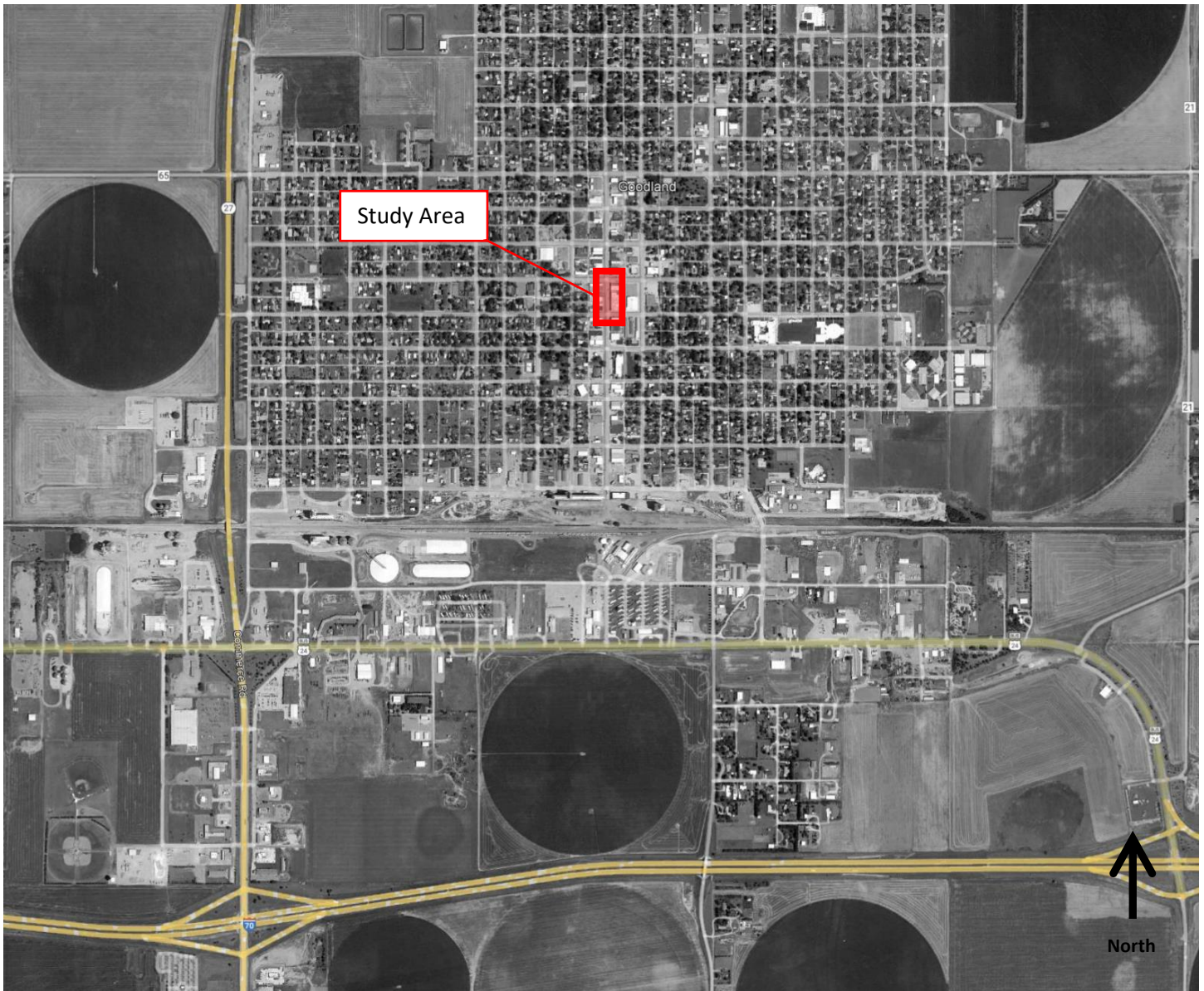
**Base Recommendation:** The existing traffic signal control should be removed in accordance with the procedures outlined in Section 4B.02 of the *MUTCD*. Two-Way STOP Control should be implemented with 11<sup>th</sup> Street and 12<sup>th</sup> Street being the STOP controlled approaches at Main Street. 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 11<sup>th</sup> Street and 12<sup>th</sup> Street approaches to Main Street. Main Street STOP lines should be removed at the 11<sup>th</sup> Street and 12<sup>th</sup> Street approaches.

**Alternative Recommendation:** As an alternative to the Base Recommendation, the intersections of 11<sup>th</sup> Street/Main Street and 12<sup>th</sup> 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 11<sup>th</sup> Street/Main Street and 12<sup>th</sup> 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
- **11<sup>th</sup> Street and 12<sup>th</sup> 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"> <li>Northbound (Main St): 15 vph left, 37 vph through, 8 vph right</li> <li>Southbound (Main St): 10 vph left, 41 vph through, 10 vph right</li> <li>Westbound (11th St): 6 vph left, 11 vph through, 9 vph right</li> <li>Eastbound (11th St): 5 vph left, 15 vph through, 10 vph right</li> </ul>	<p>Turning movements and volumes for 11th St and Main St Midday Peak Hour:</p> <ul style="list-style-type: none"> <li>Northbound (Main St): 14 vph left, 54 vph through, 2 vph right</li> <li>Southbound (Main St): 6 vph left, 60 vph through, 7 vph right</li> <li>Westbound (11th St): 9 vph left, 22 vph through, 11 vph right</li> <li>Eastbound (11th St): 1 vph left, 6 vph through, 10 vph right</li> </ul>	<p>Turning movements and volumes for 11th St and Main St PM Peak Hour:</p> <ul style="list-style-type: none"> <li>Northbound (Main St): 7 vph left, 57 vph through, 11 vph right</li> <li>Southbound (Main St): 8 vph left, 71 vph through, 7 vph right</li> <li>Westbound (11th St): 6 vph left, 19 vph through, 9 vph right</li> <li>Eastbound (11th St): 3 vph left, 8 vph through, 2 vph right</li> </ul>
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"> <li>Northbound (Main St): 5 vph left, 35 vph through, 1 vph right</li> <li>Southbound (Main St): 8 vph left, 52 vph through, 2 vph right</li> <li>Westbound (12th St): 17 vph left, 19 vph through, 0 vph right</li> <li>Eastbound (12th St): 1 vph left, 3 vph through, 9 vph right</li> </ul>	<p>Turning movements and volumes for 12th St and Main St Midday Peak Hour:</p> <ul style="list-style-type: none"> <li>Northbound (Main St): 17 vph left, 63 vph through, 6 vph right</li> <li>Southbound (Main St): 5 vph left, 53 vph through, 6 vph right</li> <li>Westbound (12th St): 17 vph left, 15 vph through, 4 vph right</li> <li>Eastbound (12th St): 9 vph left, 7 vph through, 14 vph right</li> </ul>	<p>Turning movements and volumes for 12th St and Main St PM Peak Hour:</p> <ul style="list-style-type: none"> <li>Northbound (Main St): 21 vph left, 54 vph through, 2 vph right</li> <li>Southbound (Main St): 11 vph left, 57 vph through, 5 vph right</li> <li>Westbound (12th St): 32 vph left, 23 vph through, 2 vph right</li> <li>Eastbound (12th St): 8 vph left, 4 vph through, 3 vph right</li> </ul>

## 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



## 11<sup>th</sup> Street/Main Street Intersection Analysis

The following information summarizes the findings of the traffic signal warrant analysis for the 11<sup>th</sup> 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.

**11<sup>th</sup> 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 11<sup>th</sup> 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 (11<sup>th</sup> & Main)

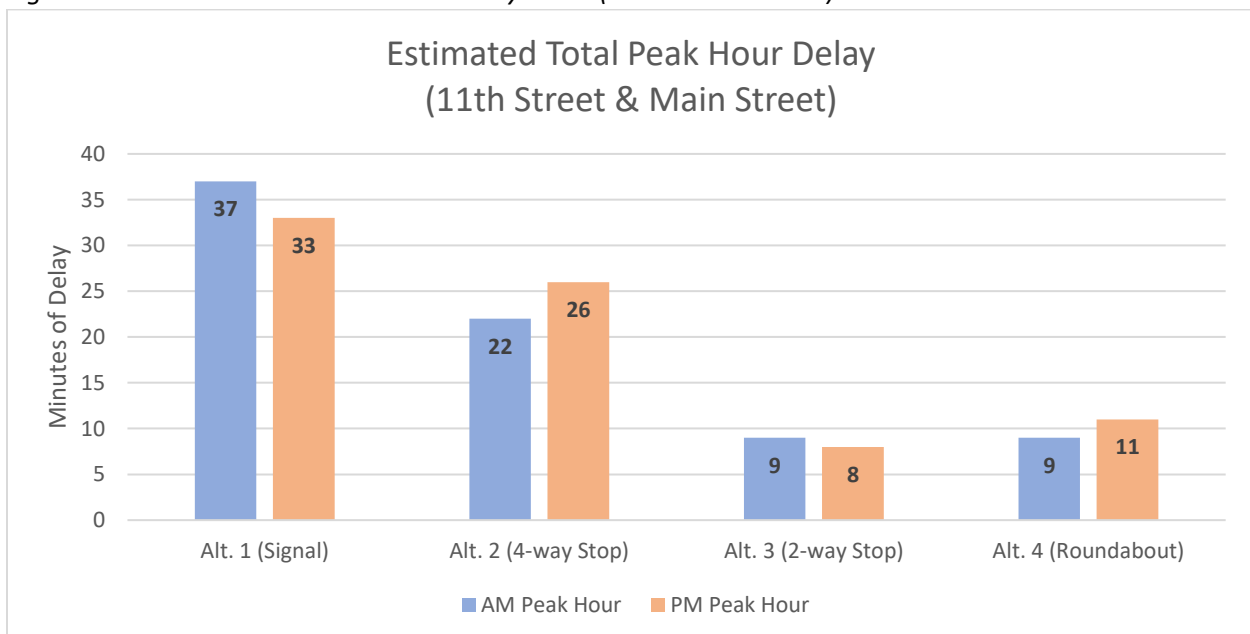
Summary of Traffic Operations Analysis (AM Peak Hour)										
	Main Street				11 <sup>th</sup> Street				Intersection	
	NB		SB		EB		WB			
	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)
Alternative No. 1 (Traffic Signal)	C	20.8	A	7.8	A	8.6	A	8.3	B	12.5
Alternative No. 2 (4-Way STOP)	A	7.4	A	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 (11<sup>th</sup> & Main)

Summary of Traffic Operations Analysis (PM Peak Hour)										
	Main Street				11 <sup>th</sup> 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 11<sup>th</sup> Street/Main Street intersection for the alternatives evaluated.

Figure 2 – Estimated Total Peak Hour Delay Chart (11<sup>th</sup> & 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 11<sup>th</sup> 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 11<sup>th</sup> Street/Main Street intersection could be an appropriate traffic control scheme per the MUTCD with 11<sup>th</sup> 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 11<sup>th</sup> 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 11<sup>th</sup> Street.

**BASE RECOMMENDATION FOR 11<sup>th</sup> STREET/MAIN STREET:** The intersection of 11<sup>th</sup> 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 12<sup>th</sup> Street approaches and removal of any STOP line markings on Main Street at 12<sup>th</sup> Street.

**ALTERNATIVE RECOMMENDATION FOR 11<sup>th</sup> STREET/MAIN STREET:** As an alternative to the Base Recommendation, the intersection of 11<sup>th</sup> 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.

## 12<sup>th</sup> Street/Main Street Intersection Analysis

The following information summarizes the findings of the traffic signal warrant analysis for the 12<sup>th</sup> 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.

**12<sup>th</sup> 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 12<sup>th</sup> 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 (12<sup>th</sup> & Main)

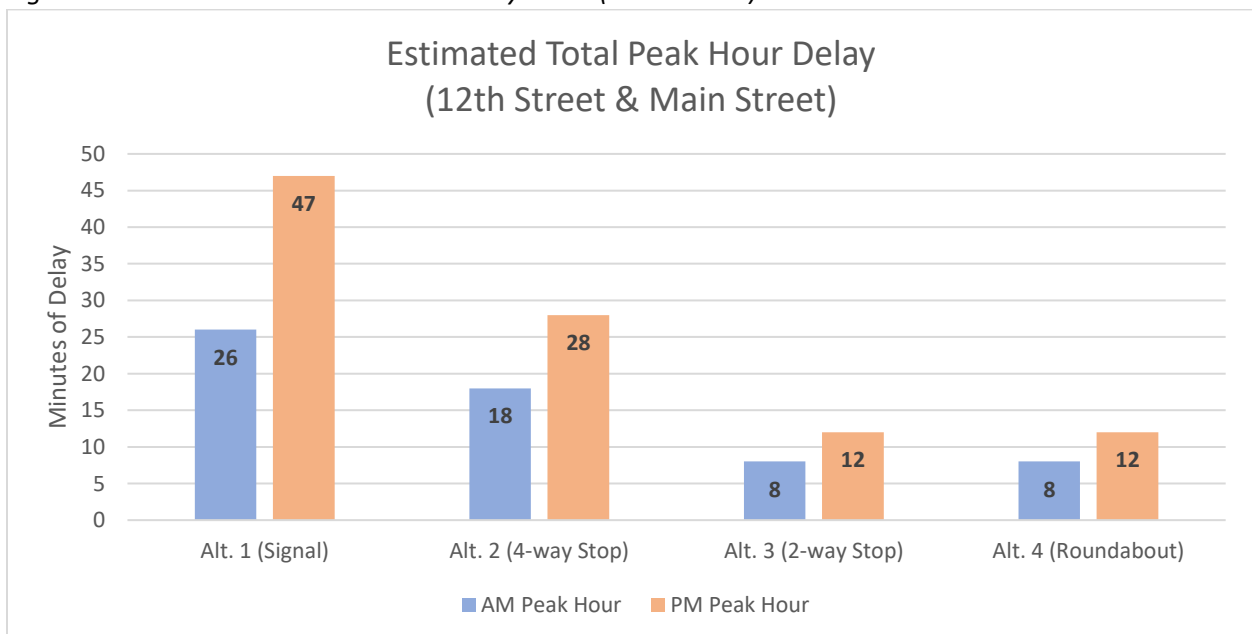
Summary of Traffic Operations Analysis (AM Peak Hour)										
	Main Street				12 <sup>th</sup> Street				Intersection	
	NB		SB		EB		WB			
	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)	LOS	(sec.)
Alternative No. 1 (Traffic Signal)	A	8.9	B	14.4	A	9.6	B	11.2	B	10.8
Alternative No. 2 (4-Way STOP)	A	7.3	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 (12<sup>th</sup> & Main)

Summary of Traffic Operations Analysis (PM Peak Hour)										
	Main Street				12 <sup>th</sup> 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 12<sup>th</sup> Street/Main Street intersection for the alternatives evaluated.

Figure 3 – Estimated Total Peak Hour Delay Chart (12<sup>th</sup> & 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 12<sup>th</sup> 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 12<sup>th</sup> Street/Main Street intersection is an appropriate traffic control scheme per the MUTCD with 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> Street. For these reasons, pursuit of Alternative No. 4 at the 12<sup>th</sup> Street/Main Street is not recommended.

**BASE RECOMMENDATION FOR 12<sup>th</sup> STREET/MAIN STREET:** The intersection of 12<sup>th</sup> 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 12<sup>th</sup> Street approaches. Any STOP line markings on Main Street at 12<sup>th</sup> Street should be removed.

**ALTERNATIVE RECOMMENDATION FOR 12<sup>th</sup> STREET/MAIN STREET:** As an alternative to the Base Recommendation, the intersection of 12<sup>th</sup> 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

11<sup>th</sup> Street & Main Street

12<sup>th</sup> 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									
<b>AM Peak Hour</b>																						
	Start Time	2	8	2	0	12	3	5	2	0	10	3	9	2	0	14	5	4	2	0	11	47
	2020-11-19 09:45:00	6	9	2	0	17	2	2	4	0	8	2	15	4	0	21	3	0	1	0	4	50
	2020-11-19 10:00:00	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%	0.477
	% 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%	11.9%	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%
<b>Mid-Day Peak Hour</b>																						
	Start Time	3	10	2	0	15	1	7	1	0	9	0	15	1	0	16	1	4	1	0	6	46
	2020-11-19 11:45:00	5	15	0	0	20	2	5	3	0	10	3	17	2	0	22	3	0	0	0	3	55
	2020-11-19 12:00:00	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%	10.9%	5.4%	0.0%	19.3%	3.5%	29.7%	3.0%	0.0%	36.1%	5.0%	4.5%	0.5%	0.0%	9.9%	0.833
	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%
<b>PM Peak Hour</b>																						
	Start Time	1	10	5	0	16	1	3	2	0	6	2	18	2	0	22	1	2	2	0	5	49
	2020-11-19 14:45:00	4	20	3	0	27	4	6	0	0	10	0	18	5	0	23	1	1	0	0	2	62
	2020-11-19 15:00:00	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%	5.3%	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										
<b>AM Peak Hour</b>																											
		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	0	5	1	25	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	0	11	1	4	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	0	5	0	4	1	0	10	1	2	0	0	0	0	0	0	3	25
		Grand Total	5	35	1	0	0	0	0	0	0	22	2	52	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%	0.0%	3.2%	83.9%	12.9%	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%	0.0%	1.3%	34.2%	5.3%	0.0%	40.8%	5.9%	11.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.614	0.655
		PHF (Nov 17 2020 7:30AM - 8:30 AM)	0.625	0.795	0.25	0	0	0	0	0	0	0.5	0.52	0.5	0.5	0	0.517	0.45	0.708	0.25	0	0	0	0	0	0.27	0.27
		Vehicles	5	35	1	0	0	0	0	0	0	22	2	52	8	0	62	9	17	1	0	0	0	0	0	27	152
		% 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%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
<b>Mid-Day Peak Hour</b>																											
		2020-11-17 11:30:00	1	13	0	0	0	0	0	0	0	6	3	8	2	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	0	5	1	17	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	0	6	1	18	2	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	0	9	1	10	1	0	12	2	1	1	0	0	0	0	0	4	47
		Grand Total	17	63	6	0	0	0	0	0	0	26	6	53	5	0	64	14	17	9	0	0	0	0	0	40	216
		% Approach	19.8%	73.3%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.4%	82.9%	7.8%	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%	0.0%	2.8%	24.5%	2.3%	0.0%	29.6%	6.5%	7.9%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.526	0.72
		PHF (Nov 17 2020 11:30AM - 12:30 PM)	0.607	0.788	0.5	0	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	0.40	0.526
		Vehicles	17	63	6	0	0	0	0	0	0	26	6	53	5	0	64	14	17	9	0	0	0	0	0	40	216
		% 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%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
<b>PM Peak Hour</b>																											
		2020-11-17 14:30:00	6	16	0	0	0	0	0	0	0	9	1	12	1	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	0	3	2	14	5	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	0	12	1	14	4	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	0	5	1	17	1	0	19	0	11	4	0	0	0	0	0	15	57
		Grand Total	21	54	2	0	0	0	0	0	0	29	5	57	11	0	73	3	32	8	0	0	0	0	0	43	222
		% Approach	27.3%	70.1%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	78.1%	15.1%	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%	0.0%	2.3%	25.7%	5.0%	0.0%	32.9%	1.4%	14.4%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.717	0.925
		PHF (Nov 17 2020 2:30PM - 3:30 PM)	0.875	0.844	0.5	0	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	0.43	0.222
		Vehicles	21	54	2	0	0	0	0	0	0	29	5	57	11	0	73	3	32	8	0	0	0	0	0	43	222
		% 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%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	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 <sub>t</sub>		0.938			0.941			0.978			0.966	
Fl <sub>t</sub> 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 <sub>t</sub> 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

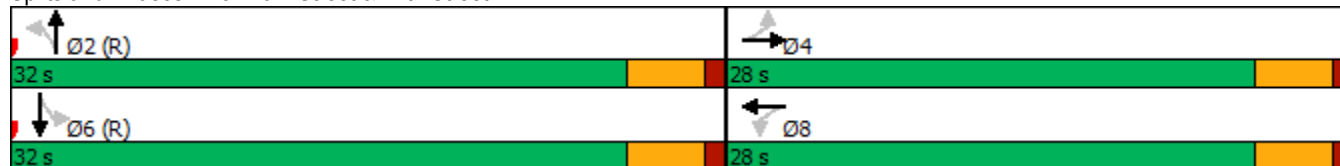


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			C			A	
Approach Delay		8.6			8.3			20.8			7.8	
Approach LOS		A			A			C			A	

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 <sub>t</sub>		0.955			0.983			0.996			0.982	
Fl <sub>t</sub> Protected		0.998						0.994			0.999	
Satd. Flow (prot)	0	1598	0	0	1648	0	0	1660	0	0	1645	0
Fl <sub>t</sub> 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

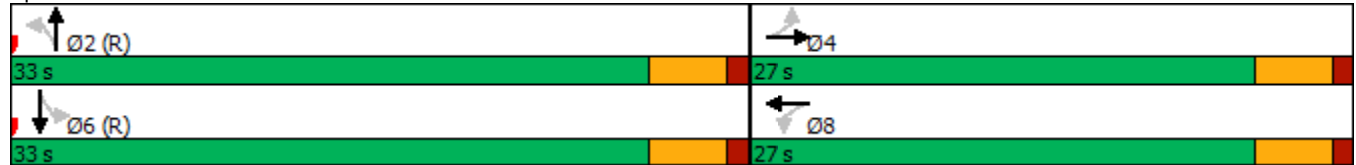


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			B			A			B	
Approach Delay		9.6			11.2			8.9			14.4	
Approach LOS		A			B			A			B	

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 <sub>t</sub>		0.977			0.970			0.989			0.987	
Fl <sub>t</sub> 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 <sub>t</sub> 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 <sub>t</sub>		0.992			0.983			0.990			0.963	
Fl <sub>t</sub> 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 <sub>t</sub> 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

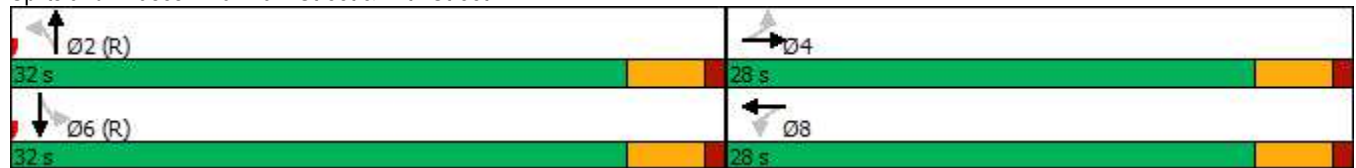


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B			A			B	
Approach Delay		11.4			10.7			9.3			17.1	
Approach LOS		B			B			A			B	

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

**City of Goodland**  
**Month-end Fund Balance**

Fund No.	Fund	Beginning Balance	October 2023		Ending Balance	Investments	Total
			Deposits	Disbursements			
02	Sales Tax Imp Project	0.00	-	-	0.00	-	0.00
03	Museum Endowment	5,416.18	11,523.23	(10,207.35)	6,732.06	86,206.20	92,938.26
04	Street & Project Improvement	(32,500.00)	2,500.00	(12,500.00)	(42,500.00)	-	(42,500.00)
05	Cemetery Improvement	44,762.59	86,225.83	(84,000.00)	46,988.42	232,960.15	279,948.57
06	Special Highway	96.52	30,252.92	(8,000.00)	22,349.44	55,500.00	77,849.44
07	Self Insurance	109,806.28	196,047.21	(165,716.67)	140,136.82	410,000.00	550,136.82
09	Airport Fund	140,177.44	93,627.75	(95,000.00)	138,805.19	275,000.00	413,805.19
11	General	636,663.10	358,335.22	(219,247.75)	775,750.57	205,000.00	980,750.57
12	Bond and Interest	(831.13)	26,175.52	(18,500.00)	6,844.39	18,500.00	25,344.39
13	Library	11,949.28	4,206.45	(11,949.28)	4,206.45	-	4,206.45
14	Sales Tax	4,534.44	24,527.17	(25,510.43)	3,551.18	-	3,551.18
15	Electric Utility	699,333.13	677,201.39	(726,863.00)	649,671.52	200,000.00	849,671.52
18	Municipal Court Diversion Fees	5,067.05	764.70	(958.82)	4,872.93	8,500.00	13,372.93
19	Law Enforcement Trust	504.39	18,649.97	(19,062.09)	92.27	30,000.00	30,092.27
20	Electric Meter Deposit	25,277.39	38,650.00	(34,650.00)	29,277.39	120,500.00	149,777.39
21	Water Utility	59,753.82	243,096.09	(192,355.74)	110,494.17	240,000.00	350,494.17
22	Water Service Deposit	51,266.95	4,373.54	(4,550.00)	51,090.49	40,000.00	91,090.49
23	Sewer Utility	105,102.72	80,235.43	(94,141.78)	91,196.37	105,000.00	196,196.37
25	Vehicle Inspections (VIN)	10,938.94	11,045.35	(9,820.56)	12,163.73	22,500.00	34,663.73
26	Special Park & Recreation	1,863.53	7,000.00	(7,000.00)	1,863.53	12,500.00	14,363.53
27	Grant Improvement Reserve Fund	11,655.96	34,263.49	(29,000.00)	16,919.45	44,900.00	61,819.45
28	CID Projects	20,714.22	17,566.66	(20,714.22)	17,566.66	-	17,566.66
29	Fire Equipment	-	-	-	-	-	-
30	Health and Sanitation	30,447.29	86,736.86	(80,880.00)	36,304.15	24,000.00	60,304.15
31	Airport Improvement	0.00	-	-	0.00	-	0.00
32	Electric Reserve	155,276.12	202,000.16	(201,000.00)	156,276.28	422,500.00	578,776.28
33	Water Reserve	188,663.58	47,844.70	(47,000.00)	189,508.28	90,500.00	280,008.28
34	CDBG Grant	0.00	-	-	0.00	-	0.00
35	ARPA Project	262,661.67	29,821.53	(40,000.00)	252,483.20	65,000.00	317,483.20
36	M.E.R.F	1,046,707.09	385,695.99	(401,444.89)	1,030,958.19	1,852,000.00	2,882,958.19
37	Sewer Reserve	73,659.37	10,260.47	(10,500.00)	73,419.84	143,500.00	216,919.84
38	Capital Improvement Reserve Fund	2,992,368.18	469,024.12	(327,805.23)	3,133,587.07	2,240,000.00	5,373,587.07
39	Efficiency KS Project	0.00	137.13	(137.13)	0.00	-	0.00
40	Insurance Proceeds Fund	5,553.44	13.69	-	5,567.13	-	5,567.13
45	Employee Benefits	143,708.34	16,537.22	(53,265.10)	106,980.46	148,000.00	254,980.46
46	Library Employee Benefits	2,854.56	1,112.87	(2,854.56)	1,112.87	-	1,112.87
48	State Water Plan	6,018.49	1,269.42	(3,067.82)	4,220.09	-	4,220.09
<b>TOTAL</b>		<b>6,819,470.93</b>	<b>3,216,722.08</b>	<b>(2,957,702.42)</b>	<b>7,078,490.59</b>	<b>7,092,566.35</b>	<b>14,171,056.94</b>
FNB Bank		-	-	-	-	3,607,900.00	3,607,900.00
BANKWEST		6,817,470.93	2,766,167.37	(2,507,147.71)	7,076,490.59	34,960.15	7,111,450.74
Western State Bank		-	-	-	-	3,383,500.00	3,383,500.00
Ameriprise Ent. Inv. Services		-	-	-	-	66,206.20	66,206.20
Petty Cash		2,000.00	-	-	2,000.00	-	2,000.00
<b>TOTAL</b>		<b>6,819,470.93</b>	<b>2,766,167.37</b>	<b>(2,507,147.71)</b>	<b>7,078,490.59</b>	<b>7,092,566.35</b>	<b>14,171,056.94</b>

(Published in The Morning Sun on May 15<sup>th</sup>, 2015)

ORDINANCE NO. G-1223

AN ORDINANCE creating Article II in Chapter 26 of the Pittsburg City Code for the purpose of creating the Pittsburg Land Bank, and determining the membership, duties and functions of the Board of Trustees of the Pittsburg Land Bank.

WHEREAS, the City of Pittsburg recognizes that dilapidated, vacant, and unused properties can create a dis-incentive for new construction and infill;

WHEREAS, the Vision 2030 community strategic plan identified the improvement of the community's aesthetic appearance by addressing dilapidated and condemned structures as a specific area of focus;

WHEREAS, within that specific area of focus a strategy is to develop a focused property management strategy for the city;

WHEREAS, land banking provides the City a viable tool to address abandoned and tax-delinquent properties; and

WHEREAS, the City desires to establish a Land Bank as a proactive measure to return such properties to productive use.

THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF PITTSBURG, KANSAS:

Section 1. Article II in Chapter 26 of the Pittsburg City Code is hereby created as follows:

**ARTICLE II. PITTSBURG LAND BANK**

**Sec. 26-31. Creation; purpose.** The Pittsburg Land Bank is hereby established pursuant to K.S.A. 12-5901, et. seq. The Pittsburg Land Bank is an independent agency and instrumentality of the City with the primary responsibility and authority to efficiently acquire, hold, manage, transform, and convey surplus City properties and other abandoned, tax-foreclosed, or otherwise underutilized or distressed properties in order to convey these properties into productive use.

**Sec. 26-32. Definitions.** For the purpose of this Article, the words set out in this section shall have the following meanings.

- (1) "City" means the City of Pittsburg, Kansas;
- (2) "Board" means the Board of Trustees of the Pittsburg Land Bank;
- (3) "Bank" means the Pittsburg Land Bank established pursuant to this Ordinance; and
- (4) "Governing Body" means the governing body of the City of Pittsburg.

**Sec. 26-33. Land Bank Board of Trustees; Appointment; Terms; Dissolution.**

- a) There is hereby established a Land Bank Board of Trustees. The Board shall be composed of seven (7) members. Board members shall be appointed by the Governing Body. Vacancies on the Board shall be filled by appointment for the vacant unexpired term.
- b) The term of office of the Board members shall be three (3) years.
- c) Primary City staff support to the Board will come from the Director of Community Development and Housing, or his or her designee. City staff will provide technical and professional support for Bank operations; additional support may be contracted as deemed necessary.
- d) The Bank may be dissolved by ordinance of the Governing Body, without cause. In such case, all property of the Bank shall be transferred to and held by the City and may be disposed of as otherwise provided by law.

**Sec. 26-34. Officers; Organization.**

- a) The Board shall select, annually, from its membership, a chairperson, a vice chairperson, a secretary and a treasurer. The treasurer shall be bonded in such amounts as the Governing Body may require.
- b) The Board may appoint such officers, agents and employees as it may require for the performance of its duties, and shall determine the qualifications and duties and fix the compensation of such officers, agents and employees.
- c) The Board shall fix the time and place at which its meetings shall be held. Meetings shall be held within the City and shall be subject to the Kansas Open Meeting Act, K.S.A. 75- 4317, et seq., and amendments thereto.
- d) A majority of the Board shall constitute a quorum for the transaction of business. No action of the Board shall be binding unless taken at a meeting at which at least a quorum is present.
- e) The members of the Board shall be subject to the provisions of the laws of the State of Kansas which relate to conflicts of interest of county officers and employees, including, but not limited to, K.S.A. 75-4301, et seq., and amendments thereto.
- f) Subject to the provisions of the Kansas Tort Claims Act, K.S.A. 75-6101, et seq., and amendments thereto, if any action at law or equity, or other legal proceeding, shall be brought against any member of the Board for any act or omission arising out of the performance of duties as a member of the Board, such member shall be indemnified in whole and held harmless by the Board for any judgment or decree entered against such member and, further, shall be defended at the cost and expense of the Bank in any such proceeding.

**Sec. 26-35. Powers of the Board.** The Land Bank Board of Trustees shall have the following powers and duties:

- (1) To sue and be sued;

- (2) To enter into contracts;
- (3) To appoint and remove staff and provide for the compensation thereof;
- (4) To acquire, by purchase, gift or devise, and convey any real property, including easements and reversionary interest, and personal property, subject to the provisions of this Ordinance and state law;
- (5) To rebate all or any portion thereof, the taxes on any property sold or conveyed by the Bank;
- (6) To exercise any other power which may be delegated to the Bank by the Governing Body; and
- (7) To exercise any other incidental power which is necessary to carry out the purposes of the Land Bank and state law.

**Sec. 26-36. Administration.** The Board shall assume possession and control of any property acquired by it under this Ordinance or state law and shall hold and administer such property. In the administration of property, the Board shall:

- (1) Manage, maintain and protect or temporarily use for a public purpose such property in the manner the Board deems appropriate;
- (2) Compile and maintain a written inventory of all such property. The inventory shall be available for public inspection and distribution at all times;
- (3) Study, analyze and evaluate potential, present and future uses for such property which would provide for the effective reutilization of such property;
- (4) Plan for and use the Board's best efforts to consummate the sale or other disposition of such property at such times and upon such terms and conditions deemed appropriate;
- (5) Establish and maintain records and accounts reflecting all transactions, expenditures and revenues in relation to the Bank's activities, including separate itemizations of all transactions, expenditures and revenues concerning each individual parcel of property acquired; and
- (6) No less than thirty (30) days prior to the sale of any property owned by the Bank, publish a notice in the official City newspaper announcing such sale.

**Sec. 26-37. Budget; Records; Report.**

- a) The Bank shall be subject to the provisions of the Cash Basis Law, K.S.A.10-1101, et. seq., and amendments thereto.
- b) The budget of the Bank shall be prepared, adopted and published as provided by law for other political subdivisions of the State of Kansas. No budget shall be adopted by the Board until it has been submitted to, reviewed and approved by the Governing Body. If the Governing Body elects not to ratify the budget, it must reject the plan in its entirety and remand it back to the Board with specific recommendations for reconsideration
- c) The Board shall keep accurate accounts of all receipts and disbursements. The receipts and disbursements of the Board shall be audited yearly by a certified or licensed public accountant and the report of the audit shall be included in and become part of the annual report of the Board.

- d) All records and accounts shall be subject to public inspection pursuant to K.S.A. 45-216, et seq., and amendments thereto.
- e) Any moneys of the Bank which are not immediately required for the purposes of the Bank shall be invested in the manner prescribed by K.S.A. 12-1675, and amendments thereto.
- f) The Bank shall make an annual report to the Governing Body on or before January 31 of each year, showing receipts and disbursements from all funds under its control and showing all property transactions occurring in each year. Such report shall include an inventory of all property held by the Bank. A copy of such inventory shall also be published in the official City newspaper on or before January 31 of each year.
- g) The Bank shall be subject to the statutory requirements for the deposit of public money as provided in K.S.A. 9-1401, et seq., and amendments thereto.
- h) The Board, without competitive bidding, may sell any property acquired by the Board at such times, to such persons, and upon such terms and conditions, and subject to such restrictions and covenants deemed necessary or appropriate to assure the property's effective reutilization.
- i) The sale of any real property by the Board, under the provisions of this Ordinance or state law, on which there are delinquent special assessments to finance public improvements shall be conditioned upon the approval of the Governing Body.
- j) The Board, for the purpose of land disposition, may consolidate, assemble or subdivide individual parcels of property acquired by the Bank.
- k) Until sold or otherwise disposed of by the Bank, and except for special assessments levied by the City to finance public improvements, any property acquired by the Bank shall be exempt from the payment of ad valorem taxes levied by the State of Kansas and any other political or taxing subdivision of the state.
- l) Except for special assessments levied by the City to finance public improvements, when the Board acquires property pursuant to this Ordinance and state law, the Crawford County Treasurer shall remove from the tax rolls all taxes, assessments, charges, penalties and interest that are due and payable on the property at the time of acquisition by the Board.
- m) Property held by the Bank shall remain liable for special assessments levied by the City for public improvements, but no payment thereof shall be required until such property is sold or otherwise conveyed by the Bank.
- n) The Governing Body may abate part or all of any special assessments which it has levied on property acquired by the Bank, and the Bank and the Governing Body may enter into agreements related thereto. Any special assessments that are abated shall be removed from the tax rolls by the County Treasurer as of the effective date of the abatement.
- o) Any moneys derived from the sale of property by the Bank shall be retained by the Bank for the purposes and operations thereof; provided, however, that the Board may use all or part of the proceeds from such sale to reimburse the City for delinquent special assessments due on such property.
- p) The Board may establish separate neighborhood or city advisory committees consisting of persons living or owning property within the city or neighborhood.

In the case of neighborhood advisory committees, the board shall determine the boundaries of each neighborhood. In the absence of a resolution by the Board providing otherwise, each advisory committee shall consist of not less than five (5) nor more than nine (9) persons, to be appointed by the board for two (2) year, overlapping terms. The Board shall consult with each advisory committee as needed to review the operations and activities of the Bank and to receive the advices of the members of the advisory committee concerning any matter which comes before the committees.

Section 2. This Ordinance shall take effect upon its passage and publication in the official city newspaper.

PASSED AND APPROVED this 12<sup>th</sup> day of May, 2015.



Mayor – Chuck Munsell

ATTEST:



Tammy Nagel – City Clerk

