

AGENDA
REGULAR MEETING
February 27, 2023
7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

1. APPROVAL OF MINUTES – Regular Meeting: Feb. 13, 2023. Pages 02-06

2. PUBLIC COMMENTS

Comments in this portion of the meeting will be held to a maximum of five (5) minutes. Scheduled requests shall be allotted fifteen (15) minutes. Requests to address the council or to be on the agenda must be given to the city clerk no later than noon (12:00) on the Wednesday preceding a scheduled council meeting (council meetings are scheduled for the second and fourth Monday of every month). Prior to making comments, please state the following: First & Last Name, Your Address and Ward.

3. BUSINESS AND DISCUSSION ITEMS

1. Koester House Museum Heaters, Maintenance Schedule, & Water Hydrant – Sharon Kessinger Pages 07-08
2. Holiday Lighting Chamber Main Street Bldg. – Stacie Mayer Page 09
3. Disc Golf Signage & Basket #4 – C&T Mandy Cook Page 10
4. Partnership Director of C&T & Director of Communications Position Job Description – Mandy Cook Pages 11-13
5. Policy A-96 – Establishing Guidelines for Employee Responsibilities & Random Drug / Alcohol Testing Pages 14-15
6. Designate - Mental Health Awareness & Kay’s Citizenship Week Page 16

4. NOTICES AND HEARINGS

5. CONSENT AGENDA

1. C&T Funds Request - Ks Travel Guide & Guide by Cell - Mandy Cook Page 17

6. PRESENTATION OF APPROPRIATIONS ORDINANCE NO. 3792 Pages 18-22

7. STAFF REPORTS

1. City Administrator Page 23
 - a. Flush Tank Replacement Project Page 24
 - b. 2023 Conferences

8. STANDING COMMITTEE REPORTS

1. Street Pages 25-68
 - a. 12th Road & Keystone Road Preliminary Engineering Proposals
2. Water & Wastewater Treatment
3. Parks & Recreation
4. Cemetery & Airport
5. Police & Fire
6. Administration & Finance

9. APPOINTMENTS & WAGE DETERMINATION

10. CITY ATTORNEY/EXECUTIVE SESSION

11. ROUNDTABLE DISCUSSION

ADJOURNMENT

Regular Meeting
City Hall, Marysville, Kansas-February 13, 2023

Members of the Governing Body of the City of Marysville were called to order in the regular session at 7:00 p.m. on the date and place noted above with Mayor Barnes in the chair. City Administer St. John and City Clerk Holle were also present.

After the Pledge of Allegiance, roll call was answered by the following council members: Frye, Keating, Snellings, Beikman, Goracke, Behrens, and Throm. A quorum was present. Council member Price was absent.

The minutes from the January 23rd regular meeting were presented for approval. CM Throm moved; CM Behrens seconded to approve the minutes as presented. Motion carried by 7-0 voice vote.

PUBLIC COMMENTS:

BUSINESS AND DISCUSSION ITEMS:

1. **RESOLUTION 2023-01 STOLL TAX CREDIT.** Nic Stoll requested a Resolution of Support from the City for his housing investor tax credit application with the Kansas Housing Resources Corporation for development of rental housing at 209 Walnut. This development would be new construction of 2 duplexes. CM Throm moved CM Keating seconded to approve Resolution 2023-01 a letter of support for Nic Stoll to construct 2 duplexes at 209 Walnut. Motion carried unanimously.
2. **ORDINANCE NO. 1917 REZONING 1348 PONY EXPRESS HIGHWAY.** A hearing was held by the P &Z Commission on January 12, 2023. Nelson Industrial is requesting a zoning change from A-1 to I-1 so a warehouse can be built on the property. There were no objections from the surrounding property owners and no protest petition was filed. CM Throm moved to approve Ordinance 1917 amending the ULDC to change the zoning at 1348 Pony Express Highway from A-1 (Agricultural District) to I-1 (Restricted Light Industrial). CM Keating seconded. Motion carried 7-0.
3. **ORDINANCE NO. 1918 REZONING NE SECTION OF 5TH AND MAY STREETS.** A hearing was held by the P &Z Commission on January 12, 2023. Dan Hooyer is requesting a zoning change from R-2 to R-3 so he can build a shop for his concrete business on the east portion of the property at 5th and May. The concrete business and shop would be enclosed by a chain link fence. There were no objections from the surrounding property owners and no protest petition was filed. CM Throm moved to approve Ordinance 1918 amending the ULDC to change the zoning of Block 11, Lots 1-12 in Palmetto Addition from R-2 (Residential Single Family with Limited Mixed Density District) to R-3 (Residential Single Family with Restricted Light Industry). CM Keating seconded. Motion carried 7-0.

NOTICES AND HEARINGS:

CONSENT AGENDA. The Consent Agenda was presented for consideration. CM Throm moved; CM Snellings seconded to approve the Consent Agenda. Motion carried unanimously. The Consent Agenda consisted of the following:

1. Convention & Tourism request totaling \$1,400.00 as follows: Link Media Outdoors \$1,400.00 to replace the skins on the billboards at Highway 36 & 77 corner and Highway 36 and 99 corner.

2. Alcohol Consumption request from MCAC at Lee Dam Art Center March 16.
3. Cash balances in funds as of January 31, 2023, were presented as well as outstanding debt and receivable balances. Revenue/Expenditure Budget Reports through January 2023 showed unadjusted accumulated revenues in the General Fund of \$1,116,821 or 39% of budget; Water Revenue Fund, \$61,963 or 7% of budget, Sewer Revenue Fund, \$62,995 or 8% of budget. Unadjusted statement of expenditures in the General Fund totaled \$169,003 or 5% of budget, Water Revenue Fund, \$49,907 or 4% of budget, and Sewer Revenue Fund, \$81,245 or 6% of budget.
4. The Municipal Judge's Report for January showed \$1,287.47 being deposited with the City Treasurer and \$47.00 being forwarded to the State Treasurer for Judicial Branch Education, court costs and law enforcement training.

CM Keating requested a member of the C&T Committee attend the Council meeting when they present a request for funds.

APPROPRIATIONS ORDINANCE NO. 3791

1. Claims against the funds of the City were submitted for Council consideration as follows:
General Fund, \$226,861.22; Water Revenue Fund, \$43,500.86; Sewage Revenue Fund, \$54,702.36; Sewage Replacement, \$37,000.00; Library Revolving, \$13,676.29; Library, \$125,415.72; Library Employee Benefit, \$22,574.90; Swim Pool Sales Tax, \$15,381.84; Koester Block Maintenance, \$1,571.21; Employee Benefit, \$19,065.97; Transient Guest Tax, \$5,024.90; Sales Tax Improvements, \$10,546.66; making a total of \$575,321.93.
2. An appropriations ordinance was introduced and considered to honor claims against the funds of the City as audited by the Finance Committee. CM Throm moved; CM Frye seconded to approve the appropriations ordinance totaling \$575,321.93.
3. Motion to approve the appropriations ordinance carried by 7-0 roll call vote. City Clerk Holle assigned Ordinance No. 3791.

STAFF REPORTS:

CITY ADMINISTRATOR:

1. **7TH STREET CORRIDOR GRANT.** CA St. John reported the State of Kansas has opened a new grant for tourism centric projects which would include a trail. This grant does not have a match. Representatives for the UP Depot and the Blue River Rail Trail asked the City to apply for this grant to improve the 7th Street Corridor north of Highway 36 using information CES created for a previous grant in January 2022 that was not funded. The dollar amounts were updated, The Council agreed to submit the grant application.
2. **TENNIS COURT PARKING AND SIDEWALK.** CA St. John included a request for bids to remove and construct 355 feet of new sidewalk and the parking area on the north side of the tennis courts. The project could begin no sooner than May 23rd and be completed by August 1st. The Council asked about the placement of the streetlights in the area. The Council agreed to get bids for the project.
3. **PROJECT UPDATES.** CA St. John presented the following project updates. CES is engineering the first four projects:

- i. 11th Road South-advertise this month for construction of the final part of 11th Road South keeping one lane of traffic open during the project.
 - ii. Highway 36 Manholes-Plans in in final review and they will be sent to KDHE and KDOT within the next few weeks.
 - iii. 8th Street/Elm Street Waterlines-finalized plans with Water Supervisor Bargman. Reworking plans to combine both projects into one project. Plans should be submitted to KDHE by month end. (KDHE has approved the 8th Street project)
 - iv. Flush Tanks-Project is currently out for bid.
 - v. 11th Road North/16th Street-Rob Roudybush with Hall Brothers said the City would be one of the first projects this spring.
4. **FINANCIALS.** CA St. John updated the Governing Body on the status of General Fund, Water Revenue Fund, Sewer Revenue Fund and Sales Tax Improvement Fund. A Capital Projects report was also included.

POLICE DEPARTMENT:

1. **RURAL VIOLENT CRIME REDUCTION INITIATIVE GRANT ACCEPTANCE.** PC Simpson reported that the City has received a grant from the National Police Institute and the Bureau of Justice Assistance. The Police Department was awarded \$150,000. CM Frye moved, CM Goracke seconded to accept the grant. Motion carried unanimously. PC Simpson presented a break down for the grant to be used as follows:
Travel, \$5,865.00; Equipment, \$64,585.00; Hardware/Software, \$48,800.00; Training, \$15,750.00; Community Engagement, \$15,000.00. CM Keating moved, CM Snellings seconded to use the grant as proposed. Motion carried unanimously.

STANDING COMMITTEE REPORTS:

STREET:

1. **12TH ROAD & KEYSTONE ENGINEERING.** CM Keating reported there had been a Street Committee meeting. Bids for the Request for Proposal for engineering of 12th Road and Keystone Road were presented to the committee. There is a large discrepancy between the bid from BG Consultants and CES so the committee would like to interview the two firms to verify the bids before a decision is made. The interview will take place in the next few weeks.
2. **7TH STREET CORRIDOR.** CM Keating reported he and CA St. John has met with the Blue River Rail Trail group and the UP Depot Preservation group and will have another meeting Friday to discuss plans for the 7th Street Corridor.
3. **AT&T PROJECT ON CENTER AND 8TH STREET/9TH STREET.** The intersection at 8th Street and 9th Street are still blocked on Center Street and Broadway. There also are several holes in the streets open without proper barricading. This is an AT& T project and they are responsible for the holes in the street and any injuries that may happen.
4. **ALLEYS.** CM Keating said the alley to the east of the High School between 12th Street and 13th Street has some holes that should be addressed because there is lots of foot traffic near the high school because of the events held there. CM Snellings said she had reports of the alley between

Calhoun and Alston 10th to 11th Street also needs to be looked at. CM Frye would like the trees in the closed alley 9th to 10th Street Center to Carolina to be removed as there is foot traffic there also. CA St. John reminded citizens they should call the City Hall with street issues so they can be recorded, and tickets issued for the repairs.

WATER & WASTEWATER:

1. **DRAINAGE AT 7TH & JACKSON STREET.** CM Throm asked if there were plans to improve the drainage at 7th and Jackson Street. CA St. John said this area is on the list for improvement.

CEMETERY/AIRPORT:

1. **AIRPORT IMPROVEMENTS.** CM Frye reported the Cemetery/Airport Committee had met and discussed the taxiways in front of the hangars. Near hangar 2 there is a gap. Some of the taxiways to the hangars are paved and some are gravel. The Committee asked if we could do a project to pave the gravel taxiways with asphalt when 16th Street is refinished. CC Holle will check with Olsson & Associates to see if the FAA requires these to be engineered and if it affects the FAA funding. It was also noted the City does not remove the snow to the hangars as it would require specialized equipment which would not be used much.
2. **CEMETERY IMPROVEMENTS.** CM Frye asked about landscaping to screen the cemetery from Landoll Company. The committee asked the Cemetery Supervisor to create a plan to replace the trees and shrubbery that has been damaged in the last few years. CM Frye reported an anhydrous trailer has been donated to the Cemetery Department. The employees will refurbish the trailer to hold the white crosses used on Memorial Day so the crosses can be removed from the chapel and stored at Hedstrom Hall. The Committee talked about making the outhouse functional or creating a space in the chapel for a restroom. The Cemetery staff is researching kiosks to replace the kiosk destroyed in the June storm. City staff will research the fees charged for burials and urn burials and Saturday burials to create an updated policy. The City is currently cheaper than most cemeteries who also charge extra for Saturday burials to cover the overtime. CM Beikman said he thought the City should use the chapel for its intended purpose and not storage. Extending the current shop at the Cemetery would be necessary. CM Frye also suggested the road on the north side of the chapel be concreted as it is the only road not completed in the Cemetery.

ADMINISTRATION AND FINANCE:

1. **KOESTER BLOCK FUND.** CM Beikman reported the tenants in the businesses in the Koester Block would like the rent they pay kept separate and be used for updates to the buildings the businesses are located in. They would like the Koester House Museum to stand alone.
2. **DOWNTOWN HISTORIC DISTRICT.** CM Keating said he would like the City to create a historic district with the downtown buildings. This could make tax credits available to developers.

APPOINTMENTS: Sadie Goepfert to Convention and Tourism January 2023-December 2025. CM Throm moved, CM Frye seconded. Motion carried unanimously.

CITY ATTORNEY: CA John McNish entered the council chamber at 8:07 p.m.

EXECUTIVE SESSION: At 8:07 p.m. CM Goracke moved to recess in executive session for consultation with an attorney on matters deemed privileged in an attorney-client relationship about litigation or claims against the city exception KSA 75-4319 (b) (2). This session will include the Mayor, the City Council, the City Attorney, and the City Administrator. The open meeting will resume in the city council chamber at 8:15 p.m. CM Throm seconded. Motion carried 7-0. At 8:15 p.m. the council reconvened. Mayor Barnes reported no action was taken during the executive session and the regular session was continuing.

ROUND TABLE DISCUSSION:

1. THERE WAS NO ROUND TABLE DISCUSSION.

There being no further business, at 8:15 p.m. CM Frye moved to adjourn, CM Behrens seconded. Motion carried unanimously.

Cindy Holle
City Clerk

From: Sharon Kessinger <hskessinger@gmail.com>
Sent: Wednesday, February 22, 2023 10:58 AM
To: cityclk
Subject: Request for KHMF to be on agenda for Feb. 27 city council meeting
Attachments: Letter to Marysville council2.27.23.indd

Koester House Museum Foundation, Inc.
1103 Elm St., Marysville, KS 66508
Marysville City Council

City Hall
209 N. Eighth St.
Marysville, KS 66508

Feb. 22, 2023

This letter is to request that we be placed on the agenda for the Feb. 27 meeting of Marysville City Council to discuss the need for heat in the Koester House Museum. We would also like to request that the city develop and print out for reference a city maintenance schedule to help prevent future damage to Koester House Museum facilities. We would also like to ask whether anything has been done in response to discussion at previous meetings about running a water line to the museum property that will allow for hydrants in the west part of the yard.

Koester House Museum Foundation
Marysville, KS 66508
Sharon Kessinger



1103 Elm St., Marysville, KS 66508

Marysville City Council
City Hall
209 N. Eighth St.
Marysville, KS 66508

Dec. 7, 2022

This letter is to request that we be placed on the agenda for the Dec. 12 meeting of Marysville City Council to discuss the need for heat in the Koester House Museum.

We would also like to request that the city develop and print out for reference a city maintenance schedule to help prevent future damage to Koester House Museum facilities.

We would also like to ask whether anything has been done in response to discussion at previous meetings about running a water line to the museum property that will allow for hydrants in the west part of the yard.

Koester House Museum Foundation
Marysville, KS 66508

Sharon Kessinger



Marysville Chamber & Main Street
618 Broadway, PO Box 16
Marysville, Ks 66508
785.562.3101

City of Marysville
209 N. 8th Street
Marysville, Ks 66508

February 19, 2023

Dear Mr. St. John, Mr. Barnes, and City Council Members,

Marysville Chamber and Main Street would like to request permission to come before the Marysville City Council at your next council meeting, Monday, February 27, 2023 to discuss holiday lighting for the Chamber Main Street Building.

After reviewing the 2023 budget for Marysville Chamber & Main Street, we simply don't have the money in our operating account to fund the holiday lighting project sponsored by Marysville Convention and Tourism. Our board of directors strongly feel the Chamber Main Street office building should be included in the project, especially with its presence on Broadway.

We have received measurements to place lights on the front and sides of the building of 140 feet. With the \$9.95 per foot provided to us by the Convention and Tourism Committee, the cost to light the building would be \$1,393.00. As the owner of the building, we are asking the City of Marysville to consider making this investment for the betterment of downtown Marysville.

Thank you for your consideration in this matter.

Sincerely,

Stacie Mayer,
Executive Director
Marysville Chamber & Main Street



Members of City Council and Mayor Jason Barnes,

When the disc golf course went into City Park in 2019, the Convention & Tourism (C&T) board voted to pay for a sign to be placed near the start of the disc golf course adjacent to the swimming pool parking lot. This project has never been completed. Even though this course has the potential to be a draw to visitors and locals alike, it is not easy to navigate or access how to play due to lack of signage and advertising.

It was brought to our attention that Nicolas Stoll, who lives on the south side of City Park beside the disc golf course, has experienced discs flying into his yard near where his children play on a regular basis. C&T members reached out to disc golf advocate and current City of Marysville Council member, Kyle Goracke, regarding the possibility of moving the #4 basket in order to make it safer for the Stoll family. Kyle has agreed to this request. We are asking the City to help with moving the basket.

Our goal is to have a disc golf course that everyone can navigate and enjoy. As it currently stands, there is no signage and no accurate map. With Kyle's help, we have drawn a map that could be used for a sign and scorecards once the #4 basket is moved. There is also a need for some type of sign to mark each of the nine tee boxes. As designed, many of the tee boxes are on the park trail or sidewalk. As you know, that section of trail is already busy, including lights, benches, and the StoryWalk. For that reason, we are proposing custom signs either stenciled on the sidewalk or placed at ground level near the trail/sidewalk. We would like to be involved in this process so that there is continuity with all the signs. It appears that someone has spray painted a #1 on the trail near where the #1 tee box should be and it is unpleasant to look at and unacceptable.

As previously stated, our goal is to push this project to completion. It's been nearly four years since the baskets were installed. It's time to either finish it to be welcoming and easily accessible for visitors or take the course out.

To finalize this project, we request the basket be moved by April 1. Convention & Tourism will design and pay for the sign. We request the City of Marysville be responsible for installation by June 1. Thank you for your consideration to make Marysville a better place to live.

Sincerely,
Marysville Convention & Tourism Members



Greetings, Marysville City Council Members and Mayor Barnes!

The Marysville Convention & Tourism (C&T) committee needs a new Director. Within the past five years we have tried combining our Director's position with other organizations. Working with the Marysville Chamber and Main Street and the Pony Express Historic Barn and Museum, at the time, we felt was advantageous. Our latest partnership with the Pony Express Museum seemed like a good pairing. As we got further into it, though, we realized that someone running a museum, even though it is one of the biggest tourist draws in Marysville, needs more curation knowledge, whereas the C&T director needs to be a marketing expert. The skill sets for those two positions didn't line up. Although both of those partnerships ended amicably, we all have realized they weren't the best for any of our organizations or the City's tourism in general.

We are proposing a new partnership: one with the City of Marysville. We would like to offer a full-time position combining the Director of Convention & Tourism and a Director of Communications for the City of Marysville. The skill sets for these two positions directly line up, because they both focus on communication and marketing, with two vital populations: tourists and locals. In order to shine the light on our wonderful town and to draw in the visitors who are so critical, C&T needs a Director. The Director of Communications for the City will also keep the lines of communication open about all that Marysville has to offer to not only visitors, but residents as well.

Our proposal is simple:

- C&T will pay for the \$42,000-\$45,000 salary for two years.
- After two years, the position's salary will be split between C&T and the City of Marysville.
- The City will pay for benefits and insurance.

C&T has a job description laid out for our position; we would appreciate input on the Director of Communications position. We see this position creating a variety of publications, surveys, promotional items, and print media to share information and increase awareness of the City's goals, projects, and initiatives. Monitoring news and social media for City-related communications and discussions as well as relaying community feedback and engagement trends to elected officials, staff, and local leaders will also be a part of this position. More specifics can be found on the attached job description.

Sustainability is key. We've got to keep people coming to (and staying in!) our town, and one way to do this is to get and keep someone in the position of Director of Convention & Tourism. Since we have had more turnover than we would like in this position in recent years, our focus to make this a full-time job with benefits is most important. According to Employee Benefit News, it costs 33% of a worker's annual salary to replace them if they leave. We have to make our position attractive and sustainable; otherwise, it is costing the City time and money to hire and train a new director of C&T. And the City is losing potential tourism dollars.

Will you join together with us to look into the future of Marysville? We see a bright one ahead of us, with your support.

Sincerely,
Marysville Convention & Tourism Committee

Director of Communication and Tourism in Marysville, Kansas

This position is responsible for directing the communication for the City of Marysville and for aggressive marketing, attraction development, visitor experience and group travel efforts to attract travelers to Marysville.

Job responsibilities include:

As director of communication:

- ★ Directs, designs and develops a variety of publications, surveys, promotional items and print media to share information and increase awareness of the City's goals, projects and initiatives;
- ★ Develops and directs public engagement strategies; develops and leads public relations, marketing campaigns and educational programs designed to inform and engage the community; manages the on-going relationship with the community and key stakeholders;
- ★ Conducts research necessary to determine internal and external perceptions about the City;
- ★ Provides leadership in establishing relationships and fosters partnerships with City staff, the community, civic and community groups;
- ★ Monitors news and social media for City-related communications and discussions; relays community feedback and engagement trends to elected officials, staff and local leaders;
- ★ Manages the City's social media platforms and website;
- ★ Stays abreast of new trends and innovations in public relations and communications.

As director of tourism:

- ★ Develops and implements strategies to attract visitors to Marysville, Kansas;
- ★ Works to bring meetings, tours and new events to Marysville, Kansas;
- ★ Develops and implements local public relations campaign;
- ★ Develops tourism promotion materials and the tourism campaign for Marysville:
 - Develops and implements social media efforts;
 - Manages the Visit Marysville website;
 - Writes monthly newsletter materials;
 - Creates and distributes press kits and tour packets;
 - Communicates with media;
 - Collects and analyzes data to determine the effectiveness of marketing efforts;
- ★ Serves as the lead tourism representative for Marysville, Kansas;
- ★ Works with Marysville's Convention and Tourism committee to implement their goals and provides on-going training and professional development to the committee;
- ★ Serves as the liaison between Marysville's Convention and Tourism committee and the organizations with whom the group works and collaborates;
- ★ Manages the Convention and Tourism's yearly budget;
- ★ Attends tourism conferences and regional tourism meetings (some travel required);
- ★ Is involved in other community organizations as it relates to tourism.

Job parameters:

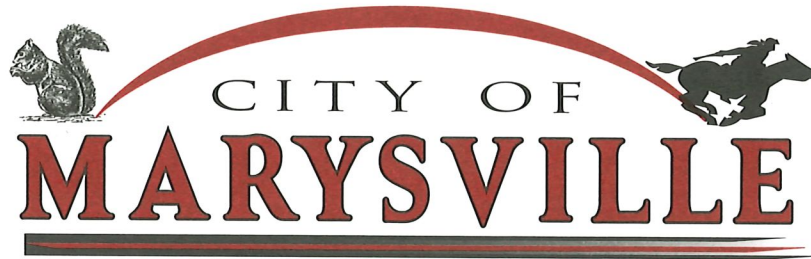
- ★ Full-time position (flexible scheduling at times);
- ★ City employee;
- ★ Salary dependent on qualifications, education, experience (minimum \$42,000/year; maximum \$45,000/year);
- ★ Equipment, materials, and tools needed for the job (computer, cell phone, design software, etc.) will be provided;

Preferred requirements:

- ★ College degree in tourism, communications, marketing or related field of study;
- ★ Prior employment experience in tourism, communications, marketing or related field preferred but not required;
- ★ Effective writing and communication skills;
- ★ Knowledge of Adobe Creative Suite or similar design software;
- ★ Able and willing to travel to various tourism related events;
- ★ Able and willing to work evenings or weekends based on tourism and tourist demands;
- ★ Valid Kansas Drivers License and access to personal transportation;
- ★ Ability to lift and carry 25 lbs.

Accountability:

- ★ Monthly reports submitted to Marysville City Council, Marysville City Administrator, and Marysville Convention and Tourism Committee.
- ★ Monthly reports should include:
 - o Documentation of accomplishments/progress toward performance standards;
 - o Update and/or analysis of data relating to marketing campaigns;
 - o Update on progress toward Marysville Convention and Tourism goals.



209 NORTH 8TH ST., MARYSVILLE, KS 66508 ♦ PH: (785) 562-5331 FAX: (785) 562-2449

POLICY RESOLUTION NO. A-96

**A POLICY RESOLUTION ESTABLISHING GUIDELINES FOR
EMPLOYEE RESPONSIBILITIES AND RANDOM DRUG AND
ALCOHOL TESTING REQUIREMENTS.**

SUBJECT: EMPLOYEES IN A SAFETY SENSITIVE POSITION,
OPERATE EQUIPMENT OR VEHICLES

POLICY CODE NO. A-96

EFFECTIVE DATE: January 5, 2023

The purpose of drug and alcohol testing is to protect the physical and psychological well-being of all employees at this city's facilities and job sites and protect the safety of the public. The testing policy is a critical step in establishing and maintaining an efficient and safe work force.

It is the intent of this policy to list all employee positions that are required to be in the random drug and alcohol testing pool due to the nature of their jobs.

All employees in a safety sensitive position including managing money, operating equipment or vehicles are required to submit to drug and/or alcohol testing on a random basis. These positions are:

- Supervisor
- Assistant Supervisor
- Maintenance Worker III
- Maintenance Worker II
- Maintenance Worker I
- General Laborer
- Police Chief
- Police Lieutenant
- Police Officer II
- Police Officer I
- Police Service Aide
- Police Secretary/Municipal Court Clerk
- City Administrator

City Clerk
Deputy City Clerk
Secretary/Payroll Clerk
Utility Clerk/Supervisor
Building Zoning Inspector/Building Maintenance Technician

Safety-sensitive generally means that a position involves some aspect of a heightened danger that requires an employee's full and unimpaired skills and judgement to safely execute his or her job.

Approved by the City Council on the twenty seventh day of February 2023.

EMPLOYEE SIGNATURE

DATE



Greetings, Marysville City Council and Mayor Jason Barnes.

The Marysville High School KAY Club is celebrating their fourth annual Mental Health Awareness week in combination with KAY Citizenship Week on March 19-25, 2023. We are requesting that the City of Marysville designate this week as officially “Marysville KAY Club Week” to celebrate with us.

During Mental Health Week and KAY Citizenship Week, we will highlight the importance of both mental health as well as pride and ownership in our family, school, community, nation, world, and club. The KAY Club core goals are to empower Kansas students with lifetime leadership skills and an attitude of service to others. We feel that celebrating this week with an official designation gives it the clout it deserves.

Our activities for the week include:

- We'll celebrate our mental health by giving candy and compliments to students at the high school doors as they enter for the day.
- We'll celebrate our nation by hosting a Red Cross Blood Drive.
- We'll celebrate our school by encouraging the students to wear hats for “Caps Off to Mental Health.”
- We'll celebrate our world by hosting a beach volleyball scooter tournament. Each entry is \$1, which will be sent to Heifer International.

We are very excited to celebrate this week. Please consider officially declaring March 19-25 “KAY Club Week.”

Thank you!

Marysville High School KAY Club Members

CONVENTION AND TOURISM

DATE	EVENT	FUND USE	AMT	PREV. AMT	COMMENTS
2/21/2023	Guide by Cell 2023-2024	City half of Engage by Cell	\$500.00	\$ 500.00	guided cell phone tour for the museums MDCD will reimburse 1/2
2/22/2023	Kansas Travel Guide	City pays for 8 listings Black Sq Bark Park Black Sq on Parade, Blue River Rail Trail Historic Trails Park, Koester House Mus Life Tile Murals, Pony Express Rider Statue City Park Campground	\$640.00 \$ - \$ - \$ - \$ -	\$ 640.00 \$ - \$ - \$ - \$ -	pay MDCD they pay other listings
				\$ -	
				\$ -	

\$1,140.00

FEBRUARY 27, 2023 -----ORDINANCE NO. 3792

TOTAL OF EXPENDITURES IN FUNDS AS FOLLOWS:

FUND		
100	GENERAL	\$ 102,176.24
200	WATER REVENUE	41,477.54
300	SEWAGE REVENUE	22,660.14
410	BOND & INTEREST ACCOUNT #1A	24,689.78
512	LIBRARY REVOLVING	10,222.23
600	SWIM POOL SALES TAX	250.00
603	SPECIAL LAW ENFORCEMENT	1,840.39
707	KOESTER BLOCK MAINTENANCE	797.50
711	EMPLOYEE BENEFIT	30,673.71
715	TRANSIENT GUEST TAX	3,278.66
800	SALES TAX IMPROVEMENT	<u>33,514.68</u>
	TOTAL ORDINANCE	\$ 271,580.87

INVOICE APPROVAL LIST REPORT - SUMMARY BY VENDOR

ORD #3792 2/27/23

Date: 02/22/2023

Time: 3:50 pm

Page: 1

City of Marysville

Vendor Name	Vendor No.	Invoice Description	Check No.	Check Date	Check Amount
ACME PLUMBING	2268	REPLACE THERMOCOUPLER-FURNACE AT OLD FIRE STATION	0	00/00/0000	96.38
				Vendor Total:	<u>96.38</u>
AFLAC-REMITTANCE PROCESS SE	528	INSURANCE PREMIUM FEBRUARY	0	00/00/0000	1,541.90
				Vendor Total:	<u>1,541.90</u>
ARBOR INK	1723	1000 LEAVE APPLICATIONS & NOTARY STAMP-SALCEDO	0	00/00/0000	180.45
				Vendor Total:	<u>180.45</u>
BARDAVON	2669	POET PRE-EMPLOYMENT TESTING CONNER HENDERSON	0	00/00/0000	75.00
				Vendor Total:	<u>75.00</u>
BLUE CROSS BLUE SHIELD INSUR	0091	HEALTH INSURANCE PREMIUM MARCH + Dental	0	00/00/0000	34,219.95
				Vendor Total:	<u>34,219.95</u>
BOND & INTEREST ACCOUNT #1	0066	TRANSFER WATER TOWER PROJECT	0	00/00/0000	13,250.00
				Vendor Total:	<u>13,250.00</u>
BOND & INTEREST ACCOUNT #1A	332	TRANSFER LAGOONS	0	00/00/0000	4,115.00
				Vendor Total:	<u>4,115.00</u>
BRUCE'S BODY SHOP, INC.	0158	ARGON/CO2 & LARGE O2 FOR WELDER & TORCH	0	00/00/0000	103.00
				Vendor Total:	<u>103.00</u>
CAPITAL IMPROVEMENTS FUND	1990	TRANSFER PER BUDGET	0	00/00/0000	1,250.00
				Vendor Total:	<u>1,250.00</u>
CARROT-TOP INDUSTRIES INC	1164	4X6' POLY US FLAGS FOR BRIDGE 1/2 REIMBURSED BY DONATIONS	0	00/00/0000	1,823.54
				Vendor Total:	<u>1,823.54</u>
CENTRAL OFFICE SERVICE & SUP	2116	2 NEW OFFICE CHAIRS-UTILITY CLERK & PAYROLL CLERK	0	00/00/0000	878.00
				Vendor Total:	<u>878.00</u>
CENTURY BUSINESS SYSTEMS	2009	SAVIN COPIER-POLICE DEPARTMENT ADDITIONAL COLOR COPIES-FEB	0	00/00/0000	48.83
				Vendor Total:	<u>48.83</u>
CES GROUP P.A.	0172	ASSISTED IN REVIEW OF TRACT DESCRIPTIONS AT LAKE	0	00/00/0000	142.91
				Vendor Total:	<u>142.91</u>
CITIZENS STATE BANK	0050	EMPLOYEE PAYROLL #668	49678	02/22/2023	52,607.28 H
				Vendor Total:	<u>52,607.28</u>
CNA SURETY	2574	BOND #71091763 KENNETH L. KICKHAEFER 4/11/23-4/11/25	0	00/00/0000	170.00
				Vendor Total:	<u>170.00</u>
CNH CAPITAL	1783	CHAIN SAW CHAINS	49673	02/15/2023	428.00 H
				Vendor Total:	<u>428.00</u>
COMMERCE BANK-COMMERCIAL I	2055	TREADMILL,CHROMEBOOK,ARMORER COURSE,ZOOM,WIX,CARDS,TRAINING, ETC	49676	02/16/2023	4,177.12 H
				Vendor Total:	<u>4,177.12</u>
CROME LUMBER INC.	2235	AIR HOSE,FITTINGS,BLO GUN,TAPE RULE,CABLE TIE,BOLT,SCREWS,ETC	0	00/00/0000	178.57
				Vendor Total:	<u>178.57</u>
EFT-FEDERAL TAX,FICA.MEDICAR	2025	FEDERAL TAX, FICA, & MEDICARE	0	00/00/0000	16,224.55
				Vendor Total:	<u>16,224.55</u>
EHNEN'S AUTOMOTIVE	2082	DEWALT BATTERIES,SEAT COVERS, BTRY ADPT,CLAMPS,FILTERS,ETC	0	00/00/0000	1,653.80

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Vendor Name	Vendor No.	Invoice Description	Check No.	Check Date	Check Amount
				Vendor Total:	<u>1,653.80</u>
EMC INSURANCE COMPANIES	905	INSURANCE-ADD 2023 TRAVALONG DUMP TRAILER #5008	0	00/00/0000	1,346.00
				Vendor Total:	<u>1,346.00</u>
EVANGELICAL U.C.C.	1619	RECYCLING OPERATIONS FEBRUARY FINAL MONTH	0	00/00/0000	150.00
				Vendor Total:	<u>150.00</u>
EVERGY	1401	ELECTRICITY KOESTER APARTMENT 909 1/2 BROADWAY 1/12-2/10	0	00/00/0000	20.15
				Vendor Total:	<u>20.15</u>
FELD FIRE	2605	FUNCTION TEST & SERVICE AIR PACKS-FIRE DEPT & WATER PLANT	0	00/00/0000	1,347.90
				Vendor Total:	<u>1,347.90</u>
FIRE EQUIPMENT RESERVE FUND	1988	TRANSFER PER BUDGET	0	00/00/0000	3,333.00
				Vendor Total:	<u>3,333.00</u>
FOULSTON SIEFKIN LLP	2882	LEGAL SERVICES-NOV & DEC VALLERY&STEVE PRELL VS CITY	0	00/00/0000	1,462.50
				Vendor Total:	<u>1,462.50</u>
GALLS, AN ARAMARK COMPANY	0266	ENTRY TOOL HALLIGAN BAR	0	00/00/0000	223.27
				Vendor Total:	<u>223.27</u>
GENERAL FUND	1986	TRANSFER PER BUDGET	0	00/00/0000	40,333.00
				Vendor Total:	<u>40,333.00</u>
HARD ROCK QUARRIES, LLC	2680	178.2 TON 5/8-3/4" CRUSHED ROCK-STOCKPILE	0	00/00/0000	3,276.02
				Vendor Total:	<u>3,276.02</u>
HAUG COMMUNICATIONS, INC	22	ANTENNA MOBILE GAIN-ALEX ROMBECK, FIRE DEPT	0	00/00/0000	59.50
				Vendor Total:	<u>59.50</u>
HOMETOWN LUMBER, INC.	987	LAUAN,BIT,BUSHING,JOINT PASTE, BOLTS,NUTS,WASHERS,ETC	0	00/00/0000	143.20
				Vendor Total:	<u>143.20</u>
HONEYMAN AUTO SALES & SERVI	2694	MATERIALS & LABOR INSTALL TRAILER HITCH #1005	0	00/00/0000	534.50
				Vendor Total:	<u>534.50</u>
HONEYMAN FORD, INC	2006	RPL WINDSHIELD #1001 & EXTRA KEY/PROGRAMMING #1006	0	00/00/0000	720.95
				Vendor Total:	<u>720.95</u>
INDEPENDENT SALT COMPANY	0136	HIGHWAY SALT 103.575 TON	0	00/00/0000	3,961.75
				Vendor Total:	<u>3,961.75</u>
IRON HORSE TRAINING & FITNESS	2821	EMPLOYEE MEMBERSHIPS	0	00/00/0000	173.00
				Vendor Total:	<u>173.00</u>
JEREMY HENDERSON	2749	JANITORIAL SERVICE CITY HALL JANUARY X4	0	00/00/0000	300.00
				Vendor Total:	<u>300.00</u>
K.P.E.R.S. EFT	0103	RETIREMENT CONTRIBUTIONS	0	00/00/0000	10,848.68
				Vendor Total:	<u>10,848.68</u>
KANSAS DEPT OF AGRICULTURE	2433	FOOD LICENSE SWIM POOL #13119-RENEWAL 4/1/23-3/31/24	0	00/00/0000	250.00
				Vendor Total:	<u>250.00</u>
KANSAS DEPT OF HEALTH & ENVI	689	WASTEWATER OPERATOR TEST FEE-NATHAN MUSIL 3/30/23 +oller renewal	0	00/00/0000	45.00

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KANSAS DEPT OF HEALTH & ENVI	689	BREEDING HEIGHTS LOAN PAYMENT PROJECT NO C20 1632-01	49675	02/15/2023	24,689.78 H
				Vendor Total:	<u>24,734.78</u>
KANSAS NARCOTICS OFFICERS A	0002	REGISTER FEES KNOA CONFERENCE NALANI CLARK 3/6/23-3/9/23	0	00/00/0000	250.00
				Vendor Total:	<u>250.00</u>
KANSAS PAYMENT CENTER	1238	WITHOLDING ORDER MS20DM000070	0	00/00/0000	363.69
				Vendor Total:	<u>363.69</u>
KANSAS RETAILERS' SALES TAX	867	SALES TAX DUE-JANUARY	0	00/00/0000	1,027.72
				Vendor Total:	<u>1,027.72</u>
KANSAS WITHHOLDING TAX	0299	STATE TAX WITHHELD	0	00/00/0000	2,966.21
				Vendor Total:	<u>2,966.21</u>
KRAMER OIL CO., INC	0035	GASOLINE, DIESEL, & FILTER	49677	02/16/2023	5,174.45 H
				Vendor Total:	<u>5,174.45</u>
STEVEN ALLEN KRAUSHAAR	0974	COURT APPOINTED SERVICES JESSICA O'DONNELL	0	00/00/0000	100.00
				Vendor Total:	<u>100.00</u>
LANDOLL COMPANY LLC	0093	METAL FOR #6606	0	00/00/0000	31.35
				Vendor Total:	<u>31.35</u>
LINK MEDIA OUTDOOR	2786	BILLBOARD RENT HWY 24-FEBRUARY	0	00/00/0000	200.00
				Vendor Total:	<u>200.00</u>
MARSHALL CO TRANSFER STATIC	664	LANDFILL FEES-POLICE DEPT GARAGE DEMOLITION	0	00/00/0000	486.50
				Vendor Total:	<u>486.50</u>
MARYSVILLE ADVOCATE	0017	CHART ORD 24,ORD 1916,QTRLY REP,INTERMODAL CONT,AD-PET/UTV	0	00/00/0000	652.38
				Vendor Total:	<u>652.38</u>
MUNICIPAL SUPPLY, INC	579	SERVICE SADDLES	0	00/00/0000	1,072.54
				Vendor Total:	<u>1,072.54</u>
NEMAHA MARSHALL R E C	1044	ELECTRICITY-ST LIGHTS, WELLS, & LIFT STATIONS + <i>Billboard</i>	49674	02/15/2023	1,938.53 H
				Vendor Total:	<u>1,938.53</u>
OPTIV SECURITY INC	2531	4-3YR KEY FOBS FOR KBI SYSTEM ANNE,KERN,FRERKING,&MASCHMEIER	0	00/00/0000	203.36
				Vendor Total:	<u>203.36</u>
PACE ANALYTICAL SERVICES INC	2519	WASTE WATER ANALYSIS-JANUARY	0	00/00/0000	523.00
				Vendor Total:	<u>523.00</u>
MICHAEL W. RILEY	2845	COURT APPOINTED ATTORNEY AUTUMN HAUPT 22-TR-25628	0	00/00/0000	190.00
				Vendor Total:	<u>190.00</u>
SCHROLLER COLLISION CENTER	1373	PREP,SEAL,COAT,&CLEAN RADIATOR FOR KOESTER MUSEUM (3)	0	00/00/0000	610.00
				Vendor Total:	<u>610.00</u>
SEWER REPLACEMENT FUND	1987	TRANSFER PER BUDGET	0	00/00/0000	4,165.00
				Vendor Total:	<u>4,165.00</u>
SITEONE LANDSCAPE SUPPLY	2437	LESCO SPREADER STICK-LEVEE CHEMICALS	0	00/00/0000	137.60
				Vendor Total:	<u>137.60</u>
STUDER TRUCK LINE, INC	1505	FREIGHT FOR HIGHWAY SALT 77.65 TON-3 LOADS	0	00/00/0000	2,174.20
				Vendor Total:	<u>2,174.20</u>

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Vendor Name	Vendor No.	Invoice Description	Check No.	Check Date	Check Amount
TMHC SERVICES, INC.	1907	ALCOHOL/DRUG TESTING,ADMIN FEE PRE-EMPLOYMENT C. HENDERSON	0	00/00/0000	193.71
				Vendor Total:	<u>193.71</u>
TRAVEL KANSAS-MATRIX MEDIA II	2629	FULL PAGE AD-2023 TRAVEL KS MAGAZINE-PART REIMBURSED	0	00/00/0000	2,100.00
				Vendor Total:	<u>2,100.00</u>
TRUCK REPAIR PLUS, INC.	1715	REPLACE BATTERIES & CLEANED CONNECTIONS #4002	0	00/00/0000	467.37
				Vendor Total:	<u>467.37</u>
VALLEY VET SUPPLY	0166	5 PAIR BOOTS-EMPLOYEE BOOT ALLOWANCE	0	00/00/0000	786.78
				Vendor Total:	<u>786.78</u>
VARNEY & ASSOCIATES, CPA, LLC	2874	AUDIT SERVICES FOR 2022 LESS LIBRARY SHARE	0	00/00/0000	11,900.00
				Vendor Total:	<u>11,900.00</u>
MEGHAN K VORACEK	2720	COURT-LEGAL SERVICES 1/4/23-2/20/23	0	00/00/0000	2,484.00
				Vendor Total:	<u>2,484.00</u>
WATER UTILITY RESERVE FUND	1989	TRANSFER PER BUDGET	0	00/00/0000	5,000.00
				Vendor Total:	<u>5,000.00</u>
				Grand Total:	271,580.87
				Less Credit Memos:	0.00
				Net Total:	<u>271,580.87</u>
				Less Hand Check Total:	89,015.16
				Outstanding Invoice Total :	<u>182,565.71</u>
	Total Invoices:	73			

City Administrator's Report

2/23/2022

2/27/2022 Council Meeting

1. Flush Tank Replacement Project

Included is a bid tab for the project to replace 14 flush tanks in preparation for the 2024 CIPP lining project. We received four bids with the lowest bid coming from Jadwin Construction out of Hiawatha, Kansas. Jadwin's bid is \$153,439.

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2. 2023 Conferences

KCCM, Lawrence, KS – March 30th-31st

ICMA, Austin, TX – September 30th-October 4th

LKM Annual Conference, Wichita, KS October 7th-9th

KACM Annual Conference, Dodge City, KS November 29th-December 1st

Owner: City of Marysville

Project: Flush Tank Replacement

BID TABULATION

Bid Date: February 22, 2023

Time: 2:00 PM

Bid Location: City Hall - Marysville

ITEM No.	PAY ITEM DESCRIPTION	QUAN	UN	Engineer's Estimate CES Group Inc.		Jadwin Construction & Development, LLC		J& K Contracting LC		Inline Construction		Nowak Construction Company, Inc	
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
BASE BID													
1.	Replace Manhole NW-51A	1	LS	\$ 8,000.00	\$ 8,000.00	\$ 7,350.00	\$ 7,350.00	\$ 8,300.00	\$ 8,300.00	\$ 15,000.00	\$ 15,000.00	\$ 23,140.00	\$ 23,140.00
2.	Replace Manhole NW-62A	1	LS	\$ 13,000.00	\$ 13,000.00	\$ 12,881.00	\$ 12,881.00	\$ 14,500.00	\$ 14,500.00	\$ 16,500.00	\$ 16,500.00	\$ 36,215.00	\$ 36,215.00
3.	Replace Manhole NW-30A	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 9,372.00	\$ 9,372.00	\$ 10,000.00	\$ 10,000.00	\$ 15,000.00	\$ 15,000.00	\$ 36,215.00	\$ 36,215.00
4.	Replace Manhole NE-62	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 9,770.00	\$ 9,770.00	\$ 11,000.00	\$ 11,000.00	\$ 15,000.00	\$ 15,000.00	\$ 36,215.00	\$ 36,215.00
5.	Replace Manhole NE-134	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 17,702.00	\$ 17,702.00	\$ 20,000.00	\$ 20,000.00	\$ 18,500.00	\$ 18,500.00	\$ 39,175.00	\$ 39,175.00
6.	Replace Manhole NE-21	1	LS	\$ 12,000.00	\$ 12,000.00	\$ 9,850.00	\$ 9,850.00	\$ 11,000.00	\$ 11,000.00	\$ 15,000.00	\$ 15,000.00	\$ 36,215.00	\$ 36,215.00
7.	Replace Manhole NE-38E	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 7,345.00	\$ 7,345.00	\$ 8,300.00	\$ 8,300.00	\$ 14,000.00	\$ 14,000.00	\$ 19,115.00	\$ 19,115.00
8.	Replace Manhole NE-25	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 7,345.00	\$ 7,345.00	\$ 8,300.00	\$ 8,300.00	\$ 14,000.00	\$ 14,000.00	\$ 19,115.00	\$ 19,115.00
9.	Replace Manhole NE-38	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 7,155.00	\$ 7,155.00	\$ 8,100.00	\$ 8,100.00	\$ 14,000.00	\$ 14,000.00	\$ 36,215.00	\$ 36,215.00
10.	Replace Manhole NE-38D	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 7,100.00	\$ 7,100.00	\$ 8,000.00	\$ 8,000.00	\$ 14,000.00	\$ 14,000.00	\$ 21,125.00	\$ 21,125.00
11.	Replace Manhole NE-42	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 11,414.00	\$ 11,414.00	\$ 12,000.00	\$ 12,000.00	\$ 10,000.00	\$ 10,000.00	\$ 33,200.00	\$ 33,200.00
12.	Replace Manhole NE-41	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 7,265.00	\$ 7,265.00	\$ 8,200.00	\$ 8,200.00	\$ 10,000.00	\$ 10,000.00	\$ 21,125.00	\$ 21,125.00
13.	Replace Manhole NE-156	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 8,460.00	\$ 8,460.00	\$ 9,000.00	\$ 9,000.00	\$ 14,000.00	\$ 14,000.00	\$ 21,125.00	\$ 21,125.00
14.	Replace Manhole NE-157	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 8,188.00	\$ 8,188.00	\$ 9,000.00	\$ 9,000.00	\$ 14,000.00	\$ 14,000.00	\$ 24,145.00	\$ 24,145.00
15.	Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 18,516.00	\$ 18,516.00	\$ 25,000.00	\$ 25,000.00	\$ 15,000.00	\$ 15,000.00	\$ 79,205.00	\$ 79,205.00
16.	Seeding	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 2,976.00	\$ 2,976.00	\$ 3,500.00	\$ 3,500.00	\$ 6,500.00	\$ 6,500.00	\$ 18,610.00	\$ 18,610.00
17.	Traffic Control	1	LS	\$ 1,000.00	\$ 1,000.00	\$ 750.00	\$ 750.00	\$ 1,500.00	\$ 1,500.00	\$ 3,612.00	\$ 3,612.00	\$ 6,036.00	\$ 6,036.00
	Bid Bond					Yes		Yes		Yes		Yes	
TOTAL BASE BID				\$182,000.00		\$153,439.00		\$175,700.00		\$224,112.00		\$506,191.00	
% of LOW BID				100.00%		84.31%		96.54%		123.14%		278.13%	



Memo

To: Governing Body

From: Austin St. John, City Administrator

RE: 12th Road and Keystone Road Preliminary Engineering Proposals

The Street Committee met on 2/22/2023 to interview the two engineering firms that submitted proposals. The Street Committee will present a recommendation to the council regarding the proposals.

Included are the two proposals for the proposed projects on 12th Road and Keystone Road. The first proposal is from CES and the second is from BG Consultants. Also included is the traffic study done at the intersection of 12th Road and Highway 36.

January 18, 2023

City of Marysville
Attn: Austin St. John – City Administrator
209 N 8th Street
Marysville, KS 66508

RE: City of Marysville – 12th & Keystone Road Improvements
Proposal for Engineering Services

Dear Austin,

This letter is a proposal for **CES Group Inc.**, hereafter referred to as ENGINEER to provide professional design services to the **City of Marysville, KS**; hereafter, referred to as OWNER, for the above referenced project; hereafter, referred to as the PROJECT. The PROJECT generally consists of the Design Survey, Preliminary Engineering, Engineering Design, Bidding and Construction Phase Services for geometric improvements at the intersection of 12th Road & Keystone Road. The proposed project area is shown in the aerial photo in Attachment A.

The proposed project area in Attachment A includes four separate projects. Each project will define the scope of work as included in the Scope of Services section. The proposed projects are detailed on the following pages.

Past Performance of Firm:

City of Marysville, KS – Frank Marshall Dr.

Survey, design, and inspection of current street replacement project consisting of approximately 480 feet of street replacement with an under drain system, storm inlets, curb and gutter.

City of Marysville, KS – 11th Road Improvements

Survey and design of street, curb and gutter, and storm water. Provide onsite inspection throughout construction.

City of Miltonvale, KS – City Street Rehabilitation/Reconstruction

Current street project for which funding was obtained through KDOT Cost Share. This project consists of full replacement of two major intersection and approximately 300 feet of adjacent street pavement.

City of Mankato, KS – Waterline Replacement

Current water project for which funding was obtained from USDA RD and CDBG for funding. Required the preparation of a PER to document the City's water system and present options for rehabilitation of the distribution system. Project includes multiple phases to work within both CDBG and USDA RD rules and requirements. Phase I of project consists of replacement of 19,200 L.F. of leaky cast iron water line.

Marshall County, KS – 11th Terrace

Survey, design, and inspection of current street project consisting of approximately 800 feet of new roadway.

Fort Riley, KS – 12th Street from K-18 to 1st Street

Managed the design access control point (ACP), urban/highway between 2-3 lanes, typical section, security barriers, truck turning, flood risk analysis, alignments, storm sewer, threat scenario, NEPA review, cost estimates.

City of Washington, KS – B Street Reconstruction

Survey and design of street, curb and gutter, sidewalk and ramps, RCB and wingwalls, sewer inlets, drain basins, storm sewer, sanitary manhole replacement, and waterline. Assist with KDOT cost share program. Onsite inspection provided for duration of construction.

City of Frankfort, KS – Truck Route Improvements

Survey and design of street, curb and gutter, sidewalk and ramps, sewer inlets and manholes, storm sewer, and sanitary manhole replacement. Improvements in compliance with KDOT standards, USDA RD and KDHE funding requirements. Provided onsite inspection throughout entirety of construction

Staff:**Scott Sutherland, P.E., P.T.O.E.****Engineer/Project Manager**

Scott is a licensed professional Engineer with more than 15 years of multidisciplinary experience designing and developing plans for roads, bridges, dams, levees, railroad, trails, and drainage projects. Responsible for training engineers and quality control on design projects from the planning stage through construction. Management experience leading design teams, contractors and governmental entities on civil engineering infrastructure and comprehensive/long range planning projects. Provide onsite QA inspection for US Army Corps of Engineers (USACE), Installation Management Command (IMCOM), KDOT, and FHWA civil infrastructure projects. Responsible for contract compliance, specifications, funding, training of field inspectors, and liaison for Public Works (PW) and USACE meetings reporting to the Garrison Command.

Brandy Sutherland, P.E.**Engineer/Project Manager**

Brandy is a multi-disciplined professional Engineer, licensed in Kansas, Missouri and Nebraska and certified Women Business Enterprise in Kansas and Missouri with over 3 years' experience in site planning, road and intersection design, structural design, hydraulic analysis, environmental and stormwater plans, access management and traffic analysis. Over five years' experience administering the \$6 million annual Access Management Fund. Co-authored KDOT's 2012 Access Management Policy. Created training material, conducted lectures, and trained consultants throughout the state on KDOT's Access Management Policy. Conducted road and bridge field inspections to ensure compliance to project plans and specifications. Designed structures, foundations and retaining walls while managing staff to produce plan sets for structural details. Conducted site visits for contractors and engineers for quality control of structural designs.

Tony Duever, P.E.**Design Engineer**

Tony is a licensed professional Engineer with over 15 years of experience designing and managing Civil Engineering projects. Tony has experience as a design engineer and project manager, working on various public works projects, including street, sewer, and water design. Tony has managed all aspects of civil engineering projects including design, management, construction inspection and client relations.

**Timothy Jones, P.E.
Consultant/Engineer**

Tim is a licensed professional Engineer with over 38 years of experience in Civil Engineering and land surveying. Tim has worked as the Director of Public Works overseeing roads, transit, and solid waste. Tim's background also includes consulting in civil engineering, land surveying and public agency.

**Clint Friedrichs, LLS
Surveying Manager**

Clint is a licensed professional Surveyor with over 18 years' experience as an engineering technician and survey crew chief on engineering field surveys. Clint brings strong project management, personnel management, and client management skills to all facets of the projects he oversees. Clint is responsible for all surveying and data collection in the field and manages the day-to-day crew personnel.

**David Richardson
Resident Project Representative**

David has experience as a resident project manager on projects including street, city pools, waterline replacement and bridge replacement projects. David is also involved in the design process for these projects. David also brings with him 17 years of experience as planning and zoning administrator for a city municipality. His role as planning and zoning administrator allowed him to review all site and building plans for commercial and industrial construction, subdivision planning, building inspection, and permitting.

**David Broxterman
Construction Project Manager**

David has over 13 years' experience as a construction manager on projects ranging from \$100-thousand to \$30-million. David has overseen the construction of major industrial/municipal wastewater and water treatment plants as well as 20-30 unit townhome complex developments in the Denver, Colorado area just to name a few. With David's construction experience he brings the element of constructability to all of CES's design projects which helps allow for awareness of potential issues very early on in the design process.

Previous Jobs Similar to Proposed Project:**City of Marysville, KS – Frank Marshall Dr.**

Survey, design, and inspection of current street replacement project consisting of approximately 480 feet of street replacement with an under drain system, storm inlets, curb and gutter.

City of Marysville, KS – 11th Road Improvements

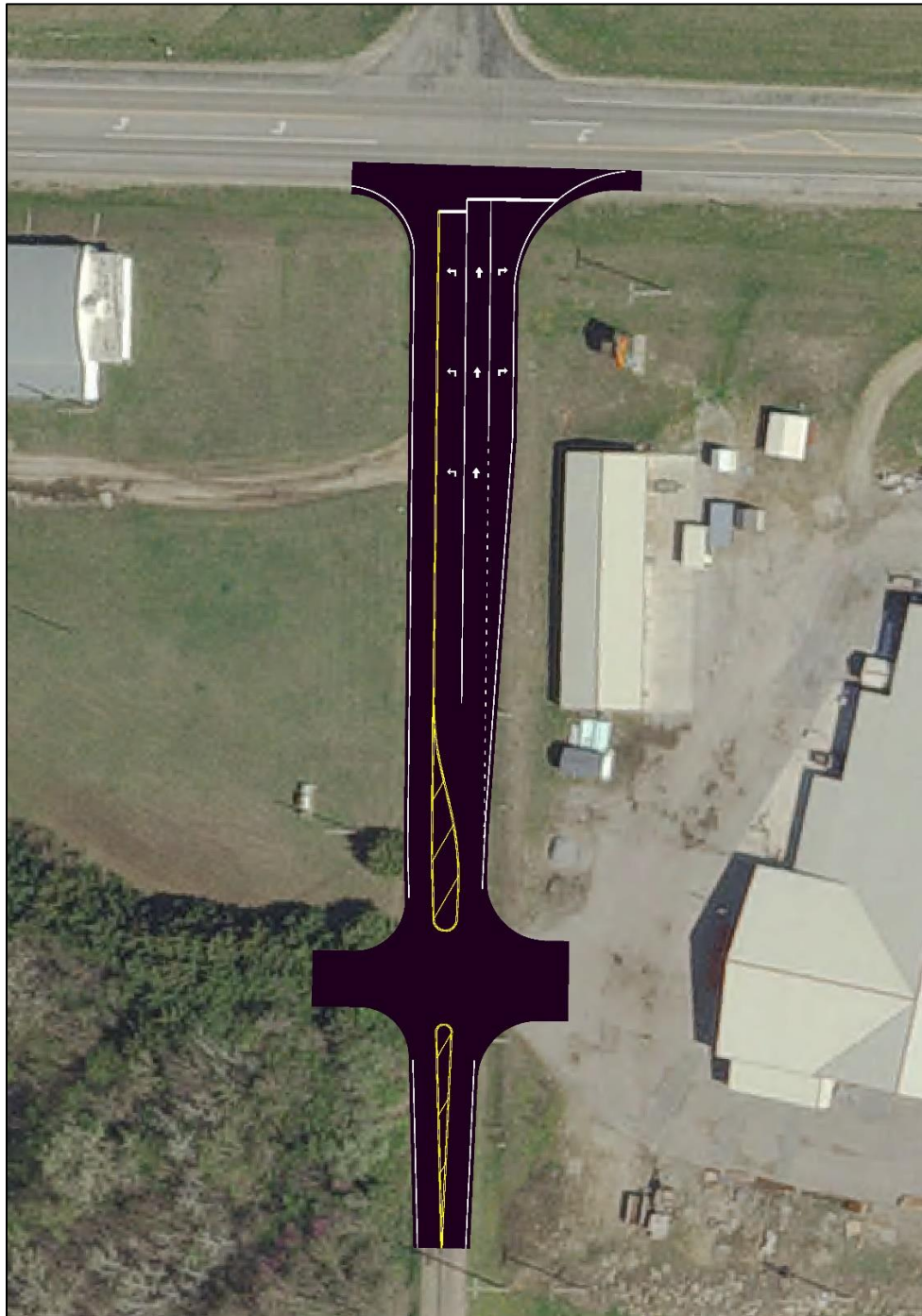
Survey and design of street, curb and gutter, and storm water. Provide onsite inspection throughout construction.

Fort Riley, KS – Henry Dr. from I-70 to Ray Road

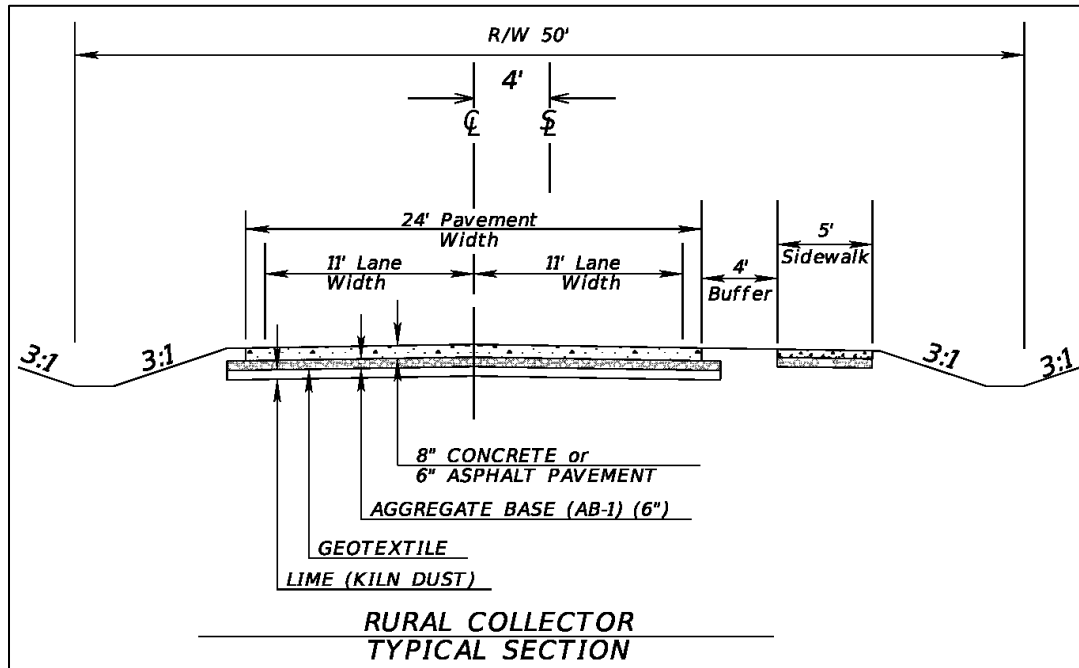
Managed the design for access control point (ACP), turbo roundabout, urban/highway between 2-6 lanes, alignments, typical section, security barriers, super elevation, TIS review, pedestrian and bike access, flood risk, truck turning, threat scenario, NEPA review, FAA obstructions, storm sewer, cost estimates, traffic control and created contract and specifications.

Understanding of Current Project Area:

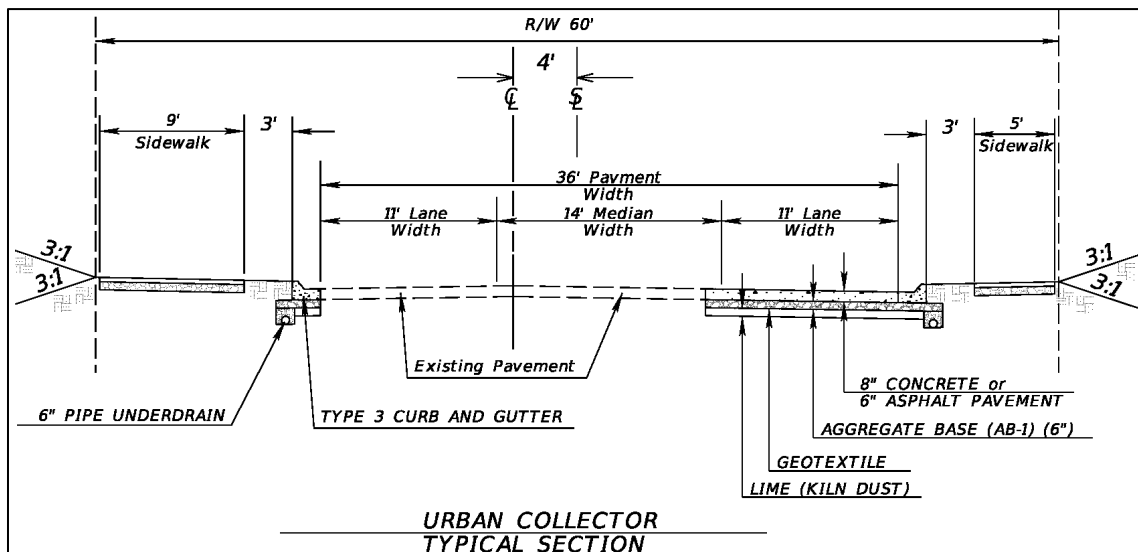
Main Project: 12th Road starting at Highway 36 going south, approximately 420 feet through the entrance to Hometown Lumber. CES proposes to follow the KDOT corridor plan for Highway 36. Using KDOT as a potential funding source. The intersection will require a traffic count and signal check. As a minimum design standard, the intersection will have conduit ran under the pavement for the anticipation for future signals. Construction may start in the fall of 2023 depending on the traffic analysis and the access management permit from KDOT. The figure below illustrates the future improvements.



Project A: 12th Road south of the Main Project heading south through the Kiowa Road intersection. CES proposes to design a rural road with a separated sidewalk to accommodate current and future pedestrian traffic in the proposal area. Lane widths will be stripped for an 11-foot wide lane width to encourage slower traffic speeds. Construction could start in the spring 2024 following the Main Project. The proposed rural typical section is shown below.

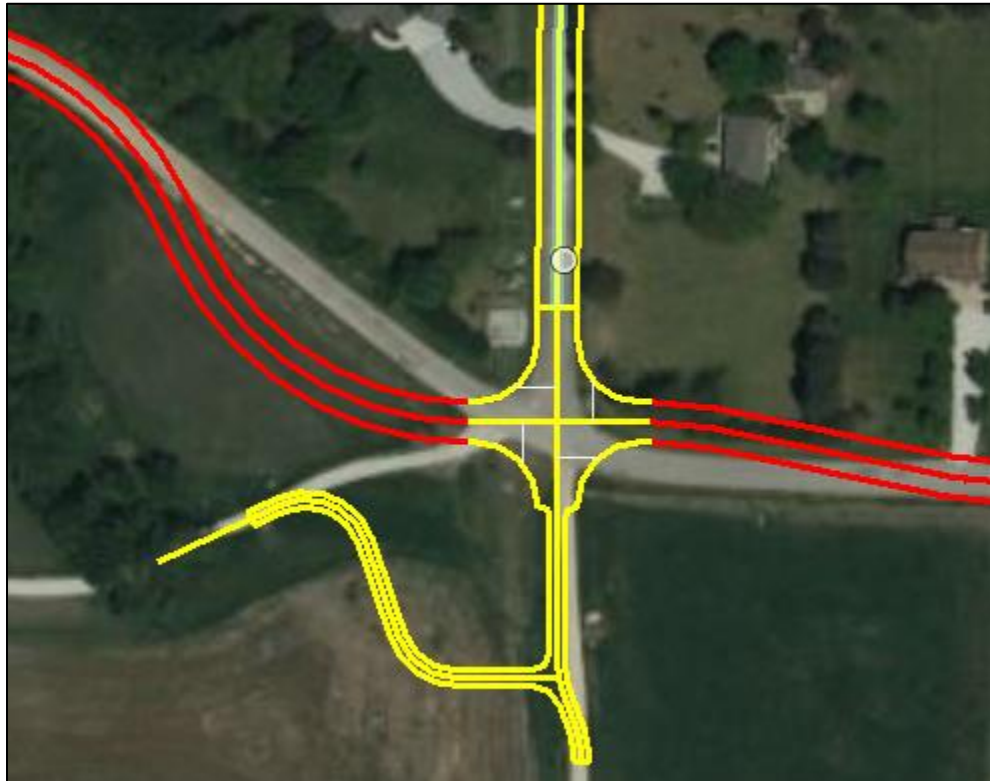


Once the rural road is upgraded to an urban section, a complete street can be constructed that provides for all modes of transportation. The pavement section will be widened, curb and gutter added, a 9-foot shared path constructed, and storm sewer installed. Lane widths will remain at an 11-foot-wide section with a 14-foot-wide striped median. Complete street projects have funding opportunities available through Federal Grants. The future urban typical section is shown in the figure below.



Project B: 12th Road. south of Project A going south through the Timbercreek Drive Intersection. CES proposes to use the Project A rural typical section. Construction could start in the fall of 2024.

Project C: Keystone Road from the west side of the 11th Road intersection to the west side of the 11th Terrace intersection. CES proposes to use the Project A rural typical section. The intersection of Keystone Road. and 11th Road. needs a realignment. Anticipated construction could start in the spring of 2025. CES proposes to construct the intersection improvements shown in the figure below.



Cost of Design and Bid Work:

CES proposes to perform the Scope of Services on each project as outlined below.

1.0 Design Surveying

- 1.1 Collect topographic design data in area of proposed street.
- 1.2 Collect boundary information to allow the design and staking of the street and utilities in the correct locations, prepare new easements, as necessary, based on established property records.
- 1.3 Identify utility services to the best extent practicable, based on OWNER or other utility information.
- 1.4 Survey physical features including, but not limited to, the existing sewer line, existing water line, and other physical features that could impact the work.
- 1.5 Review right of way records to check for utility easement, as needed.
- 1.6 Traffic Data

2.0 Preliminary Engineering

- 2.1 Review proposal with CLIENT to determine specific project requirements, drainage analysis, traffic analysis, receive project documents, and determine funding opportunities.
- 2.2 Review Original Construction Drawings, if available, and other project documents provided.
- 2.3 If not available, or as otherwise directed by CLIENT prepare Preliminary Plan for roadway and utility layout plan to be reviewed and approved by CLIENT.
- 2.4 Prepare a Preliminary Opinion of Probable Cost, and submit to CLIENT with Preliminary Plans for review.
- 2.5 Following CLIENT review of Preliminary Plans, attend a review meeting with CLIENT to discuss CLIENT comments
- 2.6 Perform any necessary field work to determine existing utility locations and depths, as practical. Determining depths to existing utilities will be in the purview of the CLIENT because neither the Surveyors nor the Engineer have the equipment or training to dig or otherwise expose a utility.
- 2.7 CLIENT provides approval to proceed with Design of PROJECT.

3.0 Design Engineering

- 3.1 Following CLIENT approval of Preliminary Plans, complete design and produce final construction Drawings, and Specifications, for proposed roadway.
- 3.2 Prepare Construction Contract documents (EJCDC Owner/Contractor)
- 3.3 Submit completed Drawings to CLIENT for review and approval
- 3.4 Prepare and submit to CLIENT an Opinion of Probable Cost.
- 3.5 Following approval of CLIENT: Submit Drawings and specifications to KDOT for review. General plans, specifications and a permit application, when required, must be submitted to government entities for review and approval prior to the start of construction.

5.0 Permits

- 5.1 Prepare and submit permits, as necessary.
- 5.2 Submit drawings and specifications to government entities for review.
- 5.3 ENGINEER has no control and cannot be held responsible for the time it takes the government, or any agency, or any utility, or any others to review, comment, and/or approve drawings and specifications. KDHE must approve prior to the start of construction.

6.0 Bidding Services

- 6.1 Send out Advertisement for Bids
- 6.2 Provide Project scope and Drawings to interested bidders
- 6.3 Answer bidder questions and prepare Addendums, as necessary.
- 6.4 Attend bid opening, review bids, and provide recommendation to CLIENT for awarding the project.

7.0 Construction Phase Services

- 7.1 Provide construction administration and assistance to CLIENT during construction through following services:
 - 1.1.1 Review shop drawings.
 - 1.1.2 Answer questions during construction.
- 7.2 Provide construction engineering and observation services during construction according to KDOT standards and specifications.

8.0 Additional Services

- 8.1 These services were not requested by CLIENT but are recommended by ENGINEER to provide for the best PROJECT result.
- 8.2 Assistance with procurement of financing. ENGINEER can assist CLIENT in identifying and procuring financing for the PROJECT. Financing options can typically include participation in Federal and State grant and loan programs, as may be available, or financing with bonds.
- 8.3 Additional Services for survey work for easements preparation, boundary work, and re-platting.
- 8.4 Engineering Design services related to relocation of utilities.
- 8.5 Fee for Additional Services: ENGINEER will provide the above-described services on a Time and Materials basis as an Amendment to this Agreement.

9.0 Responsibility of CLIENT

The CLIENT agrees to provide the following pursuant to ENGINEER accomplishing the Scope of Services herein:

- 9.1 Provide access to project site and previous locate records
- 9.2 Provide timely review of proposed layout and final plans
- 9.3 Pay for Geotechnical Services provided by the selected geotechnical laboratory.
- 9.4 Pay for any utility location, depth, and condition determination services.
- 9.5 Provide site access to ENGINEER for the performance of activities necessary to complete this Scope of Services.
- 9.6 Provide Personnel to accompany ENGINEER and provide access to existing manholes and other utility structures, sites, and locations, as necessary, for both information and safety purposes.

10.0 Exclusions

The following shall be specifically excluded from the Scope of Services to be provided by ENGINEER:

- 10.1 ENGINEER cannot be responsible for the time of review of other agencies
- 10.2 Coordinating Geotechnical Services. It is CES's understanding that the CLIENT has already contracted with a chosen firm to conduct geotechnical investigations along the project corridor.

11.0 Payment Provisions

- 11.1 ENGINEER proposes to perform Scope of Services as listed at the conditions and/or amounts listed below:

1.1.1 Services Provided for: Sections 1.0-3.0

All Four Projects (Main, A, B, C) - Lump Sum Fee:	\$283,230
Main Project Only – Lump Sum Fee:	\$168,500
Project A Only – Lump Sum Fee:	\$47,065*
Project B Only – Lump Sum Fee:	\$92,820*
Project C Only – Lump Sum Fee:	\$142,120*

*These fees are good for 12 months from the date of this proposal

**If a phased approach is desired then any timelines and deliverable dates outlined within, will be revisited and revised.

1.1.2 Services Provided for: Sections 5.0-8.0

TBD

- 11.2 Additional services will be billed on a Time and Materials basis as an Amendment to this Agreement.



- 11.3 Taxes are not included in the stated fees. CLIENT shall reimburse ENGINEER for any sales, use and value-added taxes, which apply to these services.
- 11.4 Unless otherwise agreed upon, billing will be made once a month for work completed the previous month. Payment is due within 30 days of the invoice date. For payments over 30 days, refer to the "General Provisions".
- 11.5 Any WORK requested by the CLIENT that is not included within this Scope of Services will be Additional Work. The Additional Work will be requested in writing by CLIENT, and if ENGINEER so agrees in writing, ENGINEER will provide the Additional Work, on either a Time and Materials basis, or as otherwise negotiated and included in this Agreement via Amendment, or under a new separate Agreement.

12.0 Standard Terms and Conditions

- 12.1 Standard Terms and Conditions, provided as **ATTACHMENT B**, CES Group – General Provisions, are hereby incorporated into this Agreement.

13.0 Authorization

- 13.1 If the Scope of work and proposed fee are acceptable, please sign the attached Proposal Acceptance Sheet and return it to us. This quote and the attached Standard Terms and Conditions will serve as the Agreement and our receipt of a signed copy will serve as Notice to Proceed. Note that this proposal is valid for a period of 30 days, or as mutually agreed by both parties.

Thank you for considering CES to provide professional engineering services on this PROJECT. Should you have any questions, please contact us at (785) 562-5148. Returned receipt of an executed copy of this letter will serve as the contract and notice to proceed.

Sincerely,
CES Group, Inc.

Rob Peschel
President



.....
PROPOSAL ACCEPTANCE:

City of Marysville

Proposal for Engineering Services – (12th Road and Keystone Road Improvements)

AGREED TO, THIS _____ DAY OF _____, 2023.

BY (please print): _____

TITLE: _____

SIGNATURE: _____

ATTEST: _____

ATTACHMENT A



Overview of Projects

ATTACHMENT B

CES GROUP – GENERAL PROVISIONS

Access to Site: Unless otherwise stated, the Client shall grant or secure the legal right for CES to access the site for activities necessary for the performance of the services. CES will take precautions to minimize damage due to these activities but has not included in the fee the cost of restoration of any resulting damage. The client shall also grant CES access to city maps and records which are pertinent to the project.

Additional Services: If services are requested in addition to the scope of services, CES will invoice for such services at their published hourly billing rates. CES shall not commence work on additional services without prior written approval from the Client.

Billings and Payment: CES shall be responsible for submitting invoices to the client at the times specified in the contract. If not specified in the contract/agreement, CES shall invoice for services rendered on a monthly basis. Invoices shall be payable within 30 days after the invoice date. If the invoice is not paid within 30 days, CES may, without waiving any claim or right against the Client, and without liability whatsoever to the Client, terminate the performance of the service. Accounts unpaid 60 days after the invoice date may be subject to a monthly service charge of 1.5% (or the legal rate) on the unpaid balance. In the event any portion or all the account remains unpaid 90 days after billing, the Client shall pay all costs of collection, including reasonable attorney's fees.

Project Budget: The Client shall agree that project estimates furnished by CES for items including, but not limited to, land acquisition, repairs or modifications to existing facilities, new construction or services provided by others, are not a guarantee of the actual costs that will be incurred. CES agrees to exercise a standard measure of care in the preparation of cost estimates. The Client shall, in writing advise CES immediately upon receipt of cost estimate information if budgetary limitations appear to preclude implementation of the project as proposed.

Costs of Permits: Review fees and other direct expenses related to the cost of obtaining permits from governmental or regulatory entities shall be borne by the Client and are not included as a part of CES's fee unless stated otherwise within the Agreement.

Bidding Costs: Costs of advertising, printing of bidding documents, and other direct expenses related to bidding shall be borne by the Client and may be billed as a direct expense by CES. If CES determines a non-refundable purchase price of bidding documents paid by bidders and receives the proceeds thereof, the Client shall be exempt from said printings costs.

Dispute Resolution: Causes of action between the parties of this Agreement pertaining to acts, or failures to act, shall be deemed to have accrued and the applicable statutes of limitations shall begin to run not later than the date of Substantial Completion. Any claims or disputes made during design, construction or post-construction between the Client and CES shall be submitted to non-binding mediation. Client and CES agree to include a similar mediation agreement with all contractors, subcontractors, suppliers and fabricators, thereby providing for mediation as the primary method for dispute resolution between all parties.

Limitation of Liability: In recognition of the relative risks and benefits of the project to both the Client and CES, the risks have been allocated such that the Client agrees, to the fullest extent permitted by law, CES's total liability to the Client for any and all injuries, claims, losses, expenses, damages or claim expenses arising out of the Agreement from any cause or causes, shall not exceed the sum of fees covered in the agreement in which these provisions cover. Such causes include, but are not limited to, CES's negligent acts, errors, omissions, strict liability, breach of contract or breach of warranty.

Termination of Services: The client may terminate this contract at any time by giving at least ten (10) days notice, in writing to CES. If the contract is terminated by the Client as provided herein, CES will be paid for the time provided and expenses incurred up to the termination date. CES will provide to the client a detailed breakdown on all time and expenses.

Fee Adjustment: If protracted delays occur in the project for reasons beyond CES's control, CES may, at its option, negotiate with the Client an adjustment in compensation for services yet to be provided. The adjustment shall be derived from the impact of said delays due to factors including, but not limited to, changes in price indices and pay scales applicable to the period when services are rendered.

Hazardous Materials: If any hazardous materials are discovered by anyone on or about the project site, or it becomes known that such materials may be present at or adjacent to the project site, the existence of which may affect the performance of services under this Agreement, CES shall have the option, and without any liability, to suspend the performance of its services until the Client or the Client's contractors remove such hazardous material and certify that the project site is in complete compliance with all applicable laws and regulations.



BG CONSULTANTS
ENGINEERS · ARCHITECTS · SURVEYORS

PROPOSAL FOR

CITY OF MARYSVILLE 12TH ROAD & KEYSTONE ROAD IMPROVEMENTS

January 18, 2023
22-1411M

4806 Vue du Lac Place Manhattan, Kansas 66503
(785) 537-7448 | thaniel.monaco@bgcons.com



Austin St. John
City Administrator
City of Marysville
cityadmin@bluevalley.net

January 18, 2023

Re: City of Marysville 12th Road and Keystone Road Improvements Proposal

Dear Mayor & Council Members:

BG Consultants' transportation design team excels in developing cost-effective, practical solutions to meet our clients' transportation needs. We take pride in pin-pointing the users' needs and then designing the best solution to accommodate those needs and doing so in a budget-sensitive fashion. Our ability to deliver on these projects and do it in a cost-effective manner makes BG an excellent choice for your Road Improvement Projects.

BG Consultants' goal with this project is to act as an extension of your staff. By doing this you will have access to our transportation design technical expertise to create cost effective, long-term infrastructure solutions. There are a number of reasons our team is the prime choice for you to successfully implement this project; our qualifications and professional knowledge, our team's past performance on similar projects, our staff's understanding of the community's concerns, our ability to work interactively with Staff and communicate with stakeholders, and our ability to deliver in a timely manner as exemplified by our past service.

Our past & current involvement with the City on transportation and sewer projects has shown our capability to provide you with successful projects. This long-term commitment not only pertains to the design aspect of this project but future ones as well. We don't claim to have all the answers at this stage, but you can rest assured that the BG Consultants design team knows how to quickly identify key issues on capital projects and then strategically address them with the best options available.

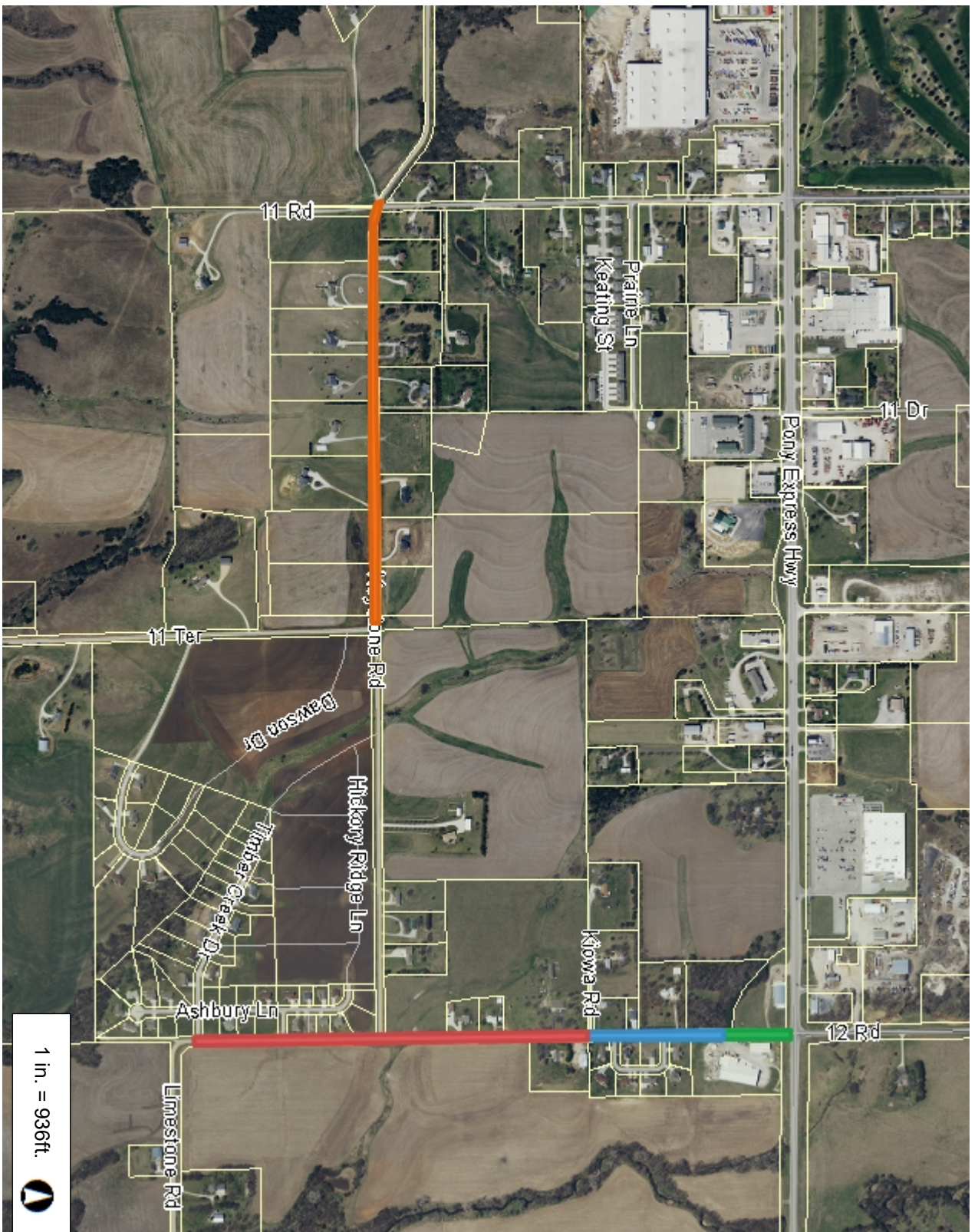
We are excited about this opportunity to be of service to the City of Marysville. We believe you will find all the requested information within your RFP, are included in our Proposal for your evaluation. Our hope is you will give strong consideration to our design team for this project.

Sincerely,

BG CONSULTANTS, INC.

Thaniel Monaco, P.E.
Vice President

Marysville 12th Road and Keystone Projects



1,872.7 0 936.33 1,872.7 Feet

1 in. = 936ft. 

This Cadastral Map is for informational purposes only. It does not purport to represent a property boundary survey of the parcels shown and shall not be used for conveyances or the establishment of property boundaries.
THIS MAP IS NOT TO BE USED FOR NAVIGATION



Legend
 Parcel
 Roads

Notes

01 Professional Qualifications



BG Consultants, Inc.

Primary Contact

Thaniel Monaco, P.E.
Principal in Charge
(785) 537-7448
thaniel.monaco@bgcons.com

BG Consultants, Inc.
4806 Vue du Lac Place
Manhattan, Kansas 66503
(785) 537-7448
www.bgcons.com

Professional Profile

The water you use, the roads you drive, and the spaces where you live and work significantly impact your life. At BG Consultants, we want you to receive maximum benefits from your environment. That's why we partner with you to create design solutions that reflect a balance of technical knowledge and an understanding of human behavior. With our comprehensive approach, we are able to turn your vision into reality. We provide multi-disciplinary services in civil engineering; structural engineering; mechanical, electrical, and plumbing engineering; architecture; planning; and surveying.

Our firm stands apart from tradition, due to the foresight of BG founders, Stephen Berland and Fred Gibbs, who, over 46 years ago, started a collaborative firm of forward-thinking professionals known for delivering excellent customer service. Today, we have a professional staff of 85 people, including 28 licensed engineers, architects and surveyors. Our people are experts in their fields, but above all, they're focused on realizing each client's vision.

As a regional mid-sized firm, we have in-house professionals who serve as technical experts in their fields. Because BG has fostered an environment of mentoring and shared resources across all three of our offices, our collective knowledge is shared and cultivated among every member of our team. We design with consideration to the regional context, are knowledgeable about local methods and regulations, and use creative problem solving as issues arise. With a regional portfolio extending across multiple industries, we have the in-house resources to meet the most diverse project needs.

At BG Consultants, Inc., our mission is to **provide client-focused service through integrated design solutions**. What that means to us is that on every project, we build a collaborative partnership with you where, together, we develop authentic design solutions that resonate with your vision.



THANIEL MONACO, P.E.

Principal in Charge / Project Manager

Thaniel Monaco has gained valuable experience throughout his career in a diverse array of engineering project types from transportation and streets to water and wastewater systems for communities of all sizes. Thaniel understands the needs required due to failing systems either in the physical/mechanical sense, quality issues such as permit requirements, or meeting the long-term growth needs of a community in regards to their infrastructure. His ability to analyze a problem and develop design options that take into consideration the long term maintenance involved enables clients to effectively identify the best solutions.

Thaniel typically serves as Project Manager from start to finish on the project. He utilizes his evaluation and design experience to streamline his capabilities as a Project Manager. His ability to manage multiple facets of the project concurrently enhances the efficient completion of his projects. He also has effective public administration skills which assist him in the interpersonal requirements of projects both with City Staff and the public at-large on all types of projects.

TECHNICAL EXPERTISE

City Engineering Project Management
Wastewater Collection and Treatment
Water Supply and Water Rights
Water Treatment, Storage and Distribution

YEARS OF EXPERIENCE

With BG Consultants: 16
With other firms: 14

EDUCATION

B.S./Civil Engineering
Kansas State University
Environmental Option

REGISTRATIONS

Professional Engineer
KS, NE

Registered Land Surveyor NE

AFFILIATIONS

Kansas Water Environment Association

American Water Works Association

American Public Works Association

EXPERIENCE

MARYSVILLE PROJECTS

US-77 Pavement Improvements CCLIP, Marysville., KS

Marysville KLINK 1R Resurfacing Project, Marysville, KS

Marysville USD 364 HWY 77 HPV Crossing, Marysville, KS

Wastewater Treatment Lagoon/Wetlands Improvements, Marysville, KS

STREET RECONSTRUCTION:

Phillipsburg Phase II KLINK Hwy 183, Phillipsburg, KS

Phillipsburg US-36 Improvements (State Street), Phillipsburg, KS

Chapman 2014 CDBG Street Replacement, Chapman, KS

Chapman 2014 Street Maintenance Multiple Sites, Chapman, KS

Norton Street Improvements, Norton, KS

Kimball/Denison Street Improvements, Manhattan, KS

STORMWATER

2011 CDBG Storm Drainage Improvements Priority 1 Option 2, Manhattan, KS

2010 PER Storm Sewer and Street, Manhattan, KS

KSU Campus Wide Stormwater Masterplan, Manhattan, KS

Storm Water Management Masterplan Update, Manhattan, KS

Excel Road Lane Improvements and Road Design Update, Manhattan, KS

Westport Commons Unit 1 and 2 Site Development and Storm Drainage Design, Manhattan, KS

Riley County Stormwater Engineering at Stadel Road, Riley County, KS

Old Big Blue Beautification Phase III & IV Storm Water Improvements (Construction Observation), Manhattan, Kansas



DIANE ROSEBAUGH, MSCE, P.E., CFM

Project Engineer

Ms. Rosebaugh currently serves as a Project Engineer with BG Consultants. Since joining the company in 2011, she has been involved with the design of a wide variety of capital improvement projects including transportation projects, sanitary sewer projects, stormwater projects, and site planning. She has gained knowledge and experience using Power Geopak in Microstation and the Kansas Department of Transportation design standards. She is recognized for her attention to detail, organizational skills, and her drive to succeed. She is a valuable member of the BG staff, and is resourceful and efficient in seeing projects through in their entirety. With Diane on the project team you can have confidence that she will develop and design solutions that meet your vision while maintaining the project budget and schedule. Her time management and interpersonal skills raise the bar for all team members and provide our clients with punctual project deadlines and the most value for their engineering dollars.

TECHNICAL EXPERTISE

Road Design
Bridge Structural Design
Building Structural Design
LRFD Concrete Design
Steel Design

YEARS OF EXPERIENCE

With BG Consultants: 11
With other firms: 2

EDUCATION

B.S./2008/Architectural
Engineering
University of Kansas

M.S./2009/Civil Engineering
University of Kansas

REGISTRATION

Professional Engineer: KS,
MO

PROFESSIONAL AFFILIATIONS

American Society of Civil
Engineers

Tau Beta Pi

Phi Alpha Epsilon

EXPERIENCE

Kasold Drive Improvements at Clinton Parkway, Lawrence, KS

Project Engineer - Reconstruction of approximately 1,000 feet of Kasold Drive which included geometric improvements at 2 signalized intersections for improved traffic operations and lowering of the vertical profile by ± 5 feet to improve sight distance and crosswalk accessibility. A shared-use path was designed on the west side of Kasold Drive to connect to other nearby trails and a sidewalk was designed on the east side of the street. The significant grade cut required design of a modular block retaining wall.

23rd & Ousdahl Stormwater Improvements, Lawrence, KS

Design Engineer - Assisted in the design of approximately 5,000 LF of new storm-sewer, with approximate 40 new curb inlets and detention pond, to alleviate flooding along Ousdahl Road. Helped with an extensive hydrologic and hydraulic analysis of the system. Presented and assisted in the review and evaluation of several alternatives before the City chose a design. The final design utilized existing storm sewers where available to provide a very cost effective design.

Douglas County US-56 Highway Widening, Baldwin City, KS

Design Engineer - Prepared construction drawings for improvements to US 56 Highway from Bullpup Drive through E 1600 Road near Baldwin City, Kansas. Included improvements for widening the highway to add a left turn lane for E 1600 Road. Determined during the design process that the existing sight distance at the top of the hill where the turn lane was located could be improved by reducing the height of the hill. Special challenges included creating a design that did not impair the structural integrity of an antenna tower footing that was located near the project.

Kansas Department of Transportation - Access Management

Design Engineer - Over the last two years, Diane has worked a couple of days a week with Access Management at the Kansas Department of Transportation. She has gained experience with reviewing Traffic Impact Studies, Corridor Management Plans, Construction Plans, project specifications, permit applications, and reimbursement requests. She has also had a small role in helping to develop an updated Access Management Policy.

Kansas Department of Transportation - US-36 Corridor Study

Design Engineer - Has begun work analyzing traffic data along the US-36 Corridor within Marysville, Kansas. Synchro Models are being developed to model the existing conditions of the corridor. Models will then be developed to model future conditions and possible corridor changes to improve traffic flow.



KIRK PROVINE, I.E.

Design Engineer

Kirk joined the team at BG Consultants in July 2020 and has since been focused on work within our transportation, water and sanitary sewer departments. Kirk has natural management and leadership skills and a strong technical knowledge from previous experience in a public works position as an Engineering Tech Intern. He is a skilled and organized worker that works well under pressure which enables him to prioritize, and problem solve to ensure that project deadlines are met. Kirk is a personable individual who has honed excellent customer service skills that are a benefit to any project that he is assigned.

EXPERIENCE

TRANSPORTATION

Miami County Metcalf Road Reconstruction Project, Louisburg, KS

US 36 Improvements Design Phase II (8th Street West), Phillipsburg, KS

US-59 Maple St CCLIP Pavement & Drainage Project 59-2 KA-5422-01, Garnett, KS

Kimball Ave Expansion Between NBAF & Meadowlark Rd, Manhattan, KS

SANITARY SEWER

Wastewater Treatment Lagoon/Wetlands Improvements, Marysville, KS

Courthouse Sewer Realignment, Lyons, KS

Pottawatomie County Green Valley Road Sewer Interceptor Improvements, Manhattan, KS

Sanitary Sewer Improvements, Goessel, KS

FEMA and South Arundel Sewer Improvements, Emporia, KS

Sanitary Sewer Collection System Improvements, Chetopa, KS

KDOC WWTP Improvements, Norton Correctional Facility, Norton, KS

Sanitary Sewer Collection and Lift Station Improvements, Alden, KS

Evergreen & East Street Sewer Improvements, Phillipsburg, KS

WATER

150,000 Gallon Ground Storage Tank, Maple Hill, KS

Water System Improvements RD-CDBG Tower & Well, Turon, KS

Quanz Reservoir Pumping Station Improvements, Phillipsburg, KS

On Call MSWL Monitoring Well Sampling 2020, Emporia, KS

2021 Water Tower Improvements, Kanopolis, KS

Water Wells and Transmission Improvements, St. George, KS

FEMA Mitigation Raw Water Intake, Emporia, KS

6th Street Waterline Improvements, Emporia, KS

TECHNICAL EXPERTISE

Water/Wastewater/
Stormwater, Transportation,
Site
Development

YEARS OF EXPERIENCE

With BG Consultants: 2.5
With Other firms: 1.5

EDUCATION

B.S./Civil Engineering
Kansas State University

REGISTRATIONS

Intern Engineer: KS



JASON HOSKINSON, P.E., PTOE

QA/QC

Mr. Hoskinson leads the Transportation and Traffic Engineering division of BG Consultants. He brings to the table a wealth of knowledge from his experience designing innovative solutions to complicated problems and managing complex projects from conception through construction. Mr. Hoskinson has produced numerous preliminary design reports for all types of public infrastructure to assist clients with capital improvement planning. He has led various design teams through many public infrastructure projects, ranging from privately funded improvements to publicly funded improvements for cities, counties, and state and federal agencies. Mr. Hoskinson possesses the leadership skills and the technical knowledge that continually result in successful project delivery.

EXPERIENCE

Transportation:

Kasold Drive Improvements at Clinton Parkway, Lawrence, KS

Project Engineer - Reconstruction of approximately 1,000 feet of Kasold Drive which included geometric improvements at 2 signalized intersections for improved traffic operations and lowering of the vertical profile by ± 5 feet to improve sight distance and crosswalk accessibility. A shared-use path was designed on the west side of Kasold Drive to connect to other nearby trails and a sidewalk was designed on the east side of the street. The significant grade cut required design of a modular block retaining wall.

Douglas County US-56 Highway Widening, Baldwin City, KS

Project Manager - Prepared construction drawings for improvements to US 56 Highway from Bullpup Drive through E 1600 Road near Baldwin City, Kansas. Included improvements for widening the highway to add a left turn lane for E 1600 Road. Determined during the design process that the existing sight distance at the top of the hill where the turn lane was located could be improved by reducing the height of the hill. Special challenges included creating a design that did not impair the structural integrity of an antenna tower footing that was located near the project.

Bob Billings Parkway Improvements, Lawrence, KS

Project Manager - This project regarded Bob Billings Parkway and then resurfaced the Parkway from Kasold Drive west to Wakarusa Drive. Along with the street work a new path/walkway was constructed on the south side of Bob Billings Parkway. Challenging grades required the use of retaining walls and creative use of horizontal curvature to take some of the grade out of steep sections of the multi-use path.

19th and Louisiana Improvements, Lawrence, KS

Project Engineer - Led the study and design of improvements to this critical intersection adjacent to Lawrence High School, the University of Kansas, and the Centennial and University Place Neighborhoods. The study phase included analysis of existing traffic operations, identification of roadway deficiencies, analysis of crash history, and development of infrastructure improvement recommendations. The design phase included and the addition of pedestrian accommodations throughout the project area.

23rd (K-10) and Iowa (US-59) Geometric Improvements, Lawrence, KS

Project Manager - Analyzed existing intersection traffic operations and documented deficiencies. Developed forecasts of future traffic demands due to development and the completion of the South Lawrence Trafficway. Provided recommendations to the City regarding traffic operations and capacity needs. Designed geometric improvements, traffic signal and street lighting plans, and a construction traffic control plan for this \$4 million project. Temporary and permanent infrastructure improvements were required to convey a very large volume of vehicular traffic, including interstate trucks.

TECHNICAL EXPERTISE

Transportation Engineering
Traffic Engineering
Pavement Design
Water Resources
Dam Design and Inspection
Municipal Water Systems

YEARS OF EXPERIENCE

With BG Consultants: 21
With Other Firms: 2

EDUCATION

B.S./2002/Civil Engineering
University of Kansas

REGISTRATION

Professional Engineer: KS,
MO

Professional Traffic
Operations Engineer

PROFESSIONAL AFFILIATIONS

Kansas Society of
Professional Engineers

Institute of Transportation
Engineers

Kansas Association of
Uniform Traffic Control

Chi Epsilon National Civil
Engineering Honor Society



B.J. Westberg, P.S.

Survey Manager

B.J. Westberg joined BG Consultants, Inc. in January, 2013 after completing his Land Surveying degree. Since joining BG, B.J. has been involved in all aspects of the surveying services we provide. This includes: project research, legal research, horizontal and vertical project control, boundary determination and resolution, processing field information into a digital CAD format, analyzing spatial relationships with GIS software, preparing legal descriptions and exhibits, project management and scheduling, fieldwork, and client relations. He has worked on a wide variety of projects such as: bridge, road, intersection, potable waterline, sanitary sewer, and storm drainage and sewer study/design/replacement/repair projects, boundary surveys, ALTA/ACSM surveys, subdivision design/layout /plats, right of way acquisition and staking, construction staking, and FEMA related surveys.

Years of Experience

With BG Consultants, Inc.: 9

Education

A.A.S. - Land Surveying
Metropolitan Community
College

Registrations:

Professional Surveyor: KS

Affiliations

Kansas Society of Land
Surveyors

Experience

Boundary Surveys

Surveys made to establish or reestablish property boundary lines upon the ground or to obtain data for making a map showing boundary lines. These surveys include residential lots, commercial property, and large tracts.

Condominium Surveys

Surveys determining unit and common areas, in a three-dimensional plane, to prepare descriptions and mapping for a condominium plan.

Construction Surveys

Surveys made to establish or reestablish property boundary lines upon the ground or to obtain data for making a map showing boundary lines. These surveys include residential lots, commercial property, and large tracts.

Mortgage or Title Surveys

Surveys made for lending or insuring agencies to evaluate title problems, if any, relating to actual occupation and possession.

Preliminary Surveys

Surveys to obtain data from which to determine the feasibility of, and/or to prepare plans for, a development or construction project.

Subdivision Surveys

Surveys dividing undeveloped areas of land into blocks, lots, streets, parks, etc., in conformance with governing ordinances. This procedure includes platting, segregations, and other divisions exempt from subdivision ordinances.

Topographic Surveys

Surveys for the purpose of determining the configuration of the earth's surface and the location of physical objects thereon.



Highway 77 CCLIP

This project was funded through the City Connecting Link Improvement Program (CCLIP) through the Kansas Department of Transportation. The program is a federal and state-funded program that helps cities fund projects to address or improve deficiencies on City Connecting Link on the State Highway System. Any route on the State Highway System that is located within the city limits of a city is a City Connecting Link.

The project scope included replacing the pavement on US-77 Highway between Spring Street and US-36 Highway. A sanitary sewer line, which is located on the highway centerline, was also replaced. One of the most challenging aspects of this project was carrying traffic through construction. Two “bulb-out” pedestrian crossings had been installed prior to the project and at the request of the City, “bulb-outs” on one side of the highway were to remain in place throughout construction. Adding to the challenge, the pavement within the intersection of US-77 and US-36 highways was also replaced. A very detailed traffic control plan was developed to phase sequencing to keep half of the pedestrian “bulb-outs”, replace the sanitary sewer, and replace the intersection pavement.

The project consisted of 8,200 square yards of new 10” concrete pavement, 362 linear feet of sanitary sewer replacement, new pavement markings, and a traffic control plan.

Construction Engineering Services were also provided for the project through BG Consultants.

Location

Marysville, Kansas

Client Contact

KDOT

Size

3.5 Blocks

Estimated Construction Cost

\$1,300,000

Completion Date

Spring 2020

Project Highlights

CCLIP Funding
Pavement Replacement



Marysville US-36 Access Management Plan

BG was hired by the City of Marysville, Kansas to develop an access management plan on US-36 highway from the eastern city limits to the western city limits. The goal of the access management plan was to identify areas where (over time) existing accesses can be improved by combining or relocating accesses. The plan also made recommendations for placement of new future accesses. The plan will help the City make informed growth decisions along the US-36 corridor over the next 20 years. Recommendations to improve the public’s travel experience and reduce congestion were done by analyzing existing traffic patterns, the Level of Service (LOS) for various intersections, existing crash patterns, current location of traffic signals, current access control and public input. Not only was KDOT and the City involved to identify areas where improvement could be implemented but both public and private meetings were held to get opinions of the public and private stakeholders. Since the access management plan has been approved by KDOT, the City will be able to apply for funding through KDOT’s *Access Management Construction Project Program* to help implement the plan.

Location
Marysville, Kansas

Client Contact
City of Marysville

Length
3.8 Miles

Estimated Construction Cost
N/A

Completion Date
August 2018



14th Street Improvements, Widening, Overlay and Sidewalks

The city of Auburn engaged BG to assist them with improvements to 14th Street. The KDOT Cost Share program was the perfect financing mechanism to fund the needed improvements with assistance from the state augmenting the cities available funds. The application for funding was approved in the first round of the program in the Fall of 2020. The Cost Share Program funding was for 75% (\$264,645.24) with 25% (\$92,983.46) remaining for the City of Auburn to fund.

BG went on to design improvements to 14th Street that included Widening, Resurfacing, Sidewalks and Storm Drainage Improvements. Improvements included:

- HMA Overlay – Commercial Grade (Class A)(2”) 323 Tons
- HMA - Commercial Grade (Class A)(4”) 229 Tons
- Aggregate Base (AB-3)(6”) 1534 Sq. Yd.
- Curb and Gutter, Combined(30”)(AE) 1411 Lin. Ft.
- Sidewalk Construction 4” 558 Sq. Yd.
- Inlet (Type 22) 2 Each
- 48” RCP 22 Lin. Ft.

The improvements to 14th Street addressed several issues. The street was a very narrow street, with no sidewalks or curb and gutter for drainage and visibility was poor. Ultimately safety for pedestrians and vehicular traffic was the driving force for the improvements needed. The designed improvements included milling the old surface and widening the street, along with the addition of sidewalks and new curb and gutter which provides a much safer thoroughway for incoming farm traffic and pedestrian movement for the surrounding business’.

Location

Auburn, KS

Client Contact

Candi Temple, City Clerk
 (785) 256-2426
 P.O. Box 160
 Auburn, KS 66402

Construction Cost

\$327,729.52

Completion Date

October 2021



2020 & 2021 Miami County Road Resurfacing

BG Consultants was retained by Miami County in 2020 and 2021 to prepare an abbreviated set of bidding documents for their annual countywide road resurfacing projects. BG's services included site visits with County Staff to verify site locations and pavement resurfacing needs. Aerial imagery and GIS data was used, along with isolated field measurements, to prepare bidding documents for resurfacing improvements. Although most roadways consisted of milling and overlaying, some consisted of base rock work and new pavement, as well as bridge approach repairs and installation of underdrains to address subgrade drainage issues. This approach facilitated Miami County's need to quickly bid resurfacing projects without a large initial financial investment in preliminary engineering.

Location

Miami County, Kansas

Client Contact

Matt Oehlert
(913) 294-4377

Construction Cost

\$1.43 million (2020)
\$1.77 million (2021)

Completion Date

2020 & 2021



Highway 36 Improvements (State Street)

This project was funded through the City Connecting Link Improvement Program (CCLIP) through the Kansas Department of Transportation. The program is a federal and state-funded program that helps cities fund projects to address or improve deficiencies on City Connecting Link on the State Highway System. Any route on the State Highway System that is located within the city limits of a city is a City Connecting Link.

The project scope included replacing the pavement on US-36 Highway between 8th Street and 10th Street in Phillipsburg, Kansas. Majority of the curb and gutter remained in place while the pavement was removed and replaced. Sidewalk ramps and landings were updated to meet current PROWAG guidelines. A waterline was also replaced along the south side of the highway.

The project consisted of 7,800 square yards of new 10" concrete pavement, 1,300 linear feet of waterline, 42 square yards of new sidewalk ramps, and new pavement markings.

Construction Engineering Services were also provided for the project through BG Consultants.

Location

Phillipsburg, Kansas

Client Contact

KDOT

Size

2.5 Blocks

Estimated Construction Cost

\$900,000

Completion Date

Spring 2020

Project Highlights

CCLIP Funding
Pavement Replacement



Winchester 2018 CDBG Street Improvements

The city of Winchester has a budgeted street maintenance program which allows for the maintenance and repair of the street system which had been working well for the City to maintain their street system to hold up to traffic throughout the community. The City has successfully upgraded roads in the past and has had success in maintaining these roads with their budgeted maintenance program. However, several streets were deteriorating at a rapid pace and required constant maintenance and repair. The City needed to address these deteriorating roads in order to successfully continue their budgeted maintenance program.

BG Consultants completed a Preliminary Engineering Report to address street improvement and maintenance needs throughout the community. Recommendations were provided for prioritization of streets needing repair as well as recommendations regarding the various types of improvements the City of Winchester should pursue to upgrade the community's street system.

The Priority 1 improvements included full replacement of sections of 2nd, 3rd and Poplar Streets. Priority 2 recommendations were to address the needs of the Priority 2 streets with a combination of pavement patching followed by an asphalt overlay.

Funding was awarded through a CDBG Grant for \$306,980 for the Priority 1 & 2 improvements.

Location

Winchester, Kansas

Client Contact

Chuck Frakes
City of Winchester
Superintendent
913-774-2922

Size

1200 feet of rebuild
1300 feet of overlay

Construction Cost

\$374,578

Completion Date

April 2020

Project Highlights

Mill and Overlay



Schedule and Fee

SCHEDULE

MILESTONES FOR MARYSVILLE ROAD IMPROVEMENTS

Project Award / Notice to Proceed	Feb 2023
Design Survey & Traffic Data Collection	Mar 2023
Concept Design Meeting with Staff	Apr 2023
Preliminary Plans	May 2023
Public Meeting Commission Update	Jun 2023
Design to Final Check	Jul 2023
Final Deliverables	Aug 2023
Bid Letting	Sep 2023
Begin Construction	Fall 2023

PROPOSED FEE

ROAD IMPROVEMENTS PROPOSAL	FEE	RUNNING TOTAL
Main Project Preliminary Design	\$13,850.00	
Bidding	\$2,500.00	\$16,350.00
Project A Preliminary Design	\$10,392.00	
Bidding	\$2,500.00	\$26,392.00
Project B Preliminary Design	\$32,808.00	
Bidding	\$2,500.00	\$59,200.00
Project C Preliminary Design	\$21,060.00	
Bidding	\$2,500.00	\$80,260.00

MEMO

To: Austin St John
City of Marysville, KS

From: Jason Hoskinson, P.E., PTOE

Date: October 16, 2022

Re: US-36 & 12th Road Intersection Analysis
Marysville, KS
BG Project No. 22-1254M

The purpose of this memo is to summarize our professional opinion regarding the current traffic patterns at US-36 & 12th Road and the feasibility of implementing capital improvements to mitigate traffic operational concerns. It is our understanding that the City of Marysville may use this information to apply for project funding assistance and/or to program project improvements at the intersection.



Figure 1: Location Map, Marysville, Kansas

Existing Traffic Patterns

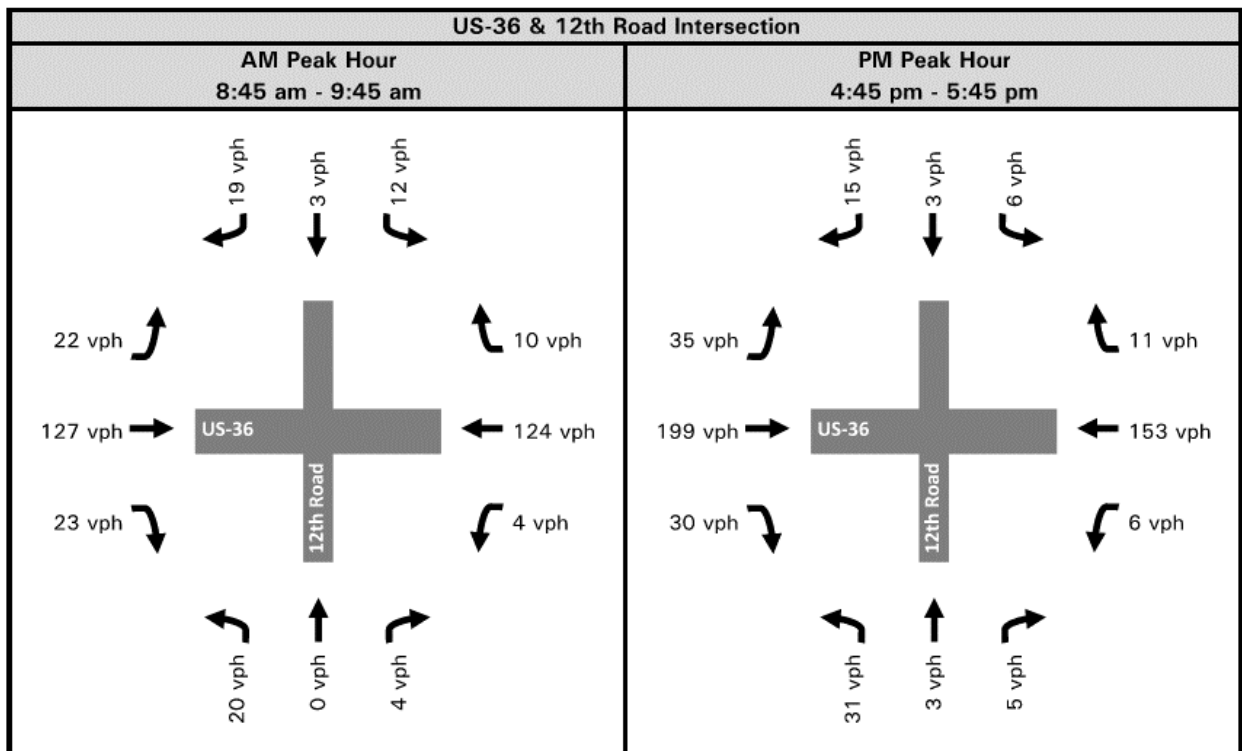
The project location is near the east city limits of Marysville and the highway in this area resembles that of a more rural highway with urban growth expanding along the corridor. The location is within a planned corridor and US-36 functions as a KDOT Class B highway.

- Facility Type/Size:
 - 3-lane highway with paved shoulders (2 thru lanes with a center two-way left-turn lane) changing to a 2-lane rural highway with paved shoulders east of 12th Road.
- Posted Speed Limit: 50-mph
- CY 2021 Average Daily Traffic (ADT): ±5,000 vehicles per day (consisting of ±13% trucks)
- Abutting Land Uses:
 - Developing commercial land uses abutting US-36 primarily west of 12th Road.
 - Mostly rural/agricultural land uses east of 12th Road.

Traffic data was collected at the US-36 & 12th Road intersection on June 1, 2022. Data collected included traffic volume entering the intersection between 6 AM and 10 PM as well as peak hour turning movement counts during the AM and PM Peak Hours.

Peak Hour Turning Movements:

The AM Peak Hour occurred during the timeframe of 8:45 to 9:45 AM and the PM Peak Hour occurred during the timeframe of 4:45 PM to 5:45 PM. The following graphic summarizes the peak hour turning movement data collected and utilized for the traffic analysis summarized in this memo.



Traffic Operations Analysis

The 16-hours of traffic data entering the intersection was used to perform a traffic signal warrant analysis. The use of traffic control devices such as signs, pavement markings, and traffic signal systems in the State of Kansas should comply with the *Manual on Uniform Traffic Control Devices (MUTCD)*. The engineering analyses in this study is based on the guidance provided in the *MUTCD*, 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 one or more of these warrants is satisfied. Also, satisfaction of one or more of the nine 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)

Warrants 1 and/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 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, 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 US-36. 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.**

The remaining warrants 5-9 are not applicable to the US-36 & 12th Road intersection.

Traffic Signal Warrant Analysis Summary: Based on the above information and our traffic signal warrant analysis, we do not recommend a capital improvement project that includes traffic signal control at this time. However, if this intersection is improved in the near future, consideration should be given to possible conversion to signal controlled traffic operations at a future horizon period if/when traffic volumes may warrant such a change.

Capacity Analysis/Level-of-Service:

The AM and PM peak hour turning movement traffic data was used to analyze the capacity of the US-36 & 12th Road intersection. The traffic operations analyses were performed using the methodologies of the *Highway Capacity Manual (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

Our analysis of the current Peak Hour traffic flow rates revealed the US-36 & 12th Road intersection is operating well below capacity during both the AM and PM Peak Hours. Traffic flow rates can be described as LOS B or better during both Peak Hours for both the existing intersection configuration and potential proposed intersection configuration as recommended later in this memo. Reports from the analysis are attached to this memo.

Auxiliary Lanes Analysis:

The AM and PM peak hour turning movement traffic data was used to analyze the need for auxiliary lanes (right-turn and/or left-turn lanes) at the US-36 & 12th Road intersection. Warrants to estimate the appropriateness of auxiliary lanes are based primarily on either safety and/or the flow rate of turning traffic compared to the flow rate of thru-traffic. For left-turns, the warrant is based on a comparison of the number of left-turning vehicles in a specified time period versus the number of opposing thru-traffic

vehicles approaching an intersection/driveway. For right-turns, the warrant is based on a comparison of the number of right-turning vehicles an intersection/driveway in a specified time period as a function of the total number of vehicles traveling in the same direction during that time period.

Right-Turn Lane Analysis: Table 4-25 in KDOT’s Access Management Policy provides guidance for the implementation of right-turn auxiliary lanes at intersections/entrances.

Table 4-25. Right-turn treatment guidelines for two-lane highways

Highway DDHV (vph)	Highway Operating Speed (mph)											
	40		45		50		55		60		65	
	Lane	Taper	Lane	Taper	Lane	Taper	Lane	Taper	Lane	Taper	Lane	Taper
200				83	73	30	35	14	20	8	15	7
300			120	40	41	19	24	9	15	7	12	6
400	200	85	52	27	30	14	19	8	12	6	11	5
600	50	27	26	13	20	9	14	6	10	5	9	4
800	25	12	16	8	15	7	11	5	9	4	8	3
1000	14	8	12	5	11	5	9	4	8	3	7	3
1200	10	6	9	4	9	4	8	4	7	3	7	3

Source : “Guidelines for right-turn treatments at unsignalized intersections and driveways,” K-Tran:KSU-95-5, Kansas Department of Transportation, Kansas State University, Tanweer Hasan, Dr. Robert W. Stokes

- Turning speed is 15 mph (right-turn)
- The values presented in this table represent minimum right-turn design hour volumes (vph) required to warrant right-turn treatments (lane or taper)
- DDHV = directional design hourly volumes
 - Westbound Right-Turn Lane Analysis (50-mph):
 - Highway DDHV = 170 vph
 - Right-Turn Volume = 11 vph
 - Threshold Volume for Right-Turn Lane = >73 vph
 - Right-turn lane is not warranted (11 vph < 73 vph)
 - Eastbound Right-Turn Lane Analysis (50-mph):
 - Highway DDHV = 264 vph
 - Right-Turn Volume = 30 vph
 - Threshold Volume for Right-turn Lane = 53 vph
 - Right-turn lane is not warranted (30 vph < 53 vph)

Left-Turn Lane Analysis: Table 4-27 in KDOT’s Access Management Policy provides guidance for the implementation of right-turn auxiliary lanes at intersections/entrances.

Table 4-27. Recommended left-turn lane warrants for two-lane highways

Opposing Volume V _o (vph)	Advancing Volume V _a (vph)			
	5% Left turns	10% Left turns	20% Left turns	30% Left turns
40-mph speed				
800	136	99	74	65
700	159	116	87	76
600	186	135	101	88
500	218	158	119	103
400	255	185	139	121
300	301	218	164	143
200	356	259	194	169
100	426	309	232	202
50-mph speed				
800	118	86	64	56
700	138	100	75	66
600	161	117	88	77
500	188	137	103	90
400	221	161	120	105
300	260	189	142	124
200	309	224	168	147
100	369	268	201	175

- Westbound Left-Turn Lane Analysis (50-mph):
 - Opposing Volume = 229 vph
 - Advancing Volume = 170 vph (6 vph are left-turns)
 - Threshold Advancing Volume for Left-Turn Lane = 295 vph (use 5% column)
 - Left-turn lane is not warranted (170 vph < 295 vph)

- Eastbound Left-Turn Lane Analysis (50-mph):
 - Opposing Volume = 164 vph
 - Advancing Volume = 264 vph (35 vph are left-turns)
 - Threshold Advancing Volume for Left-Turn Lane = 222 vph (interpolate for 13%)
 - Left-turn lane is warranted (264 vph > 222 vph)

US-36 Auxiliary Lane Analysis Summary: Based on current peak hour traffic patterns and the above information, traffic operation conditions suggest that a left-turn lane is needed for eastbound US-36, but not for other east/west approaches and turning movements. There is currently a center two-way left-turn lane for eastbound traffic and a short, left-turn lane for westbound US-36.

Recommendation(s) and Opinion of Probable Project Cost/Funding

Based on our review of the current traffic patterns, the US-36 & 12th Road intersection appears to be operating adequately for current traffic demands. However, because the intersection is (1) experiencing urban growth in a planned corridor, (2) has a shorter than desirable westbound US-36 left-turn lane, (3) is in a higher speed corridor, and (4) improvements to the intersection will result in safety enhancements and operational capacity to support the growing area, the following intersection improvements are recommended.

- Extend widening of the east leg of the intersection farther east to allow for a westbound US-36 left-turn of sufficient length to meet current day criteria.
- Reconstruct the north and south legs of the intersection with 3-lanes (2 lanes approaching the intersection and 1 lane departing the intersection).
 - Improve profile sight distance along 12th Road south of US-36 by lowering the profile of the crest curve just south of US-36.
- Consider widening the south side of US-36 on the west leg to accommodate an eastbound US-36 right-turn lane for traffic turning south on 12th Road.
- Include US-36 entrance/driveway closures as a part of the project as identified in the US-36 Access Management Plan.
 - Close the highway entrance on the north side of US-36, west of 12th Road (for Hall Brothers) and provide access to the NW corner property from 12th Road.
 - Close the highway entrance on the south side of US-36, west of 12th Road (for the VFW building) and provide access to the SW corner property from 12th Road.

Our opinion of probable project costs associated with the improvements recommended above, including the eastbound US-36 right-turn lane at 12th Road, is approximately \$1.65 million. This opinion of probable project cost includes a 10% contingency for unknowns but no inflation budget.

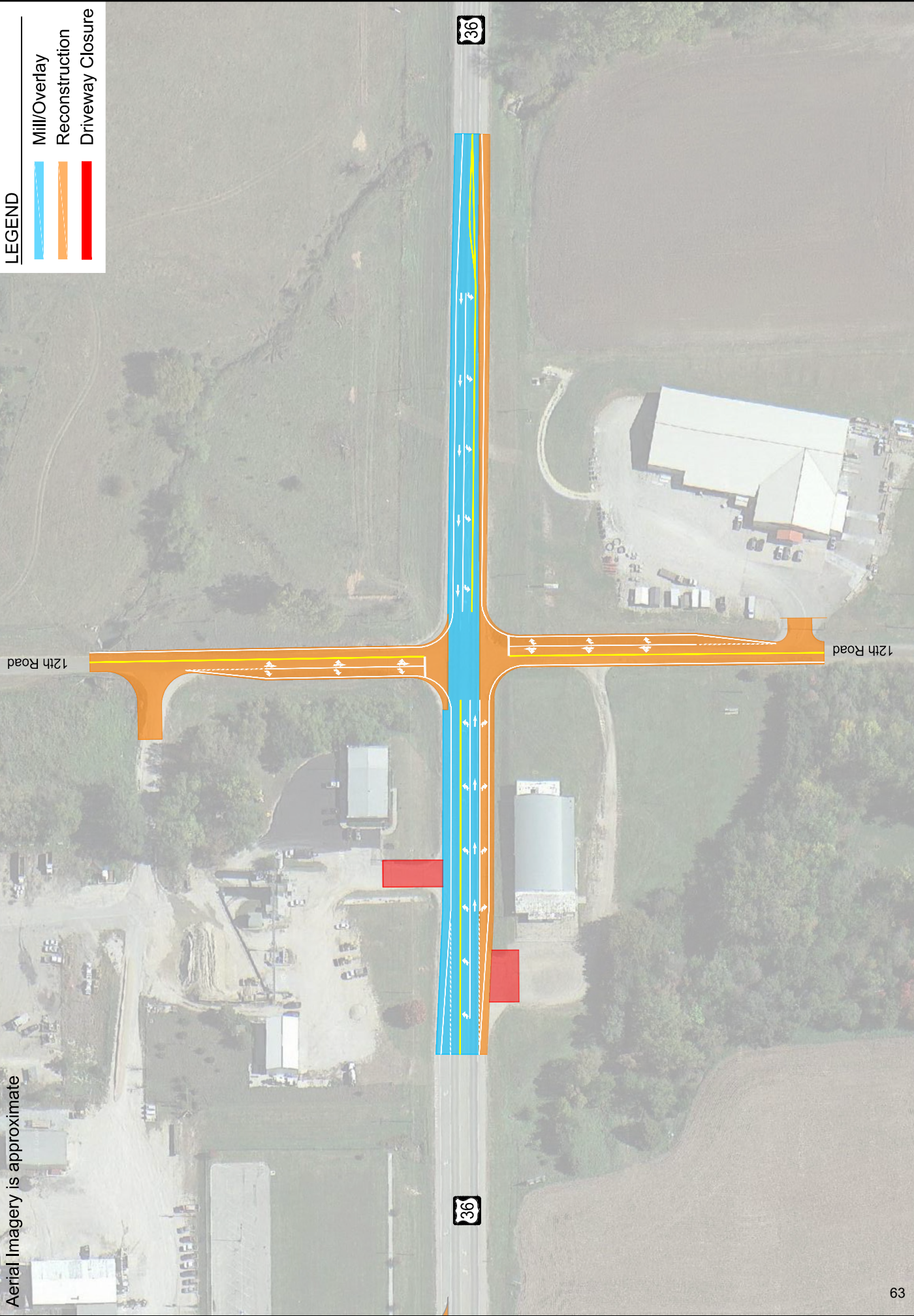
The recommended improvements above are generally in compliance with the US-36 Access Management Plan on file with the KDOT as an interim step toward the ultimate corridor plan. The improvements will meet current day guidelines for the high-speed facility and can be incorporated into a future, long term corridor if/when the intersection might be traffic signal controlled.

Because these recommendations help build the planned corridor, the project may be eligible for the KDOT Access Management Construction Project Program funding which will pay 100% of the construction cost, up to \$2.0 million. The City will be responsible for the actual costs of engineering and inspection, utility relocations, rights-of-way and construction contract administration.

Aerial Imagery is approximate

LEGEND

-  Mill/Overlay
-  Reconstruction
-  Driveway Closure



US-36 & 12th Road Improvements Map
 Marysville, KS
 Prepared October 16, 2022 (BG #22-1254M)



US-36 & 12th Road Intersection Improvements
Marysville, Kansas
Engineer's Opinion of Probable Project Costs
Prepared by BG Consultants, Inc. (BG Proj. No. 22-1254M)
October 16, 2022

<u>No.</u>	<u>Description</u>	<u>Qty.</u>	<u>Units</u>	<u>Unit Price</u>	<u>Total Price</u>
1.	Contractor Construction Staking	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
2.	Mobilization	1	Lump Sum	\$ 75,000.00	\$ 75,000.00
3.	Temporary Traffic Control	1	Lump Sum	\$ 35,000.00	\$ 35,000.00
4.	Temporary Erosion Control	1	Lump Sum	\$ 25,000.00	\$ 25,000.00
5.	Seeding	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
6.	Removal of Existing Structures	1	Lump Sum	\$ 20,000.00	\$ 20,000.00
7.	Milling	5,500	Sq. Yds.	\$ 4.00	\$ 22,000.00
8.	2" HMA (Comm. Gr. - Class A) Overlay	650	Tons	\$ 125.00	\$ 81,250.00
9.	Pavement Removal	4,750	Sq. Yds.	\$ 40.00	\$ 190,000.00
10.	Grading and Earthwork	1	Lump Sum	\$ 100,000.00	\$ 100,000.00
11.	Aggregate Base (AB-3)(6")	5,900	Sq. Yds.	\$ 14.00	\$ 82,600.00
12.	9" HMA (Comm. Gr. - Class A) 12th Road Pavement	1,800	Tons	\$ 125.00	\$ 225,000.00
13.	12" HMA (Comm. Gr. - Class A) US-36 Pavement	1,600	Tons	\$ 125.00	\$ 200,000.00
14.	Drainage Pipe Replacements/Extensions (Budget)	1	Lump Sum	\$ 50,000.00	\$ 50,000.00
15.	Pavement Marking (6" White)	6,000	Lin. Ft.	\$ 5.00	\$ 30,000.00
16.	Pavement Marking (4" Yellow)	4,250	Lin. Ft.	\$ 4.00	\$ 17,000.00
17.	Pavement Marking Symbols	22	Each	\$ 350.00	\$ 7,700.00
18.	Permanent Signing	1	Lump Sum	\$ 7,500.00	\$ 7,500.00
Construction Total =					\$ 1,188,050.00
+ 10% Contingency for unknowns =					\$ 118,900.00
Construction Total with Contingency =					\$ 1,306,950.00
+ 25% Design, Inspection, Legal & Admin. =					\$ 326,800.00
PROJECT TOTAL =					\$ 1,633,750.00

NOTES:

1. Right-of-way and/or Easement Acquisition costs are not included.
2. Costs associated with the relocation of utilities are not included.
3. Unit Price opinions are based on recent bid averages. Construction price inflation is not included.

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	22	127	23	4	124	10	20	0	4	12	3	19
Future Vol, veh/h	22	127	23	4	124	10	20	0	4	12	3	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	138	25	4	135	11	22	0	4	13	3	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	163	0	0	360	353	151	350	360	141
Stage 1	-	-	-	-	-	-	199	199	-	149	149	-
Stage 2	-	-	-	-	-	-	161	154	-	201	211	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1436	-	-	1416	-	-	596	572	895	605	567	907
Stage 1	-	-	-	-	-	-	803	736	-	854	774	-
Stage 2	-	-	-	-	-	-	841	770	-	801	728	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1436	-	-	1416	-	-	571	561	895	593	556	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	571	561	-	593	556	-
Stage 1	-	-	-	-	-	-	789	723	-	839	772	-
Stage 2	-	-	-	-	-	-	816	768	-	784	716	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.2			11.2			10.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	1436	-	-	1416	-	-	730
HCM Lane V/C Ratio	0.043	0.017	-	-	0.003	-	-	0.051
HCM Control Delay (s)	11.2	7.5	-	-	7.5	-	-	10.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	35	199	30	6	153	11	31	3	5	6	3	15
Future Vol, veh/h	35	199	30	6	153	11	31	3	5	6	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	216	33	7	166	12	34	3	5	7	3	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	249	0	0	505	501	233	499	511	172
Stage 1	-	-	-	-	-	-	309	309	-	186	186	-
Stage 2	-	-	-	-	-	-	196	192	-	313	325	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1398	-	-	1317	-	-	478	472	806	482	466	872
Stage 1	-	-	-	-	-	-	701	660	-	816	746	-
Stage 2	-	-	-	-	-	-	806	742	-	698	649	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1317	-	-	455	457	806	464	451	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	457	-	464	451	-
Stage 1	-	-	-	-	-	-	682	642	-	794	742	-
Stage 2	-	-	-	-	-	-	783	738	-	671	631	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.3			13.2			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	1398	-	-	1317	-	-	652
HCM Lane V/C Ratio	0.088	0.027	-	-	0.005	-	-	0.04
HCM Control Delay (s)	13.2	7.6	-	-	7.7	-	-	10.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↖	↗		↖	↗
Traffic Vol, veh/h	22	127	23	4	124	10	20	0	4	12	3	19
Future Vol, veh/h	22	127	23	4	124	10	20	0	4	12	3	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	450	500	-	-	-	-	250	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	138	25	4	135	11	22	0	4	13	3	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	163	0	0	347	340	138	350	360	141
Stage 1	-	-	-	-	-	-	186	186	-	149	149	-
Stage 2	-	-	-	-	-	-	161	154	-	201	211	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1436	-	-	1416	-	-	607	582	910	605	567	907
Stage 1	-	-	-	-	-	-	816	746	-	854	774	-
Stage 2	-	-	-	-	-	-	841	770	-	801	728	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1436	-	-	1416	-	-	582	570	910	593	556	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	570	-	593	556	-
Stage 1	-	-	-	-	-	-	802	733	-	839	772	-
Stage 2	-	-	-	-	-	-	816	768	-	784	716	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.2			11			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	582	910	1436	-	-	1416	-	-	585	907
HCM Lane V/C Ratio	0.037	0.005	0.017	-	-	0.003	-	-	0.028	0.023
HCM Control Delay (s)	11.4	9	7.5	-	-	7.5	-	-	11.3	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0	-	-	0.1	0.1

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗		↖	↗		↖	↗
Traffic Vol, veh/h	35	199	30	6	153	11	31	3	5	6	3	15
Future Vol, veh/h	35	199	30	6	153	11	31	3	5	6	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	450	500	-	-	-	-	250	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	216	33	7	166	12	34	3	5	7	3	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	249	0	0	488	484	216	499	511	172
Stage 1	-	-	-	-	-	-	292	292	-	186	186	-
Stage 2	-	-	-	-	-	-	196	192	-	313	325	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1398	-	-	1317	-	-	490	483	824	482	466	872
Stage 1	-	-	-	-	-	-	716	671	-	816	746	-
Stage 2	-	-	-	-	-	-	806	742	-	698	649	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1317	-	-	466	468	824	465	451	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	466	468	-	465	451	-
Stage 1	-	-	-	-	-	-	697	653	-	794	742	-
Stage 2	-	-	-	-	-	-	783	738	-	671	631	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.3			12.9			10.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	466	824	1398	-	-	1317	-	-	460	872
HCM Lane V/C Ratio	0.079	0.007	0.027	-	-	0.005	-	-	0.021	0.019
HCM Control Delay (s)	13.4	9.4	7.6	-	-	7.7	-	-	13	9.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	0	0.1	-	-	0	-	-	0.1	0.1