February 06, 2018
City Commission Room, 701 N. Jefferson, Junction City KS 66441

Mayor Pat Landes
Vice Mayor Phyllis Fitzgerald
Commissioner Tim Brown
Commissioner Jeff Underhill
Commissioner Nicholas Allbritton
City Manager Allen Dinkel
City Attorney Catherine Logan
City Clerk Shawna Settles

1. 7:00 P.M. - CALL TO ORDER:

a. Pledge of Allegiance.

2. PUBLIC COMMENT: The Commission requests that comments be limited to a maximum of five minutes for each person.

3. CONSENT AGENDA: All items listed are considered to be routine by the City Commission and will be enacted by one motion. There will be no separate discussion of these items unless a Commissioner so requests, in which event the item will be removed from consent status and considered in its normal sequence on the agenda.

a. Consideration of Appropriation Ordinance A-3 dated Jan 10th 2018-Jan31st 2018 in the amount of $6,363,509.86 and pre-approval for items listed below in the amount of $889,774.79. (p.3)

b. Consideration of Payroll No.1 & No.2 for the Month of January. (p.40)

c. Consideration of City Commission Minutes for January 16, 2018 Meeting. (p.43)

d. Consideration of Amendment No. 1 to the Airport Management Agreement with Marvin Hornbostel of Raven Aero Services, Incorporated until June 6, 2018. (p.47)

4. SPECIAL PRESENTATIONS:

a. Presentation of the Final Draft for the Airport Master Plan. (p.56)

5. APPOINTMENTS:

a. The Reappointment of Ken Mortensen, Tim Hansen and James Taylor for a term to expire on March 21, 2022 and Appointment of James Jacobs for a term to expire on April 1, 2020 to the Airport Board. (p.262)

6. **NEW BUSINESS:**

a. Consideration of Change Order No. 2, Increasing costs by $103,410.00 and adding 12 days of contract time to the Water Treatment Plant Phase I Improvements Project. (p.266)

b. Discussion regarding dates for the 2018 Sundown Salute. (p.273)

c. Consideration of Ordinance No. S-3197, the request to rezone 1206 Grant Avenue from "CSS" Commercial Service Special District to "CG" General Commercial District. (p.276)

d. Consider the request from Pastor Ronnie Roberts of the First Christian Church to Waive Fees at the 12th Street Community Center. (p.285)

e. Consideration of Ordinance No. G-1219, Revising the Nuisance Code to require nuisance letters be sent by Certified Mail. (p.288)

f. Consider the request to transfer surplus equipment from the Junction City Fire Department to the Kansas Forestry Service. (p.305)

g. Discussion regarding the Greyhound Lines temporary stop in the Spin City Parking Lot. (p.312)

h. Consider the Agreement to Transfer Federal Aviation Administration (FAA) Entitlement Funds to the Johnson County Executive Airport. (p.315)

i. Consideration of Amendment No. 1 to the Federal Fund Exchange Master Agreement with Kansas Department of Transportation (KDOT). (p.320)

j. Consider the Release of Mortgage for Rothwell Property Management, L.C. (p.327)

7. **EXECUTIVE SESSION:**

a. Executive Session for Non-Elected Personnel. (p.341)

b. Executive Session-Attorney Client Privilege. (p.343)

8. **COMMISSIONER COMMENTS & COMMITTEE REPORTS:**

9. **STAFF COMMENTS:**

10. **ADJOURNMENT:**

Backup material for agenda item:

a. Consideration of Appropriation Ordinance A-3 dated Jan 10th 2018-Jan31st 2018 in the amount of $6,363,509.86 and pre-approval for items listed below in the amount of $889,774.79.

City of Junction City

City Commission

Agenda Memo

February 6th 2018

From: Cynthia Sinklier, Water Billing and Accounts Payable Manager

To: City Commissioners

Subject: Consideration of Appropriation Ordinance A-3 dated Jan 10th 2018- Jan 31st, 2018 in the amount of $6,796,055.98 and pre-approval for items listed below in the amount $889,774.79.

Background: Attached is a Listing and Checks - Appropriations for Jan 11th 2018-January 31, 2018

Appropriations: Jan 10th 2018-January 31, 2018

ACH Payment or Payments due before next meeting –Total $889,774.79

Joshua Douglass	**$2,500.00**
Raven Aero Service Inc.	**$850.00**
Columbia Capital	**1290.00**
Dorothy Bramlage Library	**401,907.22**
Emprise Bank	**31,023.96**
Freedom Claims	**161.00**
Freedom Claims	**3057.93**
Freedom Claims	**1835.34**
KDHE- water loans	**447,149.34**

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Junction City, KS

Bank Transaction Report

Transaction Detail

Issued Date Range: 01/11/2018 - 01/31/2018

Cleared Date Range: -

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
Accounts Payable							
Outstanding							
Bank Draft							
01/19/2018		DFT0002012	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-135.40
01/19/2018		DFT0002014	KANSAS DEPT OF REVENUE	Accounts Payable	Outstanding	Bank Draft	-5.41
01/19/2018		DFT0002015	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-18.48
01/19/2018		DFT0002016	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-2.76
01/19/2018		DFT0002021	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-7.49
01/19/2018		DFT0002024	ADVANCE LIFE INSURANCE	Accounts Payable	Outstanding	Bank Draft	-53.04
01/19/2018		DFT0002025	ADVANCE LIFE INSURANCE	Accounts Payable	Outstanding	Bank Draft	-2.80
01/19/2018		DFT0002026	AMERICAN FAMILY LIFE ASSURANCE COMPANY	Accounts Payable	Outstanding	Bank Draft	-7.99
01/19/2018		DFT0002027	AMERICAN FAMILY LIFE ASSURANCE COMPANY	Accounts Payable	Outstanding	Bank Draft	-60.66
01/19/2018		DFT0002028	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-371.21
01/19/2018		DFT0002029	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-146.85
01/19/2018		DFT0002030	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-32.14
01/19/2018		DFT0002031	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-465.40
01/19/2018		DFT0002032	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-462.62
01/19/2018		DFT0002033	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-382.58
01/19/2018		DFT0002034	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-190.15
01/19/2018		DFT0002035	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-59.80
01/19/2018		DFT0002036	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-824.64
01/19/2018		DFT0002037	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-765.23
01/19/2018		DFT0002038	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-1,580.53
01/19/2018		DFT0002039	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-196.91
01/19/2018		DFT0002040	AMERICAN FAMILY LIFE ASSURANCE COMPANY	Accounts Payable	Outstanding	Bank Draft	-55.50
01/19/2018		DFT0002041	KANSAS DEPT OF REVENUE	Accounts Payable	Outstanding	Bank Draft	-762.17
01/19/2018		DFT0002042	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-2,336.90
01/19/2018		DFT0002043	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-2,163.67
01/19/2018		DFT0002044	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-546.56
01/19/2018		DFT0002053	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-194.66
01/19/2018		DFT0002055	KANSAS DEPT OF REVENUE	Accounts Payable	Outstanding	Bank Draft	-13.03
01/19/2018		DFT0002056	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-33.56
01/19/2018		DFT0002057	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-6.86
01/19/2018		DFT0002059	ADVANCE LIFE INSURANCE	Accounts Payable	Outstanding	Bank Draft	-926.44
01/19/2018		DFT0002060	ADVANCE LIFE INSURANCE	Accounts Payable	Outstanding	Bank Draft	-781.82
01/19/2018		DFT0002061	AMERICAN FAMILY LIFE ASSURANCE COMPANY	Accounts Payable	Outstanding	Bank Draft	-403.63
01/19/2018		DFT0002062	AMERICAN FAMILY LIFE ASSURANCE COMPANY	Accounts Payable	Outstanding	Bank Draft	-1,950.22

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Transaction Report

Issued Date Range: -

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
01/19/2018		DFT0002063	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-901.54
01/19/2018		DFT0002064	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-451.59
01/19/2018		DFT0002065	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-2,227.26
01/19/2018		DFT0002066	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-1,113.66
01/19/2018		DFT0002067	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-499.29
01/19/2018		DFT0002068	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-1,486.11
01/19/2018		DFT0002069	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-2,447.28
01/19/2018		DFT0002070	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-803.50
01/19/2018		DFT0002071	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-11,543.40
01/19/2018		DFT0002072	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-3,932.27
01/19/2018		DFT0002073	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-3,060.64
01/19/2018		DFT0002074	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-1,140.90
01/19/2018		DFT0002075	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-707.46
01/19/2018		DFT0002076	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-2,911.10
01/19/2018		DFT0002077	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-1,611.40
01/19/2018		DFT0002078	BLUE CROSS BLUE SHIELD OF KS INC	Accounts Payable	Outstanding	Bank Draft	-1,106.30
01/19/2018		DFT0002079	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-74,284.60
01/19/2018		DFT0002080	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-7,660.69
01/19/2018		DFT0002081	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-7,737.79
01/19/2018		DFT0002082	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-4,360.67
01/19/2018		DFT0002083	GREAT WEST FINANCIAL	Accounts Payable	Outstanding	Bank Draft	-23,170.59
01/19/2018		DFT0002084	KANSAS PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-1,372.60
01/19/2018		DFT0002085	AMERICAN FAMILY LIFE ASSURANCE COMPANY	Accounts Payable	Outstanding	Bank Draft	-492.46
01/19/2018		DFT0002086	KANSAS DEPT OF REVENUE	Accounts Payable	Outstanding	Bank Draft	-16,607.04
01/19/2018		DFT0002087	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-17,201.14
01/19/2018		DFT0002088	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-48,850.86
01/19/2018		DFT0002089	INTERNAL REVENUE SERVICE	Accounts Payable	Outstanding	Bank Draft	-12,209.86
						Bank Draft Total: (61)	**-265,839.11**
Check							
01/17/2018		363748	SECURITY SOLUTIONS INC	Accounts Payable	Outstanding	Check	-291.00
01/17/2018		363749	WATER PROTECTION FEE/CLEAN DRINKING FEE	Accounts Payable	Outstanding	Check	-9,666.75
01/17/2018		363750	DS&O RURAL ELECTRIC	Accounts Payable	Outstanding	Check	-6,796.71
01/17/2018		363751	GEARY COUNTY PUBLIC WORKS	Accounts Payable	Outstanding	Check	-28,860.00
01/17/2018		363752	KANSAS GAS SERVICE	Accounts Payable	Outstanding	Check	-5,219.75
01/17/2018		363753	KEVIN MOBLEY	Accounts Payable	Outstanding	Check	-250.00
01/17/2018		363754	NEX-TECH	Accounts Payable	Outstanding	Check	-37.00
01/17/2018		363755	SAPP BROTHERS	Accounts Payable	Outstanding	Check	-9.99
01/17/2018		363756	VERIZON WIRELESS	Accounts Payable	Outstanding	Check	-5,023.20
01/17/2018		363757	WESTAR ENERGY	Accounts Payable	Outstanding	Check	-51,837.87
01/17/2018		363758	WESTAR ENERGY	Accounts Payable	Outstanding	Check	-11,899.27
01/17/2018		363759	WOODRIVER ENERGY LLC	Accounts Payable	Outstanding	Check	-2,184.71
01/19/2018		363760	CARVER & BLANTON SHEA	Accounts Payable	Outstanding	Check	-428.65

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
01/19/2018		363761	CITY OF JC FLEX SPENDING ACCT 1074334	Accounts Payable	Outstanding	Check	-185.55
01/19/2018		363762	CITY OF JUNCTION CITY	Accounts Payable	Outstanding	Check	-5.00
01/19/2018		363763	CITY OF JC FLEX SPENDING ACCT 1074334	Accounts Payable	Outstanding	Check	-3,422.05
01/19/2018		363764	CITY OF JUNCTION CITY	Accounts Payable	Outstanding	Check	-400.00
01/19/2018		363765	FLEXIBLE SPENDING ACCOUNT #1074334	Accounts Payable	Outstanding	Check	-554.54
01/19/2018		363766	KANSAS PAYMENT CENTER	Accounts Payable	Outstanding	Check	-1,503.99
01/19/2018		363767	MARYLAND CHILD SUPPORT ACCOUNT	Accounts Payable	Outstanding	Check	-59.16
01/19/2018		363768	POLICE & FIREMEN'S INSURANCE ASSOCIATION	Accounts Payable	Outstanding	Check	-1,118.16
01/19/2018		363769	ROLLING MEADOWS GOLF COURSE	Accounts Payable	Outstanding	Check	-71.14
01/19/2018		363770	UNITED WAY OF JUNCTION CITY-GEARY COUNTY	Accounts Payable	Outstanding	Check	-33.00
01/22/2018		363771	FLINT HILLS METROPOLITAN PLANNING ORGANIZATION	Accounts Payable	Outstanding	Check	-6,154.46
01/30/2018		363772	ACE PIPE CLEANING, INC.	Accounts Payable	Outstanding	Check	-76,766.65
01/30/2018		363773	ADMINISTRATIVE ASSISTANTS OF KANSAS CITIES (AAKC)	Accounts Payable	Outstanding	Check	-35.00
01/30/2018		363774	AGENDAPAL CORPORATION	Accounts Payable	Outstanding	Check	-449.00
01/30/2018		363775	AIRGAS	Accounts Payable	Outstanding	Check	-601.88
01/30/2018		363776	ALFRED BENESCH & COMPANY	Accounts Payable	Outstanding	Check	-9,062.70
01/30/2018		363777	APAC KANSAS, INC.	Accounts Payable	Outstanding	Check	-35,497.45
01/30/2018		363778	BAYER CONSTRUCTION CO.	Accounts Payable	Outstanding	Check	-867.38
01/30/2018		363779	BD4 DISTRIBUTING, INC.	Accounts Payable	Outstanding	Check	-53.76
01/30/2018		363780	BRAMLAGE PROPERTIES, LLC	Accounts Payable	Outstanding	Check	-325.00
01/30/2018		363781	BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SI	Accounts Payable	Outstanding	Check	-832.15
01/30/2018		363782	BRINKS INCORPORATED	Accounts Payable	Outstanding	Check	-276.33
01/30/2018		363783	CDW GOVERNMENT INC	Accounts Payable	Outstanding	Check	-21,125.03
01/30/2018		363784	CELLEBRITE USA, INC.	Accounts Payable	Outstanding	Check	-9,795.00
01/30/2018		363785	CENTRAL POWER SYSTEMS & SERVICES	Accounts Payable	Outstanding	Check	-6,458.82
01/30/2018		363786	CENTURY BUSINESS TECHNOLOGIES	Accounts Payable	Outstanding	Check	-2,730.07
01/30/2018		363787	CHAMBER OF COMMERCE	Accounts Payable	Outstanding	Check	-7,516.70
01/30/2018		363788	CITY ATTY ASSN OF KANSAS	Accounts Payable	Outstanding	Check	-35.00
01/30/2018		363789	CIVICPLUS, INC	Accounts Payable	Outstanding	Check	-1,200.00
01/30/2018		363790	COLLECTION BUREAU OF KANSAS INC	Accounts Payable	Outstanding	Check	-829.84
01/30/2018		363791	COMPLIANCEONE	Accounts Payable	Outstanding	Check	-435.00
01/30/2018		363792	CONRAD FIRE EQUIPMENT	Accounts Payable	Outstanding	Check	-54,248.80
01/30/2018		363793	COREFIRST BANK	Accounts Payable	Outstanding	Check	-20,942.00
01/30/2018		363794	COX BUSINESS SERVICES	Accounts Payable	Outstanding	Check	-145.42
01/30/2018		363795	COX BUSINESS SERVICES	Accounts Payable	Outstanding	Check	-109.95
01/30/2018		363796	CRAFCO, INC.	Accounts Payable	Outstanding	Check	-6,506.30
01/30/2018		363797	DANIEL LEE MYERS	Accounts Payable	Outstanding	Check	-590.79
01/30/2018		363798	DAVE'S ELECTRIC, INC.	Accounts Payable	Outstanding	Check	-2,312.21
01/30/2018		363799	DICK EDWARDS	Accounts Payable	Outstanding	Check	-459.85
01/30/2018		363800	DICK EDWARDS FORD	Accounts Payable	Outstanding	Check	-65.11
01/30/2018		363801	EAGLE COMMUNICATIONS	Accounts Payable	Outstanding	Check	-95.00
01/30/2018		363802	ENVIRONMENTAL ENERGY INC	Accounts Payable	Outstanding	Check	-482.60
01/30/2018		363803	FIRE-END	Accounts Payable	Outstanding	Check	-2,193.81

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
01/30/2018		363804	FLINT HILLS BEVERAGE LLC	Accounts Payable	Outstanding	Check	-95.79
01/30/2018		363805	FLINT HILLS REGIONAL COUNCIL, INC.	Accounts Payable	Outstanding	Check	-14,011.80
01/30/2018		363806	FOOTJOY/TITLEIST	Accounts Payable	Outstanding	Check	-2,159.83
01/30/2018		363807	FRED PRYOR SEMINARS	Accounts Payable	Outstanding	Check	-1,089.00
01/30/2018		363808	GADES SALES CO.	Accounts Payable	Outstanding	Check	-3,000.00
01/30/2018		363809	GALLS INC	Accounts Payable	Outstanding	Check	-695.98
01/30/2018		363810	GARAGE DOOR PLACE	Accounts Payable	Outstanding	Check	-220.50
01/30/2018		363811	GEARY COMMUNITY HOSPITAL	Accounts Payable	Outstanding	Check	-381.00
01/30/2018		363812	GEARY COUNTY CLERK	Accounts Payable	Outstanding	Check	-10,992.52
01/30/2018		363813	GISSELLE RIVERA	Accounts Payable	Outstanding	Check	-50.32
01/30/2018		363814	GLENN'S PLUMBING	Accounts Payable	Outstanding	Check	-369.90
01/30/2018		363815	GREAT AMERICA FINANCIAL SERVICES	Accounts Payable	Outstanding	Check	-391.62
01/30/2018		363816	HAMM INC.	Accounts Payable	Outstanding	Check	-897.04
01/30/2018		363817	HUGO'S INDUSTRIAL SUPPLY, INC.	Accounts Payable	Outstanding	Check	-296.00
01/30/2018		363818	INDEPENDENT SALT COMPANY	Accounts Payable	Outstanding	Check	-11,837.45
01/30/2018		363819	INTERNATIONAL CODE COUNCIL, INC	Accounts Payable	Outstanding	Check	-542.36
01/30/2018		363820	INTOUCH	Accounts Payable	Outstanding	Check	-3,400.00
01/30/2018		363821	IPROMOTEU.COM INC.	Accounts Payable	Outstanding	Check	-2,815.95
01/30/2018		363822	J & K CONTRACTING L.C.	Accounts Payable	Outstanding	Check	-3,210.00
01/30/2018		363823	JIM CLARK AUTO CENTER	Accounts Payable	Outstanding	Check	-46.78
01/30/2018		363824	JON DOE ENTERPRISES	Accounts Payable	Outstanding	Check	-8,348.75
01/30/2018		363825	JUNCTION CITY / GEARY COUNTY CRIME STOPPERS	Accounts Payable	Outstanding	Check	-300.00
01/30/2018		363826	K & L SAFETY PRODUCTS	Accounts Payable	Outstanding	Check	-254.82
01/30/2018		363827	KA-COMM	Accounts Payable	Outstanding	Check	-1,171.45
01/30/2018		363828	KANSAS MAYORS ASSOCIATION	Accounts Payable	Outstanding	Check	-50.00
01/30/2018		363829	KANSAS MUNICIPAL UTILITIES	Accounts Payable	Outstanding	Check	-1,470.00
01/30/2018		363830	KANSAS STATE SURPLUS PROPERTY	Accounts Payable	Outstanding	Check	-22,043.00
01/30/2018		363831	KEY EQUIPMENT	Accounts Payable	Outstanding	Check	-102.91
01/30/2018		363832	KEY OFFICE PRODUCTS	Accounts Payable	Outstanding	Check	-3,721.42
01/30/2018		363833	KS DEPT OF REVENUE	Accounts Payable	Outstanding	Check	-375.00
01/30/2018		363834	KSGFOA	Accounts Payable	Outstanding	Check	-50.00
01/30/2018		363835	LATHROP & GAGE LLP	Accounts Payable	Outstanding	Check	-15,658.30
01/30/2018		363836	LEADSONLINE, LLC	Accounts Payable	Outstanding	Check	-4,728.00
01/30/2018		363837	LEAGUE OF KANSAS MUNICIPALITIES	Accounts Payable	Outstanding	Check	-225.08
01/30/2018		363838	MASSCO	Accounts Payable	Outstanding	Check	-1,238.45
01/30/2018		363839	MIDWEST APPLIANCE CENTER, INC.	Accounts Payable	Outstanding	Check	-41.99
01/30/2018		363840	MIDWEST CONCRETE MATERIALS	Accounts Payable	Outstanding	Check	-405.40
01/30/2018		363841	MIDWEST PUBLIC RISK	Accounts Payable	Outstanding	Check	-224.00
01/30/2018		363842	MIKE'S FIRE EXT. SALES	Accounts Payable	Outstanding	Check	-1,297.60
01/30/2018		363843	MILITARY OUTLET, L.C.	Accounts Payable	Outstanding	Check	-65.99
01/30/2018		363844	MOTION INDUSTRIES INC	Accounts Payable	Outstanding	Check	-59.25
01/30/2018		363845	MSC INDUSTRIAL SUPPLY CO	Accounts Payable	Outstanding	Check	-861.43
01/30/2018		363846	MUNICIPAL CODE CORPORATION	Accounts Payable	Outstanding	Check	-1,834.29

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
01/30/2018		363847	MUNICIPAL SUPPLY, INC. OF NEBRASKA	Accounts Payable	Outstanding	Check	-4,650.00
01/30/2018		363848	NAPA AUTO PARTS OF J.C.	Accounts Payable	Outstanding	Check	-981.58
01/30/2018		363849	NEX-TECH	Accounts Payable	Outstanding	Check	-254.00
01/30/2018		363850	OLD TROOPER REGIMENT	Accounts Payable	Outstanding	Check	-100.00
01/30/2018		363851	PAXTON WELDING	Accounts Payable	Outstanding	Check	-1,827.08
01/30/2018		363852	PENN ENTERPRISES	Accounts Payable	Outstanding	Check	-99.28
01/30/2018		363853	PENNY'S CONCRETE INC.	Accounts Payable	Outstanding	Check	-168.50
01/30/2018		363854	PROPANE CENTRAL	Accounts Payable	Outstanding	Check	-144.88
01/30/2018		363855	PURVIS LAW OFFICE LLC	Accounts Payable	Outstanding	Check	-500.00
01/30/2018		363856	QUADMED, INC.	Accounts Payable	Outstanding	Check	-7,996.00
01/30/2018		363857	RAINBOW INTERNATIONAL OF EAST CENTRAL KS	Accounts Payable	Outstanding	Check	-562.95
01/30/2018		363858	REGELMAN LIQUOR STORE	Accounts Payable	Outstanding	Check	-32.70
01/30/2018		363859	REINDER, INC.	Accounts Payable	Outstanding	Check	-753.16
01/30/2018		363860	SALINA SUPPLY COMPANY	Accounts Payable	Outstanding	Check	-7,373.45
01/30/2018		363861	SCREEN MACHINE SPORTS	Accounts Payable	Outstanding	Check	-2,146.70
01/30/2018		363862	SECURITY SOLUTIONS INC	Accounts Payable	Outstanding	Check	-1,832.37
01/30/2018		363863	SIR SPEEDY	Accounts Payable	Outstanding	Check	-795.31
01/30/2018		363864	SNACK EXPRESS	Accounts Payable	Outstanding	Check	-691.70
01/30/2018		363865	STAPLES ADVANTAGE	Accounts Payable	Outstanding	Check	-1,543.33
01/30/2018		363866	THERMAL COMFORT AIR, INC	Accounts Payable	Outstanding	Check	-1,605.10
01/30/2018		363867	TLC MOBILE SERVICES	Accounts Payable	Outstanding	Check	-996.00
01/30/2018		363868	U S IDENTIFICATION MANUAL	Accounts Payable	Outstanding	Check	-82.50
01/30/2018		363869	U.S. CELLULAR	Accounts Payable	Outstanding	Check	-36.88
01/30/2018		363870	UNDERGROUND VAULTS & STORAGE, INC.	Accounts Payable	Outstanding	Check	-35.00
01/30/2018		363871	UNIQUE BODY & COLOR	Accounts Payable	Outstanding	Check	-1,130.00
01/30/2018		363872	US FOOD SERVICE	Accounts Payable	Outstanding	Check	-66.45
01/30/2018		363873	VAN WALL EQUIPMENT	Accounts Payable	Outstanding	Check	-39.70
01/30/2018		363874	VANDERBILTS	Accounts Payable	Outstanding	Check	-449.97
01/30/2018		363875	VICTOR L PHILLIPS CO	Accounts Payable	Outstanding	Check	-321.13
01/30/2018		363876	W.S. DARLEY & CO	Accounts Payable	Outstanding	Check	-2,635.09
01/30/2018		363877	WEIS FIRE & SAFETY EQUIP	Accounts Payable	Outstanding	Check	-2,240.07
01/30/2018		363878	WEST PAYMENT CENTER	Accounts Payable	Outstanding	Check	-446.76
01/30/2018		363879	WESTAR ENERGY	Accounts Payable	Outstanding	Check	-5,773.02
01/30/2018		363880	WHITE STAR	Accounts Payable	Outstanding	Check	-77.04
01/30/2018		363881	WILLGRATTEN PUBLICATIONS LLC	Accounts Payable	Outstanding	Check	-82.85
01/31/2018		363882	INTRUST BANK, N.A.	Accounts Payable	Outstanding	Check	-5,000,000.00
01/31/2018		363883	U.S. BANCORP GOVERNMENT LEASING AND FINANCE INC.	Accounts Payable	Outstanding	Check	-36,247.53
01/31/2018		363884	KAW VALLEY ENGINEERING, INC	Accounts Payable	Outstanding	Check	-43,815.31
01/31/2018		363885	MIKE'S FIRE EXT. SALES	Accounts Payable	Outstanding	Check	-193.65
						Check Total: (138)	**-5,648,814.56**
EFT							
01/18/2018		10000390	FREEDOM CLAIMS MGT.INC CLAIMS ACCOUNT	Accounts Payable	Outstanding	EFT	-1,163.15

Transaction Report

Issued Date Range: -

Date	Cleared Date	Number	Description	Module	Status	Type	Amount
01/18/2018		10000391	CARD CENTER	Accounts Payable	Outstanding	EFT	-32,980.68
01/18/2018		10000393	HDR ENGINEERING INC	Accounts Payable	Outstanding	EFT	-61,444.21
01/18/2018		10000394	JOSHUA DOUGLASS	Accounts Payable	Outstanding	EFT	-2,500.00
01/18/2018		10000395	KANSAS DEPT OF TRANSPORTATION	Accounts Payable	Outstanding	EFT	-180,342.02
01/18/2018		10000396	KANSAS STATE TREASURER	Accounts Payable	Outstanding	EFT	-7,338.06
01/18/2018		10000397	VEOLIA WATER NORTH AMERICA	Accounts Payable	Outstanding	EFT	-281,517.08
01/18/2018		10000398	WEX BANK	Accounts Payable	Outstanding	EFT	-16,441.56
01/19/2018		10000399	FIREMEN'S RELIEF ASSOCIATION	Accounts Payable	Outstanding	EFT	-246.42
01/19/2018		10000400	JCPOA	Accounts Payable	Outstanding	EFT	-840.00
01/19/2018		10000401	JUNCTION CITY FIRE FIGHTERS ASSOCIATION LOCAL 3309	Accounts Payable	Outstanding	EFT	-1,617.00
01/19/2018		10000402	JUNCTION CITY FIREFIGHTERS AID ASSOCIATION	Accounts Payable	Outstanding	EFT	-127.50
01/23/2018		10000403	FREEDOM CLAIMS MGT.INC CLAIMS ACCOUNT	Accounts Payable	Outstanding	EFT	-1,649.04
						EFT Total: (13)	**-588,206.72**
						Outstanding Total: (212)	**-6,502,860.39**
Voided							
EFT							
01/18/2018		10000392	Void EFT	Accounts Payable	Voided	EFT	0.00
						EFT Total: (1)	**0.00**
						Voided Total: (1)	**0.00**
						Accounts Payable Total: (213)	**-6,502,860.39**
Payroll							
Outstanding							
EFT							
01/19/2018		DFT0002023	Payroll EFT	Payroll	Outstanding	EFT	-12,553.77
01/19/2018		DFT0002058	Payroll EFT	Payroll	Outstanding	EFT	-280,641.82
						EFT Total: (2)	**-293,195.59**
						Outstanding Total: (2)	**-293,195.59**
						Payroll Total: (2)	**-293,195.59**
						Report Total: (215)	**-6,796,055.98**

Summary

Bank Account		Count	Amount
1074318 POOLED CASH MASTER		215	-6,796,055.98
	Report Total:	215	-6,796,055.98

Cash Account		Count	Amount
No Cash Account		1	0.00
999 999-1-00000-0101 POOLED CASH MASTER		214	-6,796,055.98
	Report Total:	215	-6,796,055.98

Transaction Type		Count	Amount
Bank Draft		61	-265,839.11
Check		138	-5,648,814.56
EFT		16	-881,402.31
	Report Total:	215	-6,796,055.98

Junction City, KS

Appropriations A-3 Jan 10-31,2018

By Fund

Post Dates 01/10/2018 - 01/31/2018

Vendor Name	Payable Number	Post Date	Description (Item)	(None)	Amount
Fund: 001 - GENERAL FUND					
Department: 000 - NON-DEPARTMENTAL					
Vendor: 043380 - ADVANCE LIFE INSURANCE					
ADVANCE LIFE INSURANCE	INV0012717	01/19/2018	CITY OF JC EMPLOYER PD LIFE		53.04
ADVANCE LIFE INSURANCE	INV0012718	01/19/2018	ADVANCE LIFE INSURANCE BE		2.80
ADVANCE LIFE INSURANCE	INV0012746	01/19/2018	CITY OF JC EMPLOYER PD LIFE		787.26
ADVANCE LIFE INSURANCE	INV0012747	01/19/2018	ADVANCE LIFE INSURANCE BE		638.05
			Vendor 043380 - ADVANCE LIFE INSURANCE Total:		**1,481.15**
Vendor: 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY					
AMERICAN FAMILY LIFE ASSU	INV0012719	01/19/2018	AFLAC		7.99
AMERICAN FAMILY LIFE ASSU	INV0012720	01/19/2018	AFLAC BEFORE TAX		60.66
AMERICAN FAMILY LIFE ASSU	INV0012736	01/19/2018	VSP Vision Insurance Pre-Tax		55.50
AMERICAN FAMILY LIFE ASSU	INV0012748	01/19/2018	AFLAC		353.66
AMERICAN FAMILY LIFE ASSU	INV0012749	01/19/2018	AFLAC BEFORE TAX		1,819.76
AMERICAN FAMILY LIFE ASSU	INV0012786	01/19/2018	VSP Vision Insurance Pre-Tax		432.63
			Vendor 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY Total:		**2,730.20**
Vendor: 007921 - BLUE CROSS BLUE SHIELD OF KS INC					
BLUE CROSS BLUE SHIELD OF	INV0012721	01/19/2018	BLUE CROSS BLUE SHIELD		371.21
BLUE CROSS BLUE SHIELD OF	INV0012722	01/19/2018	BLUE CROSS BLUE SHIELD		146.85
BLUE CROSS BLUE SHIELD OF	INV0012723	01/19/2018	BLUE CROSS BLUE SHIELD		32.14
BLUE CROSS BLUE SHIELD OF	INV0012724	01/19/2018	BLUE CROSS BLUE SHIELD		465.40
BLUE CROSS BLUE SHIELD OF	INV0012725	01/19/2018	BLUE CROSS BLUE SHIELD		462.62
BLUE CROSS BLUE SHIELD OF	INV0012726	01/19/2018	BLUE CROSS BLUE SHIELD		382.58
BLUE CROSS BLUE SHIELD OF	INV0012727	01/19/2018	BLUE CROSS BLUE SHIELD		190.15
BLUE CROSS BLUE SHIELD OF	INV0012728	01/19/2018	BLUE CROSS BLUE SHIELD		59.80
BLUE CROSS BLUE SHIELD OF	INV0012750	01/19/2018	BLUE CROSS BLUE SHIELD		631.08
BLUE CROSS BLUE SHIELD OF	INV0012751	01/19/2018	BLUE CROSS BLUE SHIELD		451.59
BLUE CROSS BLUE SHIELD OF	INV0012752	01/19/2018	BLUE CROSS BLUE SHIELD		1,948.85
BLUE CROSS BLUE SHIELD OF	INV0012753	01/19/2018	BLUE CROSS BLUE SHIELD		1,113.66
BLUE CROSS BLUE SHIELD OF	INV0012754	01/19/2018	BLUE CROSS BLUE SHIELD		400.91
BLUE CROSS BLUE SHIELD OF	INV0012755	01/19/2018	BLUE CROSS BLUE SHIELD		1,139.37
BLUE CROSS BLUE SHIELD OF	INV0012756	01/19/2018	BLUE CROSS BLUE SHIELD		1,896.64
BLUE CROSS BLUE SHIELD OF	INV0012757	01/19/2018	BLUE CROSS BLUE SHIELD		674.58
BLUE CROSS BLUE SHIELD OF	INV0012758	01/19/2018	BLUE CROSS BLUE SHIELD		10,482.30
BLUE CROSS BLUE SHIELD OF	INV0012759	01/19/2018	BLUE CROSS BLUE SHIELD		3,203.66
BLUE CROSS BLUE SHIELD OF	INV0012760	01/19/2018	BLUE CROSS BLUE SHIELD		2,965.00
BLUE CROSS BLUE SHIELD OF	INV0012761	01/19/2018	BLUE CROSS BLUE SHIELD		785.89
BLUE CROSS BLUE SHIELD OF	INV0012762	01/19/2018	BLUE CROSS BLUE SHIELD		106.11
BLUE CROSS BLUE SHIELD OF	INV0012763	01/19/2018	BLUE CROSS BLUE SHIELD		2,911.10
BLUE CROSS BLUE SHIELD OF	INV0012764	01/19/2018	BLUE CROSS BLUE SHIELD		1,388.11
BLUE CROSS BLUE SHIELD OF	INV0012765	01/19/2018	BLUE CROSS BLUE SHIELD		936.38
			Vendor 007921 - BLUE CROSS BLUE SHIELD OF KS INC Total:		**33,145.98**
Vendor: 01126 - CARVER & BLANTON SHEA					
CARVER & BLANTON SHEA	INV0012729	01/19/2018	GARNISHMENT		428.65
			Vendor 01126 - CARVER & BLANTON SHEA Total:		**428.65**
Vendor: 044005 - CITY OF JC FLEX SPENDING ACCT 1074334					
CITY OF JC FLEX SPENDING AC	INV0012735	01/19/2018	FLEX SPENDING-1074334		185.55
CITY OF JC FLEX SPENDING AC	INV0012781	01/19/2018	FLEX SPENDING-1074334		2,912.54
			Vendor 044005 - CITY OF JC FLEX SPENDING ACCT 1074334 Total:		**3,098.09**
Vendor: 012130 - CITY OF JUNCTION CITY					
CITY OF JUNCTION CITY	INV0012730	01/19/2018	CITY OF JUNCTION CITY (G-FE		5.00
CITY OF JUNCTION CITY	INV0012766	01/19/2018	TELEPHONE REIMBURSEMEN		25.50
CITY OF JUNCTION CITY	INV0012771	01/19/2018	CITY OF JUNCTION CITY (G-FE		25.00

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
CITY OF JUNCTION CITY	INV0012784	01/19/2018	TELEPHONE REIMBURSEMEN	279.60
			Vendor 012130 - CITY OF JUNCTION CITY Total:	**335.10**
Vendor: 025326 - FIREMEN'S RELIEF ASSOCIATION				
FIREMEN'S RELIEF ASSOCIATI	INV0012770	01/19/2018	FIREMANS RELIEF	246.42
			Vendor 025326 - FIREMEN'S RELIEF ASSOCIATION Total:	**246.42**
Vendor: 050188 - FLEXIBLE SPENDING ACCOUNT #1074334				
FLEXIBLE SPENDING ACCOUN	INV0012767	01/19/2018	DEPENDENT CARE ACCT 1074	419.13
			Vendor 050188 - FLEXIBLE SPENDING ACCOUNT #1074334 Total:	**419.13**
Vendor: 01944 - GREAT WEST FINANCIAL				
GREAT WEST FINANCIAL	INV0012779	01/19/2018	GREAT WEST FINANCIAL	22,541.60
			Vendor 01944 - GREAT WEST FINANCIAL Total:	**22,541.60**
Vendor: 001010 - INTERNAL REVENUE SERVICE				
INTERNAL REVENUE SERVICE	INV0012713	01/19/2018	FEDERAL WITHHOLDING	18.48
INTERNAL REVENUE SERVICE	INV0012714	01/19/2018	MEDICARE WITHHOLDING	2.76
INTERNAL REVENUE SERVICE	INV0012716	01/19/2018	FEDERAL WITHHOLDING	7.49
INTERNAL REVENUE SERVICE	INV0012738	01/19/2018	SOCIAL SECURITY WITHHOLDI	2,336.90
INTERNAL REVENUE SERVICE	INV0012739	01/19/2018	FEDERAL WITHHOLDING	2,163.67
INTERNAL REVENUE SERVICE	INV0012740	01/19/2018	MEDICARE WITHHOLDING	546.56
INTERNAL REVENUE SERVICE	INV0012743	01/19/2018	FEDERAL WITHHOLDING	33.56
INTERNAL REVENUE SERVICE	INV0012744	01/19/2018	MEDICARE WITHHOLDING	6.86
INTERNAL REVENUE SERVICE	INV0012788	01/19/2018	SOCIAL SECURITY WITHHOLDI	11,584.48
INTERNAL REVENUE SERVICE	INV0012789	01/19/2018	FEDERAL WITHHOLDING	44,166.93
INTERNAL REVENUE SERVICE	INV0012790	01/19/2018	MEDICARE WITHHOLDING	10,837.68
			Vendor 001010 - INTERNAL REVENUE SERVICE Total:	**71,705.37**
Vendor: 039125 - JCPOA				
JCPOA	INV0012783	01/19/2018	JCPOA	820.00
			Vendor 039125 - JCPOA Total:	**820.00**
Vendor: 037195 - JUNCTION CITY FIRE FIGHTERS ASSOCIATION LOCAL 3309				
JUNCTION CITY FIRE FIGHTER	INV0012769	01/19/2018	I.A.F.F. LOCAL 3309	1,617.00
			Vendor 037195 - JUNCTION CITY FIRE FIGHTERS ASSOCIATION LOCAL 3309 Total:	**1,617.00**
Vendor: 00813 - JUNCTION CITY FIREFIGHTERS AID ASSOCIATION				
JUNCTION CITY FIREFIGHTERS	INV0012768	01/19/2018	FIREFIGHTERS AID ASSOCIATI	127.50
			Vendor 00813 - JUNCTION CITY FIREFIGHTERS AID ASSOCIATION Total:	**127.50**
Vendor: 042540 - KANSAS DEPT OF REVENUE				
KANSAS DEPT OF REVENUE	INV0012712	01/19/2018	STATE WITHHOLDING	5.41
KANSAS DEPT OF REVENUE	INV0012737	01/19/2018	STATE WITHHOLDING	762.17
KANSAS DEPT OF REVENUE	INV0012742	01/19/2018	STATE WITHHOLDING	13.03
KANSAS DEPT OF REVENUE	INV0012787	01/19/2018	STATE WITHHOLDING	14,851.53
			Vendor 042540 - KANSAS DEPT OF REVENUE Total:	**15,632.14**
Vendor: 014435 - KANSAS PAYMENT CENTER				
KANSAS PAYMENT CENTER	INV0012773	01/19/2018	INCOME WITHHOLDING ORD	693.50
KANSAS PAYMENT CENTER	INV0012774	01/19/2018	GARNISHMENT	690.49
			Vendor 014435 - KANSAS PAYMENT CENTER Total:	**1,383.99**
Vendor: 043859 - KANSAS PUBLIC EMPLOYEES				
KANSAS PUBLIC EMPLOYEES	CM0000187	01/19/2018	KPERS #3	-120.31
KANSAS PUBLIC EMPLOYEES	INV0012711	01/19/2018	KP&F	135.40
KANSAS PUBLIC EMPLOYEES	INV0012731	01/19/2018	KPERS #1	824.64
KANSAS PUBLIC EMPLOYEES	INV0012732	01/19/2018	KPERS #2	765.23
KANSAS PUBLIC EMPLOYEES	INV0012733	01/19/2018	KPERS #3	1,580.53
KANSAS PUBLIC EMPLOYEES	INV0012734	01/19/2018	KPERS INSURANCE	196.91
KANSAS PUBLIC EMPLOYEES	INV0012741	01/19/2018	KP&F	194.66
KANSAS PUBLIC EMPLOYEES	INV0012775	01/19/2018	KP&F	73,712.99
KANSAS PUBLIC EMPLOYEES	INV0012776	01/19/2018	KPERS #1	5,650.27
KANSAS PUBLIC EMPLOYEES	INV0012777	01/19/2018	KPERS #2	4,817.73
KANSAS PUBLIC EMPLOYEES	INV0012778	01/19/2018	KPERS #3	2,359.90
KANSAS PUBLIC EMPLOYEES	INV0012780	01/19/2018	KPERS INSURANCE	898.44
			Vendor 043859 - KANSAS PUBLIC EMPLOYEES Total:	**91,016.39**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 02513 - MARYLAND CHILD SUPPORT ACCOUNT				
MARYLAND CHILD SUPPORT A	INV0012745	01/19/2018	MD CHILD SUPPORT ACCOUN	59.16
			Vendor 02513 - MARYLAND CHILD SUPPORT ACCOUNT Total:	**59.16**
Vendor: 048289 - POLICE & FIREMEN'S INSURANCE ASSOCIATION				
POLICE & FIREMEN'S INSURA	INV0012782	01/19/2018	POLICE & FIRE INSURANCE	1,118.16
			Vendor 048289 - POLICE & FIREMEN'S INSURANCE ASSOCIATION Total:	**1,118.16**
Vendor: 067881 - ROLLING MEADOWS GOLF COURSE				
ROLLING MEADOWS GOLF CO	INV0012772	01/19/2018	ROLLING MEADOWS GOLF CO	71.14
			Vendor 067881 - ROLLING MEADOWS GOLF COURSE Total:	**71.14**
Vendor: 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY				
UNITED WAY OF JUNCTION CI	INV0012785	01/19/2018	UNITED WAY	23.51
			Vendor 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY Total:	**23.51**
			Department 000 - NON-DEPARTMENTAL Total:	**248,000.68**
Department: 001 - GENERAL EXPENSES				
Vendor: 042840 - KS DEPT OF REVENUE				
KS DEPT OF REVENUE	CMB Jan 2018	01/22/2018	Cereal Malt Beverage - Januar	375.00
			Vendor 042840 - KS DEPT OF REVENUE Total:	**375.00**
			Department 001 - GENERAL EXPENSES Total:	**375.00**
Department: 002 - INFORMATION TECHNOLOGY SYSTEMS				
Vendor: 010556 - CDW GOVERNMENT INC				
CDW GOVERNMENT INC	LLB6842	01/17/2018	Power Panels - Server room	654.30
CDW GOVERNMENT INC	LLN4591	01/19/2018	GESO - Surface 4 Keyboards	664.14
CDW GOVERNMENT INC	LLN4591	01/19/2018	GESO - MS Surface Pro	18,957.51
CDW GOVERNMENT INC	LLN4591	01/19/2018	GESO - Surface Pro Case	420.75
			Vendor 010556 - CDW GOVERNMENT INC Total:	**20,696.70**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	IT CELL - JAN 18	01/12/2018	IT DIRECTOR	62.74
VERIZON WIRELESS	IT CELL - JAN 18	01/12/2018	IT TECHNICIAN	62.26
			Vendor 00970 - VERIZON WIRELESS Total:	**125.00**
			Department 002 - INFORMATION TECHNOLOGY SYSTEMS Total:	**20,821.70**
Department: 003 - ADMINISTRATION				
Vendor: 02571 - ADMINISTRATIVE ASSISTANTS OF KANSAS CITIES (AAKC)				
ADMINISTRATIVE ASSISTANTS	01252018	01/25/2018	MELTON ANNUAL MEMBERSH	35.00
			Vendor 02571 - ADMINISTRATIVE ASSISTANTS OF KANSAS CITIES (AAKC) Total:	**35.00**
Vendor: 01440 - AGENDAPAL CORPORATION				
AGENDAPAL CORPORATION	IN5332	01/17/2018	AGENDAPAL	449.00
			Vendor 01440 - AGENDAPAL CORPORATION Total:	**449.00**
Vendor: 072367 - CHAMBER OF COMMERCE				
CHAMBER OF COMMERCE	1281	01/22/2018	2018 LEADERS RETREAT COM	1,116.70
			Vendor 072367 - CHAMBER OF COMMERCE Total:	**1,116.70**
Vendor: 013441 - CITY ATTY ASSN OF KANSAS				
CITY ATTY ASSN OF KANSAS	18-247	01/18/2018	2018 CITY ATTORNEY ASSN OF	35.00
			Vendor 013441 - CITY ATTY ASSN OF KANSAS Total:	**35.00**
Vendor: 01323 - COLUMBIA CAPITAL MANAGEMENT LLC				
COLUMBIA CAPITAL MANAGE	18350001	01/25/2018	INVESTMENT MANAGEMENT	1,290.00
			Vendor 01323 - COLUMBIA CAPITAL MANAGEMENT LLC Total:	**1,290.00**
Vendor: 02564 - GISSELLE RIVERA				
GISSELLE RIVERA	JAN 2017-REFUND	01/16/2018	EMPPLOYEE GIFT BASKET--REF	50.32
			Vendor 02564 - GISSELLE RIVERA Total:	**50.32**
Vendor: 065901 - KANSAS MAYORS ASSOCIATION				
KANSAS MAYORS ASSOCIATIO	18-286	01/26/2018	2018 KANSAS MAYORS ASSOC	50.00
			Vendor 065901 - KANSAS MAYORS ASSOCIATION Total:	**50.00**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 041336 - KEY OFFICE PRODUCTS				
KEY OFFICE PRODUCTS	0C208A	01/24/2018	12 OFFICE CHAIRS FOR ADMI	2,531.88
			Vendor 041336 - KEY OFFICE PRODUCTS Total:	**2,531.88**
Vendor: 075999 - LATHROP & GAGE LLP				
LATHROP & GAGE LLP	1857925	01/11/2018	GENERAL BUSINESS MATTERS	5,229.00
LATHROP & GAGE LLP	1857928	01/11/2018	FARMERS BANK V HOMSTEAD	7,432.30
			Vendor 075999 - LATHROP & GAGE LLP Total:	**12,661.30**
Vendor: 048780 - LEAGUE OF KANSAS MUNICIPALITIES				
LEAGUE OF KANSAS MUNICIP	18-793	01/17/2018	2018 KANSAS LOCAL GOVER	225.08
			Vendor 048780 - LEAGUE OF KANSAS MUNICIPALITIES Total:	**225.08**
Vendor: 01360 - MUNICIPAL CODE CORPORATION				
MUNICIPAL CODE CORPORATI	00302218	01/10/2018	2018 ANNUAL WEB HOSTING	600.00
MUNICIPAL CODE CORPORATI	00302614	01/15/2018	1 COPY OF SUPPLEMENT NO	1,234.29
			Vendor 01360 - MUNICIPAL CODE CORPORATION Total:	**1,834.29**
Vendor: 02317 - OLD TROOPER REGIMENT				
OLD TROOPER REGIMENT	01252018	01/25/2018	2018 ANNUAL DUES -DINKEL	100.00
			Vendor 02317 - OLD TROOPER REGIMENT Total:	**100.00**
Vendor: 01167 - STAPLES ADVANTAGE				
STAPLES ADVANTAGE	3365360290	01/13/2018	HP 85A BLACK TONER	57.11
			Vendor 01167 - STAPLES ADVANTAGE Total:	**57.11**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	ADMIN-JAN 2018	01/17/2018	785-307-0557-HR DIRECTOR	62.26
VERIZON WIRELESS	ADMIN-JAN 2018	01/17/2018	785-280-3591-CITY MANAGE	52.26
VERIZON WIRELESS	ADMIN-JAN 2018	01/17/2018	573-247-2866-CITY CLERK	52.26
VERIZON WIRELESS	ADMIN-JAN 2018	01/17/2018	620-532-1756=FINANCE DIR	62.26
			Vendor 00970 - VERIZON WIRELESS Total:	**229.04**
			Department 003 - ADMINISTRATION Total:	**20,664.72**
Department: 008 - BUILDING MAINTENANCE				
Vendor: 02034 - HUGO'S INDUSTRIAL SUPPLY, INC.				
HUGO'S INDUSTRIAL SUPPLY, I	186482	01/18/2018	UPHOLSTRY ATTACHMENT FO	296.00
			Vendor 02034 - HUGO'S INDUSTRIAL SUPPLY, INC. Total:	**296.00**
Vendor: 051912 - MASSCO				
MASSCO	1733837	01/11/2018	HAND SOAP	195.40
			Vendor 051912 - MASSCO Total:	**195.40**
Vendor: 02537 - MIDWEST APPLIANCE CENTER, INC.				
MIDWEST APPLIANCE CENTER	2507	01/16/2018	TOILET TISSUE	44.99
MIDWEST APPLIANCE CENTER	2517	01/18/2018	REFUND ON PRICE DIFFERENC	-3.00
			Vendor 02537 - MIDWEST APPLIANCE CENTER, INC. Total:	**41.99**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95284	01/12/2018	ANNUAL INSPECTION, M.B.	107.65
MIKE'S FIRE EXT. SALES	95285	01/12/2018	6 YEAR MAINTENANCE, M.B.	183.25
MIKE'S FIRE EXT. SALES	95310	01/23/2018	SERVICE EXTINGUISHERS, M.B	207.00
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**497.90**
Vendor: 076635 - THERMAL COMFORT AIR, INC				
THERMAL COMFORT AIR, INC	152269	01/24/2018	REPLACE A/C FUSES, GYM M.	120.00
THERMAL COMFORT AIR, INC	154350	01/24/2018	REPLACE FURNACE GAS VALV	548.13
THERMAL COMFORT AIR, INC	154436	01/24/2018	REPLACE FURNACE FILTER, M.	60.00
			Vendor 076635 - THERMAL COMFORT AIR, INC Total:	**728.13**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	P & R-JAN 2018	01/17/2018	6618 BM WILLIAMS	52.26
VERIZON WIRELESS	P & R-JAN 2018	01/17/2018	1761 BM WRIGHT	52.26
			Vendor 00970 - VERIZON WIRELESS Total:	**104.52**
			Department 008 - BUILDING MAINTENANCE Total:	**1,863.94**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Department: 010 - PARKS DEPARTMENT				
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95293	01/23/2018	ANNUAL INSPECTION, WATER	48.00
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**48.00**
Vendor: 041100 - SECURITY SOLUTIONS INC				
SECURITY SOLUTIONS INC	92100	01/16/2018	ALARM WUPD 2307 N JACKSO	35.00
			Vendor 041100 - SECURITY SOLUTIONS INC Total:	**35.00**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	P & R-JAN 2018	01/17/2018	7131 PR DIRECTOR LAZEAR	62.26
VERIZON WIRELESS	P & R-JAN 2018	01/17/2018	7130 PW FLORES	32.53
VERIZON WIRELESS	P & R-JAN 2018	01/17/2018	5621-REC POOLE	35.80
			Vendor 00970 - VERIZON WIRELESS Total:	**130.59**
Vendor: 043802 - WESTAR ENERGY				
WESTAR ENERGY	513 N JEFF JAN 2018	01/30/2018	513 N JEFFERSON-JAN 2018	573.06
			Vendor 043802 - WESTAR ENERGY Total:	**573.06**
			Department 010 - PARKS DEPARTMENT Total:	**786.65**
Department: 011 - SWIMMING POOL				
Vendor: 041100 - SECURITY SOLUTIONS INC				
SECURITY SOLUTIONS INC	92100	01/16/2018	ALARM CITY POOL-1017 W 5T	15.00
			Vendor 041100 - SECURITY SOLUTIONS INC Total:	**15.00**
			Department 011 - SWIMMING POOL Total:	**15.00**
Department: 013 - SPIN CITY				
Vendor: 02104 - BRAMLAGE PROPERTIES, LLC				
BRAMLAGE PROPERTIES, LLC	FEB 2018 RENT	01/30/2018	FEBRUARY 2018-BILLBOARD R	325.00
			Vendor 02104 - BRAMLAGE PROPERTIES, LLC Total:	**325.00**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95286	01/12/2018	ANNUAL INSPECTIONS, SPIN C	100.40
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**100.40**
Vendor: 041100 - SECURITY SOLUTIONS INC				
SECURITY SOLUTIONS INC	92100	01/16/2018	ALARM-915 S WASHINGTON	25.00
			Vendor 041100 - SECURITY SOLUTIONS INC Total:	**25.00**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	P & R-JAN 2018	01/17/2018	4006-SC MGR GRAY	52.26
			Vendor 00970 - VERIZON WIRELESS Total:	**52.26**
			Department 013 - SPIN CITY Total:	**502.66**
Department: 014 - jUNCTION CITY AIRPORT				
Vendor: 01295 - ALFRED BENESCH & COMPANY				
ALFRED BENESCH & COMPAN	115023	01/26/2018	AIRPORT MASTER PLAN&AIRP	263.26
			Vendor 01295 - ALFRED BENESCH & COMPANY Total:	**263.26**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95307	01/23/2018	ANNUAL INSPECTION AIR CEN	193.65
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**193.65**
Vendor: 02150 - RAVEN AERO SERVICE,INC.				
RAVEN AERO SERVICE,INC.	FEBRUARY 2018	01/16/2018	FEBRUARY 2018-CONTRACT S	850.00
			Vendor 02150 - RAVEN AERO SERVICE,INC. Total:	**850.00**
			Department 014 - jUNCTION CITY AIRPORT Total:	**1,306.91**
Department: 017 - ROLLING MEADOWS GOLF COURSE				
Vendor: 01463 - EAGLE COMMUNICATIONS				
EAGLE COMMUNICATIONS	in-1170933878	01/22/2018	advertising	95.00
			Vendor 01463 - EAGLE COMMUNICATIONS Total:	**95.00**
Vendor: 026399 - FLINT HILLS BEVERAGE LLC				
FLINT HILLS BEVERAGE LLC	493852	01/29/2018	Beer supply	95.79
			Vendor 026399 - FLINT HILLS BEVERAGE LLC Total:	**95.79**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 026585 - FOOTJOY/TITLEIST				
FOOTJOY/TITLEIST	905245806	01/22/2018	golf balls for resale	1,280.40
FOOTJOY/TITLEIST	905255710	01/22/2018	golf balls for resale	879.43
			Vendor 026585 - FOOTJOY/TITLEIST Total:	**2,159.83**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95294	01/29/2018	Fire extinquisher service/insp	123.95
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**123.95**
Vendor: 01369 - PROPANE CENTRAL				
PROPANE CENTRAL	U1085893	01/22/2018	Heating fuel for maintentance	94.33
			Vendor 01369 - PROPANE CENTRAL Total:	**94.33**
Vendor: 009953 - REGELMAN LIQUOR STORE				
REGELMAN LIQUOR STORE	181767	01/22/2018	liquor supply	32.70
			Vendor 009953 - REGELMAN LIQUOR STORE Total:	**32.70**
Vendor: 064002 - SNACK EXPRESS				
SNACK EXPRESS	28286	01/29/2018	food/soft drink supply	127.10
			Vendor 064002 - SNACK EXPRESS Total:	**127.10**
Vendor: 00444 - US FOOD SERVICE				
US FOOD SERVICE	3728621	01/22/2018	food supplies	66.45
			Vendor 00444 - US FOOD SERVICE Total:	**66.45**
Vendor: 080943 - VAN WALL EQUIPMENT				
VAN WALL EQUIPMENT	758181	01/29/2018	Equip Part, Bushing	39.70
			Vendor 080943 - VAN WALL EQUIPMENT Total:	**39.70**
			Department 017 - ROLLING MEADOWS GOLF COURSE Total:	**2,834.85**
Department: 018 - EMERGENCY MEDICAL SERVICES				
Vendor: 01160 - CENTURY BUSINESS TECHNOLOGIES				
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - Color 50%	16.39
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - BW 50%	14.23
CENTURY BUSINESS TECHNOL	477686	01/24/2018	Copier Toner - 50%	7.06
			Vendor 01160 - CENTURY BUSINESS TECHNOLOGIES Total:	**37.68**
Vendor: 01990 - GEARY COMMUNITY HOSPITAL				
GEARY COMMUNITY HOSPITA	414754	01/17/2018	Z.MIKUCLIZ IMMUNIZATION 1	65.50
			Vendor 01990 - GEARY COMMUNITY HOSPITAL Total:	**65.50**
Vendor: 01640 - INTOUCH				
INTOUCH	INV-312439	01/30/2018	ANNUAL GPS SERVICE 2018	100.00
			Vendor 01640 - INTOUCH Total:	**100.00**
Vendor: 014201 - JIM CLARK AUTO CENTER				
JIM CLARK AUTO CENTER	25738	01/19/2018	GASKETS/M3	46.78
			Vendor 014201 - JIM CLARK AUTO CENTER Total:	**46.78**
Vendor: 00242 - K & L SAFETY PRODUCTS				
K & L SAFETY PRODUCTS	830	01/16/2018	AMBULANCE PARTS	254.82
			Vendor 00242 - K & L SAFETY PRODUCTS Total:	**254.82**
Vendor: 015300 - KA-COMM				
KA-COMM	158665	01/30/2018	SERVICE CONTRACT/MAINT A	173.50
			Vendor 015300 - KA-COMM Total:	**173.50**
Vendor: 058200 - NAPA AUTO PARTS OF J.C.				
NAPA AUTO PARTS OF J.C.	381619	01/23/2018	FUEL FILTER/M3	84.54
			Vendor 058200 - NAPA AUTO PARTS OF J.C. Total:	**84.54**
Vendor: 02478 - QUADMED, INC.				
QUADMED, INC.	INV0012795	01/12/2018	STRYKER STAIR PRO CHAIRS	7,996.00
			Vendor 02478 - QUADMED, INC. Total:	**7,996.00**
Vendor: 060191 - SCREEN MACHINE SPORTS				
SCREEN MACHINE SPORTS	29718	01/12/2018	6 PAIR BLACK PANTS	161.94
			Vendor 060191 - SCREEN MACHINE SPORTS Total:	**161.94**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	IPAD	40.01

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	223-1237 (M3)	6.23
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	FIRE CHIEF	62.26
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	IPAD-2	40.01
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	223-1243 (M1)	6.36
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	223-1238 (M4)	7.09
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	IPAD-3	40.01
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	IPAD 4 210-9839	40.01
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	IPAD-1	40.01
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	223-1240 (M2)	5.49
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	IPAD	40.01
			Vendor 00970 - VERIZON WIRELESS Total:	**327.49**
			Department 018 - EMERGENCY MEDICAL SERVICES Total:	**9,248.25**
Department: 020 - PLANNING & ZONING				
Vendor: 01160 - CENTURY BUSINESS TECHNOLOGIES				
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - Color 34%	8.80
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - BW 34%	1.02
			Vendor 01160 - CENTURY BUSINESS TECHNOLOGIES Total:	**9.82**
			Department 020 - PLANNING & ZONING Total:	**9.82**
Department: 021 - ENGINEERING DEPARTMENT				
Vendor: 01160 - CENTURY BUSINESS TECHNOLOGIES				
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - BW 33%	1.03
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - Color 33%	8.80
			Vendor 01160 - CENTURY BUSINESS TECHNOLOGIES Total:	**9.83**
Vendor: 044640 - KAW VALLEY ENGINEERING, INC				
KAW VALLEY ENGINEERING, I	A43543	01/31/2018	ON CALL ENGINEERING SERVI	1,080.00
			Vendor 044640 - KAW VALLEY ENGINEERING, INC Total:	**1,080.00**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	MS-JAN 2018	01/17/2018	ENGINEERING ASSISTANT	32.53
			Vendor 00970 - VERIZON WIRELESS Total:	**32.53**
			Department 021 - ENGINEERING DEPARTMENT Total:	**1,122.36**
Department: 022 - BUILDING CODES & INSPECTIONS				
Vendor: 01160 - CENTURY BUSINESS TECHNOLOGIES				
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - BW 33%	1.03
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - Color 33%	8.81
			Vendor 01160 - CENTURY BUSINESS TECHNOLOGIES Total:	**9.84**
Vendor: 036846 - INTERNATIONAL CODE COUNCIL, INC				
INTERNATIONAL CODE COUN	1000852947	01/22/2018	2012 IPC, IMC, IFGC - GLENN'	355.50
INTERNATIONAL CODE COUN	1000852947	01/22/2018	2012 IPC, IMC, IFGC - GLENN'	20.00
INTERNATIONAL CODE COUN	1000854722	01/29/2018	2012 IRC Books - Eickholt	151.86
INTERNATIONAL CODE COUN	1000854722	01/29/2018	2012 IRC Shipping - Eickholt	15.00
			Vendor 036846 - INTERNATIONAL CODE COUNCIL, INC Total:	**542.36**
Vendor: 01640 - INTOUCH				
INTOUCH	INV-312439	01/30/2018	ANNUAL GPS SERVICE 2018	200.00
			Vendor 01640 - INTOUCH Total:	**200.00**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	INSPECTOR1 IPAD4-307-8307	40.01
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	INSPECTORS1 INSPECTORS-30	52.26
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	INSPECTOR2 IPAD4-307-8383	40.01
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	SENIOR INSPECTOR-209-1267	32.53
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	INSPECTORS IPAD2-307-8252	40.01
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	INSPECTORS2 INSPECTORS-30	32.53
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	INSPECTOR INSPECTOR-209-1	32.53
VERIZON WIRELESS	CODES-JAN 2018	01/17/2018	SENIOR INSPECTOR IPAD2-30	620.00
			Vendor 00970 - VERIZON WIRELESS Total:	**889.88**
			Department 022 - BUILDING CODES & INSPECTIONS Total:	**1,642.08**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Department: 023 - LAW ENFORCEMENT DEPARTMENT				
Vendor: 01787 - CELLEBRITE USA, INC.				
CELLEBRITE USA, INC.	190144	01/28/2018	Cellebrite Licensing and UFED	9,795.00
			Vendor 01787 - CELLEBRITE USA, INC. Total:	**9,795.00**
Vendor: 01160 - CENTURY BUSINESS TECHNOLOGIES				
CENTURY BUSINESS TECHNOL	476164	01/28/2018	476164 Inv Copier Maintenan	1,258.50
CENTURY BUSINESS TECHNOL	476164	01/28/2018	476164 Records Copier Maint	1,258.50
CENTURY BUSINESS TECHNOL	477419	01/22/2018	Investigations Copier Toner	13.24
			Vendor 01160 - CENTURY BUSINESS TECHNOLOGIES Total:	**2,530.24**
Vendor: 01604 - COX BUSINESS SERVICES				
COX BUSINESS SERVICES	011318	01/18/2018	PD Internet Connection	109.95
			Vendor 01604 - COX BUSINESS SERVICES Total:	**109.95**
Vendor: 027541 - GALLS INC				
GALLS INC	9131379	01/28/2018	9131379 Molle Carrier	695.98
			Vendor 027541 - GALLS INC Total:	**695.98**
Vendor: 01990 - GEARY COMMUNITY HOSPITAL				
GEARY COMMUNITY HOSPITA	416396	01/16/2018	I. JIMENEZ PRE EMPLOYMENT	130.00
			Vendor 01990 - GEARY COMMUNITY HOSPITAL Total:	**130.00**
Vendor: 029110 - GLENN'S PLUMBING				
GLENN'S PLUMBING	46104	01/24/2018	46104 Toilet Repair PD Lobby	74.90
			Vendor 029110 - GLENN'S PLUMBING Total:	**74.90**
Vendor: 015300 - KA-COMM				
KA-COMM	158665	01/30/2018	SERVICE CONTRACT/MAINT P	188.50
KA-COMM	158665	01/30/2018	SERVICE CONTRACT/MAINT P	188.50
			Vendor 015300 - KA-COMM Total:	**377.00**
Vendor: 041336 - KEY OFFICE PRODUCTS				
KEY OFFICE PRODUCTS	0C156A	01/24/2018	0C156A Toner Cartridge	424.99
			Vendor 041336 - KEY OFFICE PRODUCTS Total:	**424.99**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95288	01/25/2018	95288 PD Annual Inspection	112.30
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**112.30**
Vendor: 059898 - NEX-TECH				
NEX-TECH	BD-41637	01/16/2018	PD Voice Mail issue	254.00
			Vendor 059898 - NEX-TECH Total:	**254.00**
Vendor: 078675 - U S IDENTIFICATION MANUAL				
U S IDENTIFICATION MANUAL	195280	01/28/2018	195280 US Identification Man	82.50
			Vendor 078675 - U S IDENTIFICATION MANUAL Total:	**82.50**
Vendor: 012051 - U.S. CELLULAR				
U.S. CELLULAR	227634156	01/18/2018	227634156 Data Plans	36.88
			Vendor 012051 - U.S. CELLULAR Total:	**36.88**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	PD Jan 2018	01/16/2018	PD Cell January 2018	943.94
			Vendor 00970 - VERIZON WIRELESS Total:	**943.94**
Vendor: 083460 - WEST PAYMENT CENTER				
WEST PAYMENT CENTER	837484001	01/18/2018	837484001 CLEAR Subscriptio	215.05
			Vendor 083460 - WEST PAYMENT CENTER Total:	**215.05**
Vendor: 043802 - WESTAR ENERGY				
WESTAR ENERGY	230 E 9TH-JAN 18	01/16/2018	230 E 9TH-JAN 2018	759.24
			Vendor 043802 - WESTAR ENERGY Total:	**759.24**
			Department 023 - LAW ENFORCEMENT DEPARTMENT Total:	**16,541.97**
Department: 024 - FIRE DEPARTMENT				
Vendor: 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE				
BRIDGESTONE AMERICAS TIR	526-62217	01/17/2018	TIRES/502	821.25
			Vendor 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE Total:	**821.25**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 01160 - CENTURY BUSINESS TECHNOLOGIES				
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - BW 50%	14.22
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - Color 50%	16.38
CENTURY BUSINESS TECHNOL	477686	01/24/2018	Copier Toner - 50%	7.05
			Vendor 01160 - CENTURY BUSINESS TECHNOLOGIES Total:	**37.65**
Vendor: 02559 - DANIEL LEE MYERS				
DANIEL LEE MYERS	011018	01/10/2018	REPAIR COMFORT TRAILER	190.79
DANIEL LEE MYERS	011018	01/10/2018	REPAIR COMFORT TRAILER	400.00
			Vendor 02559 - DANIEL LEE MYERS Total:	**590.79**
Vendor: 01990 - GEARY COMMUNITY HOSPITAL				
GEARY COMMUNITY HOSPITA	414754	01/17/2018	Z.MIKUCLIZ IMMUNIZATION 1	65.50
			Vendor 01990 - GEARY COMMUNITY HOSPITAL Total:	**65.50**
Vendor: 01640 - INTOUCH				
INTOUCH	INV-312439	01/30/2018	ANNUAL GPS SERVICE 2018	100.00
			Vendor 01640 - INTOUCH Total:	**100.00**
Vendor: 015300 - KA-COMM				
KA-COMM	158665	01/30/2018	SERVICE CONTRACT/MAINT FI	173.50
			Vendor 015300 - KA-COMM Total:	**173.50**
Vendor: 01720 - MIDWEST PUBLIC RISK				
MIDWEST PUBLIC RISK	MPR 170661	01/19/2018	2019 R. ROOK DEDUCTILBE	128.00
MIDWEST PUBLIC RISK	MPR170660	01/19/2018	W. KAUSLER DEDUCTIBLE	96.00
			Vendor 01720 - MIDWEST PUBLIC RISK Total:	**224.00**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95282	01/12/2018	ANNUAL INSPECTIONS FOR ST	37.00
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**37.00**
Vendor: 000722 - MILITARY OUTLET, L.C.				
MILITARY OUTLET, L.C.	313769	01/26/2018	SEW ON PATCHES	2.00
MILITARY OUTLET, L.C.	314058	01/17/2018	UNIFORM PANTS/BELL	52.99
MILITARY OUTLET, L.C.	314132	01/19/2018	UNIFORM PANTS	20.00
MILITARY OUTLET, L.C.	CM0000191	01/26/2018	CREDIT ON SEWING PATCHES	-12.00
			Vendor 000722 - MILITARY OUTLET, L.C. Total:	**62.99**
Vendor: 01634 - RAINBOW INTERNATIONAL OF EAST CENTRAL KS				
RAINBOW INTERNATIONAL O	8789	01/11/2018	CARPET CLEANING/STN 2	274.50
			Vendor 01634 - RAINBOW INTERNATIONAL OF EAST CENTRAL KS Total:	**274.50**
Vendor: 079220 - UNIQUE BODY & COLOR				
UNIQUE BODY & COLOR	012418	01/24/2018	NUMBERING, DECAL INSTALLA	1,130.00
			Vendor 079220 - UNIQUE BODY & COLOR Total:	**1,130.00**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	FD - MIFI	40.01
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	209-0255 (BC)	52.26
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	209-0668 (STN 1 CAPT)	5.23
VERIZON WIRELESS	FIRE JAN 2018	01/17/2018	209-0124 (STN 2 CAPT)	5.37
			Vendor 00970 - VERIZON WIRELESS Total:	**102.87**
			Department 024 - FIRE DEPARTMENT Total:	**3,620.05**
Department: 025 - STREET DEPARTMENT				
Vendor: 009001 - AIRGAS				
AIRGAS	9071775175	01/17/2018	TRAFFIC CONES	601.88
			Vendor 009001 - AIRGAS Total:	**601.88**
Vendor: 006660 - BAYER CONSTRUCTION CO.				
BAYER CONSTRUCTION CO.	98454MB	01/22/2018	STOCK ROCK	867.38
			Vendor 006660 - BAYER CONSTRUCTION CO. Total:	**867.38**
Vendor: 01709 - BD4 DISTRIBUTING, INC.				
BD4 DISTRIBUTING, INC.	40171	01/25/2018	ELECTRONIC WIPES	18.82
			Vendor 01709 - BD4 DISTRIBUTING, INC. Total:	**18.82**

Vendor Name	Payable Number	Post Date	Description (Item)	(None)	Amount
Vendor: 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE					
BRIDGESTONE AMERICAS TIR	526-62218	01/17/2018	TIRES 2018		40.56
			Vendor 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE Total:		**40.56**
Vendor: 018500 - DAVE'S ELECTRIC, INC.					
DAVE'S ELECTRIC, INC.	2018034	01/22/2018	FIXED TEMP ON MUNI BLDG		52.00
DAVE'S ELECTRIC, INC.	2018036	01/22/2018	PW SHOP LIGHTING & HEATE		211.13
			Vendor 018500 - DAVE'S ELECTRIC, INC. Total:		**263.13**
Vendor: 01697 - DICK EDWARDS					
DICK EDWARDS	746286	01/19/2018	#611 FUEL SYSTEM REPAIR		459.85
			Vendor 01697 - DICK EDWARDS Total:		**459.85**
Vendor: 02569 - ENVIRONMENTAL ENERGY INC					
ENVIRONMENTAL ENERGY IN	76404	01/25/2018	USED OIL RECOVERY		120.65
			Vendor 02569 - ENVIRONMENTAL ENERGY INC Total:		**120.65**
Vendor: 027480 - GADES SALES CO.					
GADES SALES CO.	0072906-IN	01/23/2018	TACTICS - SIGNAL SOFTWARE		3,000.00
			Vendor 027480 - GADES SALES CO. Total:		**3,000.00**
Vendor: 02237 - HAMM INC.					
HAMM INC.	175113	01/13/2018	STOCK ROCK		897.04
			Vendor 02237 - HAMM INC. Total:		**897.04**
Vendor: 02157 - INDEPENDENT SALT COMPANY					
INDEPENDENT SALT COMPAN	0130951-IN	01/10/2018	SALT - 2017-2018		10,843.97
INDEPENDENT SALT COMPAN	0130998-IN	01/10/2018	SALT - 2017-2018		993.48
			Vendor 02157 - INDEPENDENT SALT COMPANY Total:		**11,837.45**
Vendor: 01640 - INTOUCH					
INTOUCH	INV-312439	01/30/2018	ANNUAL GPS SERVICE 2018		2,000.00
			Vendor 01640 - INTOUCH Total:		**2,000.00**
Vendor: 044640 - KAW VALLEY ENGINEERING, INC					
KAW VALLEY ENGINEERING, I	A43543	01/31/2018	ON CALL ENGINEERING SERVI		720.00
KAW VALLEY ENGINEERING, I	A43546	01/31/2018	2018 STREET MAINTENANCE		2,451.60
KAW VALLEY ENGINEERING, I	A43547	01/31/2018	SPRING VALLEY ROAD NORTH		1,680.00
			Vendor 044640 - KAW VALLEY ENGINEERING, INC Total:		**4,851.60**
Vendor: 055080 - MIKE'S FIRE EXT. SALES					
MIKE'S FIRE EXT. SALES	95280	01/12/2018	ANNUAL FIRE EXTING. INSPEC		60.18
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:		**60.18**
Vendor: 01635 - MOTION INDUSTRIES INC					
MOTION INDUSTRIES INC	KS02-195636	01/12/2018	FITTINGS		23.70
			Vendor 01635 - MOTION INDUSTRIES INC Total:		**23.70**
Vendor: 01554 - MSC INDUSTRIAL SUPPLY CO					
MSC INDUSTRIAL SUPPLY CO	1818025001	01/18/2018	FLEET SHOP PIECES		302.69
MSC INDUSTRIAL SUPPLY CO	1818025002	01/22/2018	FLEET SHOP PIECES		41.88
			Vendor 01554 - MSC INDUSTRIAL SUPPLY CO Total:		**344.57**
Vendor: 058200 - NAPA AUTO PARTS OF J.C.					
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	GASKETMAKER		4.59
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	THRD SEAL		3.00
NAPA AUTO PARTS OF J.C.	381643	01/23/2018	#620 RADIATOR		244.43
			Vendor 058200 - NAPA AUTO PARTS OF J.C. Total:		**252.02**
Vendor: 02363 - PENN ENTERPRISES					
PENN ENTERPRISES	12-2017	01/15/2018	LAUNDERING OF OFFICE MAT		34.75
			Vendor 02363 - PENN ENTERPRISES Total:		**34.75**
Vendor: 01369 - PROPANE CENTRAL					
PROPANE CENTRAL	012780	01/25/2018	PROPANE		16.85
			Vendor 01369 - PROPANE CENTRAL Total:		**16.85**
Vendor: 01850 - TLC MOBILE SERVICES					
TLC MOBILE SERVICES	12325	01/18/2018	#611 TOW		204.00

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
TLC MOBILE SERVICES	12330	01/18/2018	#689 TOW	192.00
			Vendor 01850 - TLC MOBILE SERVICES Total:	**396.00**
Vendor: 02338 - U.S. BANCORP GOVERNMENT LEASING AND FINANCE INC.				
U.S. BANCORP GOVERNMENT	347887432	01/31/2018	LEASE DUMP TRUCK AND TRA	2,231.65
U.S. BANCORP GOVERNMENT	347887432	01/31/2018	LEASE DUMP TRUCK AND TRA	24,555.27
			Vendor 02338 - U.S. BANCORP GOVERNMENT LEASING AND FINANCE INC. Total:	**26,786.92**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	ON CALL-223-1508	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	HALL-761-5396	28.20
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	HORN-761-5254	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	TENORIO-761-5450	26.50
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	ROETHER-375-8899	52.26
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	STREET 3-761-5218	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	UTILITY 1-223-1241	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	IBARRA-223-1232	52.26
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	LEWIS-761-5415	52.26
			Vendor 00970 - VERIZON WIRELESS Total:	**316.32**
Vendor: 081362 - VICTOR L PHILLIPS CO				
VICTOR L PHILLIPS CO	IT30452	01/19/2018	#696 HYDRAULIC PARTS	321.13
			Vendor 081362 - VICTOR L PHILLIPS CO Total:	**321.13**
Vendor: 043802 - WESTAR ENERGY				
WESTAR ENERGY	133 E 6TH-JAN 2018	01/17/2018	133 E 6TH-JAN 2018	45.73
WESTAR ENERGY	2031 S US-JAN 18	01/16/2018	2031 S US HIGHWAY 77-JAN 2	97.78
			Vendor 043802 - WESTAR ENERGY Total:	**143.51**
			Department 025 - STREET DEPARTMENT Total:	**53,654.31**
Department: 030 - MUNICIPAL COURT				
Vendor: 01160 - CENTURY BUSINESS TECHNOLOGIES				
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - Color	87.30
CENTURY BUSINESS TECHNOL	476982	01/18/2018	Copier Usage - BW	7.71
			Vendor 01160 - CENTURY BUSINESS TECHNOLOGIES Total:	**95.01**
Vendor: 016381 - GARAGE DOOR PLACE				
GARAGE DOOR PLACE	29523	01/23/2018	SECURITY GATE REPAIR - REAL	220.50
			Vendor 016381 - GARAGE DOOR PLACE Total:	**220.50**
Vendor: 01990 - GEARY COMMUNITY HOSPITAL				
GEARY COMMUNITY HOSPITA	414155	01/17/2018	M. ZIMMER PRE EMPLOYMEN	45.00
			Vendor 01990 - GEARY COMMUNITY HOSPITAL Total:	**45.00**
Vendor: 01469 - JOSHUA DOUGLASS				
JOSHUA DOUGLASS	FEB 6TH 2018	01/16/2018	PAYMENT EVERY TWO WEEKS	2,500.00
			Vendor 01469 - JOSHUA DOUGLASS Total:	**2,500.00**
Vendor: 02563 - KEVIN MOBLEY				
KEVIN MOBLEY	17-09502	01/16/2018	CASE#17-09502-COURT REFU	250.00
			Vendor 02563 - KEVIN MOBLEY Total:	**250.00**
Vendor: 01585 - KEY EQUIPMENT				
KEY EQUIPMENT	JC088	01/24/2018	CASE FILE FOLDERS AND ENVE	102.91
			Vendor 01585 - KEY EQUIPMENT Total:	**102.91**
Vendor: 041336 - KEY OFFICE PRODUCTS				
KEY OFFICE PRODUCTS	0BW03A	01/30/2018	FOLDERS, MOUSE PAD,POST I	90.57
			Vendor 041336 - KEY OFFICE PRODUCTS Total:	**90.57**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95283	01/12/2018	ANNUAL FIRE EXTINGUISHER I	117.80
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**117.80**
Vendor: 02561 - SAPP BROTHERS				
SAPP BROTHERS	17-08093	01/16/2018	REFUND-CASE#17-08093-VIO	9.99
			Vendor 02561 - SAPP BROTHERS Total:	**9.99**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 041100 - SECURITY SOLUTIONS INC				
SECURITY SOLUTIONS INC	91090	01/17/2018	SSD HARD DRIVE COURT	291.00
SECURITY SOLUTIONS INC	92094	01/10/2018	MAINT ON SECURE DOOR LOC	65.00
SECURITY SOLUTIONS INC	92100	01/16/2018	LATE FEE OFF OF INV#91090-	4.37
SECURITY SOLUTIONS INC	92100	01/16/2018	ALARM-COURT-700 N JEFFERS	35.00
SECURITY SOLUTIONS INC	92521	01/12/2018	BATTERY REPLACEMENT -CON	35.00
			Vendor 041100 - SECURITY SOLUTIONS INC Total:	**430.37**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	ADMIN-JAN 2018	01/17/2018	785-307-0016--CITY PROSECU	52.26
			Vendor 00970 - VERIZON WIRELESS Total:	**52.26**
			Department 030 - MUNICIPAL COURT Total:	**3,914.41**
Department: 040 - C.L. HOOVER OPERA HOUSE				
Vendor: 043802 - WESTAR ENERGY				
WESTAR ENERGY	135 W 7TH JAN 2018	01/30/2018	135 W 7TH-JAN 2018(OPERA)	5,199.96
			Vendor 043802 - WESTAR ENERGY Total:	**5,199.96**
			Department 040 - C.L. HOOVER OPERA HOUSE Total:	**5,199.96**
Department: 048 - RECREATION DEPARTMENT				
Vendor: 01990 - GEARY COMMUNITY HOSPITAL				
GEARY COMMUNITY HOSPITA	413838	01/17/2018	K. CARTER DRUG/ALCOHOL TE	75.00
			Vendor 01990 - GEARY COMMUNITY HOSPITAL Total:	**75.00**
Vendor: 051912 - MASSCO				
MASSCO	1733838	01/19/2018	CLEANING SUPPLIES FOR BUIL	124.01
			Vendor 051912 - MASSCO Total:	**124.01**
Vendor: 041100 - SECURITY SOLUTIONS INC				
SECURITY SOLUTIONS INC	92232	01/19/2018	MODULE MAINTENANCE	18.00
			Vendor 041100 - SECURITY SOLUTIONS INC Total:	**18.00**
Vendor: 076635 - THERMAL COMFORT AIR, INC				
THERMAL COMFORT AIR, INC	154201	01/22/2018	FURNACE REPAIRS	636.97
THERMAL COMFORT AIR, INC	154351	01/22/2018	Furnace Maintenance	240.00
			Vendor 076635 - THERMAL COMFORT AIR, INC Total:	**876.97**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	P & R-JAN 2018	01/17/2018	3067 REC MGR SWIHART	53.64
			Vendor 00970 - VERIZON WIRELESS Total:	**53.64**
			Department 048 - RECREATION DEPARTMENT Total:	**1,147.62**
			Fund 001 - GENERAL FUND Total:	**393,272.94**
Fund: 002 - GRANT FUND				
Department: 216 - FAA GRANT 2016				
Vendor: 01295 - ALFRED BENESCH & COMPANY				
ALFRED BENESCH & COMPAN	115023	01/26/2018	AIRPORT MASTER PLAN&AIRP	2,369.39
			Vendor 01295 - ALFRED BENESCH & COMPANY Total:	**2,369.39**
			Department 216 - FAA GRANT 2016 Total:	**2,369.39**
Department: 222 - FEDERAL FUND EXCHANGE				
Vendor: 044640 - KAW VALLEY ENGINEERING, INC				
KAW VALLEY ENGINEERING, I	A43541	01/31/2018	W8TH & EISENHOWER DR TR	16,264.30
KAW VALLEY ENGINEERING, I	A43542	01/31/2018	K18 TRAIL LIGHTING (US77 TO	1,567.90
KAW VALLEY ENGINEERING, I	A43545	01/31/2018	HELLAND PARK WATERLINE RE	2,485.69
			Vendor 044640 - KAW VALLEY ENGINEERING, INC Total:	**20,317.89**
Vendor: 01665 - WESTAR ENERGY				
WESTAR ENERGY	M100209087	01/16/2018	HELLAND PARK,8TH ST,ST TRA	11,899.27
			Vendor 01665 - WESTAR ENERGY Total:	**11,899.27**
			Department 222 - FEDERAL FUND EXCHANGE Total:	**32,217.16**
			Fund 002 - GRANT FUND Total:	**34,586.55**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Fund: 014 - WATER UTILITY FUND				
Department: 000 - NON-DEPARTMENTAL				
Vendor: 043380 - ADVANCE LIFE INSURANCE				
ADVANCE LIFE INSURANCE	INV0012746	01/19/2018	CITY OF JC EMPLOYER PD LIFE	44.39
ADVANCE LIFE INSURANCE	INV0012747	01/19/2018	ADVANCE LIFE INSURANCE BE	35.15
			Vendor 043380 - ADVANCE LIFE INSURANCE Total:	**79.54**
Vendor: 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY				
AMERICAN FAMILY LIFE ASSU	INV0012748	01/19/2018	AFLAC	16.46
AMERICAN FAMILY LIFE ASSU	INV0012749	01/19/2018	AFLAC BEFORE TAX	35.06
AMERICAN FAMILY LIFE ASSU	INV0012786	01/19/2018	VSP Vision Insurance Pre-Tax	11.76
			Vendor 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY Total:	**63.28**
Vendor: 007921 - BLUE CROSS BLUE SHIELD OF KS INC				
BLUE CROSS BLUE SHIELD OF	INV0012750	01/19/2018	BLUE CROSS BLUE SHIELD	112.69
BLUE CROSS BLUE SHIELD OF	INV0012752	01/19/2018	BLUE CROSS BLUE SHIELD	92.80
BLUE CROSS BLUE SHIELD OF	INV0012754	01/19/2018	BLUE CROSS BLUE SHIELD	32.30
BLUE CROSS BLUE SHIELD OF	INV0012755	01/19/2018	BLUE CROSS BLUE SHIELD	123.83
BLUE CROSS BLUE SHIELD OF	INV0012756	01/19/2018	BLUE CROSS BLUE SHIELD	183.57
BLUE CROSS BLUE SHIELD OF	INV0012757	01/19/2018	BLUE CROSS BLUE SHIELD	47.59
BLUE CROSS BLUE SHIELD OF	INV0012758	01/19/2018	BLUE CROSS BLUE SHIELD	158.23
BLUE CROSS BLUE SHIELD OF	INV0012759	01/19/2018	BLUE CROSS BLUE SHIELD	167.68
BLUE CROSS BLUE SHIELD OF	INV0012761	01/19/2018	BLUE CROSS BLUE SHIELD	177.54
BLUE CROSS BLUE SHIELD OF	INV0012762	01/19/2018	BLUE CROSS BLUE SHIELD	247.61
BLUE CROSS BLUE SHIELD OF	INV0012764	01/19/2018	BLUE CROSS BLUE SHIELD	73.71
BLUE CROSS BLUE SHIELD OF	INV0012765	01/19/2018	BLUE CROSS BLUE SHIELD	44.27
			Vendor 007921 - BLUE CROSS BLUE SHIELD OF KS INC Total:	**1,461.82**
Vendor: 044005 - CITY OF JC FLEX SPENDING ACCT 1074334				
CITY OF JC FLEX SPENDING AC	INV0012781	01/19/2018	FLEX SPENDING-1074334	165.50
			Vendor 044005 - CITY OF JC FLEX SPENDING ACCT 1074334 Total:	**165.50**
Vendor: 012130 - CITY OF JUNCTION CITY				
CITY OF JUNCTION CITY	INV0012771	01/19/2018	CITY OF JUNCTION CITY (G-FE	2.51
CITY OF JUNCTION CITY	INV0012784	01/19/2018	TELEPHONE REIMBURSEMEN	24.20
			Vendor 012130 - CITY OF JUNCTION CITY Total:	**26.71**
Vendor: 050188 - FLEXIBLE SPENDING ACCOUNT #1074334				
FLEXIBLE SPENDING ACCOUN	INV0012767	01/19/2018	DEPENDENT CARE ACCT 1074	41.67
			Vendor 050188 - FLEXIBLE SPENDING ACCOUNT #1074334 Total:	**41.67**
Vendor: 01944 - GREAT WEST FINANCIAL				
GREAT WEST FINANCIAL	INV0012779	01/19/2018	GREAT WEST FINANCIAL	204.13
			Vendor 01944 - GREAT WEST FINANCIAL Total:	**204.13**
Vendor: 001010 - INTERNAL REVENUE SERVICE				
INTERNAL REVENUE SERVICE	INV0012788	01/19/2018	SOCIAL SECURITY WITHHOLDI	1,915.52
INTERNAL REVENUE SERVICE	INV0012789	01/19/2018	FEDERAL WITHHOLDING	1,530.70
INTERNAL REVENUE SERVICE	INV0012790	01/19/2018	MEDICARE WITHHOLDING	448.32
			Vendor 001010 - INTERNAL REVENUE SERVICE Total:	**3,894.54**
Vendor: 042540 - KANSAS DEPT OF REVENUE				
KANSAS DEPT OF REVENUE	INV0012787	01/19/2018	STATE WITHHOLDING	592.15
			Vendor 042540 - KANSAS DEPT OF REVENUE Total:	**592.15**
Vendor: 014435 - KANSAS PAYMENT CENTER				
KANSAS PAYMENT CENTER	INV0012774	01/19/2018	GARNISHMENT	60.01
			Vendor 014435 - KANSAS PAYMENT CENTER Total:	**60.01**
Vendor: 043859 - KANSAS PUBLIC EMPLOYEES				
KANSAS PUBLIC EMPLOYEES	INV0012776	01/19/2018	KPERS #1	739.01
KANSAS PUBLIC EMPLOYEES	INV0012777	01/19/2018	KPERS #2	658.70
KANSAS PUBLIC EMPLOYEES	INV0012778	01/19/2018	KPERS #3	965.38
KANSAS PUBLIC EMPLOYEES	INV0012780	01/19/2018	KPERS INSURANCE	163.68
			Vendor 043859 - KANSAS PUBLIC EMPLOYEES Total:	**2,526.77**

Vendor Name	Payable Number	Post Date	Description (Item)	(None)	Amount
Vendor: 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY					
UNITED WAY OF JUNCTION CI	INV0012785	01/19/2018	UNITED WAY		3.01
			Vendor 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY Total:		**3.01**
			Department 000 - NON-DEPARTMENTAL Total:		**9,119.13**
Department: 010 - PARKS DEPARTMENT					
Vendor: 042901 - WATER PROTECTION FEE/CLEAN DRINKING FEE					
WATER PROTECTION FEE/CLE	2017-4TH QTR	01/17/2018	WATER PROTECTION FEE		4,989.29
			Vendor 042901 - WATER PROTECTION FEE/CLEAN DRINKING FEE Total:		**4,989.29**
			Department 010 - PARKS DEPARTMENT Total:		**4,989.29**
Department: 532 - WATER DISTRIBUTION SYSTEM					
Vendor: 01709 - BD4 DISTRIBUTING, INC.					
BD4 DISTRIBUTING, INC.	40171	01/25/2018	ELECTRONIC WIPES		13.44
			Vendor 01709 - BD4 DISTRIBUTING, INC. Total:		**13.44**
Vendor: 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE					
BRIDGESTONE AMERICAS TIR	526-62218	01/17/2018	TIRES 2018		28.98
			Vendor 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE Total:		**28.98**
Vendor: 018500 - DAVE'S ELECTRIC, INC.					
DAVE'S ELECTRIC, INC.	2018036	01/22/2018	PW SHOP LIGHTING & HEATE		150.81
			Vendor 018500 - DAVE'S ELECTRIC, INC. Total:		**150.81**
Vendor: 02569 - ENVIRONMENTAL ENERGY INC					
ENVIRONMENTAL ENERGY IN	76404	01/25/2018	USED OIL RECOVERY		120.65
			Vendor 02569 - ENVIRONMENTAL ENERGY INC Total:		**120.65**
Vendor: 038040 - J & K CONTRACTING L.C.					
J & K CONTRACTING L.C.	11118-1	01/22/2018	16" MAIN REPAIR-RUCKER RD		3,210.00
			Vendor 038040 - J & K CONTRACTING L.C. Total:		**3,210.00**
Vendor: 044640 - KAW VALLEY ENGINEERING, INC					
KAW VALLEY ENGINEERING, I	A43543	01/31/2018	ON CALL ENGINEERING SERVI		645.00
KAW VALLEY ENGINEERING, I	A43545	01/31/2018	HELLAND PARK WATERLINE RE		2,485.70
KAW VALLEY ENGINEERING, I	A43548	01/31/2018	SW WATER LINE LOOPING		7,285.48
			Vendor 044640 - KAW VALLEY ENGINEERING, INC Total:		**10,416.18**
Vendor: 01514 - MIDWEST CONCRETE MATERIALS					
MIDWEST CONCRETE MATERI	411732	01/10/2018	SAND FOR 900 W 6TH-WMB		30.00
			Vendor 01514 - MIDWEST CONCRETE MATERIALS Total:		**30.00**
Vendor: 055080 - MIKE'S FIRE EXT. SALES					
MIKE'S FIRE EXT. SALES	95280	01/12/2018	ANNUAL FIRE EXTING. INSPEC		42.99
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:		**42.99**
Vendor: 01635 - MOTION INDUSTRIES INC					
MOTION INDUSTRIES INC	KS02-195636	01/12/2018	FITTINGS		14.82
			Vendor 01635 - MOTION INDUSTRIES INC Total:		**14.82**
Vendor: 01554 - MSC INDUSTRIAL SUPPLY CO					
MSC INDUSTRIAL SUPPLY CO	1818025001	01/18/2018	FLEET SHOP PIECES		189.18
MSC INDUSTRIAL SUPPLY CO	1818025002	01/22/2018	FLEET SHOP PIECES		26.18
			Vendor 01554 - MSC INDUSTRIAL SUPPLY CO Total:		**215.36**
Vendor: 058200 - NAPA AUTO PARTS OF J.C.					
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	THRD SEAL		2.49
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	GASKETMAKER		3.82
			Vendor 058200 - NAPA AUTO PARTS OF J.C. Total:		**6.31**
Vendor: 02363 - PENN ENTERPRISES					
PENN ENTERPRISES	12-2017	01/15/2018	LAUNDERING OF OFFICE MAT		24.82
			Vendor 02363 - PENN ENTERPRISES Total:		**24.82**
Vendor: 069498 - SALINA SUPPLY COMPANY					
SALINA SUPPLY COMPANY	S100104324.001	01/12/2018	4' BURY HYDRANT		5,984.10
SALINA SUPPLY COMPANY	S100107340.001	01/17/2018	METER LIDS 18X30		219.97
			Vendor 069498 - SALINA SUPPLY COMPANY Total:		**6,204.07**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 01504 - VANDERBILTS				
VANDERBILTS	420853	01/20/2018	CHRIS HAYHURST BOOTS 2018	149.99
VANDERBILTS	420854	01/20/2018	THOMAS PELLETIER BOOTS 20	149.99
			Vendor 01504 - VANDERBILTS Total:	**299.98**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	ROGERS-761-5094	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	HAYHURST-761-5293	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	STREET 5-761-5283	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	UTILITY 5-761-5237	26.23
			Vendor 00970 - VERIZON WIRELESS Total:	**104.86**
			Department 532 - WATER DISTRIBUTION SYSTEM Total:	**20,883.27**
Department: 534 - WATER ADMINISTRATION				
Vendor: 042607 - KDHE-BUREAU OF ENVIRON				
KDHE-BUREAU OF ENVIRON	loan 2084 020118	01/30/2018	LOAN PAYMENT 2084	374.06
KDHE-BUREAU OF ENVIRON	loan 2084 020118	01/30/2018	LOAN PAYMENT 2084	21,713.17
KDHE-BUREAU OF ENVIRON	loan 2084 020118	01/30/2018	LOAN PAYMENT 2084	4,381.76
KDHE-BUREAU OF ENVIRON	LOAN 2494 020118	01/30/2018	LOAN PAYMENT 2494 020118	325.02
KDHE-BUREAU OF ENVIRON	LOAN 2494 020118	01/30/2018	LOAN PAYMENT 2494 020118	5,582.53
KDHE-BUREAU OF ENVIRON	LOAN 2494 020118	01/30/2018	LOAN PAYMENT 2494 020118	3,222.39
KDHE-BUREAU OF ENVIRON	LOAN 2893 020118	01/30/2018	LOAN PAYMENT 2893 DUE 02	2,787.11
KDHE-BUREAU OF ENVIRON	LOAN 2893 020118	01/30/2018	LOAN PAYMENT 2893 DUE 02	393,872.11
KDHE-BUREAU OF ENVIRON	LOAN 2893 020118	01/30/2018	LOAN PAYMENT 2893 DUE 02	14,891.19
			Vendor 042607 - KDHE-BUREAU OF ENVIRON Total:	**447,149.34**
Vendor: 041336 - KEY OFFICE PRODUCTS				
KEY OFFICE PRODUCTS	0BX77A	01/30/2018	2 TONER WATER BILLING PRIN	673.98
			Vendor 041336 - KEY OFFICE PRODUCTS Total:	**673.98**
Vendor: 044200 - KSGFOA				
KSGFOA	2018 DUES SCHNURR	01/30/2018	2018 DUES JOLEEN SCHNURR	50.00
			Vendor 044200 - KSGFOA Total:	**50.00**
Vendor: 041100 - SECURITY SOLUTIONS INC				
SECURITY SOLUTIONS INC	92100	01/16/2018	ALARM CITY CLERK OFC.(CS d	18.00
			Vendor 041100 - SECURITY SOLUTIONS INC Total:	**18.00**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	WATER-JAN 2018	01/17/2018	209-1393=METER READER	32.53
VERIZON WIRELESS	WATER-JAN 2018	01/17/2018	223-1358=CITY TREASURER	62.26
VERIZON WIRELESS	WATER-JAN 2018	01/17/2018	223-2321-Meter Reader 3	32.53
VERIZON WIRELESS	WATER-JAN 2018	01/17/2018	210-9199=METER READER	32.53
VERIZON WIRELESS	WATER-JAN 2018	01/17/2018	307-8254=IPAD, Meter Reade	40.01
VERIZON WIRELESS	WATER-JAN 2018	01/17/2018	307-8209=IPAD, Meter Reade	40.01
			Vendor 00970 - VERIZON WIRELESS Total:	**239.87**
Vendor: 042901 - WATER PROTECTION FEE/CLEAN DRINKING FEE				
WATER PROTECTION FEE/CLE	2017-4TH QTR	01/17/2018	CLEAN DRINK FEE/SALES USE	4,677.46
			Vendor 042901 - WATER PROTECTION FEE/CLEAN DRINKING FEE Total:	**4,677.46**
			Department 534 - WATER ADMINISTRATION Total:	**452,808.65**
			Fund 014 - WATER UTILITY FUND Total:	**487,800.34**
Fund: 015 - WASTEWATER UTILITY FUND				
Department: 000 - NON-DEPARTMENTAL				
Vendor: 043380 - ADVANCE LIFE INSURANCE				
ADVANCE LIFE INSURANCE	INV0012746	01/19/2018	CITY OF JC EMPLOYER PD LIFE	41.33
ADVANCE LIFE INSURANCE	INV0012747	01/19/2018	ADVANCE LIFE INSURANCE BE	34.69
			Vendor 043380 - ADVANCE LIFE INSURANCE Total:	**76.02**
Vendor: 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY				
AMERICAN FAMILY LIFE ASSU	INV0012748	01/19/2018	AFLAC	16.36
AMERICAN FAMILY LIFE ASSU	INV0012749	01/19/2018	AFLAC BEFORE TAX	33.74
AMERICAN FAMILY LIFE ASSU	INV0012786	01/19/2018	VSP Vision Insurance Pre-Tax	12.14
			Vendor 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY Total:	**62.24**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 007921 - BLUE CROSS BLUE SHIELD OF KS INC				
BLUE CROSS BLUE SHIELD OF	INV0012750	01/19/2018	BLUE CROSS BLUE SHIELD	112.69
BLUE CROSS BLUE SHIELD OF	INV0012752	01/19/2018	BLUE CROSS BLUE SHIELD	92.80
BLUE CROSS BLUE SHIELD OF	INV0012754	01/19/2018	BLUE CROSS BLUE SHIELD	32.30
BLUE CROSS BLUE SHIELD OF	INV0012755	01/19/2018	BLUE CROSS BLUE SHIELD	123.83
BLUE CROSS BLUE SHIELD OF	INV0012756	01/19/2018	BLUE CROSS BLUE SHIELD	183.57
BLUE CROSS BLUE SHIELD OF	INV0012757	01/19/2018	BLUE CROSS BLUE SHIELD	50.83
BLUE CROSS BLUE SHIELD OF	INV0012758	01/19/2018	BLUE CROSS BLUE SHIELD	158.22
BLUE CROSS BLUE SHIELD OF	INV0012759	01/19/2018	BLUE CROSS BLUE SHIELD	179.34
BLUE CROSS BLUE SHIELD OF	INV0012761	01/19/2018	BLUE CROSS BLUE SHIELD	177.47
BLUE CROSS BLUE SHIELD OF	INV0012762	01/19/2018	BLUE CROSS BLUE SHIELD	247.61
BLUE CROSS BLUE SHIELD OF	INV0012764	01/19/2018	BLUE CROSS BLUE SHIELD	50.59
BLUE CROSS BLUE SHIELD OF	INV0012765	01/19/2018	BLUE CROSS BLUE SHIELD	44.96
			Vendor 007921 - BLUE CROSS BLUE SHIELD OF KS INC Total:	**1,454.21**
Vendor: 044005 - CITY OF JC FLEX SPENDING ACCT 1074334				
CITY OF JC FLEX SPENDING AC	INV0012781	01/19/2018	FLEX SPENDING-1074334	162.84
			Vendor 044005 - CITY OF JC FLEX SPENDING ACCT 1074334 Total:	**162.84**
Vendor: 012130 - CITY OF JUNCTION CITY				
CITY OF JUNCTION CITY	INV0012771	01/19/2018	CITY OF JUNCTION CITY (G-FE	2.49
CITY OF JUNCTION CITY	INV0012784	01/19/2018	TELEPHONE REIMBURSEMEN	23.54
			Vendor 012130 - CITY OF JUNCTION CITY Total:	**26.03**
Vendor: 050188 - FLEXIBLE SPENDING ACCOUNT #1074334				
FLEXIBLE SPENDING ACCOUN	INV0012767	01/19/2018	DEPENDENT CARE ACCT 1074	41.67
			Vendor 050188 - FLEXIBLE SPENDING ACCOUNT #1074334 Total:	**41.67**
Vendor: 01944 - GREAT WEST FINANCIAL				
GREAT WEST FINANCIAL	INV0012779	01/19/2018	GREAT WEST FINANCIAL	208.91
			Vendor 01944 - GREAT WEST FINANCIAL Total:	**208.91**
Vendor: 001010 - INTERNAL REVENUE SERVICE				
INTERNAL REVENUE SERVICE	INV0012788	01/19/2018	SOCIAL SECURITY WITHHOLDI	1,793.38
INTERNAL REVENUE SERVICE	INV0012789	01/19/2018	FEDERAL WITHHOLDING	1,418.49
INTERNAL REVENUE SERVICE	INV0012790	01/19/2018	MEDICARE WITHHOLDING	419.30
			Vendor 001010 - INTERNAL REVENUE SERVICE Total:	**3,631.17**
Vendor: 042540 - KANSAS DEPT OF REVENUE				
KANSAS DEPT OF REVENUE	INV0012787	01/19/2018	STATE WITHHOLDING	559.40
			Vendor 042540 - KANSAS DEPT OF REVENUE Total:	**559.40**
Vendor: 014435 - KANSAS PAYMENT CENTER				
KANSAS PAYMENT CENTER	INV0012774	01/19/2018	GARNISHMENT	59.99
			Vendor 014435 - KANSAS PAYMENT CENTER Total:	**59.99**
Vendor: 043859 - KANSAS PUBLIC EMPLOYEES				
KANSAS PUBLIC EMPLOYEES	INV0012776	01/19/2018	KPERS #1	757.05
KANSAS PUBLIC EMPLOYEES	INV0012777	01/19/2018	KPERS #2	643.26
KANSAS PUBLIC EMPLOYEES	INV0012778	01/19/2018	KPERS #3	819.99
KANSAS PUBLIC EMPLOYEES	INV0012780	01/19/2018	KPERS INSURANCE	153.61
			Vendor 043859 - KANSAS PUBLIC EMPLOYEES Total:	**2,373.91**
Vendor: 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY				
UNITED WAY OF JUNCTION CI	INV0012785	01/19/2018	UNITED WAY	3.01
			Vendor 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY Total:	**3.01**
			Department 000 - NON-DEPARTMENTAL Total:	**8,659.40**
Department: 540 - WASTEWATER DISTRIBUTION SYSTEM				
Vendor: 01709 - BD4 DISTRIBUTING, INC.				
BD4 DISTRIBUTING, INC.	40171	01/25/2018	ELECTRONIC WIPES	13.44
			Vendor 01709 - BD4 DISTRIBUTING, INC. Total:	**13.44**
Vendor: 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE				
BRIDGESTONE AMERICAS TIR	526-62218	01/17/2018	TIRES 2018	28.98
			Vendor 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE Total:	**28.98**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 018500 - DAVE'S ELECTRIC, INC.				
DAVE'S ELECTRIC, INC.	2017596	01/10/2018	REGENCY LIFT STATION WORK	1,257.46
DAVE'S ELECTRIC, INC.	2018033	01/22/2018	REGENCY LIFT STATION REWIR	145.96
DAVE'S ELECTRIC, INC.	2018036	01/22/2018	PW SHOP LIGHTING & HEATE	150.81
			Vendor 018500 - DAVE'S ELECTRIC, INC. Total:	**1,554.23**
Vendor: 02569 - ENVIRONMENTAL ENERGY INC				
ENVIRONMENTAL ENERGY IN	76404	01/25/2018	USED OIL RECOVERY	120.65
			Vendor 02569 - ENVIRONMENTAL ENERGY INC Total:	**120.65**
Vendor: 01640 - INTOUCH				
INTOUCH	303311	01/11/2018	2018 ANNUAL SERVICE FOR G	200.00
			Vendor 01640 - INTOUCH Total:	**200.00**
Vendor: 044640 - KAW VALLEY ENGINEERING, INC				
KAW VALLEY ENGINEERING, I	A43543	01/31/2018	ON CALL ENGINEERING SERVI	290.00
			Vendor 044640 - KAW VALLEY ENGINEERING, INC Total:	**290.00**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95280	01/12/2018	ANNUAL FIRE EXTING. INSPEC	42.99
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**42.99**
Vendor: 01635 - MOTION INDUSTRIES INC				
MOTION INDUSTRIES INC	KS02-195636	01/12/2018	FITTINGS	14.81
			Vendor 01635 - MOTION INDUSTRIES INC Total:	**14.81**
Vendor: 01554 - MSC INDUSTRIAL SUPPLY CO				
MSC INDUSTRIAL SUPPLY CO	1818025001	01/18/2018	FLEET SHOP PIECES	189.18
MSC INDUSTRIAL SUPPLY CO	1818025002	01/22/2018	FLEET SHOP PIECES	26.18
			Vendor 01554 - MSC INDUSTRIAL SUPPLY CO Total:	**215.36**
Vendor: 01810 - MUNICIPAL SUPPLY, INC. OF NEBRASKA				
MUNICIPAL SUPPLY, INC. OF N	0682490-IN	01/22/2018	RINGS & LIDS	2,150.00
MUNICIPAL SUPPLY, INC. OF N	0682903-IN	01/19/2018	RING & LIDS - 300#	2,500.00
			Vendor 01810 - MUNICIPAL SUPPLY, INC. OF NEBRASKA Total:	**4,650.00**
Vendor: 058200 - NAPA AUTO PARTS OF J.C.				
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	GASKETMAKER	3.82
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	THRD SEAL	2.50
			Vendor 058200 - NAPA AUTO PARTS OF J.C. Total:	**6.32**
Vendor: 02363 - PENN ENTERPRISES				
PENN ENTERPRISES	12-2017	01/15/2018	LAUNDERING OF OFFICE MAT	24.82
			Vendor 02363 - PENN ENTERPRISES Total:	**24.82**
Vendor: 02338 - U.S. BANCORP GOVERNMENT LEASING AND FINANCE INC.				
U.S. BANCORP GOVERNMENT	347887432	01/31/2018	LEASE DUMP TRUCK AND TRA	788.18
U.S. BANCORP GOVERNMENT	347887432	01/31/2018	LEASE DUMP TRUCK AND TRA	8,672.43
			Vendor 02338 - U.S. BANCORP GOVERNMENT LEASING AND FINANCE INC. Total:	**9,460.61**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	MARSTON-761-5354	26.43
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	SANITATION 3-761-5373	26.21
			Vendor 00970 - VERIZON WIRELESS Total:	**52.64**
			Department 540 - WASTEWATER DISTRIBUTION SYSTEM Total:	**16,674.85**
			Fund 015 - WASTEWATER UTILITY FUND Total:	**25,334.25**
Fund: 018 - STORM WATER UTILITY FUND				
Department: 000 - NON-DEPARTMENTAL				
Vendor: 043380 - ADVANCE LIFE INSURANCE				
ADVANCE LIFE INSURANCE	INV0012746	01/19/2018	CITY OF JC EMPLOYER PD LIFE	6.47
ADVANCE LIFE INSURANCE	INV0012747	01/19/2018	ADVANCE LIFE INSURANCE BE	10.93
			Vendor 043380 - ADVANCE LIFE INSURANCE Total:	**17.40**
Vendor: 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY				
AMERICAN FAMILY LIFE ASSU	INV0012748	01/19/2018	AFLAC	8.05
AMERICAN FAMILY LIFE ASSU	INV0012749	01/19/2018	AFLAC BEFORE TAX	13.09

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
AMERICAN FAMILY LIFE ASSU	INV0012786	01/19/2018	VSP Vision Insurance Pre-Tax	1.48
			Vendor 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY Total:	**22.62**
Vendor: 007921 - BLUE CROSS BLUE SHIELD OF KS INC				
BLUE CROSS BLUE SHIELD OF	INV0012750	01/19/2018	BLUE CROSS BLUE SHIELD	22.53
BLUE CROSS BLUE SHIELD OF	INV0012752	01/19/2018	BLUE CROSS BLUE SHIELD	92.81
BLUE CROSS BLUE SHIELD OF	INV0012754	01/19/2018	BLUE CROSS BLUE SHIELD	13.23
BLUE CROSS BLUE SHIELD OF	INV0012755	01/19/2018	BLUE CROSS BLUE SHIELD	49.54
BLUE CROSS BLUE SHIELD OF	INV0012756	01/19/2018	BLUE CROSS BLUE SHIELD	81.57
BLUE CROSS BLUE SHIELD OF	INV0012757	01/19/2018	BLUE CROSS BLUE SHIELD	12.85
BLUE CROSS BLUE SHIELD OF	INV0012758	01/19/2018	BLUE CROSS BLUE SHIELD	23.27
BLUE CROSS BLUE SHIELD OF	INV0012759	01/19/2018	BLUE CROSS BLUE SHIELD	34.70
BLUE CROSS BLUE SHIELD OF	INV0012762	01/19/2018	BLUE CROSS BLUE SHIELD	35.35
BLUE CROSS BLUE SHIELD OF	INV0012764	01/19/2018	BLUE CROSS BLUE SHIELD	2.30
BLUE CROSS BLUE SHIELD OF	INV0012765	01/19/2018	BLUE CROSS BLUE SHIELD	0.76
			Vendor 007921 - BLUE CROSS BLUE SHIELD OF KS INC Total:	**368.91**
Vendor: 044005 - CITY OF JC FLEX SPENDING ACCT 1074334				
CITY OF JC FLEX SPENDING AC	INV0012781	01/19/2018	FLEX SPENDING-1074334	41.37
			Vendor 044005 - CITY OF JC FLEX SPENDING ACCT 1074334 Total:	**41.37**
Vendor: 012130 - CITY OF JUNCTION CITY				
CITY OF JUNCTION CITY	INV0012784	01/19/2018	TELEPHONE REIMBURSEMEN	6.63
			Vendor 012130 - CITY OF JUNCTION CITY Total:	**6.63**
Vendor: 050188 - FLEXIBLE SPENDING ACCOUNT #1074334				
FLEXIBLE SPENDING ACCOUN	INV0012767	01/19/2018	DEPENDENT CARE ACCT 1074	20.83
			Vendor 050188 - FLEXIBLE SPENDING ACCOUNT #1074334 Total:	**20.83**
Vendor: 01944 - GREAT WEST FINANCIAL				
GREAT WEST FINANCIAL	INV0012779	01/19/2018	GREAT WEST FINANCIAL	72.14
			Vendor 01944 - GREAT WEST FINANCIAL Total:	**72.14**
Vendor: 001010 - INTERNAL REVENUE SERVICE				
INTERNAL REVENUE SERVICE	INV0012788	01/19/2018	SOCIAL SECURITY WITHHOLDI	303.32
INTERNAL REVENUE SERVICE	INV0012789	01/19/2018	FEDERAL WITHHOLDING	216.28
INTERNAL REVENUE SERVICE	INV0012790	01/19/2018	MEDICARE WITHHOLDING	70.94
			Vendor 001010 - INTERNAL REVENUE SERVICE Total:	**590.54**
Vendor: 042540 - KANSAS DEPT OF REVENUE				
KANSAS DEPT OF REVENUE	INV0012787	01/19/2018	STATE WITHHOLDING	93.12
			Vendor 042540 - KANSAS DEPT OF REVENUE Total:	**93.12**
Vendor: 043859 - KANSAS PUBLIC EMPLOYEES				
KANSAS PUBLIC EMPLOYEES	INV0012776	01/19/2018	KPERS #1	194.70
KANSAS PUBLIC EMPLOYEES	INV0012777	01/19/2018	KPERS #2	143.12
KANSAS PUBLIC EMPLOYEES	INV0012778	01/19/2018	KPERS #3	54.45
KANSAS PUBLIC EMPLOYEES	INV0012780	01/19/2018	KPERS INSURANCE	27.15
			Vendor 043859 - KANSAS PUBLIC EMPLOYEES Total:	**419.42**
Vendor: 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY				
UNITED WAY OF JUNCTION CI	INV0012785	01/19/2018	UNITED WAY	1.50
			Vendor 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY Total:	**1.50**
			Department 000 - NON-DEPARTMENTAL Total:	**1,654.48**
Department: 619 - STORM WATER DISTRIBUTION				
Vendor: 044640 - KAW VALLEY ENGINEERING, INC				
KAW VALLEY ENGINEERING, I	A43544	01/31/2018	PRICES RAVINE DETENTION P	6,829.64
			Vendor 044640 - KAW VALLEY ENGINEERING, INC Total:	**6,829.64**
Vendor: 02566 - PENNY'S CONCRETE INC.				
PENNY'S CONCRETE INC.	587865	01/10/2018	3000 INDUSTRIAL STRM DRN	168.50
			Vendor 02566 - PENNY'S CONCRETE INC. Total:	**168.50**

Vendor Name	Payable Number	Post Date	Description (Item)	(None)	Amount
Vendor: 069498 - SALINA SUPPLY COMPANY					
SALINA SUPPLY COMPANY	S100106870.001	01/23/2018	COUPLINGS		1,169.38
			Vendor 069498 - SALINA SUPPLY COMPANY Total:		**1,169.38**
			Department 619 - STORM WATER DISTRIBUTION Total:		**8,167.52**
			Fund 018 - STORM WATER UTILITY FUND Total:		**9,822.00**
Fund: 019 - ECONOMIC DEVELOPMENT FUND					
Department: 120 - ECONOMIC DEVELOPMENT					
Vendor: 01223 - EMPRISE BANK					
EMPRISE BANK	IRB-PMT 2031 SVR-FEB 2018	01/30/2018	IRB-PMT 2031 SPR VLY RD-FE		19,163.19
EMPRISE BANK	IRB-PMT 2031 SVR-FEB 2018	01/30/2018	IRB-PMT 2031 SPR VLY RD-FE		11,860.77
			Vendor 01223 - EMPRISE BANK Total:		**31,023.96**
			Department 120 - ECONOMIC DEVELOPMENT Total:		**31,023.96**
			Fund 019 - ECONOMIC DEVELOPMENT FUND Total:		**31,023.96**
Fund: 020 - BRAMLAGE PUBLIC LIBRARY FUND					
Department: 130 - LIBRARY					
Vendor: 020580 - DOROTHY BRAMLAGE LIBRARY					
DOROTHY BRAMLAGE LIBRAR	JAN 2018 DISTRIBUTION	01/30/2018	JANUARY 2018 TAX DISTRIBUT		401,907.22
			Vendor 020580 - DOROTHY BRAMLAGE LIBRARY Total:		**401,907.22**
			Department 130 - LIBRARY Total:		**401,907.22**
			Fund 020 - BRAMLAGE PUBLIC LIBRARY FUND Total:		**401,907.22**
Fund: 022 - SPECIAL HIGHWAY FUND					
Department: 043 - 043					
Vendor: 02567 - FLINT HILLS METROPOLITAN PLANNING ORGANIZATION					
FLINT HILLS METROPOLITAN P	2018 match inv#1	01/22/2018	2018 LOCAL MATCH INVOICE		6,154.46
			Vendor 02567 - FLINT HILLS METROPOLITAN PLANNING ORGANIZATION Total:		**6,154.46**
			Department 043 - 043 Total:		**6,154.46**
			Fund 022 - SPECIAL HIGHWAY FUND Total:		**6,154.46**
Fund: 023 - SOLID WASTE UTILITY FUND					
Department: 000 - NON-DEPARTMENTAL					
Vendor: 043380 - ADVANCE LIFE INSURANCE					
ADVANCE LIFE INSURANCE	INV0012746	01/19/2018	CITY OF JC EMPLOYER PD LIFE		38.82
ADVANCE LIFE INSURANCE	INV0012747	01/19/2018	ADVANCE LIFE INSURANCE BE		63.00
			Vendor 043380 - ADVANCE LIFE INSURANCE Total:		**101.82**
Vendor: 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY					
AMERICAN FAMILY LIFE ASSU	INV0012748	01/19/2018	AFLAC		9.10
AMERICAN FAMILY LIFE ASSU	INV0012749	01/19/2018	AFLAC BEFORE TAX		48.57
AMERICAN FAMILY LIFE ASSU	INV0012786	01/19/2018	VSP Vision Insurance Pre-Tax		28.18
			Vendor 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY Total:		**85.85**
Vendor: 007921 - BLUE CROSS BLUE SHIELD OF KS INC					
BLUE CROSS BLUE SHIELD OF	INV0012750	01/19/2018	BLUE CROSS BLUE SHIELD		22.55
BLUE CROSS BLUE SHIELD OF	INV0012754	01/19/2018	BLUE CROSS BLUE SHIELD		5.87
BLUE CROSS BLUE SHIELD OF	INV0012755	01/19/2018	BLUE CROSS BLUE SHIELD		49.54
BLUE CROSS BLUE SHIELD OF	INV0012756	01/19/2018	BLUE CROSS BLUE SHIELD		101.93
BLUE CROSS BLUE SHIELD OF	INV0012757	01/19/2018	BLUE CROSS BLUE SHIELD		17.65
BLUE CROSS BLUE SHIELD OF	INV0012758	01/19/2018	BLUE CROSS BLUE SHIELD		721.38
BLUE CROSS BLUE SHIELD OF	INV0012759	01/19/2018	BLUE CROSS BLUE SHIELD		346.89
BLUE CROSS BLUE SHIELD OF	INV0012762	01/19/2018	BLUE CROSS BLUE SHIELD		70.78
BLUE CROSS BLUE SHIELD OF	INV0012764	01/19/2018	BLUE CROSS BLUE SHIELD		50.65
BLUE CROSS BLUE SHIELD OF	INV0012765	01/19/2018	BLUE CROSS BLUE SHIELD		79.93
			Vendor 007921 - BLUE CROSS BLUE SHIELD OF KS INC Total:		**1,467.17**
Vendor: 044005 - CITY OF JC FLEX SPENDING ACCT 1074334					
CITY OF JC FLEX SPENDING AC	INV0012781	01/19/2018	FLEX SPENDING-1074334		64.80
			Vendor 044005 - CITY OF JC FLEX SPENDING ACCT 1074334 Total:		**64.80**

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
Vendor: 012130 - CITY OF JUNCTION CITY				
CITY OF JUNCTION CITY	INV0012784	01/19/2018	TELEPHONE REIMBURSEMEN	10.53
			Vendor 012130 - CITY OF JUNCTION CITY Total:	**10.53**
Vendor: 050188 - FLEXIBLE SPENDING ACCOUNT #1074334				
FLEXIBLE SPENDING ACCOUN	INV0012767	01/19/2018	DEPENDENT CARE ACCT 1074	31.24
			Vendor 050188 - FLEXIBLE SPENDING ACCOUNT #1074334 Total:	**31.24**
Vendor: 01944 - GREAT WEST FINANCIAL				
GREAT WEST FINANCIAL	INV0012779	01/19/2018	GREAT WEST FINANCIAL	118.81
			Vendor 01944 - GREAT WEST FINANCIAL Total:	**118.81**
Vendor: 001010 - INTERNAL REVENUE SERVICE				
INTERNAL REVENUE SERVICE	INV0012788	01/19/2018	SOCIAL SECURITY WITHHOLDI	1,532.60
INTERNAL REVENUE SERVICE	INV0012789	01/19/2018	FEDERAL WITHHOLDING	1,284.98
INTERNAL REVENUE SERVICE	INV0012790	01/19/2018	MEDICARE WITHHOLDING	358.20
			Vendor 001010 - INTERNAL REVENUE SERVICE Total:	**3,175.78**
Vendor: 042540 - KANSAS DEPT OF REVENUE				
KANSAS DEPT OF REVENUE	INV0012787	01/19/2018	STATE WITHHOLDING	429.36
			Vendor 042540 - KANSAS DEPT OF REVENUE Total:	**429.36**
Vendor: 043859 - KANSAS PUBLIC EMPLOYEES				
KANSAS PUBLIC EMPLOYEES	INV0012776	01/19/2018	KPERS #1	230.27
KANSAS PUBLIC EMPLOYEES	INV0012777	01/19/2018	KPERS #2	1,474.98
KANSAS PUBLIC EMPLOYEES	INV0012778	01/19/2018	KPERS #3	160.95
KANSAS PUBLIC EMPLOYEES	INV0012780	01/19/2018	KPERS INSURANCE	129.72
			Vendor 043859 - KANSAS PUBLIC EMPLOYEES Total:	**1,995.92**
Vendor: 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY				
UNITED WAY OF JUNCTION CI	INV0012785	01/19/2018	UNITED WAY	1.97
			Vendor 079629 - UNITED WAY OF JUNCTION CITY-GEARY COUNTY Total:	**1.97**
			Department 000 - NON-DEPARTMENTAL Total:	**7,483.25**
Department: 644 - SOLID WASTE OPERATIONS				
Vendor: 01709 - BD4 DISTRIBUTING, INC.				
BD4 DISTRIBUTING, INC.	40171	01/25/2018	ELECTRONIC WIPES	8.06
			Vendor 01709 - BD4 DISTRIBUTING, INC. Total:	**8.06**
Vendor: 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE				
BRIDGESTONE AMERICAS TIR	526-62218	01/17/2018	TIRES 2018	17.38
			Vendor 02195 - BRIDGESTONE AMERICAS TIRE OPERATION GCR TIRES & SERVICE Total:	**17.38**
Vendor: 015555 - CENTRAL POWER SYSTEMS & SERVICES				
CENTRAL POWER SYSTEMS &	05 054687	01/16/2018	STARTER FOR #588	219.52
CENTRAL POWER SYSTEMS &	05 054688	01/16/2018	CART TIPPERS	6,239.30
			Vendor 015555 - CENTRAL POWER SYSTEMS & SERVICES Total:	**6,458.82**
Vendor: 018500 - DAVE'S ELECTRIC, INC.				
DAVE'S ELECTRIC, INC.	2018036	01/22/2018	PW SHOP LIGHTING & HEATE	90.49
			Vendor 018500 - DAVE'S ELECTRIC, INC. Total:	**90.49**
Vendor: 02569 - ENVIRONMENTAL ENERGY INC				
ENVIRONMENTAL ENERGY IN	76404	01/25/2018	USED OIL RECOVERY	120.65
			Vendor 02569 - ENVIRONMENTAL ENERGY INC Total:	**120.65**
Vendor: 01640 - INTOUCH				
INTOUCH	303311	01/11/2018	2018 ANNUAL SERVICE FOR G	800.00
			Vendor 01640 - INTOUCH Total:	**800.00**
Vendor: 055080 - MIKE'S FIRE EXT. SALES				
MIKE'S FIRE EXT. SALES	95280	01/12/2018	ANNUAL FIRE EXTING. INSPEC	25.79
			Vendor 055080 - MIKE'S FIRE EXT. SALES Total:	**25.79**
Vendor: 01635 - MOTION INDUSTRIES INC				
MOTION INDUSTRIES INC	KS02-195636	01/12/2018	FITTINGS	5.92
			Vendor 01635 - MOTION INDUSTRIES INC Total:	**5.92**
Vendor: 01554 - MSC INDUSTRIAL SUPPLY CO				
MSC INDUSTRIAL SUPPLY CO	1818025001	01/18/2018	FLEET SHOP PIECES	75.68

Vendor Name	Payable Number	Post Date	Description (Item) (None)	Amount
MSC INDUSTRIAL SUPPLY CO	1818025002	01/22/2018	FLEET SHOP PIECES	10.46
			Vendor 01554 - MSC INDUSTRIAL SUPPLY CO Total:	**86.14**
Vendor: 058200 - NAPA AUTO PARTS OF J.C.				
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	GASKETMAKER	3.06
NAPA AUTO PARTS OF J.C.	381553	01/22/2018	THRD SEAL	2.00
			Vendor 058200 - NAPA AUTO PARTS OF J.C. Total:	**5.06**
Vendor: 02363 - PENN ENTERPRISES				
PENN ENTERPRISES	12-2017	01/15/2018	LAUNDERING OF OFFICE MAT	14.89
			Vendor 02363 - PENN ENTERPRISES Total:	**14.89**
Vendor: 01850 - TLC MOBILE SERVICES				
TLC MOBILE SERVICES	12329	01/18/2018	#584 TOW	500.00
			Vendor 01850 - TLC MOBILE SERVICES Total:	**500.00**
Vendor: 00970 - VERIZON WIRELESS				
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	STREET 7-761-5310	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	UTILITY 2-223-1337	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	MERRIT-223-2022	26.46
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	DOWNS-307-6183	32.53
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	SANITATION 1-223-1758	26.21
VERIZON WIRELESS	PW-JAN 2018	01/17/2018	TODD BARRIGER-223-1759	26.21
			Vendor 00970 - VERIZON WIRELESS Total:	**163.83**
			Department 644 - SOLID WASTE OPERATIONS Total:	**8,297.03**
			Fund 023 - SOLID WASTE UTILITY FUND Total:	**15,780.28**
Fund: 035 - EMPLOYEE BENEFITS FUND				
Department: 140 - EMPLOYEE BENEFITS				
Vendor: 02156 - FREEDOM CLAIMS MGT. INC PREMIUM ACCT				
FREEDOM CLAIMS MGT. INC P	152JANJC2018	01/30/2018	JAN 2018 JC EMPLOYEES HEAL	2,783.00
FREEDOM CLAIMS MGT. INC P	152JANL2018	01/30/2018	JANUARY 2018 LIBRARY HEAL	230.00
FREEDOM CLAIMS MGT. INC P	152JANR2018	01/30/2018	JANUARY 2018	161.00
FREEDOM CLAIMS MGT. INC P	AULD COBRA	01/30/2018	REIMBURSE AULD COBRA	-92.00
FREEDOM CLAIMS MGT. INC P	DEC 2017 % OF SAVINGS	01/30/2018	FCMI DEC 2017 % OF SAVINGS	136.93
			Vendor 02156 - FREEDOM CLAIMS MGT. INC PREMIUM ACCT Total:	**3,218.93**
Vendor: 02155 - FREEDOM CLAIMS MGT.INC CLAIMS ACCOUNT				
FREEDOM CLAIMS MGT.INC C	911152-011218	01/17/2018	CLAIMS WEEK OF 011218	1,163.15
FREEDOM CLAIMS MGT.INC C	911152-011918	01/22/2018	FCMI CLAIMS WEEK OF 01191	1,649.04
FREEDOM CLAIMS MGT.INC C	911152-012618	01/30/2018	CLAIMS WEEK OF 012618	1,835.34
			Vendor 02155 - FREEDOM CLAIMS MGT.INC CLAIMS ACCOUNT Total:	**4,647.53**
			Department 140 - EMPLOYEE BENEFITS Total:	**7,866.46**
			Fund 035 - EMPLOYEE BENEFITS FUND Total:	**7,866.46**
Fund: 047 - DRUG & ALCOHOL ABUSE FUND				
Department: 000 - NON-DEPARTMENTAL				
Vendor: 043380 - ADVANCE LIFE INSURANCE				
ADVANCE LIFE INSURANCE	INV0012746	01/19/2018	CITY OF JC EMPLOYER PD LIFE	5.85
			Vendor 043380 - ADVANCE LIFE INSURANCE Total:	**5.85**
Vendor: 007921 - BLUE CROSS BLUE SHIELD OF KS INC				
BLUE CROSS BLUE SHIELD OF	INV0012764	01/19/2018	BLUE CROSS BLUE SHIELD	46.04
			Vendor 007921 - BLUE CROSS BLUE SHIELD OF KS INC Total:	**46.04**
Vendor: 044005 - CITY OF JC FLEX SPENDING ACCT 1074334				
CITY OF JC FLEX SPENDING AC	INV0012781	01/19/2018	FLEX SPENDING-1074334	62.50
			Vendor 044005 - CITY OF JC FLEX SPENDING ACCT 1074334 Total:	**62.50**
Vendor: 001010 - INTERNAL REVENUE SERVICE				
INTERNAL REVENUE SERVICE	INV0012789	01/19/2018	FEDERAL WITHHOLDING	194.88
INTERNAL REVENUE SERVICE	INV0012790	01/19/2018	MEDICARE WITHHOLDING	58.62
			Vendor 001010 - INTERNAL REVENUE SERVICE Total:	**253.50**

Vendor Name	Payable Number	Post Date	Description (Item)	(None)	Amount
Vendor: 039125 - JCPOA					
JCPOA	INV0012783	01/19/2018	JCPOA		20.00
				Vendor 039125 - JCPOA Total:	**20.00**
Vendor: 042540 - KANSAS DEPT OF REVENUE					
KANSAS DEPT OF REVENUE	INV0012787	01/19/2018	STATE WITHHOLDING		66.15
				Vendor 042540 - KANSAS DEPT OF REVENUE Total:	**66.15**
Vendor: 043859 - KANSAS PUBLIC EMPLOYEES					
KANSAS PUBLIC EMPLOYEES	INV0012775	01/19/2018	KP&F		571.61
				Vendor 043859 - KANSAS PUBLIC EMPLOYEES Total:	**571.61**
				Department 000 - NON-DEPARTMENTAL Total:	**1,025.65**
				Fund 047 - DRUG & ALCOHOL ABUSE FUND Total:	**1,025.65**
Fund: 050 - SPECIAL LAW ENFORCEMENT TRUST FUND					
Department: 000 - NON-DEPARTMENTAL					
Vendor: 043380 - ADVANCE LIFE INSURANCE					
ADVANCE LIFE INSURANCE	INV0012746	01/19/2018	CITY OF JC EMPLOYER PD LIFE		2.32
				Vendor 043380 - ADVANCE LIFE INSURANCE Total:	**2.32**
Vendor: 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY					
AMERICAN FAMILY LIFE ASSU	INV0012786	01/19/2018	VSP Vision Insurance Pre-Tax		6.27
				Vendor 066230 - AMERICAN FAMILY LIFE ASSURANCE COMPANY Total:	**6.27**
Vendor: 007921 - BLUE CROSS BLUE SHIELD OF KS INC					
BLUE CROSS BLUE SHIELD OF	INV0012754	01/19/2018	BLUE CROSS BLUE SHIELD		14.68
BLUE CROSS BLUE SHIELD OF	INV0012760	01/19/2018	BLUE CROSS BLUE SHIELD		95.64
				Vendor 007921 - BLUE CROSS BLUE SHIELD OF KS INC Total:	**110.32**
Vendor: 044005 - CITY OF JC FLEX SPENDING ACCT 1074334					
CITY OF JC FLEX SPENDING AC	INV0012781	01/19/2018	FLEX SPENDING-1074334		12.50
				Vendor 044005 - CITY OF JC FLEX SPENDING ACCT 1074334 Total:	**12.50**
Vendor: 01944 - GREAT WEST FINANCIAL					
GREAT WEST FINANCIAL	INV0012779	01/19/2018	GREAT WEST FINANCIAL		25.00
				Vendor 01944 - GREAT WEST FINANCIAL Total:	**25.00**
Vendor: 001010 - INTERNAL REVENUE SERVICE					
INTERNAL REVENUE SERVICE	INV0012788	01/19/2018	SOCIAL SECURITY WITHHOLDI		71.84
INTERNAL REVENUE SERVICE	INV0012789	01/19/2018	FEDERAL WITHHOLDING		38.60
INTERNAL REVENUE SERVICE	INV0012790	01/19/2018	MEDICARE WITHHOLDING		16.80
				Vendor 001010 - INTERNAL REVENUE SERVICE Total:	**127.24**
Vendor: 042540 - KANSAS DEPT OF REVENUE					
KANSAS DEPT OF REVENUE	INV0012787	01/19/2018	STATE WITHHOLDING		15.33
				Vendor 042540 - KANSAS DEPT OF REVENUE Total:	**15.33**
Vendor: 043859 - KANSAS PUBLIC EMPLOYEES					
KANSAS PUBLIC EMPLOYEES	INV0012776	01/19/2018	KPERS #1		89.39
				Vendor 043859 - KANSAS PUBLIC EMPLOYEES Total:	**89.39**
				Department 000 - NON-DEPARTMENTAL Total:	**388.37**
Department: 440 - SPECIAL LAW ENFORCEMENT					
Vendor: 01604 - COX BUSINESS SERVICES					
COX BUSINESS SERVICES	010718	01/28/2018	LEM Internet Service		145.42
				Vendor 01604 - COX BUSINESS SERVICES Total:	**145.42**
Vendor: 02064 - JUNCTION CITY / GEARY COUNTY CRIME STOPPERS					
JUNCTION CITY / GEARY COU	030218	01/18/2018	LE Officer of the Year Banquet		300.00
				Vendor 02064 - JUNCTION CITY / GEARY COUNTY CRIME STOPPERS Total:	**300.00**
Vendor: 02538 - LEADSONLINE, LLC					
LEADSONLINE, LLC	243963	01/24/2018	LeadsOnline Investigation Ser		4,728.00
				Vendor 02538 - LEADSONLINE, LLC Total:	**4,728.00**

Vendor Name	Payable Number	Post Date	Description (Item)	(None)	Amount
Vendor: 00970 - VERIZON WIRELESS					
VERIZON WIRELESS	PD Jan 2018	01/16/2018	DTF Cell January 2018		1,101.66
			Vendor 00970 - VERIZON WIRELESS Total:		**1,101.66**
			Department 440 - SPECIAL LAW ENFORCEMENT Total:		**6,275.08**
			Fund 050 - SPECIAL LAW ENFORCEMENT TRUST FUND Total:		**6,663.45**
Fund: 084 - WATER CAPITAL IMPROVEMENT FUND					
Department: 860 - WATER CAPITAL IMPROVEMENTS					
Vendor: 044640 - KAW VALLEY ENGINEERING, INC					
KAW VALLEY ENGINEERING, I	A43562	01/29/2018	WATER TREAMENT PLANT JC		30.00
			Vendor 044640 - KAW VALLEY ENGINEERING, INC Total:		**30.00**
			Department 860 - WATER CAPITAL IMPROVEMENTS Total:		**30.00**
			Fund 084 - WATER CAPITAL IMPROVEMENT FUND Total:		**30.00**
Fund: 999 - POOLED CASH					
Department: 000 - NON-DEPARTMENTAL					
Vendor: 00300 - INTRUST BANK, N.A.					
INTRUST BANK, N.A.	cd purchase 013118	01/31/2018	PURCHASE CD'S		5,000,000.00
			Vendor 00300 - INTRUST BANK, N.A. Total:		**5,000,000.00**
			Department 000 - NON-DEPARTMENTAL Total:		**5,000,000.00**
			Fund 999 - POOLED CASH Total:		**5,000,000.00**
			Grand Total:		**6,421,267.56**

Report Summary

Fund Summary

Fund	Payment Amount
001 - GENERAL FUND	393,272.94
002 - GRANT FUND	34,586.55
014 - WATER UTILITY FUND	487,800.34
015 - WASTEWATER UTILITY FUND	25,334.25
018 - STORM WATER UTILITY FUND	9,822.00
019 - ECONOMIC DEVELOPMENT FUND	31,023.96
020 - BRAMLAGE PUBLIC LIBRARY FUND	401,907.22
022 - SPECIAL HIGHWAY FUND	6,154.46
023 - SOLID WASTE UTILITY FUND	15,780.28
035 - EMPLOYEE BENEFITS FUND	7,866.46
047 - DRUG & ALCOHOL ABUSE FUND	1,025.65
050 - SPECIAL LAW ENFORCEMENT TRUST FUND	6,663.45
084 - WATER CAPITAL IMPROVEMENT FUND	30.00
999 - POOLED CASH	5,000,000.00
Grand Total:	**6,421,267.56**

Account Summary

Account Number	Account Name	Payment Amount
001-2-00000-0250	F.I.T PAYABLE	46,390.13
001-2-00000-0251	FICA PAYABLE	25,315.24
001-2-00000-0252	SIT PAYABLE	15,632.14
001-2-00000-0254	UNITED WAY PAYABLE	23.51
001-2-00000-0255	KPERS PAYABLE	16,973.34
001-2-00000-0256	KPFR PAYABLE	74,043.05
001-2-00000-0257	EMP MEDICAL INS PAYA	29,507.21
001-2-00000-0259	GARNISHMENTS PAYABL	1,871.80
001-2-00000-0260	JCPOA UNION DUES PAY	820.00
001-2-00000-0261	AETNA DEFERRED COMP	22,541.60
001-2-00000-0267	DENTAL INSURANCE PAY	3,638.77
001-2-00000-0275	I.A.F.F.	1,617.00
001-2-00000-0276	FIREMANS RELIEF ASSN	373.92
001-2-00000-0279	GARNISHMENT FEE	30.00
001-2-00000-0735	TELEPHONE REIMBURS	305.10
001-2-00000-1282	AFLAC	2,730.20
001-2-00000-1283	GOLF COURSE FEES	71.14
001-2-00000-1287	ADVANCE LIFE	1,481.15
001-2-00000-2377	MED REIMB/DEP CARE	3,517.22
001-2-00000-2380	P & F INS. ASSOCATION	1,118.16
001-2-00100-9332	STATE STAMP FEE- CMB	375.00
001-5-00200-0000-0630	COMPUTER HARDWARE	654.30
001-5-00200-0000-0705	OUTSIDE AGENCY EQUIP	20,042.40
001-5-00200-0000-0735	TELEPHONE	125.00
001-5-00300-0000-0646	OPERATIONAL SUPPLIES	2,531.88
001-5-00300-0000-0667	OFFICE SUPPLIES	332.51
001-5-00300-0000-0702	CONTRACTOR SERVICES	12,661.30
001-5-00300-0000-0710	SOFTWARE MAINTENAN	449.00
001-5-00300-0000-0735	TELEPHONE	229.04
001-5-00300-0000-0749	OTHER SERVICES	3,124.29
001-5-00300-0000-0765	TRAVEL & TRAINING EXP	1,116.70
001-5-00300-0000-0768	DUES	220.00
001-5-00800-0000-0603	BUILDING MAINTENANC	237.39
001-5-00800-0000-0646	OPERATIONAL SUPPLIES	296.00
001-5-00800-0000-0715	BUILDING MAINT. & REP	728.13
001-5-00800-0000-0735	TELEPHONE	104.52
001-5-00800-0000-0749	OTHER SERVICES	497.90
001-5-01000-0000-0735	TELEPHONE	130.59
001-5-01000-0000-0736	ELECTRIC UTILITIES	573.06

Account Summary

Account Number	Account Name	Payment Amount
001-5-01000-0000-0749	OTHER SERVICES	83.00
001-5-01100-0000-0749	OTHER SERVICES	15.00
001-5-01300-0000-0703	ADVERTISEMENTS & PRI	325.00
001-5-01300-0000-0735	TELEPHONE	52.26
001-5-01300-0000-0749	OTHER SERVICES	125.40
001-5-01400-0000-0670	MISC. & SAFETY SUPPLIE	193.65
001-5-01400-0000-0749	OTHER SERVICES	263.26
001-5-01400-0000-0797	CONTRACT OPERATIONS	850.00
001-5-01700-0000-0673	FOOD SUPPLIES	193.55
001-5-01700-0000-0675	SUNDRIES/ BEER PURCH	128.49
001-5-01700-0000-0677	MERCHANDISE FOR RES	2,159.83
001-5-01700-0000-0703	ADVERTISEMENTS & PRI	95.00
001-5-01700-0000-0737	GAS UTILITIES	94.33
001-5-01700-0000-0747	MAINT & REPAIR EQUIP	39.70
001-5-01700-0000-0749	OTHER SERVICES	123.95
001-5-01800-0000-0651	PARTS FOR VEHICLES, EQ	386.14
001-5-01800-0000-0666	SUBSCRIPTIONS, BOOKS	100.00
001-5-01800-0000-0682	UNIFORMS	161.94
001-5-01800-0000-0703	ADVERTISEMENTS & PRI	37.68
001-5-01800-0000-0713	REP. & MAINT. OF COM	173.50
001-5-01800-0000-0735	TELEPHONE	327.49
001-5-01800-0000-0749	OTHER SERVICES	65.50
001-5-01800-0000-0804	EMS EQUIPMENT	7,996.00
001-5-02000-0000-0703	ADVERTISEMENTS & PRI	9.82
001-5-02100-0000-0703	ADVERTISEMENTS & PRI	9.83
001-5-02100-0000-0728	ENGINEERING SERVICES	1,080.00
001-5-02100-0000-0735	TELEPHONE	32.53
001-5-02200-0000-0646	OPERATIONAL SUPPLIES	200.00
001-5-02200-0000-0666	SUBSCRIPTIONS, BOOKS	507.36
001-5-02200-0000-0668	POSTAGE & DELIVERY C	35.00
001-5-02200-0000-0703	ADVERTISEMENTS & PRI	9.84
001-5-02200-0000-0735	TELEPHONE	889.88
001-5-02300-0000-0666	SUBSCRIPTIONS, BOOKS	215.05
001-5-02300-0000-0682	UNIFORMS	695.98
001-5-02300-0000-0710	SOFTWARE MAINTENAN	9,795.00
001-5-02300-0000-0713	REP. & MAINT. OF COM	188.50
001-5-02300-0000-0714	REP & MAINT OF DATA P	109.95
001-5-02300-0000-0715	BUILDING MAINT. & REP	74.90
001-5-02300-0000-0735	TELEPHONE	1,234.82
001-5-02300-0000-0736	ELECTRIC UTILITIES	759.24
001-5-02300-0000-0747	MAINT & REPAIR EQUIP	112.30
001-5-02300-0000-0749	OTHER SERVICES	130.00
001-5-02300-0000-0755	OFFICE EQUIP. SVC. (SVC	1,271.74
001-5-02310-0000-0666	SUBSCRIPTIONS, BOOKS	82.50
001-5-02310-0000-0667	OFFICE SUPPLIES	424.99
001-5-02310-0000-0713	REP. & MAINT. OF COM	188.50
001-5-02310-0000-0755	OFFICE EQUIP. SVC. (SVC	1,258.50
001-5-02400-0000-0651	PARTS FOR VEHICLES, EQ	1,012.04
001-5-02400-0000-0666	SUBSCRIPTIONS, BOOKS	100.00
001-5-02400-0000-0682	UNIFORMS	62.99
001-5-02400-0000-0703	ADVERTISEMENTS & PRI	37.65
001-5-02400-0000-0713	REP. & MAINT. OF COM	173.50
001-5-02400-0000-0715	BUILDING MAINT. & REP	274.50
001-5-02400-0000-0735	TELEPHONE	102.87
001-5-02400-0000-0746	MAINTAIN & REPAIR VE	1,130.00
001-5-02400-0000-0747	MAINT & REPAIR EQUIP	437.00
001-5-02400-0000-0749	OTHER SERVICES	289.50
001-5-02500-0000-0603	BUILDING MAINTENANC	18.82

Account Summary

Account Number	Account Name	Payment Amount
001-5-02500-0000-0632	STREET MAINTENANCE(	13,601.87
001-5-02500-0000-0634	TRAFFIC SIGNAL PARTS	3,000.00
001-5-02500-0000-0646	OPERATIONAL SUPPLIES	16.85
001-5-02500-0000-0651	PARTS FOR VEHICLES, EQ	981.98
001-5-02500-0000-0670	MISC. & SAFETY SUPPLIE	601.88
001-5-02500-0000-0715	BUILDING MAINT. & REP	211.13
001-5-02500-0000-0728	ENGINEERING SERVICES	1,680.00
001-5-02500-0000-0734	TRAFFIC SIGNAL MAINTE	720.00
001-5-02500-0000-0735	TELEPHONE	316.32
001-5-02500-0000-0746	MAINTAIN & REPAIR VE	459.85
001-5-02500-0000-0749	OTHER SERVICES	2,267.58
001-5-02500-0000-0751	CENTRAL GARAGE SERVI	396.00
001-5-02500-0000-0769	TRAFFIC LIGHT ELECTRIC	143.51
001-5-02500-0000-0797	CONTRACT OPERATIONS	2,451.60
001-5-02500-0000-0910	INTEREST EXPENSE	2,231.65
001-5-02500-0000-0985	LEASE PURCHASE	24,555.27
001-5-03000-0000-0630	COMPUTER HARDWARE	291.00
001-5-03000-0000-0667	OFFICE SUPPLIES	102.91
001-5-03000-0000-0702	CONTRACTOR SERVICES	2,500.00
001-5-03000-0000-0703	ADVERTISEMENTS & PRI	95.01
001-5-03000-0000-0715	BUILDING MAINT. & REP	403.30
001-5-03000-0000-0749	OTHER SERVICES	119.37
001-5-03000-0000-9203	COURT REFUNDS	259.99
001-5-03010-0000-0667	OFFICE SUPPLIES	90.57
001-5-03010-0000-0735	TELEPHONE	52.26
001-5-04000-0000-0736	ELECTRIC UTILITIES	5,199.96
001-5-04800-0000-0603	BUILDING MAINTENANC	124.01
001-5-04800-0000-0715	BUILDING MAINT. & REP	876.97
001-5-04800-0000-0735	TELEPHONE	53.64
001-5-04800-0000-0749	OTHER SERVICES	93.00
002-5-21600-0000-0728	ENGINEERING SERVICES	2,369.39
002-5-22214-0000-0728	ENGINEERING SERVICES	1,567.90
002-5-22215-0000-0701	CONTRACTORS AGREEM	11,899.27
002-5-22215-0000-0728	ENGINEERING SERVICES	18,749.99
014-2-00000-0250	F.I.T PAYABLE	1,530.70
014-2-00000-0251	FICA PAYABLE	2,363.84
014-2-00000-0252	SIT PAYABLE	592.15
014-2-00000-0254	UNITED FUND PAYABLE	3.01
014-2-00000-0255	KPERS PAYABLE	2,526.77
014-2-00000-0257	EMP MEDICAL INS PAYA	1,263.95
014-2-00000-0259	GARNISHMENTS PAYABL	60.01
014-2-00000-0261	AETNA DEFERRED COMP	204.13
014-2-00000-0267	DENTAL INSURANCE PAY	197.87
014-2-00000-0279	GARNISHMENT FEE	2.51
014-2-00000-0735	TELEPHONE REIMBURSE	24.20
014-2-00000-1282	AFLAC	63.28
014-2-00000-1287	ADVANCE LIFE	79.54
014-2-00000-2377	MED REIMB/DEP CARE	207.17
014-2-01000-0281	WATER PROTECTION FEE	4,989.29
014-5-53200-0000-0603	BUILDING MAINTENANC	13.44
014-5-53200-0000-0632	STREET MAINTENANCE(	30.00
014-5-53200-0000-0646	OPERATIONAL SUPPLIES	6,204.07
014-5-53200-0000-0651	PARTS FOR VEHICLES, EQ	265.47
014-5-53200-0000-0682	UNIFORMS	299.98
014-5-53200-0000-0715	BUILDING MAINT. & REP	150.81
014-5-53200-0000-0728	ENGINEERING SERVICES	10,416.18
014-5-53200-0000-0735	TELEPHONE	104.86
014-5-53200-0000-0749	OTHER SERVICES	3,398.46

Account Summary

Account Number	Account Name	Payment Amount
014-5-53400-0000-0667	OFFICE SUPPLIES	673.98
014-5-53400-0000-0735	TELEPHONE	239.87
014-5-53400-0000-0749	OTHER SERVICES	3,504.19
014-5-53400-0000-0768	DUES	50.00
014-5-53400-0000-0776	SALES USE TAX	4,677.46
014-5-53400-0000-0905	BONDS PRINCIPAL	421,167.81
014-5-53400-0000-0910	BONDS INTEREST	22,495.34
015-2-00000-0250	F.I.T PAYABLE	1,418.49
015-2-00000-0251	FICA PAYABLE	2,212.68
015-2-00000-0252	SIT PAYABLE	559.40
015-2-00000-0254	UNITED FUND PAYABLE	3.01
015-2-00000-0255	KPERS PAYABLE	2,373.91
015-2-00000-0257	EMP MEDICAL INS PAYA	1,275.53
015-2-00000-0259	GARNISHMENTS PAYABL	59.99
015-2-00000-0261	AETNA DEFERRED COMP	208.91
015-2-00000-0267	DENTAL INSURANCE PAY	178.68
015-2-00000-0279	GARNISHMENT FEE	2.49
015-2-00000-0735	TELEPHONE REIMBURSE	23.54
015-2-00000-1282	AFLAC	62.24
015-2-00000-1287	ADVANCE LIFE	76.02
015-2-00000-2377	MED REIMB/DEP CARE	204.51
015-5-54000-0000-0603	BUILDING MAINTENANC	13.44
015-5-54000-0000-0646	OPERATIONAL SUPPLIES	4,650.00
015-5-54000-0000-0651	PARTS FOR VEHICLES, EQ	265.47
015-5-54000-0000-0715	BUILDING MAINT. & REP	150.81
015-5-54000-0000-0728	ENGINEERING SERVICES	290.00
015-5-54000-0000-0735	TELEPHONE	52.64
015-5-54000-0000-0749	OTHER SERVICES	1,791.88
015-5-54000-0000-0955	INTEREST EXPENSE	788.18
015-5-54000-0000-0985	LEASE PURCHASE	8,672.43
018-2-00000-0250	F.I.T. PAYABLE	216.28
018-2-00000-0251	FICA PAYABLE	374.26
018-2-00000-0252	SIT PAYABLE	93.12
018-2-00000-0254	UNITED FUND PAYALBE	1.50
018-2-00000-0255	KPERS PAYABLE	419.42
018-2-00000-0257	EMP MEDICAL INS PAYA	339.77
018-2-00000-0261	DEFERRED COMP	72.14
018-2-00000-0267	DENTAL INSURANCE PAY	29.14
018-2-00000-0735	TELEPHONE REIMBURSE	6.63
018-2-00000-1282	AFLAC	22.62
018-2-00000-1287	ADVANCE LIFE	17.40
018-2-00000-2377	FLEX SPENDING	62.20
018-5-61900-0000-0632	STREET MAINTENANCE	168.50
018-5-61900-0000-0646	OTHER OPERATIONS	1,169.38
018-5-61900-0000-0728	ENGINEERING SERVICES	6,829.64
019-5-12000-0000-0905	BONDS	19,163.19
019-5-12000-0000-0910	INTEREST EXPENSE	11,860.77
020-5-13000-0000-0770	TAX DISTRIBUTION	401,907.22
022-5-04300-0000-0768	DUES	6,154.46
023-2-00000-0250	F.I.T PAYABLE	1,284.98
023-2-00000-0251	FICA PAYABLE	1,890.80
023-2-00000-0252	SIT PAYABLE	429.36
023-2-00000-0254	UNITED FUND PAYABLE	1.97
023-2-00000-0255	KPERS PAYABLE	1,995.92
023-2-00000-0257	EMP MEDICAL INS PAYA	1,313.07
023-2-00000-0261	AETNA DEFERRED COMP	118.81
023-2-00000-0267	DENTAL INSURANCE PAY	154.10
023-2-00000-0735	TELEPHONE REIMBURSE	10.53

Account Summary

Account Number	Account Name	Payment Amount
023-2-00000-1282	AFLAC	85.85
023-2-00000-1287	ADVANCE LIFE	101.82
023-2-00000-2377	MED REIMB/DEP CARE	96.04
023-5-64400-0000-0651	PARTS FOR VEHICLES	6,573.32
023-5-64400-0000-0670	MISC AND SAFETY SUPP	8.06
023-5-64400-0000-0715	BUILDING MAINT. & REP	90.49
023-5-64400-0000-0735	TELEPHONE	163.83
023-5-64400-0000-0749	OTHER SERVICES	1,461.33
035-5-14000-0000-0535	EMPLOYER CONTRIBUTI	136.93
035-5-14000-0000-0749	OTHER SERVICES	7,729.53
047-2-00000-0250	F.I.T PAYABLE	194.88
047-2-00000-0251	FICA PAYABLE	58.62
047-2-00000-0252	SIT PAYABLE	66.15
047-2-00000-0256	KPFR PAYABLE	571.61
047-2-00000-0260	JCPOA UNION DUES PAY	20.00
047-2-00000-0267	DENTAL INSURANCE PAY	46.04
047-2-00000-1287	ADVANCE LIFE	5.85
047-2-00000-2377	MED REIMB/DEP CARE	62.50
050-2-00000-0250	FEDERAL WITHOLDING	38.60
050-2-00000-0251	FICA	88.64
050-2-00000-0252	STATE WITHHOLDING	15.33
050-2-00000-0255	KPERS PAYABLE	89.39
050-2-00000-0257	EMP MEDICAL INS PAYA	95.64
050-2-00000-0261	AETNA DEFERRED COMP	25.00
050-2-00000-0267	DENTAL PAYABLE	14.68
050-2-00000-1282	AFLAC	6.27
050-2-00000-1287	ADVANCE LIFE	2.32
050-2-00000-2377	CENTRAL STATES	12.50
050-5-44000-0000-0646	OPERATIONAL SUPPLIES	6,275.08
084-5-86000-0000-0728	ENGINEERING SERVICES	30.00
999-1-00000-0107	POOLED CASH-INVESTM	5,000,000.00
	Grand Total:	**6,421,267.56**

Project Account Summary

Project Account Key		Payment Amount
None		6,421,267.56
	Grand Total:	**6,421,267.56**

Backup material for agenda item:

b. Consideration of Payroll No.1 & No.2 for the Month of January.

City of Junction City – City Commission
Agenda Memo

January 4, 2018

From: Sheena Strahley
To: Mayor and Commissioners
Subject: Payroll 1 & 2 2018

Objective: The consideration and approval of Payroll #1 and #2 for the month of January, 2018.

Explanation of Issue: The payroll for January was calculated as the attachment outlines.

Alternatives: It appears the City Commission has the following alternatives concerning the issues at hand,

Approve, disapprove or table the Payroll #1 & #2 request

Recommendation: City Staff recommends the City Commission approve the January, 2018 Payrolls.

Enclosures:

1. Calculation of Employer Expenses for payrolls #1 & #2
2. General Ledger Totals

Employer Paid Wages & Benefits

	Payroll # 1 2018	Payroll # 2 2018
	Retirement Contributions	
KPERS Tier 1	$ 4,689.69	$ 4,772.93
KPERS Tier 2	$ 4,771.79	$ 4,774.09
KPERS Tier 3	$ 2,994.69	$ 3,441.30
KPERS Retired	$ -	
KP&F	$ 49,457.45	$ 52,369.85
Social Security	$ 9,180.76	$ 9,769.02
Medicare	$ 5,767.46	$ 6,378.21
BCBS Dental	$ 3,208.16	$ 3,253.04
Freedom Claims/BCBS	$ 21,733.91	$ 22,290.91
Advance (BCBS)	$ 980.71	$ 979.48
	Wages Payable	
Employee Salary	$ 278,502.57	$ 293,195.59

Backup material for agenda item:

c. Consideration of City Commission Minutes for January 16, 2018 Meeting.

CITY COMMISSION MINUTES

January 16, 2018 7:00p.m.

CALL TO ORDER

The scheduled meeting of the Junction City Commission was held on Tuesday, January 16, 2018 with Mayor Pat Landes presiding.

The following members of the Commission were present: Pat Landes, Phyllis Fitzgerald, Tim Brown, Jeff Underhill and Nicholas Allbritton. Staff present was: City Manager Dinkel, Assistant City Manager Beatty, City Attorney Logan and City Clerk Settles.

PUBLIC COMMENT

Larry Ruiz of 1906 McFarland Road, Junction City congratulated the New Commissioners and stated there was a pending lawsuit against the City regarding 1023 West 8th Street.

CONSENT AGENDA

Commissioner Fitzgerald moved, seconded by Commissioner Underhill to approve the consent agenda as presented. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

a. Consideration of Appropriation Ordinance A-2 dated Dec 28th 2017-Jan 9th 2018 in the amount of $1,344,976.94 and pre-approval for items listed below in the amount $268,065.62.

b. Consideration of December 2017 ambulance contractual obligation adjustments for $27,848.79 and bad debt adjustments for $31,634.70.

c. Consideration of City Commission Minutes for January 2, 2018 Meeting.

d. Consideration of City Commission Special Minutes for January 8, 2018 Meeting.

NEW BUSINESS

The award of the Demolition of 1023 West 8th Street Bid to Glessner Dirt Excavating in the amount of $3,850.00 was presented. Codes Administrator Karmann and City Attorney Logan stated there was no pending lawsuit against the City and noted that Larry Ruiz attended the public hearings regarding 1023 West 8th Street. Commissioner Fitzgerald moved to approve the Demolition of

1023 West 8th Street Bid to Glessner Dirt Excavating in the amount not to exceed $3,850.00, seconded by Commissioner Underhill. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

Amendment No. 1, Service Authorization No. 21 with HDR Inc. for Water Treatment Plant Improvements-Phase 1 Project was presented. City Manager Dinkel and City Attorney Logan gave details and answered questions. Commissioner Fitzgerald moved to approve the Amendment No. 1, Service Authorization No. 21 with HDR Inc. for Water Treatment Plant Improvements-Phase 1 Project, seconded by Commissioner Allbritton. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

The Amendment to the On-Call Engineering Agreement with Kaw Valley Engineering, Inc. for the Waste Water and Water Treatment Plant Projects was presented. City Manager Dinkel gave details and answered questions. Commissioner Underhill moved to approve the Amendment to the On-Call Engineering Agreement with Kaw Valley Engineering, Inc. for the Waste Water and Water Treatment Plant Projects, seconded by Commissioner Allbritton. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

Change Order No. 1, Increasing costs by $35,497.45 to the 2017 KLINK Project was presented. Public Works Director Ibarra, City Manager Dinkel, Assistant City Manager Beatty and Chad McCullough of Kaw Valley Engineering, Inc. gave details and answered questions. Commissioner Brown moved to approve Change Order No. 1, Increasing costs by $35,497.45 to the 2017 KLINK Project, seconded by Commissioner Allbritton. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

The request to purchase laptops for Police Patrol Vehicles from CDW-G in the amount of $26,937.00 and have KA-Comm install them in the amount of $11,242.00 was presented. Police Captain Fitzgerald and City Manager Dinkel gave details and answered questions. Commissioner Allbritton moved to approve the request to purchase laptops for Police Patrol Vehicles from CDW-G in the amount not to exceed $26,937.00 and have KA-Comm install them in the amount not to exceed $11,242.00, seconded by Commissioner Underhill. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

The request to purchase Police In Car and Body Worn Camera Systems from Watch Guard in the amount of $110,705.00 with an additional $4,900.00 for installation by KA-Comm was presented. Police Captain Fitzgerald gave details and answered questions. Commissioner Allbritton moved to approve the request to purchase Police In Car and Body Worn Camera Systems from Watch Guard in the amount not to exceed $110,705.00 and have KA-Comm install them in the amount not to exceed $4,900.00, seconded by Commissioner Brown. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

The request to apply for an Assistance to Firefighters Grant with a 10% match of $77,500.00 for a new fire engine was presented. Fire Chief Johnson gave details about the grant and answered questions. Commissioner Underhill moved to approve the request to apply for an Assistance to Firefighters Grant with a 10% match of $77,500.00 for a new fire engine, seconded by Commissioner Allbritton. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

The Agreement with ESO Solutions, Inc. for improved Fire and EMS reporting software in the amount of $14,675.00 was presented. Fire Chief Johnson gave details and answered questions. Commissioner Allbritton moved to approve the Agreement with ESO Solutions, Inc. for improved Fire and EMS reporting software in the amount not to exceed $14,675.00, seconded by Commissioner Brown. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

MAYOR, COMMISSIONER & STAFF COMMENTS

Mayor, Commissioners and Staff provided reports on Committees and community events.

ADJOURNMENT

Commissioner Fitzgerald moved, seconded by Commissioner Underhill to adjourn at 8:02 p.m. Ayes: Landes, Fitzgerald, Brown, Underhill and Allbritton. Nays: None. Motion carried.

APPROVED AND ACCEPTED THIS 6TH DAY OF FEBRUARY AS THE OFFICIAL COPY OF THE JUNCTION CITY COMMISSION MINUTES FOR January 16, 2018.

Shawna Settles, City Clerk Pat Landes, Mayor

Backup material for agenda item:

d. Consideration of Amendment No. 1 to the Airport Management Agreement with Marvin Hornbostel of Raven Aero Services, Incorporated until June 6, 2018.

City of Junction City
City Commission - Agenda Memo

Meeting Date: February 6, 2018

From: Cheryl S. Beatty, Assistant Manager/Finance Director

To: City Commissioners and Allen Dinkel, City Manager

Subject: Agreement Extension for Airport Manager

Objective: Approve a contract extension for Airport Manager to Marvin Hornbostel of Raven Aero Service, Inc.

Explanation of Issue: In a review of agreements, it was found that we needed update this agreement. When Kansas Air closed the City entered into an agreement with Marvin Hornbostel with Raven Aero Service Inc. as a one-year agreement for a trial basis. The Airport Board and the City has been very satisfied with Mr. Hornbostel's management services. Therefore, we are presenting an amendment to the agreement that will extend such services until June 6, 2018..

Recommendation: Staff and the Airport Board recommends approval of the amendment to the agreement.

Budget Impact: None. No increase in cost of service.

Alternatives: The City Commission may approve, modify, table or deny the approval of the amendment.

Suggested Motion: Commissioner _____ moves to amend the Airport Management Agreement with Marvin Hornbostel with Raven Aero Services, Inc. as presented. Commissioner _____ seconded the motion.

Enclosure: Airport Management Agreement
Amendment to Contract

AIRPORT MANAGEMENT AGREEMENT

THIS AGREEMENT is made and entered into this 7 day of June, 2016 by and between the City of Junction City, a municipal corporation, hereinafter referred to as the "Owner" and Marvin Hornbostel of Raven Aero Service Inc., authorized to do business under the laws of the State of Kansas, hereinafter referred to as the "Manager/Contractor".

WHEREAS, the Owner owns and has control of the Junction City Airport, aka Freeman Field, within the City of Junction City, Geary County, Kansas.

WHEREAS, the Owner desires to designate a 'contract manager' to manage and operate the airport for and on behalf of the Owner, and

WHEREAS, the manager/contractor is willing to accept the responsibilities of management and operations of the airport in a conscientious manner in order that the public may be served thereby.

NOW THEREFORE, in consideration of the premises and of the mutual covenants and agreements herein contained, the parties hereby agree as follows:

1. It is agreed by the parties hereto that the manager is not an employee of the Owner; that the manager is under an independent contract with the Owner.
2. This Agreement shall be for one (1) year.
3. Either party of this Agreement may, upon written notification to the other party at least sixty (60) days in advance, terminate this Agreement for material breech of the premises or covenants herein by the other party.
4. For in consideration of the performance of such services, Owner agrees to pay the Manager/Contractor the sum of $850 per month.
5. The Manager/Contractor agrees, for the period of this contract to perform the following duties:
    a. Supervise and oversee all activity at the airport on behalf of the Owner;
    b. Maintain and file with the appropriate agencies such airport records and notices as may be required by the Owner and/or any other governmental agency, i.e. notify FAA of information required for Notice to Airmen (NOTAMS);
    c. Inspect daily (Monday-Friday) all runways, taxiways, ramp areas, beacon, navigation aids, lighting system, fueling area, and other airport equipment for general condition and report any defects or substandard conditions to the owner. A weekly maintenance log will be completed on forms provided by the City and kept for a minimum of three years;
    d. Inspect, correct, and report to the Owner any condition at the airport which may require correction or alteration;
    e. Report to Owner any maintenance needed at the airport premises such as facilities kept in a clean condition at all times, mowing, snow removal. The City will provide supplies for terminal restroom, but he Manager shall keep the building clean and neat.

f. Enforce compliance with rules, regulation, resolutions, and ordinances regarding the airport of the Owner, State of Kansas, and Federal Aviation Administration, or other governmental agencies relating to the airport;
g. Operate the airport in full compliance with all rules and regulations of the Federal Aviation Administration (FAA). Report all violations of FAA regulations to the Owner;
h. Make appropriate reply to all correspondence from FAA;
i. Prepare a monthly summary report of airport activities including estimated number of operations;
j. Take such precautions as are necessary and proper to insure the safety of aircraft and personnel in an about the hangars and parking areas;
k. Open the terminal building each weekday during normal working hours or be open to the public as agreed upon;
l. Provide access to the terminal building or other buildings as designated by the Owner for the Junction City Squadron of the Civil Air Patrol, free of charge for meetings and training activities;
m. Report any blight or condition issues with hangars with City land leases and hangar rental leases on behalf of the Owner. With regard to management and control of two 'city owned' hangars and hangar spaces, the Manager will inspect the exterior of said hangars and report their condition to the Owner on the quarterly airport report. The Manager will show available hangar spaces to prospective tenants, and maintain accurate and timely listing of all tenants and subtenants.

6. The parties agree that the Manger/Contractor may adopt with approval of the Owner reasonable rules and regulations with respect to the general use of the airport, which rules and regulations shall be in accordance with usual and accepted practices and procedures in operation of similar airport facilities and shall also comply with any and all local, State and Federal regulations and laws. Rules shall be posted on the airport bulletin board. In the operational management of said airport, the Manager shall have authority in such maters as controlling the movement, parking, and traffic of all vehicles.
7. The Manager/Contractor shall manage said airport in accordance with the usual and accepted practices and procedures governing similar facilities, and in connection therewith, shall comply with all local, state, and federal regulations and laws. In such operation, the Manager shall have the airport terminal building open to the public within hours agreed upon and such other times as may be necessary.
8. The Manager/Contractor agrees that he will manage the airport in such a manner as will develop and maintain the good will and active interest of anyone who may have occasion to use said airport facility or to come in contact with the airport management. In connection therewith, the Owner agrees that they will cooperate with the Manager in every reasonable plan to aid and maintain a public service which is representative of the dignity of the City and County which it serves.
9. The Airport Board will provide a review of the airport managers' performance.
10. This agreement shall not be assigned by the Manager/Contractor to any other party without the express written consent of the Owner.

11. The parties hereto do hereby incorporate herein by reference Exhibit 'A' relating to non-discrimination and Exhibit 'B' relating to other airport operations and airport national emergency situations.
12. At the termination of this Agreement, the Manager agrees that he will give peaceable possession of any city property in his/her possession and under his/her control under the terms of this Agreement in as good condition as it is now found, ordinary wear and tear excepted.
13. This agreement shall extend to and be binding upon the heirs, executor, administrator, trustees, successors, receivers, and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

The City of Junction City, Kansas,
A municipal corporation,

By _____ Date 6/14/16
Mayor

By _____ Date 6/10/16
Airport Manager/Contractor

Exhibit 'A'

1. The person(s) or business entity named in this agreement for itself, its successors in interest, and assignees, as a part of the consideration thereof, does hereby covenant and agree as a covenant running with the land that in the event facilities are constructed, maintained, or otherwise on said property described in the agreement for the purpose for which a Department of Transportation program or activity is extended, or for another purpose involving the provision of similar services operated such facilities, and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said regulations may be amended.

2. The person(s) or business entity named for itself, its successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that:
    a. No person on the grounds of race, color, national origin, sex, handicap, or age shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of the facilities.
    b. That in the consideration of any improvements on , over, or under such land and the furnishings of services thereon, no person on the grounds of race, color, national origin, sex, handicap, or age shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination.
    c. That the person(s) or business entity named shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federal Assisted Programs of the Department of Administration and as said regulations may be amended.

3. The person(s) or business entity named in this Agreement assures that it will undertake an affirmative action program as required by 14 CFR Part 152, Subpart E, to insure that no person shall on the grounds of race, creed, color, national origin, sex, handicap, or age be excluded from participating in any employment activities covered in 1 CFT Part 152, Subpart E. The person(s) or business entity assures that no person shall be excluded on these grounds from participating in or receiving the services or benefits of any program or activity covered by this subpart. The person(s) or business entity assures that it will require assurances from the sub-organizations, as required by 14 CFR Part 152, Subpart E, to the same effect.

Exhibit 'B'

1. Owner reserves the right (but shall not be obligated to the contractor) to maintain and keep in repair the landing area of the airport and all public owned facilities of the airport, together with the right to direct and control all activities of the airport in this regard.

2. Owner reserves the right further to develop or improve the landing area and all public owned air navigation facilities of the airport as it sees fit, regardless of the desires or views of the Manager, and without interference or hindrance.

3. Owner reserves the right to take any action they consider necessary to protect the aerial approaches of the airport against obstruction, together with the right to prevent a lessee or the Manager from erecting, or permitting to be erected, any building or other structure on the airport, which in the opinion of the Owner, would limit the usefulness of the airport or constitute a hazards to aircraft.

4. The Owner reserves the right to lease any and all land on the airport premises, not recognized as aircraft operations areas for the purpose of parking, plowing, cultivating, harvesting crops, and other activities.

5. During the time of war or national emergency, the Owner shall have the right to enter into an agreement with the United States government for military use part of all of the landing area, the public owned air navigation facilities, and other areas or facilities of the airport. If any such agreement is executed, the provisions of this instrument, insofar as they are inconsistent with the provisions of the agreement with the government, shall be suspended.

6. It is understood and agreed that the rights granted by this Agreement shall not be exercised in such a way as to interfere with or adversely affect the use, operation, maintenance, or development of the airport.

7. There is hereby reserved the to the City of Junction City, their successors, and assigns for the use and benefit of the public a free and unrestricted right of flight for the passage of aircraft in the airspace above the surface of the premises herein conveyed, together with the right to cause in said airspace such noise as may be inherent in the operation of the aircraft within FAA guidelines, now known or hereafter used for navigation of or flight in the air, using said airspace or landing at, taking off from, or operating on or about the airport.

8. This Agreement shall become subordinate to provisions of any existing or future agreement between the Owner and the United States of America, or any agency thereof relative to the operation, development, or maintenance of the airport, the execution of which has been or may be required as a condition precedent to the expenditure of federal funds for the development of the airport.

FIRST AMENDMENT TO AIRPORT MANAGEMENT AGREEMENT

THIS FIRST AMENDMENT TO AIRPORT MANAGEMENT AGREEMENT ("First Amendment") is made and entered into this 6th day of February, 2017 by and between the City of Junction City, a municipal corporation, hereinafter referred to as the "Owner" and Marvin Hornbostel of Raven Aero Service Inc., authorized to do business under the laws of the State of Kansas, hereinafter referred to as the "Manager/Contractor".

WHEREAS, the Owner and Manager/Contractor entered into that Airport Management Agreement dated June 7, 2016 ("Agreement").

WHEREAS, the Owner and Manager/Contractor desire to amend and extend the term of the Agreement.

NOW THEREFORE, in consideration of the premises and of the mutual covenants and agreements herein contained, the parties hereby agree as follows:

1. The original term of the Agreement shall terminate June 6, 2018, and thereafter the Agreement shall renew for up to three additional annual periods unless terminated by either party by notice to the other party given at least sixty (60) days prior to the end of the then annual term. For example, the Agreement shall renew for the period June 7, 2018 through June 6, 2019 unless either party gives written notice to the other party of non-renewal prior to April 8, 2018.

2. Except as amended herein, the Agreement is hereby ratified in all respects.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment the day and year first above written.

The City of Junction City, Kansas,
A municipal corporation,

By _____ Date _____
Mayor

By _____ Date 1/17/2018
Airport Manager/Contractor

28685548v1

Backup material for agenda item:

a. Presentation of the Final Draft for the Airport Master Plan.

City of Junction City

City Commission

Agenda Memo

02/01/2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: **Special Presentation – Final Draft of Airport Master Plan**

Objective: Update and input from the City Commissioners for Airport Master Plan –Final Draft

Explanation of Issue: In 2016 the Airport Master Plan project started and this is an update being provided by the contractor, Benesch Inc. Brad Waller as project manager requested an opportunity to meet with the City Commission to provide an update and gather any input from the City Commissioners regarding the final draft of the Airport Master Plan. There will be a public meeting for public input.

Budget Impact: None

Alternatives: No action required.

Recommendation: No action required.

Motion: No motion to be completed. This is for City Commission input.

Enclosures: Final Draft

National Bi-Plane Fly-In
Junction City, Kansas

JUNCTION CITY
MASTER PLAN UPDATE
Draft

'16

Photo courtesy of
Riley County CVB
National Bi-Plane Fly-In '15

STUDY OBJECTIVES AND APPROACH

The primary objective of a Master Plan is to produce a long-term development program that will yields a safe, efficient, economical and environmentally acceptable air transportation facility with opportunities for local revenue generation.

This Master Plan for the Junction City Municipal Airport is a comprehensive study providing an analysis of the needs, defining Junction City's role within the regional airport system and evaluating alternatives to provide direction for future airport development

This plan will replace the previous Master Plan that was completed by Coffman Associates in 2001. It is typical for communities to periodically update their airport's Master Plan so they can provide adequate aviation facilities to meet demands placed upon them, and to coordinate project approvals, design, financing and construction to avoid experiencing detrimental effects due to inadequate facilities.

The commitment to formulate this Master Plan is evidence that Junction City recognizes the challenges inherent in providing for future aviation needs as well as the importance of the airport to Junction City, Geary County, and the region. The cost of maintaining a viable airport is an investment that can yield impressive community benefits. By maintaining a Master Plan, Freeman Field Municipal Airport will continue to be an economic asset to the residents of Junction City and the surrounding region.

This Master Plan is Junction City's strategy for the development of the airport. The accomplishment of this objective requires an evaluation of the existing airport operations and facilities in order to determine which recommendations are needed for the future. Finalized documents in Chapter Five and related Appendixes will contain a complete Airport Layout Plan (ALP) that depicts all of the proposed developments at Freeman Field Municipal Airport over the next 20 years.

A key element of the Master Plan is to provide a continuous planning process, which is a step-by-step or phased outline of the proposed improvements required to meet the community's ultimate aviation needs. This continuous planning process benefits the responsible officials by giving them advanced notice of future airport funding needs so that appropriate steps can be taken to secure adequate funding.

To assist with the implementation of this Master Plan for individuals who may not have very much aviation knowledge, a quick comprehensive reference of aeronautical acronyms and definitions is included as part of this Master Plan. The quick reference guide is attached as *Appendix A: Acronyms and Glossary of Aviation Terms*.

This executive summary will briefly touch on each study objective and highlight the main results that were obtained as part of this Master Plan.

chapter one | Existing Conditions

Objective

Assemble and organize relevant information and data for Freeman Field Municipal Airport, the City of Junction City, and Geary County.

Results

Prior to being able to forecast the future needs of the airport, the existing airport facilities need to be documented and compiled. Data collection and related analysis/study was completed for the airport, and Chapter One of this Master Plan presented the findings. Inventory was taken on all airside (such as runways, taxiways, lighting, marking and navigational aids) as well as the landside (such as terminal buildings, hangars, based aircraft, aprons, automobile access and parking, utilities and fuel storage) facilities currently present at the airport. Along with inventory of the airport, historical and socioeconomic conditions for Geary County and Junction City were acquired. The airport system role is examined from a regional, state and national perspective, and the economic impact of the airport is discussed.

It is found that the airport, City, and County all offer many needed and attractive facilities for the aviation industry. The existence and necessity of many of these facilities will help to sustain and increase the demand on the airport in the coming years.

chapter two | Aviation Demand Forecasts

Objective

Develop detailed projections of future aviation activity by quantity and type. Determine the critical design aircraft for the Airport.

Results

Two main aviation elements, based aircraft and aircraft operations, were evaluated to formulate aviation demand forecasts for the Airport throughout the planning horizon. Many forecast methodologies were used in conjunction with looking at the National aviation trends and the local historical trends of the Airport to produce the final forecast projections. The findings of this forecast analysis are presented in Chapter Two.

Based aircraft are anticipated to increase from the current twenty-eight based aircraft to thirty-three based aircraft by 2036. General Aviation Operations are anticipated to increase from 7,000 current operations to 9,405 operations toward the end of the planning horizon in 2036. The forecasts also concluded that small aircraft would continue to make up the future fleet mix coming into the Airport. Therefore, the critical design aircraft of the Airport is forecasted to be the Cessna 425 Corsair, a small Airport Reference Code B-I category aircraft.

Projected increases in based aircraft and general aviation operations, confirm that the Airport will likely require facility upgrades in order to keep up with the expanding demand on the Airport. The next step of the Master Plan will examine whether the existing facilities are capable of handling the forecasted demands.

Chapter 1

EXISTING CONDITIONS

INFORMATION COLLECTION AND ANALYSIS

The initial step in preparing an airport Master Plan for the Freeman Field municipal airport (3JC) is the collection and analysis of information that pertains specifically to the Airport, and the area it serves. The evaluation and inventory of the existing conditions and facilities serves as an overview of the Airport and the role it serves in local, state and national aviation systems. The inventory also serves as a tool for determining future development of the Airport and the surrounding areas. The information outlined in this chapter provides a foundation for all subsequent chapters.

The Freeman Field Airport Terminal Building

The basis of a Master Plan requires the collection of existing Airport information and information about the surrounding area. Examples of information obtained include:

- Physical inventories, facility descriptions and services currently provided by the Airport.
- Background information pertaining to the Junction City area, including airport history, growth, on-airport businesses and recent developments at and around the Airport.
- Reviewing existing regional plans and studies affecting transportation and Airport related services to determine their impact on the Airport.
- Population and economic factors which influence the market and future Airport development.

An accurate and complete inventory is essential to a Master Plan's success for the reason that the findings and assumptions made are dependent on the collected information. This information was obtained from site visits and interviews with City staff and airport tenants, documents provided by the City of Junction City, and the Federal Aviation Administration (FAA).

Information was also obtained from available documents and studies concerning the Airport and the Junction City area, including the current approved Freeman Field Airport Layout Plan (ALP) and Narrative Report from 2002, the Kansas Airport System Plan 2009 (KASP), the Kansas Aviation Economic Impact Study 2010 (KAEIS), and the National Plan of Integrated Airport Systems 2015-2019 (NPIAS).

AIRPORT SETTING

Located next to Fort Riley, a U.S. Army Installation, Junction City is in the heart of northeast Kansas in the rolling Flint Hills Country. Junction City is also the county seat for Geary County and serves as a gateway to Kansas's largest lake, Milford Reservoir, five miles north of the city. Owned and operated by the City of Junction City, Freeman Field is located on a 190 acre site approximately one mile northwest of Junction City's downtown business district. Exhibit 1A below depicts the Junction City airport in its regional and national setting. Junction City is approximately 130 miles west of Kansas City, 112 miles north of Wichita, 45 miles east of Salina, and 155 miles south of Lincoln, Nebraska.

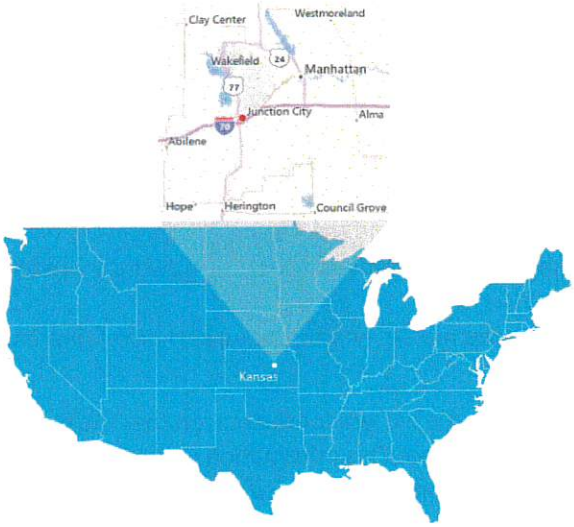


Exhibit 1A
Junction City Vicinity Map

Founded in 1854, the City of Junction City derives its name from its position at the confluence of the Republican and Smoky Hill rivers, forming the Kansas River.

The community was originally founded as the city of Manhattan by Andrew Mead for the Massachusetts Emigrant Aid Company, a company created to transport immigrants from the east coast to the Kansas Territory.

The steamship Hatford, delivering the immigrants, was unable to reach the community as a result of low water on the Kansas River. The steamship stopped 20 miles east in what today is Manhattan, Kansas.

In 1855, the community was renamed Millard City in honor of the captain of the steamship. It was again renamed Junction City and incorporated in 1859 by the local farmers.

Junction City now serves as the county seat for Geary County.

AIRPORT HISTORY

In 1950, Freeman Field opened as a public use facility served by three turf runways. In 1966, Freeman Field had grown to include T-hangers, and two fixed base operators (FBOs) with air taxi, flight instruction, chartering, maintenance, and other aircraft activities. By 2002, the airport had built additional hangars and had one FBO offering a variety of services. It has hosted the national biplane fly-in since 2010 with pilots flying in from as far as Washington to attend.

AIRPORT SYSTEM ROLE

Airport planning exists on many levels such as local, regional, state and national. Each level has a different emphasis and purpose. This Airport Master Plan is the primary local planning document for Freeman Field

Municipal Airport. When formulating a Master Plan, it is essential that the system role of the airport in the state of Kansas and the United States are thoroughly understood and the local Master Plan is nested in that role.

Regional System Role

Regionally, the airport can be accessed from Interstate 70 and U.S. Highway 77. Interstate 70 is located three miles south of the airport and provides access eastward to Kansas City and westward to Denver. U.S. Highway 77 is located approximately two miles west of the airport and provides access northward to Lincoln, Nebraska, and southward to the El Dorado and Wichita areas.

State System Role

In 2008, the Kansas Department of Transportation Division of Aviation (KDOT Aviation) commissioned and worked to develop a comprehensive plan for the Kansas system of 142 public airports. That planning process updated the previous Airport System Plan for Kansas completed in 1995. The purpose of the resulting Kansas Airport System Plan 2009 (KASP) is to make sure that the State has an adequate and efficient system of airports to serve the aviation needs of Kansas well into the 21st Century. This is to be accomplished by defining each Kansas airport's role in the State's aviation system; assessing the infrastructure needs of Kansas airports; establishing related funding needs; helping justify funding for airport improvements; and providing information for governmental and other entities concerning the value, use, and needs of the public use airports in Kansas.

Kansas AVIATION
Kansas Airport System Plan

The KASP is intended to provide KDOT Aviation with a useful decision making tool. With annual requests from Kansas airports for grants that far exceed available financial resources, the KASP provides KDOT Aviation with information to:

- Help determine which Kansas system airports are most essential to Kansas transportation needs and economic objectives.
- Identify projects which have the greatest potential to improve the performance of the Kansas airport system.
- Demonstrate how investment improves the performance of the Kansas airport system relative to established measures and benchmarks.

At the onset of the airport initial role analysis, all Kansas airports were equally evaluated in terms of their propensity to serve aviation demand, regardless of the size of the airport, annual enplanements, or type of existing aviation services. Demand factors were applied to each airport and its associated city or county in order to measure demand for aviation and aviation-related services.

To add to the process of sorting Kansas airports based on their current function, a Geographic Information System (GIS) mapping analysis was used. To conduct the GIS analysis and to compare Kansas system airports by the various evaluation factors, a 30-minute drive time was established for all airports. This

drive time correlates to the FAA's National Plan of Integrated Airport Systems (NPIAS) criteria of a 30-minute service area for General Aviation (GA) airports.
To develop an initial role for each Kansas airport, based on the results of the analysis, the airport scores were reviewed. Airports were separated into five roles based on the number of standard deviations above or below their respective scores relative to the average score. The initial roles serve as the baseline, with possible refinement as the evaluation of the Kansas airport system is conducted in later tasks of the KASP planning process.

The five roles for airports in the Kansas airport system are identified as follows:

- **Commercial Service Airports** accommodate scheduled major and national, or regional and commuter commercial air carrier service.
- **Regional Airports** accommodate regional economic activities, connect the state and national economies, and serve all types of General Aviation aircraft.
- **Business Airports** accommodate local business activities and General Aviation users.
- **Community Airports** serve a supplemental role in local economies, primarily serving smaller business, recreational, and personal flying.
- **Basic Airports** serve a limited role in the local economy, primarily serving recreational and personal flying.

The Kansas Airport System Plan (KASP) determined that the initial and future airport role of the Freeman Field Municipal Airport within the Kansas and United States system of airports is that of a **Community Airport**.

A copy of the KASP Executive Summary is located in Appendix B of this Master Plan. A copy of the Freeman Field Airport KASP Report is located in Appendix C of this Master Plan. The entire KASP publication is located on the Internet at the KDOT Division of Aviation website www.ksdot.org/divAviation/default.asp.

Air Ambulance Services Utilizing Fixed Wing Aircraft - Due to the geography of Kansas and rural distribution of the state population, the speedy access to emergency medical care is paramount to the State of Kansas and its citizens. Airports that serve communities with hospitals or clinics promote the quality of life while enhancing medical support throughout the state. The KASP analysis of the airport system indicates that all Kansas communities that have a hospital and/or clinic are currently served by an airport. The KASP target established for this Kansas airport system benchmark is to maintain this coverage.

However, the KASP analysis of Kansas airports determined that 55% of Kansas' geographical area and 91% of the Kansas population is currently within a 30 minute drive time of an airport capable of supporting air ambulance services utilizing fixed wing aircraft. Airports that are capable of accommodating those types of emergency transport services provide lifesaving aid to residents of Kansas. Because of that, the current coverage percentages are deemed a deficiency in the Kansas system of airports.

The Kansas target established by the KASP for the air ambulance service benchmark is to have 94% of the population and 72% of the area within a 30 minute drive time access of an airport capable of supporting air ambulance services utilizing fixed wing aircraft. Using those criteria, Exhibit 1B below identifies areas of Kansas appropriately served by airports capable of supporting air ambulance services utilizing fixed wing aircraft. As shown on this map, the Freeman Field Municipal Airport is not capable of supporting air ambulance services without current on-site weather reporting.

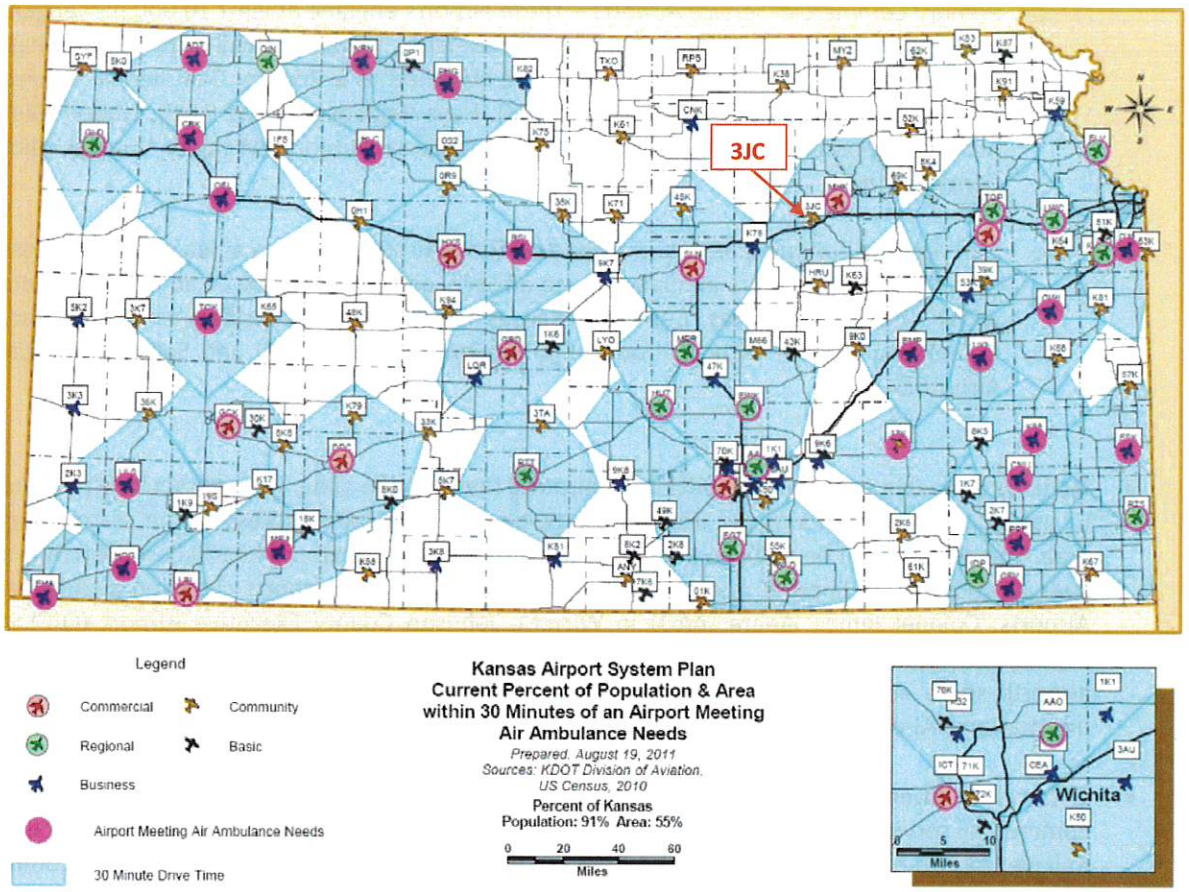


Exhibit 1B

Kansas population and area within 30 minutes of an airport capable of supporting air ambulance services utilizing fixed wing aircraft

Source: KDOT Division of Aviation

National System Role

The Freeman Field Airport is included in the FAA National Plan of Integrated Airport Systems (NPIAS). The NPIAS was established in 1951 and currently includes a total of 3,331 existing airports and 14 proposed airports for a total of 3,345 airports located in the United States. There are currently 80 airports in Kansas included in the NPIAS.

The NPIAS identifies airports and the airport developments necessary to anticipate and meet present and future requirements in support of civil needs. The FAA primarily categorizes airports as Commercial

Service (Primary and Non-Primary), Reliever, or General Aviation. A map showing the Kansas NPIAS Airports and their designation is shown on Exhibit 1C on page 1-8.

- **Commercial Service Airports** – Defined as airports which enplane over 2,500 or more passengers annually and receive scheduled passenger service. These airports are further subdivided into primary or non-primary categories:

    - *Primary Commercial Service Airports* – These airports enplane at least 10,000 passengers per year and are grouped into 4 subcategories: large, medium, small-hub, and non-hub airports. Currently, 5 airports in Kansas are classified as a Primary Commercial Service Airport: Garden City Regional Airport (GCK), Hays Regional Airport (HYS), Liberal Mid-America Regional Airport (LBL), Manhattan Regional Airport (MHK) & Wichita Mid-Continent (ICT).

    - *Non-Primary Commercial Service Airports* – These airports enplane at least 2,500 but less than 10,000 passengers annually. These airports account for 0.1% of all enplanements within the United States. Currently, Kansas has 2 airports classified as Non-Primary Commercial Service Airport: Dodge City Regional Airport (DDC) and Salina Municipal Airport (SLN).

- **Reliever Airports** – Defined as specialized airports that provide pilots with attractive alternates to using congested hub airports. They also provide general aviation access to the surrounding area. The airport must be open to the public and either have a minimum of 100 based aircraft or over 25,000 annual itinerant operations. Currently, Kansas has 4 airports classified as Reliever Airports: Colonel James Jabara (AAO) in Wichita, Johnson County Executive Airport (OJC) in Olathe, New Century Air Center (IXD) in Olathe, and Newton City/County Airport (EWK). These airports serve as a reliever to either Wichita Mid-Continent Airport (ICT) or Kansas City International Airport (MCI).

- **General Aviation (GA) Airports** – Communities with an airport that do not receive scheduled commercial service or that do not meet the criteria for classification as a Commercial Service or Reliever Airport may be included in the NPIAS as a General Aviation Airport if the airport accounts for enough aviation activity (having usually at least 10 locally based aircraft) and is at least 20 miles from the nearest NPIAS airport. There are a total of 2,563 General Aviation airports in the United States that accounts for 34% of the Nation's GA fleet. GA airports are the closest source of air transportation for about 19 percent (19%) of the United States population and are particularly important to rural areas. Currently, Kansas has 69 airports classified as General Aviation Airports. The NPIAS classifies Freeman Field Airport (3JC) as a General Aviation Airport.

General Aviation includes all aviation except scheduled passenger or air cargo operations. GA includes personal transportation, business and corporate flights, air taxi and helicopter operations. In Kansas, GA aircraft are flown for a wide variety of uses in addition to those listed above, including agricultural spraying, aerial utility patrol, flight instruction, military training and exercises, emergency medical evacuation and firefighting.

The general principles guiding Federal involvement have remained unchanged since a National airport system was envisioned in the Federal Airport Act of 1946. According to the NPIAS, the airport system should have the following attributes to meet the demand for air transportation in the United States:

- Airports should be safe and efficient, located at optimum sites, and developed and maintained to appropriate standards.
- Airports should be affordable to both users and government, relying primarily on user fees and placing minimal burden on the general revenues of local, state, and Federal Governments.
- Airports should be flexible and expandable, able to meet increased demand and to accommodate new aircraft types.
- Airports should be permanent, with assurance that they will remain open for aeronautical use over the long term.
- Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation and the requirements of residents of neighboring areas.
- Airports should be developed in concert with improvements to the air traffic control system.
- The airport system should support national objectives for defense, emergency readiness, and postal delivery.
- The airport system should be extensive, providing as many people as possible with convenient access to air transportation, typically not more than 20 miles travel to the nearest NPIAS airport.
- The airport system should help air transportation contribute to a productive national economy and international competitiveness.

Within the General Aviation classification, the FAA further defines facilities serving mostly general aviation operations by categorizing them based on current activity measures (e.g. number and type of based aircraft and volume and type of flights). This categorization is defined by the FAA's Airport System Strategic Evaluation Task (ASSET). There are four categories: National, Regional, Local, and Basic. Airports that could not be placed into one of the four categories are referred to as "Unclassified." Adjustments to the Asset Role for "Unclassified" airports reflect data received by FAA through September 2, 2014.

National	Regional	Local	Basic
Supports the national airport system by providing communities with access to national and global markets. These airports have very high levels of activity with many jets and multi-engine propeller aircraft. These airports average about 200 total based aircraft, including 30 jets.	Supports regional economies by connecting communities to regional and national markets. These airports have high levels of activity with some jets and multi-engine propeller aircraft. These airports average about 90 total based aircraft, including 3 jets.	Supplements local communities by providing access to local and regional markets. These airports have moderate levels of activity with some multi-engine propeller aircraft. These airports average about 33 based propeller-driven aircraft and no jets.	Supports general aviation activities, often serving aeronautical functions within the local community such as emergency response and access to remote communities. These airports have moderate levels of activity with an average of 10 propeller-driven aircraft and no jets.

Freeman Field has been categorized by ASSET as a Local GA airport. These are airports that support local communities by providing access to local and regional markets and supporting General Aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying. This designation is important as an airport must be included in the NPIAS to be eligible for Federal funding assistance through the Federal Airport Improvement Program (FAIP) (See Chapter 6 – Capital Improvement Plan).

Kansas

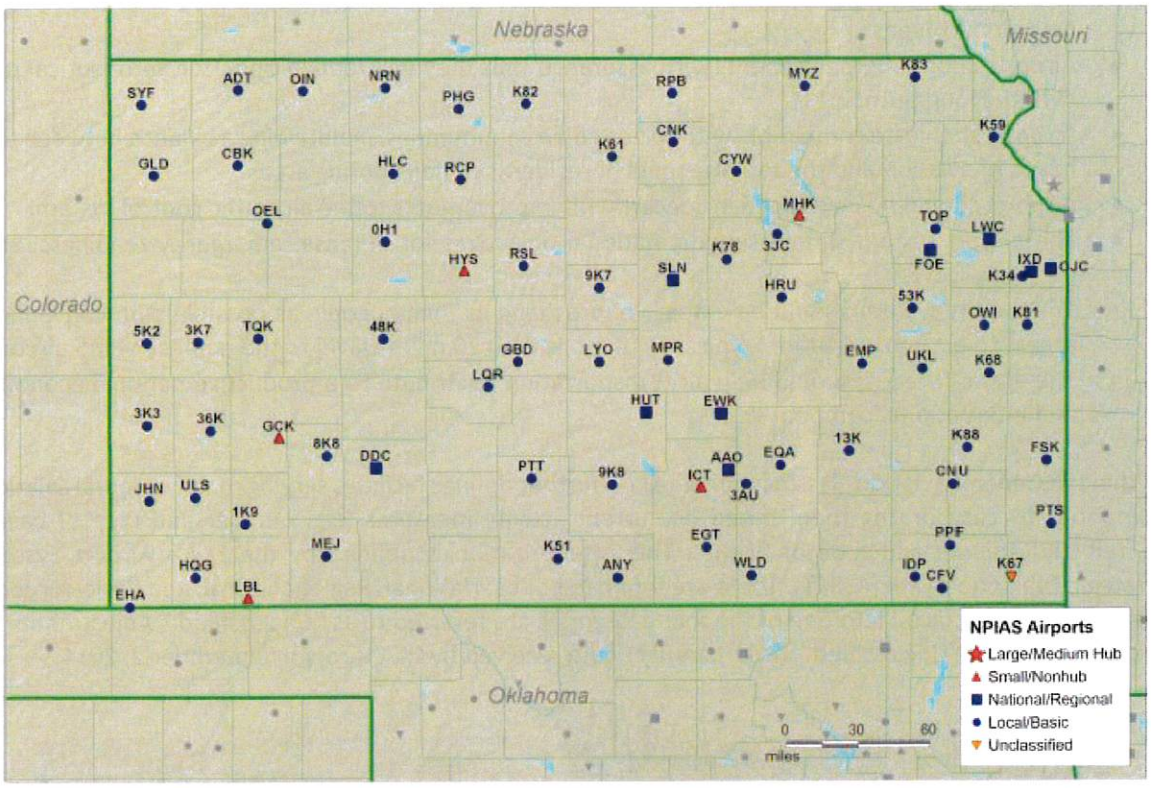


Exhibit 1C
NPIAS AIRPORTS IN THE STATE OF KANSAS

AIRSPACE

To promote a safe and efficient airspace environment in the United States for all aspects of aviation, the FAA established an airspace structure that regulates and establishes procedures for aircraft using the National Airspace System (NAS). The NAS includes both controlled and uncontrolled airspace. A pictorial representation of Airspace Classification is shown in Exhibit 1D on Page 1-09.

Controlled Airspace

- **Class A Airspace** is generally the airspace from 18,000 feet Mean Sea Level (MSL) up to and including Fight Level (FL) 600, including the airspace overlying the waters within 12 Nautical Miles (NM) of the coast of the 48 contiguous states and Alaska. Unless otherwise authorized, all operation in Class A airspace is conducted under Instrument Fight Rules (IFR).

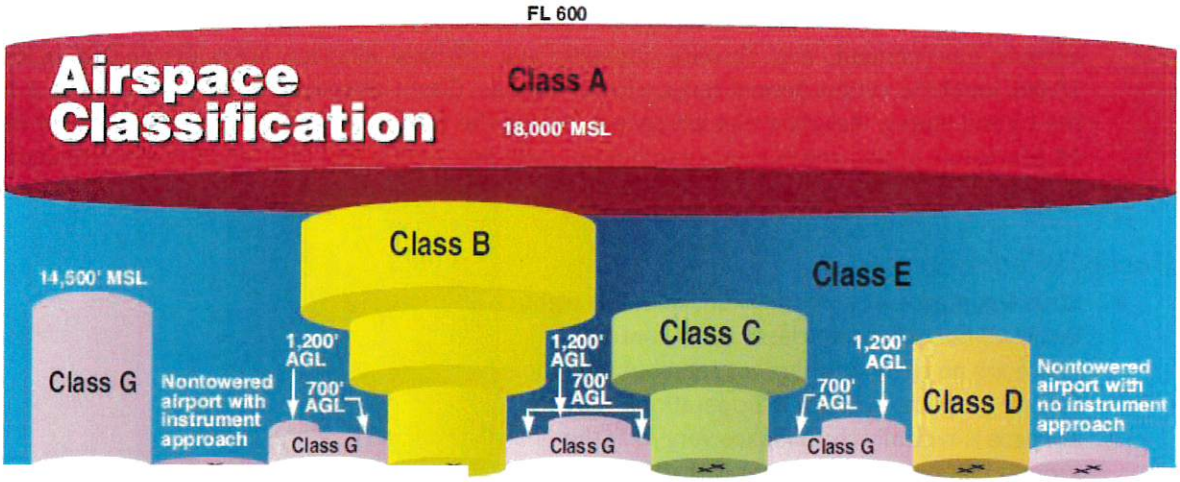


Exhibit 1D
Airspace Classification

- **Class B Airspace** is generally airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored, consists of a surface area and 2 or more layers (some Class B airspace areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. An Air Traffic Control (ATC) clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace.

- **Class C Airspace** is generally airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational ATC tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a 5 NM radius, an outer circle with a 10 NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation, and an outer area. Each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace.

- **Class D Airspace** is generally airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational ATC tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace is normally designed to contain the procedures. Arrival extensions for Instrument Approach Procedures (IAPs) may be Class D or Class E airspace. Unless otherwise authorized, each aircraft must establish two-way radio communications with the ATC

facility providing air traffic services prior to entering the airspace and thereafter maintain those communicate.

- **Class E Airspace** is the airspace that is not Class A, B, C, or D but is controlled airspace. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace is configured to contain all instrument procedures. Also in this class are Federal airways, airspace beginning at either 700 or 1,200 feet Above Ground Level (AGL) used to transition to and from the terminal or enroute environment, and enroute domestic and offshore airspace areas designated below 18,000 feet MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 MSL over the United States, including that airspace overlying the waters within 12 NM of the coast of the 48 contiguous states and Alaska, up to but not including 18,000 feet MSL, and the airspace above FL 600.

Uncontrolled Airspace

- **Class G Airspace** includes all airspace below flight level 600 not otherwise classified as controlled. There are no entry or clearance requirements for Class G airspace, even for IFR operations. Class G airspace is typically the airspace very near the ground (1200 feet or less), beneath Class E airspace. Radio communication is not required in Class G airspace, even for IFR operations. Class G is completely uncontrolled.

Exhibit 1E shows the airspace surrounding Freeman Field. There is a Class E airspace transition area extending from 700 feet AGL up to 18,000 feet MSL. This airspace is designated to contain instrument flight rule (IFR) operations in controlled airspace (above 700 feet AGL).

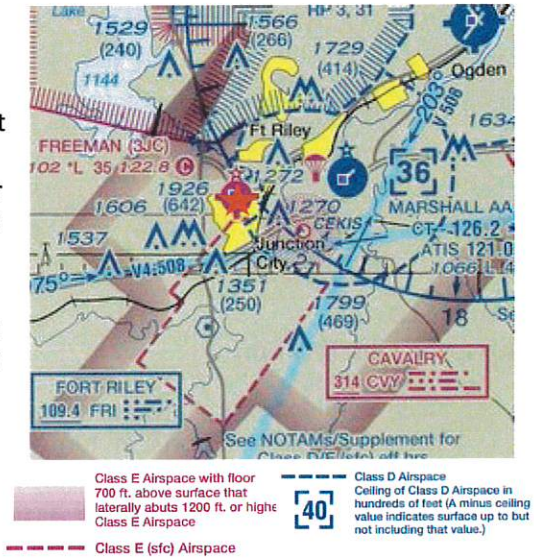


Exhibit 1E
Freeman Field Airspace Classification

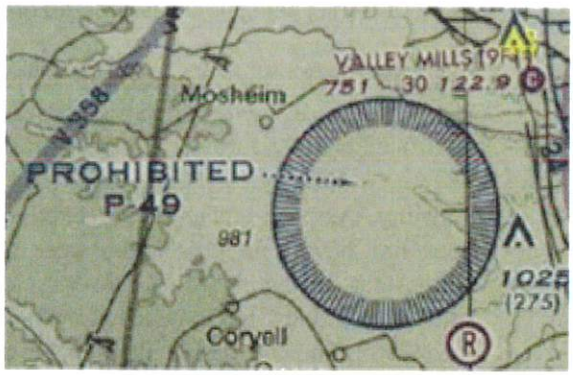
The airspace to the south of Freeman Field is Class E airspace starting at ground level. The airspace to the east of Freeman Field is Class D airspace from the surface to 3600 feet AGL. These are designated to contain IFR operations for the precision approaches at Marshall Army Air Field (KFRI) 4 nm to the E and at Manhattan regional airport (MHK) 10 nm to the NE. Pilots are required to contact the Marshall AAF Ground Control Approach (GCA), or the Kansas City Area Control Center (ARTCC) when Marshall AAF GCA is closed, when flying through this Class D airspace.

Special Use Airspace

Special Use Airspace or Special Area of Operation (SAO) is the designation for airspace in which certain activities must be confined, or where limitations may be imposed on aircraft operations that are not part of those activities. Certain special use airspace areas can create limitations on the mixed use of airspace. The special use airspace depicted on instrument charts includes the area name or number, effective altitude, time and weather conditions of operation, the controlling agency, and the chart panel location.

On National Aeronautical Charting Group (NACG) En Route Charts, this information is available on one of the end panels. Special use airspace usually consists of:

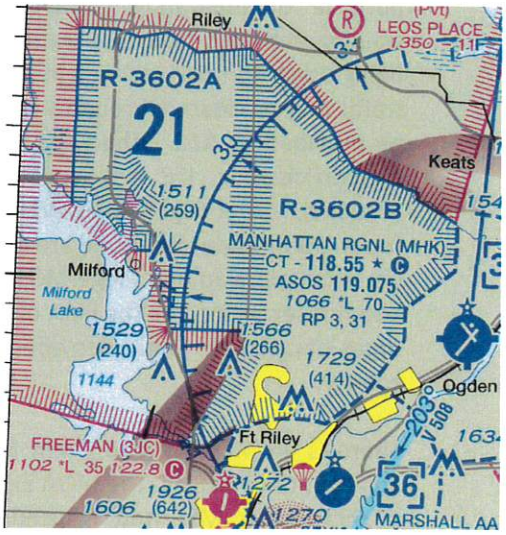
- **Prohibited Areas** contain airspace of defined dimensions within which the flight of aircraft is prohibited. Such areas are established for security or other reasons associated with the National welfare. These areas are published in the Federal Register and are depicted on aeronautical charts. The area is charted as a "P" followed by a number (for example, P-49). Examples of Prohibited Areas include Camp David and the National Mall in Washington, D.C., where the White House and the Congressional buildings are located.



Typical depiction of a Prohibited Area on a Sectional Aeronautical Chart

There are no Prohibited Areas located in the vicinity of Freeman Airfield Airport airspace.

- **Restricted Areas** are areas where airborne and/or ground based operations are hazardous to non-participating aircraft and contain airspace within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature, or limitations may be imposed upon aircraft operations that are not a part of those activities, or both. Restricted Areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, high energy laser or guided missiles. Instrument Flight Rules (IFR) flights may be authorized to transit the airspace and are routed accordingly. Aircraft penetration of Restricted Areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants. Air Traffic Control (ATC) facilities apply the following procedures when aircraft are operating on an IFR clearance, including those cleared by ATC to maintain Visual Flight Rules (VFR) on top, via a route which lies within joint-use restricted airspace:



Restricted area in vicinity of Freeman Field

  - If the Restricted Area is not active and has been released to the Federal Aviation Administration (FAA), the ATC facility allows the aircraft to operate in the restricted airspace without issuing specific clearance for it to do so.

  - If the Restricted Area is active and has not been released to the FAA, the ATC facility issues a clearance which ensures the aircraft avoids the restricted airspace.

Restricted Areas are depicted on an aeronautical chart with an "R" followed by a number (for example, R-4401) and are depicted on the en route chart appropriate for use at the altitude or Flight Level (FL) being flown. Restricted Area information can be obtained on the back of the chart.

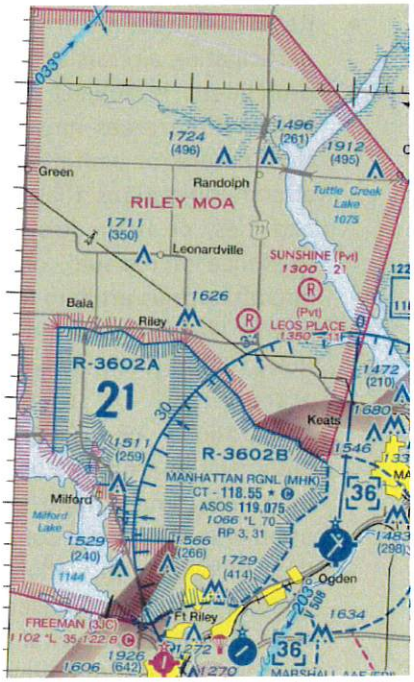
There are two Restricted Areas approximately 2 nm North of Freeman (R-3602 A/B) covering Fort Riley. These areas extend from ground level to 29,000 MSL. They are continuously active and controlled by the Kansas City ARTCC on 134.9/363.2

- **Warning Areas** are similar in nature to Restricted Areas; however, the United States government does not have sole jurisdiction over the airspace. A warning area is airspace of defined dimensions, extending from 12 Nautical Miles (NM) outward from the coast of the United States, containing activity that may be hazardous to non-participating aircraft. The purpose of such areas is to warn nonparticipating pilots of the potential danger. A Warning Area may be located over domestic or international waters or both. The airspace is designated with a "W" followed by a number (for example, W-237).

  There are no Warning Areas located in the vicinity of Freeman Airfield Airport airspace.

- **Military Operation Areas (MOAs)** consist of airspace with defined vertical and lateral limits established for the purpose of separating certain non-hazardous military training activities from IFR traffic. Whenever an MOA is being used, non-participating Instrument Flight Rules (IFR) traffic may be cleared through an MOA if IFR separation can be provided by ATC. Otherwise, ATC reroutes or restricts nonparticipating IFR traffic. MOAs are depicted on sectional, Visual Flight Rules (VFR) terminal area, and en route low altitude charts and are not numbered but named (for example, Camden Ridge MOA). However, the MOA is also further defined on the back of the sectional charts with times of operation, altitudes affected, and the controlling agency.

  There is an MOA located 2 nm NW of Freeman Airfield adjacent to Fort Riley. The MOA extends from 7000 MSL to 17,999 above MSL and is used intermittently. Use is published through Notice to Airmen (NOTAM). The controlling agency for this MOA is the Kansas City ARTCC on 127.35/388.8.



Military Operation Area in vicinity of Freeman Field

- **Alert Areas** are depicted on aeronautical charts with an "A" followed by a number (for example, A-211) to inform non-participating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should exercise caution in alert areas. All activity within an alert area shall be conducted in accordance with

regulations, without waiver, and pilots of participating aircraft, as well as pilots traveling through the area, shall be equally responsible for collision avoidance.

There are no Alert Areas located in the vicinity of Freeman Airfield Airport airspace.

- **Controlled Firing Areas** (CFAs) contain activities, which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The difference between CFAs and other special use airspace is that activities must be suspended when a spotter aircraft, radar, or ground lookout position indicates an aircraft might be approaching the area. There is no need to chart CFAs since they do not cause a nonparticipating aircraft to change its flight path.

  There are no Controlled Firing Areas located in the vicinity of Freeman Field Airport airspace.

Other Airspace Areas is a Federal Aviation Administration (FAA) general term referring to the majority of the remaining airspace. It includes:

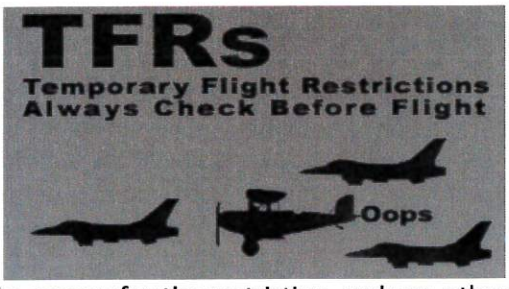
- **Local Airport Advisory** (LAA) is a service provided by facilities, which are located on the landing airport, that have a discrete Ground-To-Air (GTA) radio communication frequency or the Air Traffic Control (ATC) tower radio frequency when the tower is closed; automated weather reporting with voice broadcasting and/or a continuous Automated Surface Observing Station (ASOS) or Automated Weather Observing System (AWOS) data display; other continuous direct reading instruments; or manual observations available to the Flight Service Station (FSS) Specialist and/or aircraft pilot.

  Freeman Airfield Airport does not have an ATC tower to provide LAAs but does have a limited Universal Communication (UNICOM) GTA radio communication station operating at a frequency of 122.800 megahertz (MHz). On pilot request, the Airport UNICOM may provide pilots with information concerning the Airport. It is important to note that UNICOM operators are not required to communicate with pilots, and if they do, there are no Federal Aviation Administration (FAA) standards for the information conveyed.

  The Airport does not have an ASOS located on Airport property to provide LAAs concerning weather conditions of the Airport.

- **Military Training Routes** (MTRs) are routes used by military aircraft to maintain proficiency in tactical flying. MTRs are usually established below 10,000 feet Mean Sea Level (MSL) for aircraft operations at speeds in excess of 250 knots. Some MTR segments may be defined at higher altitudes for purposes of route continuity. MTRs that are defined using Instrument Flight Rules (IFR) are identified as IR routes while those defined by Visual Flight Rules (VFR) are identified as VR routes, with both MTR type followed by a number for further identification. MTRs with no segment above 1,500 feet Above Ground Level (AGL) are identified by four (4) number characters such as IR1206 or VR1207. MTRs that include one or more segments above 1,500 feet AGL are identified by three (3) number characters such as IR206 or VR207. IFR low altitude en route charts depict all IR routes and all VR routes that accommodate operations above 1,500 feet AGL. IR routes are conducted in accordance with IFR regardless of weather conditions. VFR sectional charts depict military training activities such as IR, VR, Military Operation Area (MOA), Restricted Area, Warning Area, and Alert Area information.

There are no Military Training Routes (MTRs) in the vicinity of Freeman Field Airport.



- **Temporary Flight Restrictions** (TFR) are designated and issued by the Federal Aviation Administration (FAA) via a Notice to Airmen (NOTAM). The NOTAM for a TFR begins with the phrase, "FLIGHT RESTRICTIONS" followed by the location of the temporary restriction, effective time period, area defined in statute miles, and altitudes affected. The NOTAM also contains the FAA coordination facility and telephone number, the reason for the restriction, and any other information deemed appropriate. Pilots regularly check for NOTAMs as part of flight planning.

Some of the purposes for establishing a TFR are:

1. Protect persons and property in the air or on the surface from an existing or imminent hazard.
2. Provide a safe environment for the operation of disaster relief aircraft.
3. Prevent an unsafe congestion of sightseeing aircraft above an incident or event, which may generate a high degree of public interest.
4. Protect declared national disasters for humanitarian reasons in the State of Hawaii.
5. Protect the President, Vice President, or other public figures.
6. Provide a safe environment for space agency operations.

Since the terrorist's events of September 11, 2001, the use of TFRs has become much more common. There have been a number of incidents of aircraft incursions into TFRs, which have resulted in pilots undergoing security investigations and certificate suspensions. It is a pilot's responsibility to be aware of TFRs in their proposed area of flight.

There currently is not a Temporary Flight Restriction (TFR) issued at Freeman Field Airport (Airport). Aircraft pilots can visit the Federal Aviation Administration (FAA) website at www.tfr.faa.gov or call the Flight Service Station (FSS) at 1-800-992-7433 to determine the current TFR issuance status in the area of the Airport.

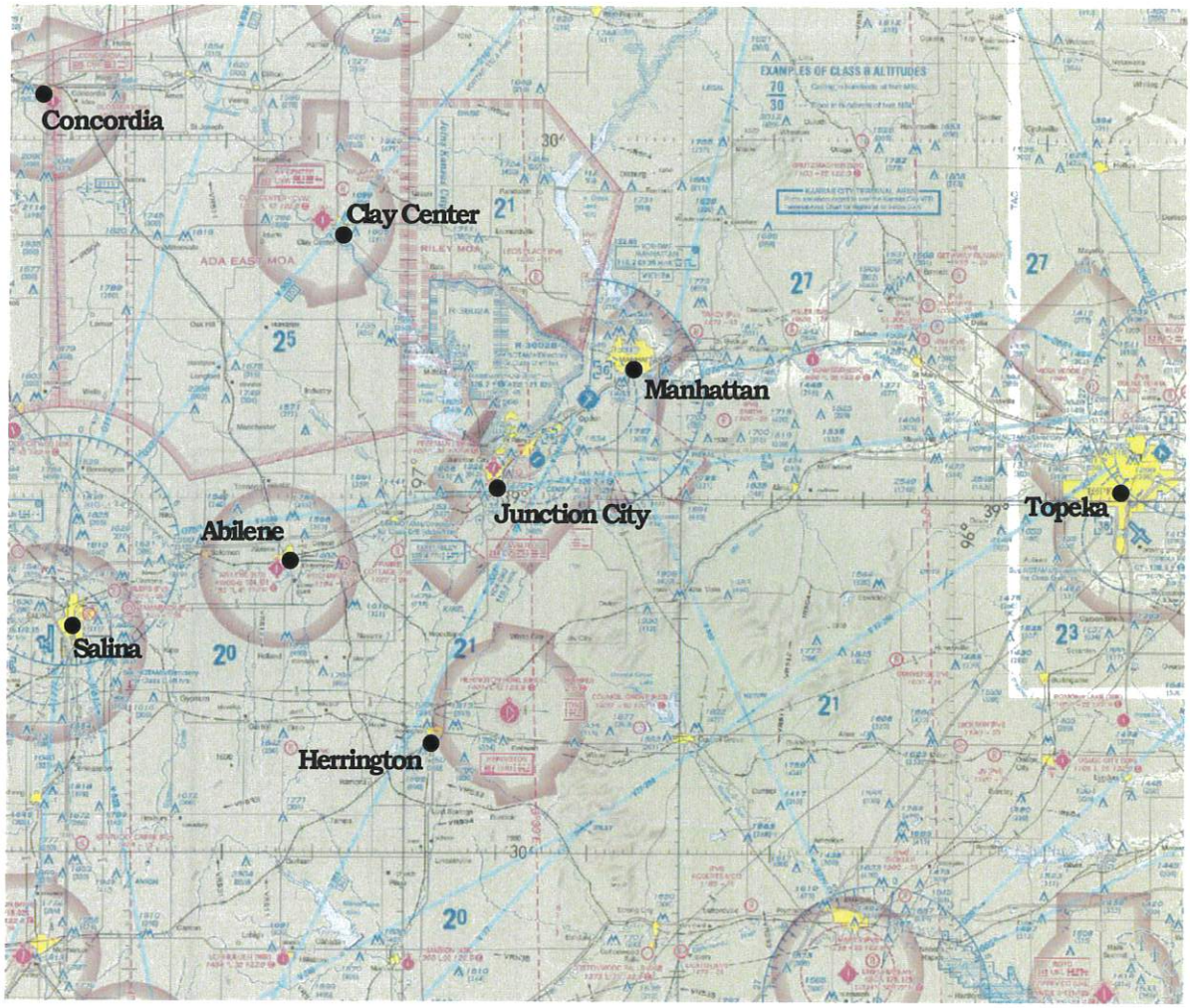


Exhibit 1F
Excerpt of Wichita/Kansas City Sectional Aeronautical Chart

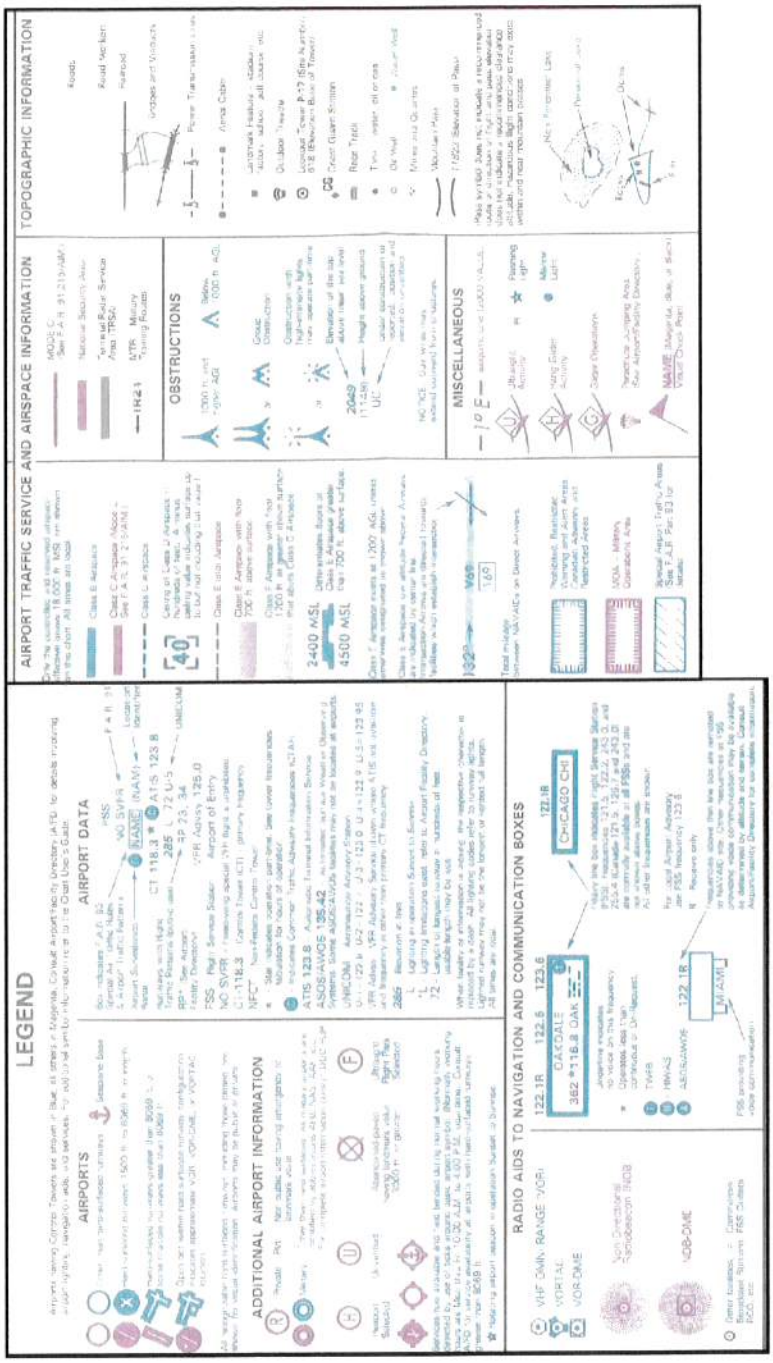


Exhibit 1F (Continued)
Excerpt of Wichita/Kansas City Sectional Aeronautical Chart

- **Parachute Jumping Areas** (PJAs) are published by the Federal Aviation Administration FAA in the Airport/Facility Directory (A/FD). Sites that are used frequently by individuals parachuting are also depicted on Sectional Aeronautical Charts. For a PJA to qualify for inclusion in FAA publications and be depicted on the appropriate aeronautical charts, the PJA must meet certain FAA criteria such as:

    1. Have been in operation for at least one (1) year;
    2. Operate year round (at least on weekends); and
    3. Log 4,000 or more parachute jumps each year.

  The FAA Regional Office may also nominate a PJA for publication and depiction on aeronautical charts if the PJA does not meet the said criteria.

  Title 14 Code of Federal Regulations (14 CFR) Aeronautics and Space, Part 105 Parachute Operations (14 CFR Part 105) contains FAA regulations concerning parachuting from aircraft. There is no restriction concerning aircraft flying through a Parachute Jumping Area (PJA). It is always the responsibility of the pilot flying through a PJA to listen for aircraft radio communication on the Common Traffic Advisory Frequency (CTAF) for information concerning, among other things, possible parachute operations; and carefully looking to see and avoid parachutists. Individuals desiring to execute parachute operations over or onto airports must obtain prior approval from airport management and the airport Air Traffic Control (ATC) tower, if applicable. Also, the pilot of the jump aircraft is required by FAA to broadcast over the local CTAF a parachute operation notice five (5) minutes prior to an individual jumping, the aircraft altitude that the parachute jump is initiated from, when an individual actually jumps, and when the last parachutist or object leaves the aircraft. An airport sponsor such as the City of Junction City who accepts Federal funding is obligated to make the airport facility available to all aeronautical activities, including parachuting or skydiving.

  According to the Kansas City Sectional Aeronautical Chart, there is a PJA 4 nm to the east of Freeman Airfield at Marshall AAF. Operations can occur daily from sunrise to sunset and the maximum operating altitude is 10,000 feet MSL.

- **Published Visual Flight Rules** (VFR) Routes are for transitioning around, under, or through some complex airspace. Terms such as VFR flyway, VFR corridor, Class B airspace VFR transition route, and Terminal Area VFR route have been applied to such routes. These routes are generally found on VFR Terminal Area planning charts.

  There are no published VFR routes in vicinity of Freeman Field Airport.

- **Terminal Radar Service Areas** (TRSAs) are areas where participating pilots can receive additional radar services for navigation. The purpose of the service is to provide separation between all Instrument Flight Rules (IFR) operations and participating Visual Flight Rules (VFR) aircraft. The

primary airport(s) within the TRSA become(s) Class D airspace. The remaining portion of the TRSA overlies other controlled airspace, which is normally Class E airspace beginning at 700 or 1,200 feet Above Ground Level (AGL) and established to transition to/from the en route/terminal environment. TRSAs are depicted on VFR Sectional Charts and Terminal Area Charts with a solid black line and altitudes for each segment. The Class D portion is depicted on the charts with a blue segmented line. Pilot participation in TRSA services is voluntary; however, pilots operating under VFR are encouraged to contact the radar approach control and take advantage of TRSA service.

There are no Terminal Radar Service Areas (TRSAs) in the vicinity of Freeman Field Airport.

- **National Security Areas** (NSAs) consist of airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security and safety of ground facilities. Flight in NSAs may be temporarily prohibited by regulation under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) Aeronautics and Space, Part 99, Security Control of Air Traffic (14 CFR Part 99) and prohibitions are disseminated via Notice to Airmen (NOTAM). Pilots are requested to voluntarily avoid flying through these depicted areas.

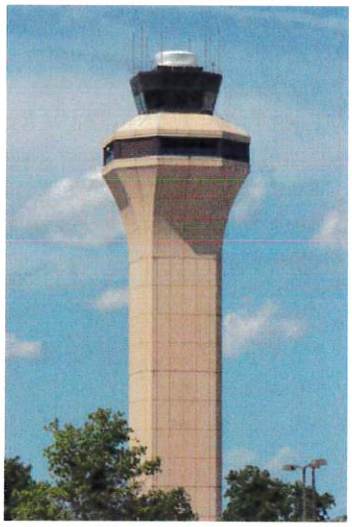
  There are no National Security Areas (NSAs) located in the vicinity of Freeman Field Airport.

Victor Airways are a special kind of Class E airspace defined by pre-determined routes flown by pilots under Instrument Flight Rules (IFR) and are like highways in the sky. These Federal airway routes are eight (8) miles wide with course defined by the connection of radio navigation beacons called Very High Frequency Omni-Directional Range (VOR) radials in which aircraft may be flown. VOR stations radiate a radio signal in all directions, and these stations are usually located at or near an airport. Victor Airways are, by definition, surrounded by Class E airspace from 1,200 feet Above Ground Level (AGL) up to, but not including 18,000 feet Above Mean Sea Level (AMSL). Victor Airways are depicted as black solid lines on Instrument Flight Rules (IFR) Low-Altitude Enroute charts and as thick faded blue lines on Visual Flight Rules (VFR) Terminal Charts and Aeronautical Sectional Charts. Because these virtual airways are defined by VOR radials, they are identified by the letter "V" (which is named Victor in the phonetic alphabet) then a number, for example V551. North-south Victor Airways have odd numbers while east-west airways have even numbers.

For aircraft arriving or departing Freeman Field Airport, Victor Airways are in the vicinity of the airport. Victor Airways in the area of the airport (V4-508, V4, V508, and V261) are electronically defined by Very High Frequency Omni-Directional Range Tactile Air Navigation (VORTAC) station sites around the airport found at Salina 37 nm west, Manhattan 10 nm northeast, and Topeka 61 nm to the east. Those Victor Airways are depicted on the Kansas City, Kansas Sectional Aeronautical Chart published in Exhibit 1F located on page 1-15.

When it comes to operating aircraft in the National Airspace System (NAS), airspace permissions and restrictions do change. The United States President and other important people who require high security show up most everywhere from time to time, air shows open and close, natural disasters like forest fires suddenly command attention, runways close for repairs, etc. Airports and pilots must be aware of current events that might change normal airspace classifications with temporary flight restrictions.

AIR TRAFFIC CONTROL



The primary purpose of the Air Traffic Control (ATC) system is to prevent a collision between aircraft operating in the National Airspace System (NAS) and to organize and expedite the flow of aircraft traffic. In addition to its primary function, the ATC system has the capability to provide (with certain limitations) additional services to pilots such as Notice to Airmen (NOTAM), weather, and navigation information. The ability to provide additional services is limited by many factors, such as the volume of aircraft traffic, frequency congestion, quality of radar, controller workload, higher priority duties, and the pure physical inability to scan and detect those situations that fall in this category.

When operating at an airport where ATC is being exercised by a control tower, pilots are required to maintain two-way radio communication with the ATC tower while operating within the Class B, Class C, and Class D airspace unless the ATC tower authorizes otherwise. Initial radio communication should be made about 15 miles from an airport with an ATC tower. However, if the aircraft radio fails in flight, the pilot in command may operate that aircraft and land if weather conditions are at or above basic Visual Flight Rules (VFR) weather minimums, visual contact with the ATC tower is maintained, and a clearance to land is received.

The Freeman Field Municipal Airport does not have an ATC tower thus no formal terminal ATC services are available. Flights in and out of Freeman Field are currently conducted using Visual Flight Rules (VFR). VFR conditions exist at the Airport when the visibility is 1 statute mile during the day or 3 statute miles during the night. Additionally, the minimum cloud distance requirements (below 700 feet above ground level) must be 500 feet below, 1,000 feet above and 2,000 feet horizontal. For an aircraft at an altitude of 700 feet above the surface, but less than 10,000 feet MSL, visibility must be 3 statute miles day or night but distance from clouds remain the same.

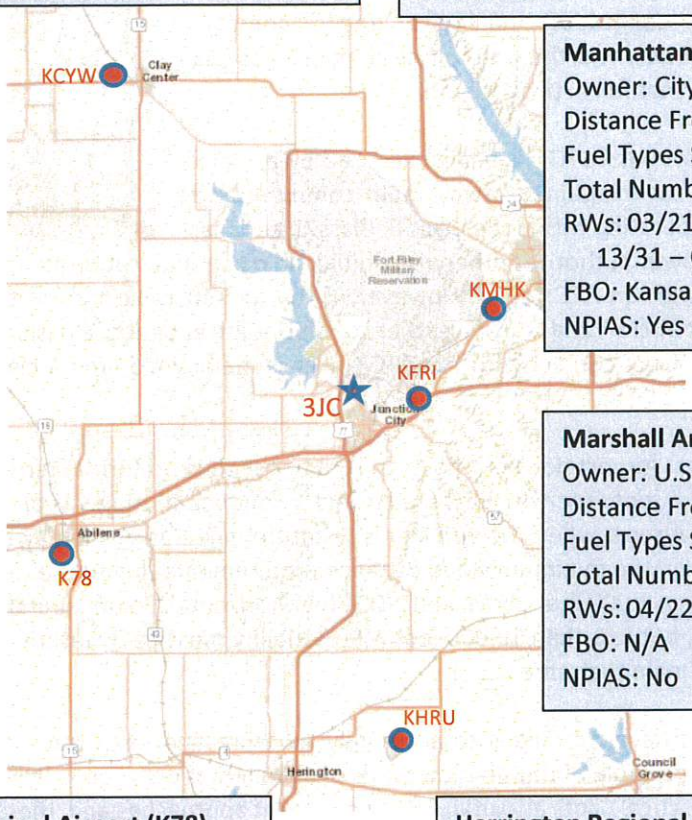
Typically, small GA airports have no means to accurately measure and keep track of the number of instrument approaches. A good rule of thumb is that 25% of all itinerant operations flying into the airport use instrument approaches. Local pilots also utilize the instrument approaches and, therefore, it is usually assumed that 10% of local operations are under IFR.

AREA AIRPORTS

A review of the airports located within approximately a 30 Nautical Mile (NM) radius of Freeman Field Airport was completed to identify and distinguish the type of aviation services provided in the North Central Kansas Region surrounding the airport. Those public use airports within 30 NM of the Airport are illustrated in Exhibit 1G located on page 1-20. Information pertaining to each airport was obtained from www.airnav.com.

Clay Center Municipal Airport (KCYW)
Owner: City of Clay Center
Distance from 3JC: 24 NM
Fuel Types Sold: 100LL & Mogas
Total Number of Based Aircraft: 15
RWs: 17/35 – Asphalt – 4,199' x 75'
FBO: Mike Spicer
NPIAS: Yes

Freeman Field Airport (3JC)
Owner: City of Junction City
Fuel Types Sold: 100LL & Jet-A
Total Number of Based Aircraft: 16
RWs: 18/36 – Asphalt – 3,498' x 75'
13/31 – Turf – 1,903' x 140'
05/23 – Turf – 1,834' x 200'
FBO: Kansas Air Service
NPIAS: Yes



Manhattan Regional Airport (KMHK)
Owner: City of Manhattan
Distance From 3JC: 10 NM
Fuel Types Sold: 100LL & Jet-A
Total Number of Based Aircraft: 45
RWs: 03/21 – Concrete – 7,000' x 150'
13/31 – Concrete – 5,000 x 75'
FBO: Kansas Air Service
NPIAS: Yes

Marshall Army Airfield (KFRI)
Owner: U.S. Army (Fort Riley)
Distance From 3JC: 4 NM
Fuel Types Sold: N/A
Total Number of Based Aircraft: N/A
RWs: 04/22 – Concrete – 4,503' x 100'
FBO: N/A
NPIAS: No

Abilene Municipal Airport (K78)
Owner: City of Abilene
Distance From 3JC: 20 NM
Fuel Types Sold: 100LL & Jet-A
Total Number of Based Aircraft: 19
RWs: 17/35 – Concrete – 4,100' x 75'
FBO: Abilene Flying Services
NPIAS: Yes

Herrington Regional Airport (KHRU)
Owner: City of Herrington
Distance From 3JC: 21 NM
Fuel Types Sold: 100LL
Total Number of Based Aircraft: 10
RWs: 17/35 – Concrete – 4,184' x 75'
FBO: City of Herrington
NPIAS: Yes

Exhibit 1G
Area Airports Surrounding Freeman Field Airport

CLIMATE

Weather is the day-to-day state of the atmosphere in a region and based on short-term variation (minutes to weeks); whereas climate is defined as statistical weather information that describes the variation of weather at a given place for a specified long interval (months to years). Climate conditions are important in the planning and future development of an airport. Temperature is a critical factor in determining runway length requirements. Wind direction and wind speeds are used to determine optimum runway orientation. The determining factor for the requirement of Navigation Aids (NAVAIDs) and airport lighting is dependent upon the amount of time the visibility is impaired by sunset, cloud cover or other visibility disabling conditions.

Junction City lies in the transition zone between the *Humid Subtropical Climate* (hot, humid summers and generally mild to cool winters) and *Humid Continental Climate* (large seasonal temperature differences, with warm to hot, and often humid summers with cold, sometimes severely cold winters) in North America. Between that mix of climates, on average, Junction City experiences hot, humid summers and cold, dry winters. The average annual temperature in Junction City is 54.4 °F. January is the coolest month with an average low temperature of 18° F while July is the warmest month with an average high temperature of 90° F. On average, the community receives 33 inches of precipitation per year, with a snowfall average of 14.3 inches per year. May and June are the wettest months with a respective average of 4.77 and 4.85 inches of precipitation. The hottest temperature recorded in Junction City was 114° F in July 1954; the coldest temperature recorded was -26° F in December 1947.

The average annual wind speed is 10 Miles per Hour (MPH) with the windiest months being March and April with respective average wind speed of 12 MPH. Each winter, on average the risk of frost is from October 17th through April 14th, but frost can occur sooner or later than those dates. The frost free growing season in the Junction City area is approximately 186 days.

REGISTERED AIRCRAFT

Aside from looking at surrounding airports and the services and facilities they provide, it is also important to look at the number of total FAA registered aircraft in the surrounding counties. As the Junction City Municipal Airport expands, prospers and offers more attractive aviation facilities, the Airport can expect to see some of the registered aircraft located in surrounding areas possibly relocate to the Airport.

Table 1A
Number of Registered Aircraft Per County

County	Number of registered aircraft
Geary	18
Riley	62
Clay	23
Dickinson	47
Morris	2
Wabaunsee	15
Total	**167**

As of June 2016, according to the FAA database at http://registry.faa.gov/aircraftinquiry, the entire State of Kansas (State) has 5,994 total registered aircraft. Geary County and the 5 counties that surround it account for 167 of these registered aircraft. Table 1A lists the counties surrounding Junction City and the number of registered aircraft. Of the 18 aircraft registered in Geary County, 6 are owned by the Jim Clark Motor Company of Junction City, 11 are owned by Junction City residents, and 1 is owned by a Fort Riley resident.

AIR TRAFFIC ACTIVITY

The number of based aircraft and the total annual operations (takeoffs and landings) are the primary indicators of aeronautical activity at airports serving General Aviation. These indicators will be used in the aviation forecasts analysis in this Master Plan to project future facility needs.

Based Aircraft and Aircraft Operations

Exhibit 1H on page 1-23 illustrates the historical based aircraft at Freeman Field from 1980 (when records begin) to the year 2016. Based aircraft totals have fluctuated throughout the time period examined. The historical information shows a maximum of 33 in 1989 and a minimum of 16 based aircraft in 2008. Currently, there are 28 aircraft based at Freeman Field.

A list of the current based aircraft is shown in Table 1B on page 1-24. General Aviation operations include a wide range of aircraft use, from personal to business and corporate. Aircraft operations at an airport are classified as local or itinerant. Local operations consist mostly of aircraft training operations conducted within an airport traffic pattern and touch-and-go and stop-and-go operations. Itinerant operations are originating or departing aircraft that are not conducting operations within an airport traffic pattern. Local operations comprise approximately 50% of the total annual operations.

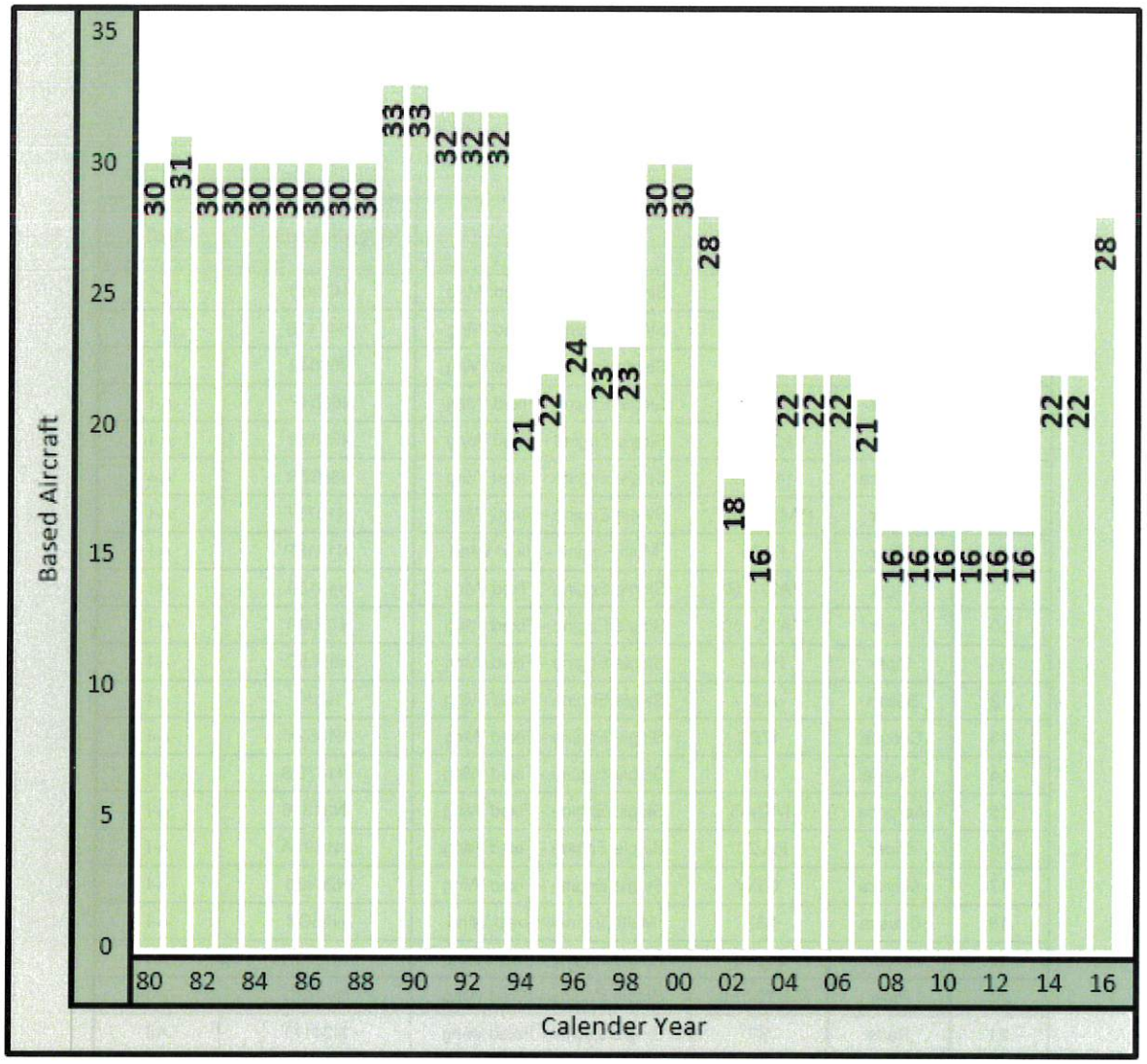


Exhibit 1H
Historical Based Aircraft

Table 1B
Current Based Aircraft

Number	Make	Model	Aircraft Type	Registration #	ARC
1	Beech	G-35	Single Engine - Fixed Wing	N4226D	A-I
2	Cessna	170B	Single Engine - Fixed Wing	N4411B	A-I
3	Cessna	150M	Single Engine - Fixed Wing	N66042	A-I
4	Piper	PA24-180	Single Engine - Fixed Wing	N6604P	A-I
5	Piper	PA24-250	Single Engine - Fixed Wing	N7032P	A-I
6	Bellanca	14-19-3	Single Engine - Fixed Wing	N8866R	A-I
7	Piper	PA46-350P	Single Engine - Fixed Wing	N10767	A-I
8	Piper	PA23	Multi Engine - Fixed Wing	N1319P	A-I
9	Piper	PA22-150	Single Engine - Fixed Wing	N4415A	A-I
10	Piper	PA22-150	Single Engine - Fixed Wing	N7609D	A-I
11	Piper	PA22	Single Engine - Fixed Wing	N8705C	A-I
12	Beech	A36	Single Engine - Fixed Wing	N2JC	A-I
13	Cessna	172C	Single Engine - Fixed Wing	N1362Y	A-I
14	Thorpe	T-18	Single Engine - Fixed Wing	N147DS	A-I
15	Aeronca	TAC-65	Single Engine - Fixed Wing	N31316	A-I
16	Piper	PA-20	Single Engine - Fixed Wing	N1591A	A-I
17	Meyers	OTW	Single Engine - Fixed Wing	N26466	A-I
18	Cessna	337	Multi Engine - Fixed Wing	N55CS	A-I
19	Piper	PA-16	Single Engine - Fixed Wing	N5913H	A-I
20	Piper	PA-22-150	Single Engine - Fixed Wing	N9972D	A-I
21	Rans	S7	Single Engine - Fixed Wing	N2417T	A-I
22	Mooney	M20E	Single Engine - Fixed Wing	N5605Q	A-I
23	Cessna	150M	Single Engine - Fixed Wing	N9167U	A-I
24	Mosquito	XET	Single Engine - Rotary Wing	N248BA	N/A
25	Agusta	AW109S	Multi Engine - Rotary Wing	N9910Z	N/A
26	Piper	PA23-250	Multi Engine - Fixed Wing	N770MJ	A-I
27	Bellanca	7KCAB	Single Engine - Fixed Wing	N90912	A-I
28	Piper	PA28-235	Single Engine - Fixed Wing	N55117	A-I

Source: City of Junction City Records
ARC - Airport Reference Code

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Current Operational Fleet Mix

A detailed report of General Aviation (GA) activity is available from GCR & Associates, Inc. from June 1, 2015 to May 31, 2016. A compilation of the itinerant operations data from this report is shown in Table 1C on page 1-26. Itinerant operations is defined as aircraft operations at the airport that are not local operations from the based aircraft. The data combines GA aircraft ownership databases to provide an active view of which GA aircraft are operating at the Airport. The data is obtained from FAA's records of filed flight plans of aircraft flying under Instrument Flight Rules (IFR). All IFR operating aircraft will have filed Flight Plans, but most aircraft operating under Visual Flight Rules (VFR) do not file flight plans. Therefore, this data is representative of the aircraft utilizing the Airport, but it is not inclusive of all of the aircraft that utilize the Airport.

GCR Associates, Inc. of New Orleans, Louisiana has a long history of providing technical and planning services to the aviation community. GCR worked for the Federal Aviation Administration to design, develop, and manage a sophisticated database application of all official facility information for the 48,000 airports located throughout the United States.

Itinerant aircraft traffic to and from the Airport consists of aircraft in the Airport Reference Code (ARC) B-I and A-I categories. The most frequent, largest aircraft to utilize the Airport as documented by GCR & Associates in the last year is a Cessna 425, which has a 44 foot wing span, tail height of 12.6 feet, and a 8,600 pound maximum takeoff weight (ARC B-I). The Cessna 425 is flown by Cerretani Aviation Group, an aircraft dealer based out of Boulder, CO. The majority of the aircraft utilizing the Airport consist of light twin engine or single engine and ultra-light aircraft that primarily fit into the ARC A-I category.

The Critical Design Aircraft, in accordance with FAA design criteria, is the largest and most critical aircraft that performs 500 or more itinerant operations at an airport with operations defined as either landing or a takeoff. The current Critical Design Aircraft, as identified in the 2001 Airport Master Plan report was the Beechcraft B200 Super King Air having an ARC designation of B-I. The Super King Air has a wing-span of 55 feet, tail height of 15 feet, a maximum takeoff weight of 12,500 pounds, and an approach speed of 112 knots.

Table 1C
Itinerant Operations June 1, 2015 - May 31, 2016

Company/Owner	N-Number	Make	Model	Ownership Location	ARC	Operations
CERRETANI AVIATION GROUP LLC	N425LA	CESSNA	425	BOULDER, CO	B-I	15
PERUZZI ARCHITECTS	N5421J	CESSNA	340A	LOS ANGELES, CA	B-I	2
CARLSON CARL J II	N100MR	BEECH	95-B55 (T42A)	KANSAS CITY, MO	B-I	1
GOLDEN EAGLE FLIGHT SERVICES INC	N421EM	CESSNA	421C	ANN ARBOR, MI	B-I	1
D & A INC	N421RA	CESSNA	421C	MANHATTAN, KS	B-I	1
				Total ARC B-I Operations:		**20**
JCMC INC	N2JC	Beech	A36	JUNCTION CITY, KS	A-I	17
DUDLEY NATHAN	N7032P	PIPER	PA-24-250	VALLEY CENTER, KS	A-I	15
LOWE RODNEY L	N9172M	CESSNA	182P	WILLOW PARK, TX	A-I	7
3 GREENE LLC	N12EV	PIPER	PA-46-310P	OZARK, MO	A-I	3
MELBOURNE EQUIPMENT LLC	N323FT	CIRRUS	SR20	MELBOURNE, FL	A-I	3
ENERGY INVESTMENTS CORP	N4605M	BEECH	A36	WILMINGTON, DE	A-I	3
FLORIDA AIR GROUP INC	N115CC	BELLANCA	17-30A	ALACHUA, FL	A-I	2
FERRY AVIATION LLC	N129DK	DIAMOND	DA 40	HULMEVILLE, PA	A-I	2
GEORGE PROPERTIES LLC	N303LM	LANCAIR	LC-40-550FG	WILMINGTON, DE	A-I	2
AUTO HOUSE INC	N314PK	CIRRUS	SR22	TERRE HAUTE, IN	A-I	2
MWAFRIKA ADVENTURES LLC	N75BT	SOCATA	TBM 700	HELENA, MT	A-I	2
PAVCO AIRCRAFT INC	N7711Y	CESSNA	LC41-550FG	GIG HARBOR, WA	A-I	2
TEDESCO HENRY J	N2VC	BEECH	95	MOUNT DORA, FL	A-I	1
DYMOND MICHAEL A	N3832H	MOONEY	M20J	DRIPPING SPRINGS, TX	A-I	1
JOHNSTON FLYING SERVICES LLC	N3984J	CESSNA	150G	HOUMA, LA	A-I	1
KANSAS AIR CENTER INC	N4101N	PIPER	PA-31-350	MANHATTAN, KS	A-I	1
OTTER MARK E	N4226D	BEECH	G35	WARRENSBURG, MO	A-I	1
NEFFS SAFE LOCK SECURITY INC	N56496	PIPER	PA-28-235	WRIGHTSVILLE, PA	A-I	1
JUPITER EQUIPMENT LEASING INC	N700CL	SOCATA	TBM 700	GARLAND, TX	A-I	1
BARTOSCH PETER M	N759QL	CESSNA	182Q	ENTERPRISE, AL	A-I	1
EBERLY MARK H	N7902M	BEECH	V35	CARMEL, IN	A-I	1
DOMINO GARY R	N8068W	PIPER	PA-28-180	EARLY, IA	A-I	1
				Total ARC A-I Operations:		**70**

AIRPORT LAND

To Be Published

AIRPORT FACILITIES

Airport facilities can be functionally classified into two broad categories, airside and landside.

Airside

The airside category includes those facilities directly associated with aircraft operations.

Landside

The landside category includes primary and support facilities necessary to provide a safe transition from different means (surface or air) of transportation.

AIRSIDE FACILITIES

Airside facilities include runways, taxiways, airport lighting and Navigation Aids (NAVAIDS). Table 1D below summarizes airside facilities data for Freeman Field Municipal Airport.

Runways

Freeman Field is supported by a primary and two crosswind runways.

Primary Runway 18/36 is an asphalt runway aligned in a north-south direction and is 3,498-feet long and 78-feet wide. Runway 13/31 is a turf runway aligned in a Northwest-Southeast direction and is 1,903 feet long and 140 feet wide. Runway 5/23 is a turf runway aligned in a Northeast-Southwest direction and is 1831 feet long and 200 feet wide.

Table 1D
Airside Facilities Data

	Runway 18/36	Runway 13/31	Runway 5/23
Runway Length (Feet)	3,498	1,903	1,834
Runway Width (Feet)	78	140	200
Runway Surface	Asphalt	Turf	Turf
Runway Load Bearing Strength Single Wheel Loading (Pounds)	10,000		
Runway Lighting	MIRL	None	None
Taxiway Lighting	MITL	None	None
Pavement Markings			
Runway	Non Precision	None	None
Taxiway	Centerline	None	None
Visual Approach Aid and Lighting	PAPI	None	None
Navigational Aids	Wind Sock and Rotating Beacon	Wind Sock and Rotating Beacon	Wind Sock and Rotating Beacon
Instrument Approach Procedures	NDB/GPS (36)		

PAPI – Precision Approach Path Indicator
MIRL - Medium Intensity Runway Lights
MITL - Medium Intensity Taxiway Lights
NDB – Non-directional Beacon
GPS - Global Positioning System

The website www.airnav.com is a common source of airport information used by pilots and others needing aeronautical information. According to this website, there is a 20-foot-high pole located 600 feet from Runway 18 requiring a 20:1 slope to clear the obstruction. It also indicates there is a 34-foot-high pole 875 feet from Runway 36 requiring a 19:1 slope to clear it, 60-foot-high trees 594 feet from Runway 13 requiring a 9:1 slope to clear, 64-foot-high trees 1295 feet from Runway 31 requiring a 20:1 slope to clear, 70-foot-high trees 873 feet from Runway 5 requiring a 12:1 slope to clear, and a 37-foot-high pole 396 feet away from and 125 feet left of centerline on Runway 23 requiring a 10:1 slope to clear.

Runway 36 at Freeman Field

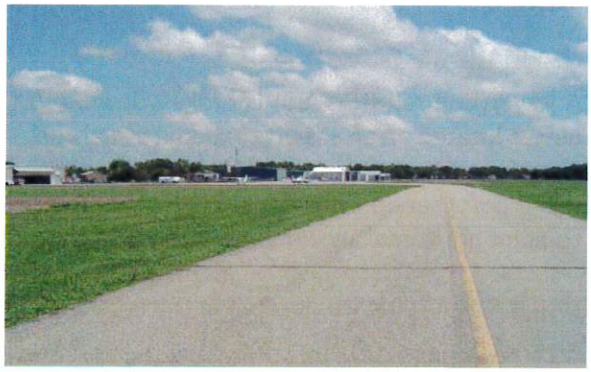
The current effective runway gradient of primary Runway 18/36 is 0.4%. The effective runway gradient for Runway 13/31 is 0%. The effective runway gradient of Runway 5/23 is .6% (Effective Runway Gradient is the ratio of the elevation difference to the total runway length.)

Runway 18/36 is supplied with threshold lights and Medium Intensity Runway Lights (MIRL's) for lighted guidance. Runway 36's pavement is marked with non-precision markings. Runway 17 is marked with visual markings. The runway ends consist of runway numeral designators for both runways and threshold bars for runway 36. Runway 18/36 is constructed of asphalt pavement and has a Single Wheel Gear (SWG) bearing strength of 10,000 pounds. The Airport has a published GPS approach to Runway 36 and a circling NDB approach.

Runways 13/31 and 5/23 are an unlit turf runways with blue and white buried drums delineating the end of the runways.

Taxiway

The taxiway system at the airport consists of one connection taxiway between the primary Runway 18/36 and the general aviation ramp on the east side of the airport. It is construction of asphalt and is approximately 1,300 feet long and 30 feet wide. The taxiway extends from the apron to approximately the midfield point of Runway 18/36. The taxiway also crosses the turf Runway 5/23 at approximately midfield. Upon landing on Runway 18/36, aircraft must back-taxi (turnaround) on the runway to the taxiway to proceed to the terminal area.



Runway 18/36 taxiway at Freeman Field

Holding aprons, approximately 625 square yards in size are located at each end of Runway 18/36. Holding aprons allow for aircraft engine run-ups before takeoff and to hold for aircraft on approach to landing.

Airfield Lighting

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. Freeman Field has three types of installed lighting systems – identification lighting, runway and taxiway lighting, and approach lighting.

- **Identification Lighting** is used to identify the location of the Airport at night. This is universally done by a rotating light beacon which projects two beams of light, one white and one green, 180 degrees apart. Also known as an Airport Beacon, the rotating light beacon is located on the east side of the airport, adjacent to the automobile parking lot.
- **Runway and Taxiway Lighting** utilizes light fixtures placed near the pavement edge to define the lateral limits of the pavement at night. This lighting is essential for safe operations during night and/or times of low visibility in order to maintain safe and efficient access to and from the runway and aircraft parking areas. Runway 18/36 is equipped with Medium Intensity Runway Lights (MIRLs). The taxiway is equipped with blue taxiway reflectors. The intensity of the runway lighting can be controlled by pilots utilizing the radio transmitter in the aircraft.
- **Approach Lighting Systems (ALSs)** are used in the runway approaches as additional Navigation Aids (NAVAIDs) for the final portion of Instrument Flight Rule (IFR) approaches and as visual guides for nighttime approaches under Visual Flight Rules (VFR) conditions. The approach lighting system provides the pilot with visual cues concerning aircraft alignment, roll, height and position relative to the threshold. Currently the Airport has Precision Approach Path Indicator (PAPI) lights installed on Runway 18/36 set to a glideslope of 3 and 3.5 degrees respectively.

Pavement Markings

Runway 18/36 is marked in accordance with non-precision marking requirements. Non-precision runways are runways having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance for which a straight in or side step non-precision approach procedure is approved. The non-precision markings in place identify the runway centerline, runway designators (runway numerals), runway threshold and aircraft holding positions. Taxiway and apron taxiway centerlines are provided to assist aircraft moving between the apron, terminal, and hangar area, and primary Runway 18/36.

Navigational Aids

A Navigation Aid (NAVAID) is broken down into two types: visual and electronic. A visual NAVAID is a device located on an airport that emit visual cues that assist pilots during final approach to safely land an aircraft and clear obstructions or other navigational hazards. An electronic NAVAI can be located on or off the airport that transmits radio frequencies that properly equipped aircraft and pilots translate into point-to-point horizontal and/or vertical guidance.

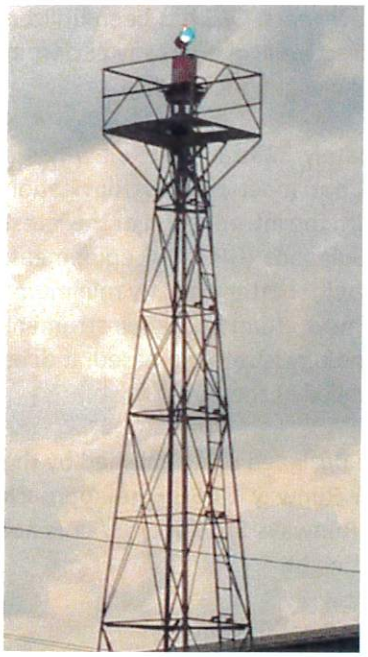
Visual NAVAID Devices located at the Freeman Field Airport are:

- **Lighted Wind Cone and Wind Tee:** A lighted wind cone provides visual information to aircraft pilots concerning wind direction and wind strength. A wind cone is a long, hollow tube-like device made of fabric mounted on a free-wheeling pivot atop a pole or tower. It turns in the direction from which the wind is blowing and indicates the approximate wind direction and strength. The wind cone is also called a wind sock or a wind sleeve. The wind cone is mounted atop a pole

New Picture

located within the segmented circle at the airport. A Wind Tee is a similar metallic structure mounted on a swivel and designed to point into the wind. Due to its mass, it is less likely to be influenced by gusts and more likely to indicate the prevailing wind direction. However, during calmer winds it is possible that it will not give an accurate reading of wind direction and gives no indication of wind strength. Freeman Field has a lighted wind cone with segmented circle and wind tee west of Runway 13-31 at mid field.

Lighted Wind Cone and Tee at 3JC



Rotating Beacon and Tower at Freeman Field

Airport Rotating Light Beacon and Tower: An aeronautical rotating light beacon is used to aid aircraft pilots in locating the airport from the air at night and in bad weather conditions. The Airport rotating light beacon displays flashes of white and green light according to uniform standards of the International Civil Aviation Organization (ICAO). These flashes indicate the location and type of airport. Freeman Field's tower is located on the east side of the airport near the automobile parking lot.

Electronic NAVAID Devices available to pilots for flying aircraft to or from the airport include:

- **Non-Directional Radio Beacon (NDB):** Radio beacons are simple transmitters operating in the long-wave radio spectrum of 200 to 450 kilohertz (kHz) that repeat some identifying signal for an airport over and over for aircraft navigational purposes. The NDB transmits these non-directional radio signals so that the pilot of properly equipped aircraft can determine the bearing to or from the airport where the NDB transmitter is located.

The NDB approach procedure is the least common ground-based non-precision approach. As the name implies, NDB approaches are approach procedures which use a NDB as the primary NAVAID. The NDB can be located either on an airport or at a remote location. NDB navigation is a very old 1927 vintage technology.

NDB operation is very simple, yet flying a NDB approach precisely is difficult. Approach minimums for a NDB approach are higher than those for a Very High Frequency Omni-Directional Range (VOR) or other ground based NAVAIDs. This is because NDB signals are less precise, and they are subject to several types of interference. The needle of the aircraft Automatic Direction Finder (ADF) always points to the NDB station. The aircraft NDB equipment does not provide Distant Measuring Equipment (DME) information so pilots have to be more aware of their big picture position.

Approach Procedures at the Freeman Field Municipal Airport are designed and published by the FAA. Freeman Field has a published NDB circling approach procedure for Runway 18/36. The approach procedure is included in this report in Appendix E. The NDB circling approach Runways 5/23 and 13/31 is not authorized. The NDB circling approach for Runway 18 is Not Authorized at night.

- **Global Positioning System (GPS):** is a space based NAVAID for aircraft pilots en-route to an airport. The Global Positioning System (GPS) is a radio navigation system consisting of a constellation of satellites and a network of ground stations used for monitoring and control. A minimum of 24 GPS satellites orbit the Earth at an altitude of approximately 11,000 miles and transmit electronic signals which properly equipped aircraft use to accurately determine position, altitude, velocity, time and other navigational information anywhere in the world and in all weather conditions. GPS was initially developed by the United States Department of Defense for military navigation around the world. Increasingly over the last few years, GPS has been utilized more in civilian aircraft. GPS is similar to LORAN-C as pilots can directly navigate to any airport in the United States and are not required to navigate using a specific navigational facility.

  The original GPS system had a horizontal accuracy of approximately 328 feet. GPS now has a horizontal accuracy of approximately 50 feet. GPS alone does not meet the FAA navigation requirements for accuracy, integrity, and availability. However, with the introduction of the latest Global Positioning System Localizer Performance with Vertical Guidance (GPS-LPV) equipment, airports are beginning to acquire published approach procedures with better visibility minimums that would otherwise not be possible without the installation of new ground based, instrument approach equipment at the airport. Since the new GPS-LPV technology is satellite based, it does not require a lot of expensive ground based equipment to be installed at the Airport.

  Approach Procedures at the Freeman Field Municipal Airport are designed and published by the FAA. Freeman Field has published GPS approach procedures for Runway 18/36. The approach procedures are included in this report in Appendix E. Circling to Runways 5/23 and 13/31 is not authorized. GPS Approaches for Runway 18 are Not Authorized at night.

Weather Observation

The primary concern of the aviation community is safety, and weather conditions often threaten that safety. Automated Weather Observing System (AWOS) units are automated sensor suites which are designed to serve aviation and meteorological observing needs for safe and efficient aviation operations, weather forecasting, and climatology. A basic strength of automated observing systems for local weather reports is that critical aviation weather parameters are measured where they are needed most, at airport runway Touchdown Zones (TDZs). The data gathered from surface and upper altitude observations form the basis of all weather forecasts, advisories, and briefings.

An AWOS system measures the following parameters:

- Barometric pressure and altimeter setting (in inches of Mercury).
- Wind speed and wind gusts (in knots)
- Wind direction and variable wind direction (in degrees of the compass)
- Temperature and dew point (in degrees Celsius)
- Altimeter setting and density altitude
- Visibility and variable visibility (in miles)
- Cloud ceiling height (in feet)
- Precipitation accumulation (in inches) and type (rain, snow and sometimes drizzle)
- Thunderstorm detection (via a cloud-to-ground lightning detector).

AWOS systems disseminate weather data in a variety of ways:

- A computer-generated voice message which is broadcast via radio frequency to pilots in the vicinity of an airport. The message is updated at least once per minute, and this is the only mandatory form of weather reporting for an AWOS.
- Optionally (but frequently done), a computer-generated voice message can be made available over a telephone dial-up modem service. The message is updated at least once per minute.
- Optionally (but frequently done), AWOS messages may be transmitted to the FAA for national dissemination via computer. These messages are currently in METAR format, and typical reporting frequencies are once every 20 minutes.
- Optionally (but frequently done), the AWOS can be connected to internet access. This connection not only allows pilots from all over the world access to up-to-date weather conditions at Freeman Field, but also the local Junction City Community including citizens, businesses, and local farmers.

Freeman Field does not currently have an AWOS located at the airport. An AWOS is located at airports in Manhattan, Fort Riley, Abilene, and Concordia. It is KDOT's desire to install an AWOS across the State of Kansas at all except for Basic airports in order to fill holes in the system. With the lack of an AWOS in Geary County, the ultimate goal should be to install an AWOS at Freeman Field.

LANDSIDE FACILITIES

Landside facilities include the aircraft parking aprons, fueling facility, Terminal Building, aircraft storage hangars, aircraft maintenance hangars, and lease facilities for business and industry. Landside facilities are depicted in Exhibit 1I located on page 1-36.

Terminal Building and Maintenance Hanger

The Freeman Field Municipal Airport Terminal Building is located adjacent to the aircraft parking apron on the east side of the airport. The 750 square foot terminal includes a lobby area with a pilot's briefing desk, Civil Air Patrol office, and restrooms. The stone building is in good condition and connected to all utilities. The building address is 540 W 18th Street, Junction City, KS 66441. The building does not have a security alert system or security cameras but seems well-secured and lit.

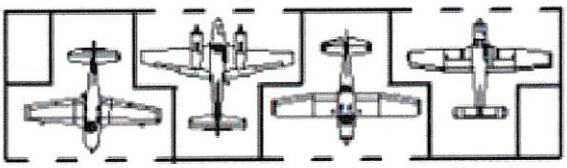
A maintenance hangar located north of the terminal is operated by the Fixed Base Operator (FBO) at the airport. The hanger is approximately 8,000 square feet in size, in good condition, and is used for maintenance and repair activities. The Hangar has a 68' x 24' Bi-Fold door accommodating entry of Airplane Design Group (ADG) I aircraft.

Aircraft Hangars

Many pilots and/or businesses who own or plan to own an aircraft want a hangar to protect their valuable investment in personal transportation from the elements. Airport hangars provide various uses, including individual aircraft storage, transient aircraft storage, commercial repair/maintenance buildings, and space for lease to businesses and industry with the need to locate on the airport for easy access to aviation support services. Freeman Field has a variety of aircraft hangars available to potentially attract new businesses and generate additional revenue for the airport. In fact, a well-executed and successful hangar portfolio can be the key to a financially secure general aviation airport.

Hangars vary a great deal in planning and design. The type of hangar used depends on the type and number of aircraft to be serviced and on the nature of the maintenance equipment. The most common hangars have a rectangular profile and are of arch or frame construction; they are often 80 feet to 100 feet wide at a general aviation airport. At a commercial airport hangars can be 200 feet to 300 feet wide. Depending on their function, the following types of hangars are distinguished:

- **Conventional Hangars** are normally a rectangular building designed to function just as an aircraft storage facility. This type of hangar normally just has electricity for minimal lights and electrical outlets and has one aircraft door and one walk-in door. Conventional hangars normally are not insulated, heated or air conditioned. Aircraft pilots and/or owners can perform very minor maintenance and cleaning of their aircraft in a Conventional Hangar.
- **Executive Hangars** are normally a rectangular building designed to function as an aircraft storage and maintenance facility and have amenities that support operating a business in the hangar. Executive Hangars normally have all utilities including internet access. Offices, restrooms, conference rooms, storage areas, shop areas, etc. can be integrated into the hangar. Executive hangars are insulated and have heating, mechanical air ventilating and air conditioning systems.
- **Shade Hangars** are an open sided structure that provides aircraft with shade from the sun and temporary protection from rain, hail, etc. The roof can be steel or of various fabrics and synthetic materials. A shade hangar is mainly used to accommodate aircraft visiting an airport for a short period of time.
- **T-Hangars** function just as a conventional hangar, however instead of being rectangular they are T-shaped just as their name indicates. These are built to save space as these fit the shape of aircraft better, resulting is less wasted space than a conventional hangar. This type of hanger normally just has electricity for minimal lights and electrical outlets and has one aircraft door and no walk-in door. T-hangars normally are not insulated, heated or air conditioned. Aircraft pilots and/or owners can perform very minor maintenance and cleaning of their aircraft in a T-hangar.
- **Nested T-Hangars**, because of their unique "T" shape, offers the ability to nest the aircraft into the hangar by facing the aircraft in opposite directions. This configuration allows for more aircraft storage in less space. The two options for a nested T-hangar allow flexibility for a wider, shorter length building or a narrower, longer building. This ability means nested T-hangars can be designed to best accommodate and facilitate growth at the airport.



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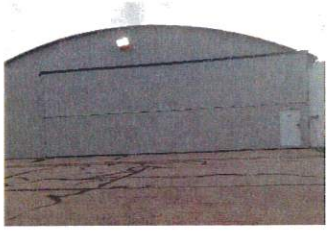
The Hangars located at the Airport consist of Conventional Hangars, Nested T-Hangars, and Shade Hangars. The City of Junction City owns all aircraft hangars located at the Freeman Field Airport and leases those hangars to private individuals and businesses. Table 1E on page 1-35 summarizes the aircraft hangars located at the airport, while Exhibit 1I on page 1-36 shows picture of each of the hangars with corresponding hanger numbers from Table 1E. Exhibit 1J located on page 1-37 depicts the building layout for the hangar area at the Airport.

Table 1E
Aircraft Hangar Summary

Hangar Type	Hangar Number	Aircraft Stalls	Stalls Leased	Dimensions (Square Feet)	Door Size Door Type	Condition
Maintenance Hangar	MH1	1		100' x 80' 8,000 sf	68' x 24' Bi-Fold Door	Good
Conventional Hangar	A 1	1		60' x 50' 3,000 sf	47' x 15' Bi-Fold Door	Fair
Conventional Hangar	A 2	1		80' x 60' 6,000 sf	55' x 17' Roll-up Door	Fair
Conventional Hangar	B4	1		40' x 30' 1,200 sf	35' x 15' Bi-Fold Door	Good
Conventional Hangar	B3	1		35' x 30' 1,050 sf	33' x 9' Bi-Fold Door	Good
Conventional Hangar	B2	1		50' x 40' 2,000 sf	22' x 9' Roll-up Door	Good
Conventional Hangar	B1	1		80' x 40' 3,200 sf	48'x 15' Roll-up Door	Good
Conventional/ Nested T Hangar	C	1x Conventional		240' x 32' 7,680 sf	38' x 9 ' Sliding Door	Fair
		6x Nested T			38' x 9 ' Sliding Door	Fair
Nested T Hangar	D	6		175' x 35' 6,125 sf	38' x 10' Sliding Door	Poor
Conventional/Shade Hangar	E	2x Shade		200' x 30' 6,000 sf	N/A	Fair
		2x Conventional			38' x 12' Sliding Door	Fair
Nested T Hangar	F	5		150' x 30' 4,500 sf	38' x 9 ' Sliding Door	Fair
Nested T Hangar	G	5		150' x 30' 4,500 sf	38' x 9 ' Sliding Door	Fair

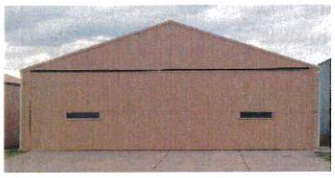
MH1



A1

A2

B4

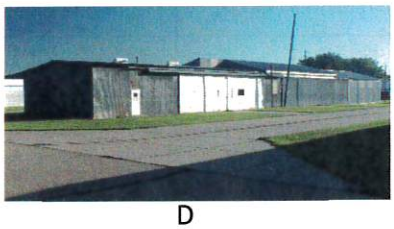


B3

B2

B1

C



D

E

F

G

Exhibit 1I
Aircraft Hangars Located at the Freeman Field Municipal Airport

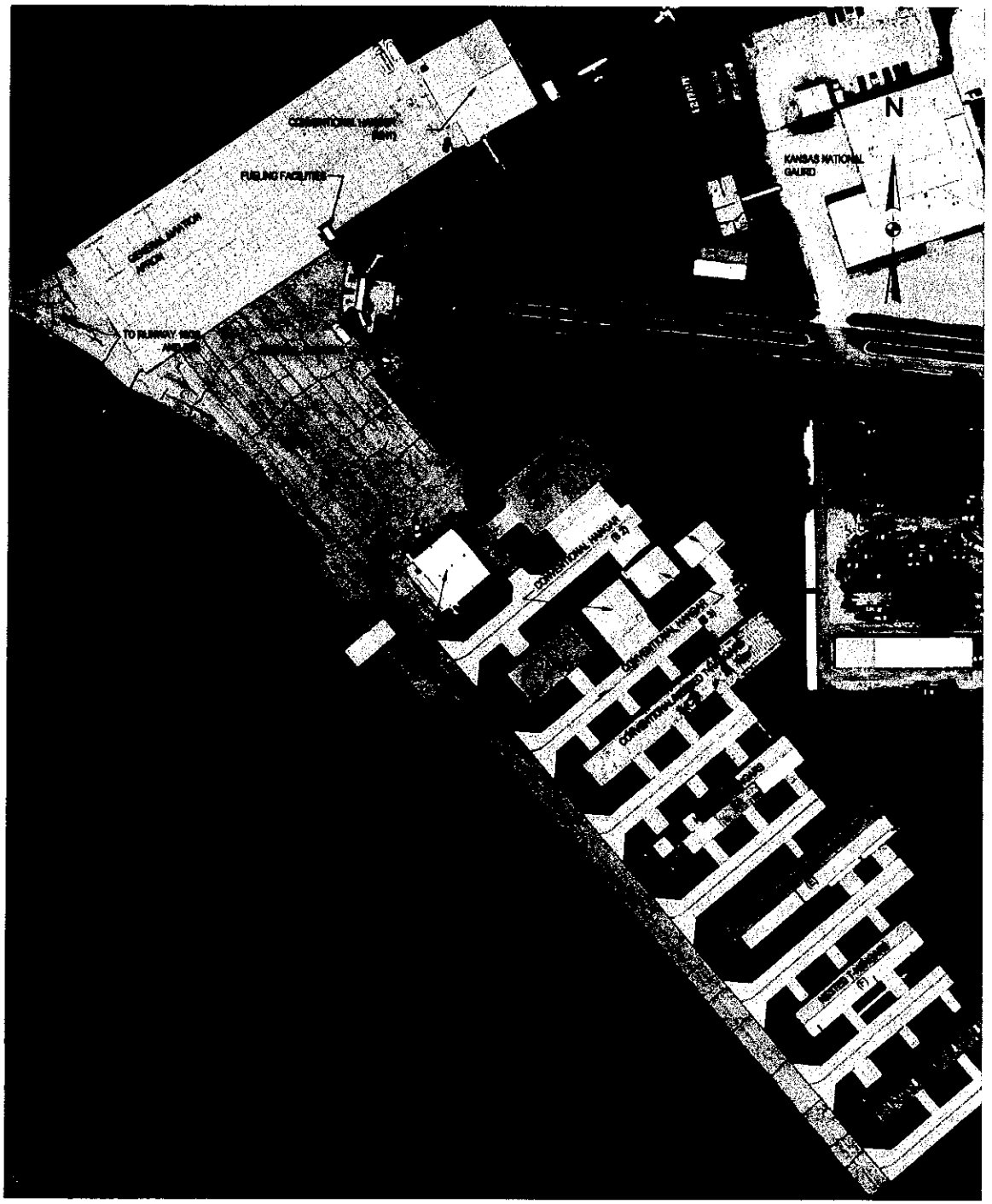


Exhibit 1J
Building Layout for Hangar Area

Aircraft Apron

The primary apron is approximately 3,000 square yards in size and constructed of concrete. There are approximately 10 spaces available for aircraft tie down.

General Aviation Apron Looking North at Freeman Field Airport

Automobile Access and Parking

The airport is accessed via "Airport Road", an extension of 18th Street, by way of Kansas Highway 57, 18th Street, and Jackson Street. These roads are on the eastern side of the airport and provide primary access to Junction City and the local areas.

The automobile parking lot is located next to the terminal building at the end of the entrance road to the airport. There are approximately 26 parking spots including two handicap spots for operators and users of the airport.

The Freeman Field Airport Automobile Parking Lot

Utilities

The availability and capacity of the utilities serving the Airport are important in determining the development potential of Airport property. Of primary importance is the availability of water, sewer and electricity sources at the airport. Airport utilities itemization and respective providers are:

- **Water** provided by the City of Junction City water system.
- **Sanitary Sewer** is connected to the City sewer system.
- **Electric Power** provided by Westar Energy.
- **Natural Gas** is supplied by Kansas Gas Service (KGS), a division of Oneok, Inc. of Tulsa, Oklahoma Kansas Gas Service headquartered in Overland Park, Kansas.
- **Telephone** service is provided by Century Link Communications, standard telephone wire (not optical fiber). Century Link is headquartered in Monroe Louisiana and has a local office in Junction City
- **Cable Television** infrastructure is not provided at the airport.
- **Internet Access** is provided by the Fixed Base Operator (FBO) via a wireless modem.

Support Services

Support services at the Airport are those services that help keep the Airport operational on a daily basis and aid the Airport during times of emergency. Such services and respective providers are:

General Maintenance is provided by the City of Junction City Department of Public Works.
Snow Removal services are provided by the City of Junction City Street Department.
Mowing is contracted by the city of Junction City Department of Public Works.

Fire Protection is provided by the Junction City Fire Department.
Emergency Medical Services (EMS) provided by the Junction City Fire Department.

KANSAS JET FUEL (FBO)

Fixed Base Operator (FBO)

A Fixed Base Operator (FBO) is a commercial business granted the right by an airport sponsor to operate on the airport and provide aeronautical services to the general public such as sale of fuel, hangar rental, aircraft tie-down and parking services, aircraft rental, aircraft maintenance, flight instruction, and air taxi/charter operations. FBOs also provide non-aviation services such as access to restrooms, ground transportation services, food and drink refreshments, internet access and lounge areas.

In the aviation industry, an FBO is a service center at an airport may be a private enterprise or may be a department of the municipality that the airport serves. In common practice, an FBO is a primary provider of support services to general aviation operators at a public-use airport either located on airport leasehold property or, in rare cases, adjacent to airport leasehold property as a through-the-fence operation. Most FBO operators doing business at airports of high to moderate traffic volume are non-governmental organizations such as either privately or publicly held companies.

Freeman Field Municipal Airport has a limited service FBO located in the Terminal Building and Maintenance Hangar. The FBO service is provided by Kansas air Center. At the Freeman Field Airport, the Kansas Air Center provides the services listed below. They can be contacted at: 785-776-1991.

- Airport management
- Aviation fuel
- Aircraft parking (ramp or tiedown)
- Hangars
- Passenger terminal and lounge
- Aircraft charters
- Aircraft maintenance
- Aircraft modifications
- Aircraft parts
- Catering

Ground Transportation

The availability of ground transportation at a rural airport is critical to the usefulness and future economic viability of a general aviation facility. A key component of the economic impact any airport brings to its local economy is directly tied to the ability of visitors arriving via aircraft to easily leave the airport and engage in local attractions and activities or conduct business in the host community and surrounding area. Readily available ground transportation from Freeman Field to the Junction City community and area highway system is an important characteristic of the airport that adds a necessary and pleasing convenience for aircraft travelers thus resulting in more visitor attraction to the airport and its host community of Junction City. A good ground transportation link allows for the itinerant aircraft transporting

visitors and pilots to better utilize the airport, Junction City community and regional highway system. The Airport offers the following ground transportation linkages:

- ~~Courtesy Car Service is provided by the FBO.~~
- Taxi and Rental Car Service is provided by several local options. A quick search of the Junction City yellow pages yields many different transportation options.

With the said transportation options, the Airport has a very good ground transportation linkage to the Junction City community and regional highway system. The Courtesy Car and Rental Car option is often used.

Fueling Facility

Aviation fuel is a specialized type of petroleum-based fuel used to power aircraft. It is generally of a higher quality than fuels used in less critical applications, such as heating or road transport, and often contains additives to reduce the risk of icing or explosion due to high temperatures, among other properties. Most aviation fuels available for aircraft are kinds of petroleum spirit used in engines with spark plugs or fuel for jet turbine engines, which is also used in diesel aircraft engines. Alcohol, alcohol mixtures and other alternative fuels may be used experimentally, but alcohol is not permitted in any certified aviation fuel specification. The three main types of aviation fuel are:

- **Aviation gasoline (Avgas)** is used in piston engine aircraft where the emphasis is on anti-knock characteristics. The most commonly used Avgas is 100 octane Low Lead (100 LL). The fuel must meet performance guidelines for both the rich mixture condition required for higher power during takeoff and the weak mixture which permits economic cruising. Avgas is used to power spark-ignited piston-engine aircraft. Avgas is formulated for stability, safety, and predictable performance under a wide range of environments, and is typically used in aircraft that use reciprocating engines. Freeman Field currently has a self-serve Avgas pump at the airport.

- **Motor gasoline (Mogas)** is the everyday unleaded petroleum spirit used in automobiles and is now more often a choice of aircraft owners rather than Avgas for a variety of reasons. The primary reason is cost. The savings in fuel prices between auto fuel and Avgas are quite significant. In an airplane using 15 gallons per hour, a savings of only 50 cents per gallon will be approximately $7.50 per flight hour less than the cost of using Avgas. In 200 engine hours, this adds up to $1,500. Maintenance costs are also reduced when using Mogas. Many aircraft pilots use Mogas simply because their airplanes run better on it than they do on 100 Low Lead Avgas which, despite its name (100 Low Lead), contains twice as much lead as regular leaded auto fuel prior to the lead reductions which took place in 1986. This excess lead contributes to a host of problems, including fouled plugs and sticking valves. Freeman Field does not have Mogas service at the airport.

- **Jet Fuel** is a type of aviation fuel designed for use in aircraft powered by gas-turbine engines. The most commonly used fuels for commercial aviation are Jet-A, which has been used since the 1950s. Jet A fuel is less flammable than Avgas, and therefore safer to transport and handle. Jet A fuel service at an airport is imperative to attract jet aircraft. Freeman Field has full-service Jet A fuel for sale at the airport.

There is a 5,000 gallon above-ground fuel storage tank installed with fuel pumps. The aviation fuel tank is filled with Avgas 100 LL. A fire extinguisher for an emergency and a cable on a retractable reel for

Freeman Field Airport Jet A Fuel Truck

Freeman Field Airport Fueling Facility

electrically bonding aircraft to the fueling equipment before fueling are available at the Fueling Facility. There are three trucks for full service Jet A fuel service provided by the FBO.

Radio Communications

Radio communications are an important requirement for the safe and proper operation of aircraft at airports. Radio communications vary according to the type of airport, those being a controlled airport or an uncontrolled airport:

Controlled Airports have an operating Air Traffic Control (ATC) tower. Two-way radio communications are required. ATC is responsible for providing for the safe, orderly, and expeditious flow of air traffic at airports where the type of operations and/or volume of traffic requires such a service. Tower controllers issue taxi, departure, and arrival instructions for pilots to follow on specific ATC radio frequencies. Because of that, pilots operating from a controlled airport are required to maintain two-way radio communication with air traffic controllers, and to acknowledge and comply with their instructions. Pilots must advise ATC if they cannot comply with the instructions issued and request amended instructions. A pilot may deviate from an air traffic instruction in an emergency but must advise ATC of the deviation as soon as possible. Some airports have part-time ATC towers. When the tower is closed, usually at night, uncontrolled airport operating procedures apply. The tower frequency usually becomes the Common Traffic Advisory Frequency (CTAF) when the tower is closed. Aeronautical Sectional Charts depict controlled airports in blue color.

Uncontrolled Airports do not have an operating ATC tower. Two-way radio communications are not required, although it is a good idea to have that. At uncontrolled airports, pilots hear advisories on a Common Traffic Advisory Frequency (CTAF), but the responsibility for collision avoidance, landing and takeoff sequencing, and knowing the local airport procedures lies solely with the pilot. Uncontrolled airports are much more common than controlled airports. In fact, nearly 20,000 airports in the United States are uncontrolled, compared to approximately 500 that have an ATC tower. Millions of safe operations in all types of aircraft are conducted at uncontrolled airports in a variety of weather conditions. The process works well because pilots place safety first and use Federal Aviation Administration (FAA) required procedures. Radio communication at uncontrolled airports is not always easy, especially in metropolitan areas where

there never seem to be enough radio frequencies to go around. It's not unusual for several airports within radio range to share the same CTAF. Pilots have to make sure they state the airport name at the beginning and end of each radio transmission for the sake of both clarity and safety. Aeronautical Sectional Charts depict controlled airports in magenta color.

Freeman Field Airport is an uncontrolled airport and does not have an ATC tower.

In General Aviation (GA), the most common types of radios operate using Very High Frequency (VHF). A VHF radio operates on frequencies between 118.0 megahertz (MHz) and 136.975 MHz and is classified by the number of channels the VHF radio can accommodate such as 720 or 760 channels. The 720 and 760 VHF radios uses a 0.025 MHz frequency spacing (example: 118.025 MHz up one frequency space to 118.050 MHz) with the 720 having a frequency range up to 135.975 and the 760 going up to 136.975. VHF radios are limited to line of sight transmissions. Therefore, aircraft at higher altitudes are able to transmit and receive at greater distances.

Two-way radio communications are not required at an uncontrolled airport (although it is a good operating practice for pilots to transmit their intentions on the specified frequency for the benefit of other aircraft traffic in the area). The key for pilots communicating at an airport without an operating ATC tower is selection of the correct common frequency which is called the Common Traffic Advisory Frequency (CTAF). A CTAF is a frequency designated for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating ATC tower.

Freeman Field Airport utilizes a Universal Communication (UNICOM) Air-to-Ground (ATG) radio communication station. In the United States, UNICOM radio frequencies range from 122.700 MHz to 123.075 MHz. The CTAF radio communication frequency at Freeman Field is 122.800 MHz. On pilot request, UNICOM radio base stations may provide pilots with weather information, wind direction, the recommended runway, or other necessary information.

Perimeter Control

To delineate and adequately protect security areas of GA airports from unauthorized access, it is important to consider boundary measures such as fencing, walls, or other physical barriers, electronic boundaries such as sensor lines and alarms, and/or natural barriers. Physical barriers can be used to deter and delay the access of unauthorized persons onto sensitive areas of airports. Such structures are usually permanent and are designed to be a visual and psychological deterrent as well as a physical barrier. They also serve to meet FAA safety requirements in many cases. Where possible, security fencing or other physical barriers should be aligned with security area boundaries. The purpose of the perimeter fence is to also keep wildlife out of the airport, which can be very dangerous to operating aircraft.

The perimeter control at the Freeman Field Airport consists of a ~~3~~ 4' foot tall chain link fence located adjacent to the east side of the primary apron. The primary function of this fence is to prevent vehicles from entering the ramp from the parking lot. There is an electronically controlled gate to prevent

Freeman Field Airport Gate

unauthorized access. On the remaining portion of the airport property, there is a 10' tall chain link fence to prevent intruders and wildlife from accessing the airport.

Through-The-Fence Operations

Federal Aviation Administration (FAA) defines through-the-fence operations as:

> *"Those activities permitted by an airport sponsor through an agreement that permits access to the public landing area by independent entities or operations offering an aeronautical activity or to owner of aircraft based on land adjacent to, but not part of, the airport property. The obligation to make an airport available for the use and benefit of the public does not impose any requirement for the airport sponsor to permit ground access by aircraft from adjacent property."*

Through-the-fence operations include businesses or individuals that have access to airport infrastructure from outside the airport property boundary, or that utilize Airport property to conduct a business but do not rent business space at the Airport. More common types of through-the-fence agreements are for free-lance flight instruction, crop sprayer operations, aircraft maintenance, and aircraft hangars.
FAA's official policy concerning through-the-fence operations is as follows:

> *"FAA regulations do not permit "through-the-fence" operations and exceptions can be granted where operating restrictions ensure safety and equitable compensation for use of the airport."*

The FAA strongly discourages airport owners from entering into any agreement which grants access to the public landing area by aircraft normally stored and serviced on adjacent property. The reason for this FAA policy is that the existence of such agreements could result in the airport owner's inability to comply with their grant obligations and could jeopardize Federal funding of airport improvements. Through grant agreements with the Federal government, the City is obligated to retain control over the Airport property, insure that any development is in accordance with the approved Airport Layout Plan (ALP), insure fair and equitable treatment of all Airport users in a non-discriminatory manner, and manage the Airport facilities in such a manner as to derive sufficient revenue to make the Airport as self-sufficient as possible.

The Junction City Municipal Airport does not have any through-the-fence operations at the airport.

SOCIOECONOMIC FORECASTS

Local and regional forecasts developed for socioeconomic variables provide an indication of the potential for supporting growth in aviation activity. Three variables often found to be most valuable in evaluating local and regional aviation traffic growth potential are population, employment and income. Employment and per capita personal income can be particularly useful because they reflect swings in the economy and are usually available on an annual basis. This information is essential in determining aviation service level requirements, as well as forecasting the number of based aircraft and annual aircraft activity at the airport.

For purposes of this Master Plan, economic and demographic data and projections were prepared and obtained from Woods & Poole Economics, Inc. of Washington, D.C. (www.woodsandpoole.com). Woods & Poole is an independent firm that specializes in long-term county economic and demographic projections. Woods & Poole projections rely on a very detailed database that is one of the most comprehensive county-level projections available.

Table 1F below presents historic and forecast socioeconomic information used for future analysis in this Master Plan. Geary County has experienced moderate population increase between 1986 and 2016. Population for the County increased approximately 16.5% or at an average annual increasing rate of 0.55% over the 30 year period. Aviation demand can also be significantly influenced by other socioeconomic conditions of a community. Total employment has kept pace with the population increase while personal income, per capita personal income (PCPI) and mean household income have all had strong increases over the last three decades.

Table 1F
Historical and Forecast Socioeconomic Conditions

Year	Population	Total Employment	Personal Income (millions of '09 $)	Income Per Capita ('09 $)	Mean Household Income ('09 $)
History					
1986	31,745	30,168	$772.70	$24,341	$65,445
1996	28,424	24,055	$741.83	$26,099	$70,280
2006	27,708	28,228	$1,087.39	$39,245	$91,154
2016	36,979	35,077	$1,501.26	$40,598	$107,135
Forecasts					
2021	37,712	35,816	$1,630.57	$43,237	$113,621
2026	38,426	36,453	$1,773.24	$46,147	$122,512
2031	39,073	36,984	$1,911.07	$48,910	$131,903
2036	39,557	37,400	$2,041.07	$51,598	$141,630

Source: Geary County, Kansas 2016 Data Pamphlet by Woods and Poole Economic, Inc.

Forecasted population estimates indicate a continued increase in total population of Geary County over the next 20 years. The County population is projected to increase from 36,979 currently in 2016 to 39,557 in 2036, an increase of 2,578 people. This equates to an average annual increase of .35% over the next 20 years.

Forecasts for total employment, Per Capita Income, total personal income and mean household income indicates a continued growth rate over the forecasted period. Over the 20 year forecast horizon, total employment is expected to grow approximately 6.62% with total personnel income growing approximately 35.96%. Adjusted Per Capita Income is anticipated to increase 27.09% over the 20 year planning horizon whereas the mean household income is projected to increase more, at 32.2%. Socioeconomic indicators present a favorable outlook for Geary County, Junction City and the surrounding area.

MAJOR EMPLOYERS

Since flying began making the world a smaller place, the ability to traverse long distances quickly has become progressively faster, easier, safer and more efficient. Without the vital network of General Aviation gateways in the United States, rural locations around the Nation become out of reach for a larger part of the general public and smaller businesses. GA airports support the growth and development of businesses in a community thus helping the community and surrounding area to prosper. The major employers within Geary County are listed in the Table 1G below.

CHANGE HAS UPDATE

Table 1G
Major Employers

Firm	# Employees	Products
City of Junction City	234	Government
Fort Riley Civilian Personnel Office	3543	Government
Geary County	197	Government
Geary County School System (USD 475)	1350	Education
Wal-Mart Super Center	415	Retail Store
Geary Community Hospital	413	Hospital
Smithfield Foods	420	Agriculture
Foot Locker Distribution Center	338	Retail Distribution
Dillons Grocery Store	130	Grocery
Advanced Call Center Technologies	250	Warehousing
Century Link	115	Utilities
Kaw Valley Engineering	95	Construction
Valley View Senior Life	90	Health Care

AIRPORT ECONOMIC IMPACTS

Airports are not only important to air travelers; they provide significant economic and quality of life benefits to the communities that an airport is located in or near. Airports create jobs for local residents. This is accomplished either directly through the labor needed to operate an airport, or indirectly through the associated businesses that spring up in the community due to the convenience of the airport. These businesses in turn generate important tax revenues for the city, county, state and Nation. Airports help keep existing businesses and employees in the community and attract new ones to the region.

The economic impact created by airports goes far beyond the revenue created directly by airport use. An airport creates new business and job opportunities; helps keep existing businesses, employers, and employees located in the region; provides greater accessibility to emergency medical services and air ambulance operations; facilitates agricultural aircraft spray operators protecting local crops for better production of the crops for the area farmers; provides convenience for Federal, state and local law-enforcement to transport and apprehend criminals; recreation; tourism; and also one of the more important aspects to General Aviation – it facilitates the hundreds of thousands of Americans to fly their own aircraft and to create interests for others to begin to fly. All in all, airports, no matter how big or small create an overall better life for people and can provide positive economic impact.

The economic contribution of an airport should be publicly recognized so that actions to protect its continued operation can gain community support. For some, an airport is viewed as a recreational facility that is used by relatively few persons. However, a broader vision is more appropriate, as airports provide services that affect most all of its citizens. For example, an airport enables such activities as:

- Access to the National air transportation system.
- Transshipment of equipment, supplies, and personnel.
- Emergency ingress and egress transportation, including medical response.
- Protection of Kansas' #1 export: agriculture.
- Shipment of time-sensitive items.
- Pilot training.
- Tourism.
- Aircraft maintenance and storage.

The importance of air transportation, particularly in the business aviation sector, is growing. The ability to make just-in-time deliveries and to transport sales and customer service staff to quickly forming events is a critical business advantage. Communities with an airport that can support such business activity tend to economically grow and prosper.

Estimated Economic Impacts of All Kansas Airports

There is a strong relationship between the Kansas economy and aviation. The Kansas system of 8 Commercial Service airports and 132 General Aviation airports serves as an integral connection between Kansas businesses and residents and the ever expanding global economy. Airports in Kansas help to both lead and sustain growth and economic diversification. Airports are important economic catalysts, supporting thousands of jobs and billions of dollars in economic activity. Most of the largest employers in Kansas, as well as many smaller businesses, rely on the Kansas aviation system to reliably transport employees, customers, supplies, and products to and from their operations. Airports in Kansas serve as the base of operations for a variety of businesses, including airlines, air cargo companies, flight instructors, charters, concessionaires, government entities, and many others. The Kansas tourism industry also depends on the Kansas system of airports to accommodate thousands of visitors each year.

The Kansas Department of Transportation, Division of Aviation (KDOT Aviation), commissioned a FAA funded study to examine the relationship between the Kansas system of airports and the Kansas economy. That study, named the *Kansas Aviation Economic Impact Study 2010* (KAEIS) was prepared by *Wilbur Smith Associates, Inc.* of Cincinnati, Ohio with assistance from *Burns & McDonnell* of Kansas City, Missouri.

Kansas AVIATION
Kansas Aviation Economic Impact Study

The KAEIS study follows an approved methodology that has successfully quantified the value of airports and airport systems throughout the United States. The economic contribution of each airport in the Kansas airport system was measured in terms of employment, payroll, and output. Through a comprehensive survey process, the direct economic benefits related to on-airport businesses and government tenants, and the indirect benefits associated with visitor-related expenditures were calculated for each airport. The multiplier effect of these airport activities was also calculated using

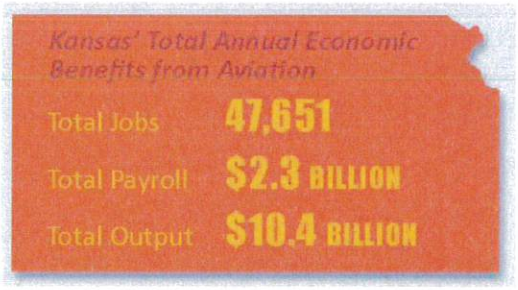
economic multipliers that are specific to Kansas. For example, when an airport employee purchases local goods and services, that spending and re-spending generates additional economic activity in the region of the airport location. The total economic impact of an airport is the sum of all direct, indirect, and induced (multiplier) impacts.

- **Direct Economic Impacts** are defined as the jobs and sales generated by businesses located at an airport which are dependent on access to the airport facility. The expenditures by these businesses for local goods, services, and capital improvements are also classified as direct impacts.
- **Indirect Economic Impacts** are the jobs and revenues generated by businesses located elsewhere in the community but are due to their use of the airport. This would include any sector of the local economy that serves users of the airport facility, or that uses an airport to transport goods, supplies, or personnel in order to enhance business opportunities and activities. Like on-airport businesses, these enterprises employ staff, purchase locally produced goods and services, and invest in capital projects. Businesses in this category can include hotels, restaurants, manufacturers, shippers, and retail stores whose existence is tied to the airport or to aviation. When assessing economic impact values, distinction is made between those generated as a result of the airport (direct) and those serving other segments of the local economy (indirect).
- **Induced Economic Impacts** are those generated in a community caused by the recycling of spending from both the direct and indirect economic impacts. Airport businesses, users, employees, and the airport itself are, in essence, consumers whose expenditures support other businesses and employment in the community. Studies indicated that an aviation dollar spent in a region will create at least another 50 cents to approximately one 1 dollar of income in that region. This reaction is commonly referred to as the "multiplier effect." Thus, the induced economic impact of any activity is at least equal to the sum of the direct and indirect impacts, in terms of dollars.

Impact measures used in the KAEIS are:

- Employment measures the total number of full-time equivalent (FTE) jobs related to airport activity including on-airport construction. A part-time employee counts as one half of a full-time employee.
- Payroll measures the total annual wages and benefits paid to all workers whose salaries are directly attributable to airport activity.
- Economic Activity (Output) measures the value of goods and services related to airports in Kansas. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

When all of the impacts of the 140 airports in Kansas are added together, approximately 47,651 total jobs can be traced to the aviation industry. These employees receive more than $2.3 billion in total payroll, and generate nearly $10.4 billion in total economic activity. In addition, Kansas airports provide a number of health, welfare, and safety benefits, the impacts including aerial agricultural spraying, medical transport and emergency evacuation, flight training, law enforcement, wildlife management,



military exercises, and search and rescue operations. Appendix F of this Airport Master Plan contains the KAEIS Executive Summary.

Estimated Economic Impacts of the Junction City Municipal Airport

In formulating the KAEIS, the Freeman Field Airport underwent a detailed study. The methodology used to quantitatively estimate economic benefits of the Airport involved on-site data gathering and surveys mailed to the City of Junction City and Airport tenants to tabulate the direct economic benefits of the Airport and its tenants. A survey also sampled spending habits of General Aviation visitors while traveling in Kansas to determine their indirect economic benefits. Kansas specific ratios were used to convert this spending into jobs and payroll.

As these first round economic benefits are released into the regional and statewide economy, additional second round benefits are created by the Airport. For example, when the Airport Fixed Base Operator (FBO) uses their Airport income to buy groceries, this spending helps support additional economic activity. This spending recirculates or multiplies until the benefits ultimately leak outside of the Airport region and eventually Kansas. Second round benefits for the KAEIS were calculated using Kansas specific multipliers. In general, for every $100 of first round benefits generated by aviation-related businesses, an additional second round benefit of $55 is created. The total economic benefit is the sum of first round and second round benefits.

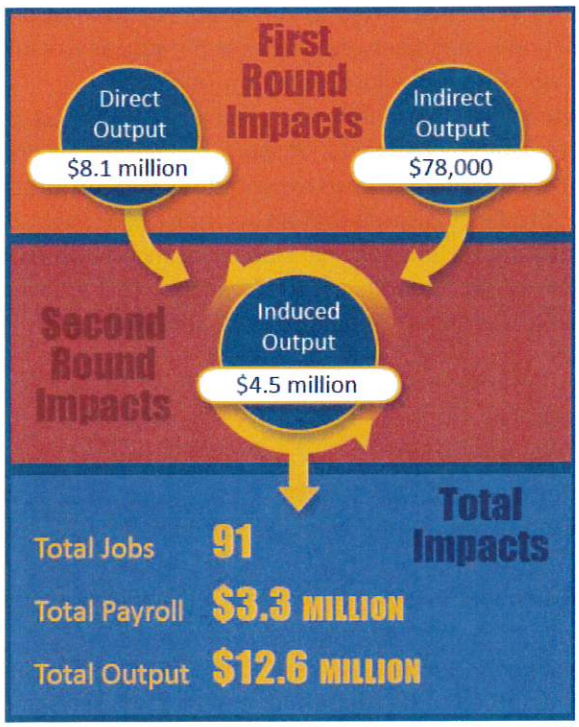


Exhibit 1K
Economic Impacts of Freeman Field

In first round economic impacts, the KAEIS estimated that Freeman Field has an annual Direct Output of $8,100,000 and Indirect Output of $78,000. Second round economic impacts resulted in an annual Induced Output (economic multiplier effect) of $4,500,000. The KAEIS also determined that the Total Economic Impact of the Airport is 91 Total Jobs with a Total Payroll of $3,300,000 and a Total Economic Output of $12,600,000. Those economic impacts of the Airport are summarized in Exhibit 1K. The Economic Impact Table taken from the Junction City Municipal Airport KAEIS Summary is included in Appendix G. The estimated economic impacts of the airport are overall very positive for Junction City and the Junction City community.

Chapter 2

AVIATION DEMAND FORECASTS

The purpose of this chapter is to develop forecasts that define future aviation demand for the Freeman Field Municipal Airport (3JC). These forecasts serve as the basis for planning new or expanded facilities that are required to meet the aviation needs of the Junction City service area for the next 20 years. The forecasts will be used to analyze the future needs of the airfield and landside facilities.

In general, forecasts should be realistic, based on the latest available data, supported by information in the study, providing adequate justification for airport planning and development. Forecasting any type of future activity is as much an art as it is a science. Regardless of the methodology used, assumptions must be made regarding how aviation activity may change in the future. The objective of the forecast process is to develop estimates of the degree of these changes, in order that their impacts may be determined. Plans and preparations may then be made to accommodate them smoothly and cost-effectively. The primary point to remember about forecasts is that they serve as guidelines only for facility planning.

The following forecast analyzes recent developments, historical information and current aviation trends to provide an updated set of aviation projections for Freeman Field. The intent is to permit the City Junction City to make planning adjustments necessary to make sure the airport facilities meet projected demands in a cost effective and efficient manner.

The proper planning of a facility of any type must begin with a definition of the demand that may occur over a specified period. Forecasts of general aviation, military and air taxi activity at the airport will be used as a basis for determining the types and sizes of facilities required to accommodate the aviation needs of the Geary County area through the 20-year planning horizon of the Master Plan - Year 2036.

In order to fully assess current and future aviation demands for the Freeman Field Municipal Airport, an examination of several key factors is needed. Factors to be considered and analyzed include historical and forecast socioeconomic and demographic information, national and regional aviation trends, and competing transportation modes and facilities. Considering these factors will ensure a comprehensive outlook for future aviation demand at Freeman Field.

NATIONAL ECONOMIC FORECASTS

National aviation forecasts are published each year by the Federal Aviation Administration (FAA). The latest edition of this publication is *FAA Aerospace Forecast Fiscal Years 2016-2036.* The forecast uses the economic performance of the United States as an indicator of future aviation industry growth. For the U.S. aviation industry, the outlook through 2036 is for sustaining, moderate economic growth. The following discussion and forecast information is taken from the *FAA Aerospace Forecasts – Fiscal Years 2016-2036.*

Gross Domestic Product (GDP) - In the short term, (the five year period between 2016 and 2021), U.S. economic growth is projected to grow an average 2.3 percent per year with rates ranging between 1.2 and 3.1 percent. Income growth remains muted during the same period (up an average of 2.7 percent). For the balance of the forecast period, U.S. real GDP growth

remains around 2.4 percent annually while income growth increases to 2.4 percent annually. The long-term stability of U.S. economic growth depends on sustained growth in the workforce and capital stock along with improved productivity and competitiveness.

Inflation - Inflation continues to remain in check as energy prices remain low through 2016 and 2017. After 2017, the inflation rate (as measured by the CPI), is projected to rise an average of 2.4 percent per year for the balance of the forecast period.

Unemployment - Since peaking at 10.0 percent in the fourth quarter of FY 2009, the unemployment rate has come down gradually, dropping to 5.0 percent in the first quarter of FY 2016. IHS Global Insight projects that with the continued pace of recovery, the unemployment rate will fall gradually until 2018 where it will remain at 4.7 percent for the remainder of the forecast period. The slow decline in the unemployment rate will continue to keep income growth in check.

Oil Prices - After the price of oil decreased by 23.9 percent in 2015 and 57 percent in total since 2008, it is projected to begin rising at an average rate of 8.2 percent from 2016 to 2025 to 124$ per barrel, outpacing the inflation rate four fold. From 2025-2036, it is forecasted to slow to an average rate of 1.9 percent per year rising to $152 per barrel keeping pace with inflation.

NATIONAL GENERAL AVIATION TRENDS

The FAA uses estimates of fleet size, hours flown, and utilization rates from the General Aviation and part 135 Activity Survey (GA Survey) as baseline figures to forecast the GA fleet and activity. Forecasts of new aircraft deliveries, which use the data from General Aviation Manufacturers Association (GAMA), together with assumptions of aircraft retirement rates, produce growth rates of the fleet by aircraft categories, which are applied to the GA Survey fleet estimates. The forecasts are carried out for "active aircraft," (aircraft that fly at least one hour during the year) not total aircraft. The FAA's general aviation forecasts also rely on discussions with the industry experts conducted at industry meetings.

The results of the 2014 GA Survey, the latest available, showed the first increase to the GA fleet since 2007. The active GA fleet was estimated as 204,408 aircraft in 2014 (up 2.2 percent from 2013), with 23.3 million hours flown (up 1.7 percent from 2013).

Exhibit 2A on page 2-3 shows the U.S. General Aviation Shipments and billings for the last 10 years. In 2015, the general aviation industry experienced its first decline in deliveries since 2010. While the single engine piston aircraft deliveries by U.S. manufacturers continued to grow, turboprop deliveries were down by 10 percent, and the much smaller category of multi-engine piston deliveries declined 40 percent. U.S. manufacturers of general aviation aircraft delivered 1,581 aircraft in 2015, 3.1 percent fewer than 2014. This was the first decline after four years of growth in shipments that showed first signs of slowing down in 2014. Single engine piston deliveries increased by 3.4 percent in 2015, but the decrease in multi-engine piston shipments caused a 0.6 percent decrease in overall piston airplane deliveries. In the turbine categories, turbojet deliveries were up by 0.8 percent. However, with a 10.0 percent decline in turboprop deliveries, total turbine shipments went down by 5.3 percent in 2015.

GAMA and industry experts also reported significant decreases in rotorcraft deliveries in 2015, particularly resulting from direct and indirect effects of oil price declines.

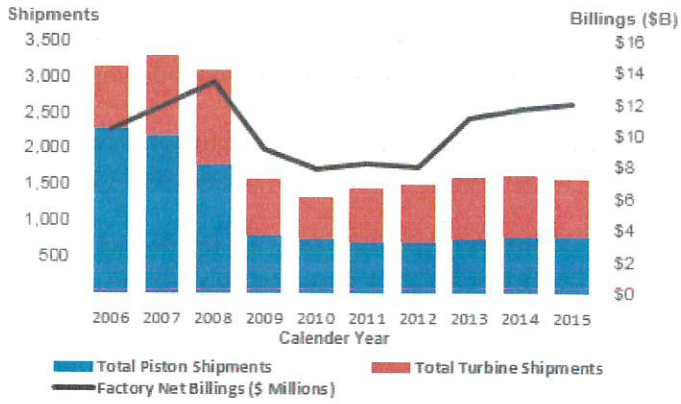


Exhibit 2A

U.S. General Aviation Shipments and Billings

Even with the slowed aircraft production, the long term outlook for general aviation, driven by turbine aircraft activity, remains somewhat favorable. Exhibit 2B below shows the forecast for the general aviation aircraft fleet over the next 20 years. The active general aviation fleet is projected to grow slowly, with an average annual rate of 0.2 percent over the 20-year forecast period, from an estimated 203,880 in 2015 to 210,695 aircraft by 2036. Driven by steady GDP growth and long term corporate profits, the more expensive and sophisticated turbine powered fleet (including rotorcraft) is projected to grow at a much quicker rate of 2.1 percent a year adding a total of 15,600 aircraft.

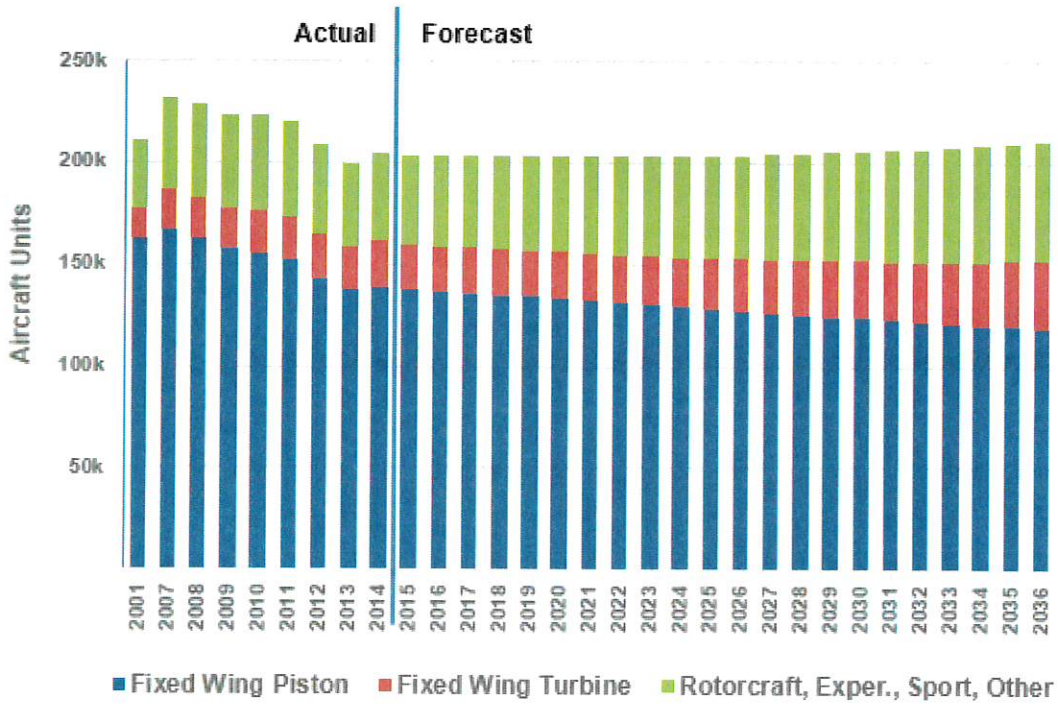


Exhibit 2B

Active General Aviation Aircraft Forecast

The largest segment of the fleet, fixed wing piston aircraft, is predicted to shrink over the forecast period by 17,500 aircraft (at an average annual rate of 0.6 percent). This is expected to occur as the fleet ages and is replaced by Light Sport aircraft and Very Light Jet (VLJs).

The smallest category, Light Sport Aircraft, which was created in 2005, is forecasted to grow by 4.5 percent annually, adding about 3,900 new aircraft by 2036, nearly tripling its 2014 fleet size.

Exhibit 2C below depicts the forecast for the active General Aviation (GA) fleet by percent of aircraft type. The exhibit helps to illustrate how the GA industry continues to change and evolve in different areas of aircrafts, such as the VLJs or Sport Aircraft. Single engine piston aircraft are projected to decrease the most (10 percent) in the total percentage they make up in the GA fleet. As discussed earlier, this reflects the introduction of the VLJ and new Light Sport aircraft which are expected to dilute the replacement market for piston aircraft.

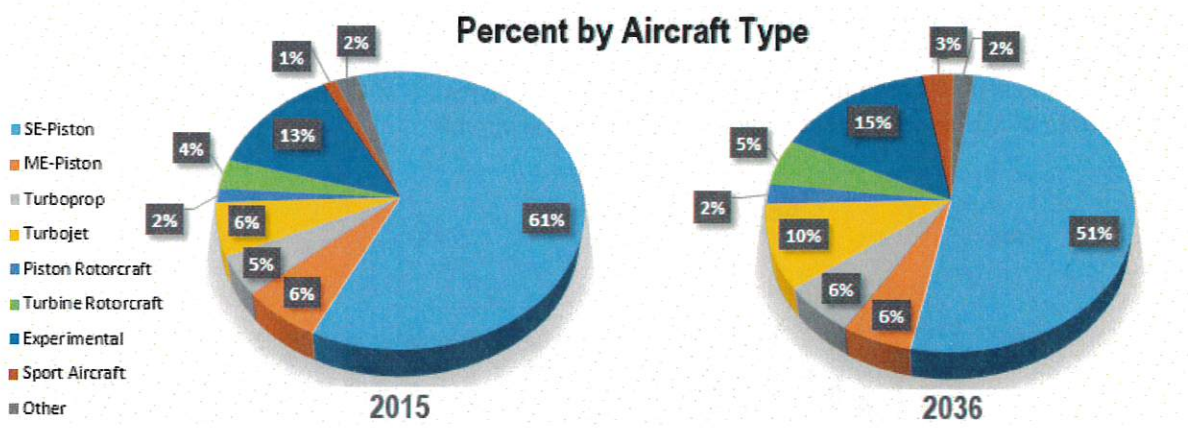


Exhibit 2C

Active General Aviation Aircraft Forecast by Percentage of Aircraft

Moderate fleet growth also impacts the number of general aviation hours flown, projected to increase an average of 1.2 percent per year through 2036. Following the decline in piston fleet, fixed wing piston hours are forecasted to decrease by 0.5 percent per year. Countering this trend, hours flown by fixed wing turbine aircraft are forecasted to increase 2.5 percent yearly over the forecast period. Jet aircraft are expected to account for most of the increase, with hours flown increasing at an average annual rate of 3.1 percent over the forecast period. The large increases in jet hours result mainly from the increasing size of the business jet fleet, along with continuing increase in utilization rates. Exhibit 2D below illustrates the forecast for active General Aviation hours flown

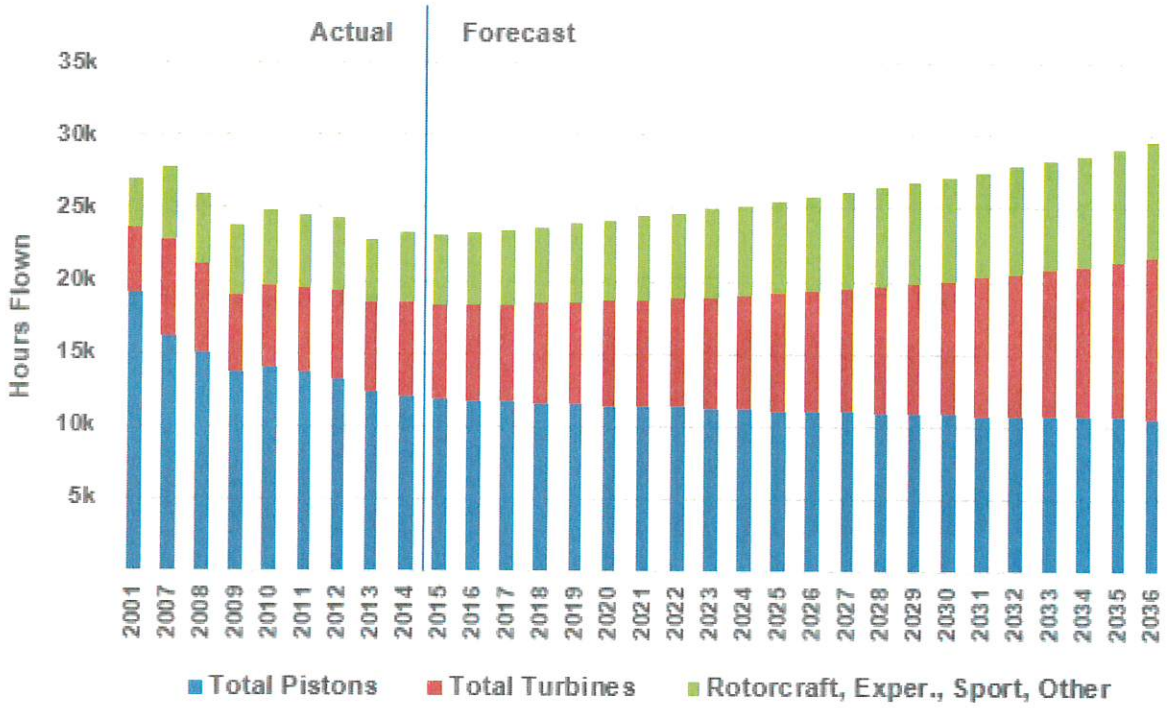


Exhibit 2D

Active General Aviation and Air Taxi Hours Flown

Exhibit 2E below shows the projected active pilot trends for student, private, and commercial pilots. The total pilot population is expected to decrease from an estimated 588,985 in 2016 to around 582,000 from 2016 to 2025, then increase to 597,575 by 2036, an average annual increase of 0.1 percent over the entire forecast period.

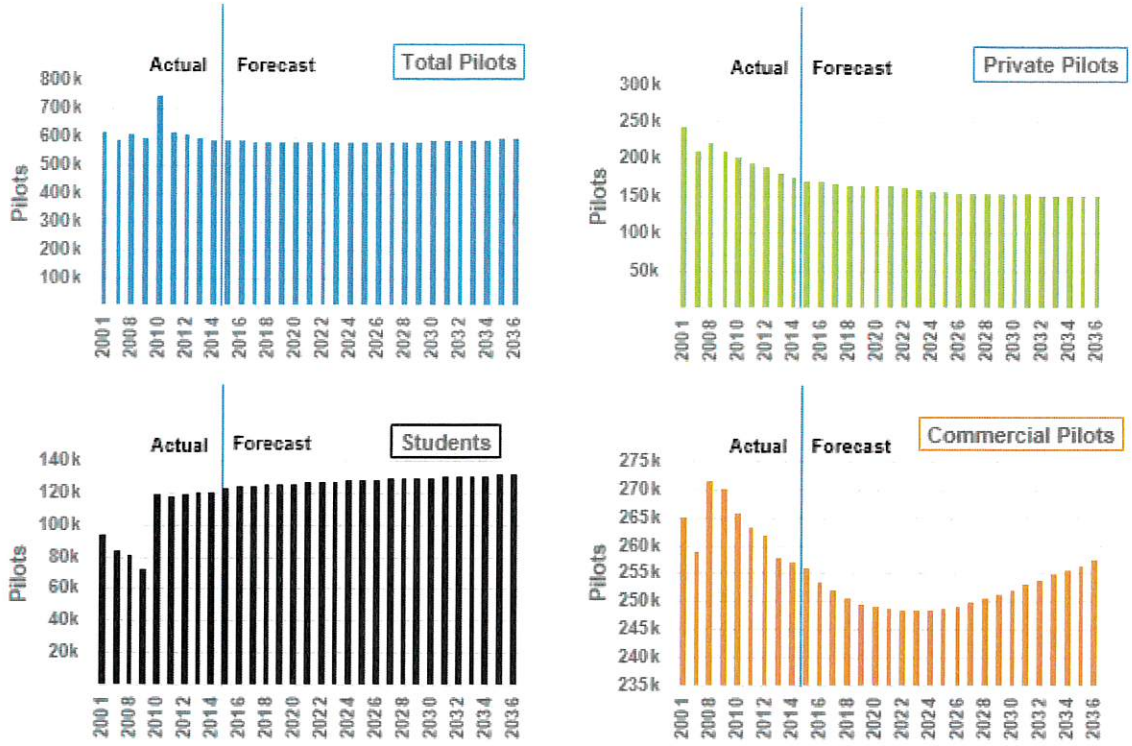


Exhibit 2E
Active Pilot Trends

AIRPORT SERVICE AREA

One of the initial steps in determining future aviation demand at the Freeman Field Municipal Airport is to define the generalized service area for the various types of aviation activity the Airport can accommodate. The primary service area Freeman Field as shown in Exhibit 2F on page 2-7 was determined by considering other air facility choices available for users in the geographical region centered in Junction City. With information on competing airports, their capabilities and services and their relative attraction of convenience, a determination can be established regarding the Airport's share of the market.

The location of the Airport relative to the region's larger population centers (Salina and Manhattan) and other area airports indicates that the primary General Aviation service area for Junction City includes Geary County and the Junction City community. In determining the aviation demand for the Airport, it was also necessary to identify the Airport's role and intended services. As discussed in Chapter 1, the primary role of Freeman Field has been that of a General Aviation airport serving primarily recreational and business aircraft with minimal military use.

Exhibit 2F
Primary Service Area

FORECAST METHODOLOGY

The most reliable approach to estimating aviation demand is through the utilization of more than one analytical technique. Methodologies frequently considered include trend line projection, correlation and regression analysis, and market share analysis.

- **Trend line projection** is probably the simplest and most familiar of forecasting techniques. By fitting classical growth curves to historical demand data, then extending them into the future, a basic trend line projection is produced. A basic assumption of this technique is that outside factors will continue to affect aviation demand in much the same manner as in the past. As broad as this assumption may be, the trend line projection does serve as a reliable benchmark for comparing other projections.

- **Correlation analysis** provides a measure of the direct relationship between two separate sets of historic data. Should there be a reasonable correlation between the data sets, further evaluation using regression analysis may be employed.

- **Regression analysis** uses the values for the aviation demand element in question, that being the dependent variables, projected on the basis of one (1) or more other indicators, the independent variables. Historical values for all variables are analyzed to determine the relationship between the independent and dependent variables. These relationships may then be used, with projected values of the independent variable(s), to project corresponding values of the dependent variable.

- **Market share analysis** involves a historical review of the activity at an airport or airport system as a percentage share of a larger statewide or national aviation market. Trend analysis of this historical share of the market is followed by projection of the share into the future. These shares are then multiplied by forecasts of the activity within the larger geographical area to produce a market share projection. This method has the same limitations as trend line projections and similarly can provide a useful check on the validity of other forecasting techniques.

Population Projections

Population data was discussed in detail in the socioeconomic Forecasts section of Chapter 1 as obtained from Woods & Poole Economics, Inc. of Washington, D.C. (www.woodsandpoole.com). To summarize, the historic population figures show an increase in population from 1986 to the present. Forecasted population estimates for Geary County show a continued increase through the next 20 years. Employment and income projections are anticipated to increase at a higher rate; Total Employment (increase 6.62 percent), Personal Income (increase 35.96 percent), Per Capita Personal Income (increase 27.09 percent), and Mean Household Income (increase 32.2 percent). From this data, it can be surmised that the airport service area provides an indication of the potential for sustaining growth in aviation activity over the planning period.

Based Aircraft Projections

At a general aviation airport, the most important factor in the development of the aviation activity forecast is the number of based aircraft. The number of based aircraft is a direct correlation to airport facility needs such as hangars and fuel supply. In addition, based aircraft trends help to establish an airport's role within the regional and state air transportation system. Past listings of aircraft based at the Freeman Field Airport were obtained from the estimates on the FAA's Airport Master Record Form 5010.

Table 2A on page 2-9 shows the based aircraft totals at the airport since 2006 and compares them with active GA aircraft in the Nation. As indicated, the airport's historical based historical aircraft totals have

increased to around 25 in recent years. The FAA Aerospace Forecasts, Fiscal Year (FY) 2016-2036, were used to obtain the U.S. active GA aircraft projections out to 2036. As discussed with Exhibit 2A, the FAA Aerospace Forecasts predicts that the total GA fleet is anticipated to have an average annual growth of 0.5 percent through the forecasts horizon, 2013-2033, which is reflected in Table 2A.

These two pieces of data, based aircraft and U.S. active GA fleet size, are used to calculate the percentage of GA fleet based at Freeman Field, currently at 0.0138 percent. Assuming that the Airport's share of active aircraft would remain constant, this projection would yield 29 aircraft by the year 2033. Based on the economic projections and the estimated positive outcome for Geary County's future economic base, there is potential for the airport's share of U.S. active aircraft to increase over the planning period. Geary County and the airports in the surrounding counties adjacent to Geary County have a total of 167 based aircraft as shown on Table 1A on page 1-21. It is possible that, with continued improvements to the airport and growth to the Junction City Community, aircraft in the vicinity could relocate to the Freeman Field. With that considered, an increase in U.S. active GA aircraft market share of 3.5 percent per year could yield up to 34 based aircraft by the year 2036.

Table 2A
Growth Projections of Based Aircraft Per National Active Market Share

Year	Based Aircraft	U.S. Active Aircraft	% of U.S. Active Aircraft
2010	16	223,370	0.0072%
2011	16	220,453	0.0073%
2012	16	209,034	0.0077%
2013	16	199,927	0.0080%
2014	22	204,408	0.0108%
2015	22	203,880	0.0108%
2016	28	203,425	0.0138%
Forecasts			
Constant Share			
2016	28	203,425	0.0138%
2021	28	203,225	0.0138%
2026	28	204,030	0.0138%
2031	28	206,410	0.0138%
2036	29	210,695	0.0138%
Increasing Share			
2016	28	203,425	0.0138%
2021	29	203,225	0.0143%
2026	30	204,030	0.0148%
2031	32	206,410	0.0154%
2036	34	210,695	0.0160%

Sources for Historical and Forecast Data:
FAA/APO Terminal Area Forecast System,
FAA/APO Aerospace Forecasts (FY2016-2036)

Another forecasting methodology examined historic per capita based aircraft totals for the population of Geary County. Projections have been developed assuming a continuation of an existing ratio of aircraft per 1,000 residents as well as an increasing ratio. The population projections, as determined by Woods & Poole Economics, Inc., are to have an increase in population for Geary County through the planning horizon (year 2036). Therefore a constant share ratio method shows an increase of two based aircraft over the forecasted period. With the projected economic and employment increases for Geary County, an increasing ratio was assumed to be a more realistic trend. Assuming an increase to the ratio by 3 percent per year, the number of based aircraft could grow to 32 by the year 2036. Table 2B shows the projections based on per capita ratios.

Table 2B
Growth Projections of Based Aircraft Per 1,000 Residents

Year	Based Aircraft	Geary County Population	Aircraft Per 1,000 Residents
2010	16	35,263	0.45
2011	16	35,324	0.45
2012	16	38,003	0.42
2013	16	36,987	0.43
2014	22	36,713	0.60
2015	22	36,832	0.60
2016	28	36,979	0.76
Forecasts			
Constant Share			
2016	28	36,979	0.76
2021	29	37,712	0.76
2026	29	38,426	0.76
2031	30	39,073	0.76
2036	30	39,557	0.76
Increasing Share			
2016	28	36,979	0.76
2021	29	37,712	0.77
2026	30	38,426	0.79
2031	31	39,073	0.80
2036	32	39,557	0.82

Sources for Historical and Forecast Data:
Woods & Poole Economics, Inc. (Geary County, Kansas 2013)
FAA/APO Terminal Area Forecast System,

A summary showing the comparison of both forecasting methods is shown in Table 2C. The planning forecast assumes the Freeman Field Municipal Airport re-capturing a moderate market share over the planning horizon. Projected economic growth along with airport improvements support the potential for an increase in the based aircraft at the Airport. The selected planning forecast is the average of the increasing market share of the national market and per 1,000 residents. This forecast will be utilized in the remainder of the Master Plan and yields 29 based aircraft for the short term, 31 based aircraft for the intermediate term and 33 based aircraft for the long range.

Table 2C
Comparison of Two Forecast Methods

	Historic			Forecast			
	2010	2013	2016	2021	2026	2031	2036
National Market Share of Registered Aircraft							
Constant Market Share	16	16	28	28	28	28	29
Increasing Market Share	16	16	28	29	30	32	34
Aircraft Per 1,000 Residents							
Constant Market Share	16	16	28	29	29	30	30
Increasing Market Share	16	16	28	29	30	31	32
Select Planning Forecast	**16**	**16**	**28**	**29**	**30**	**32**	**33**

Exhibit 2G below shows the based aircraft forecasts for the Airport. Since these forecasts are based on assumptions of anticipated growth, it is virtually impossible to predict actual activity and year-to-year functions. Actual growth could fluctuate above or below the selected line.

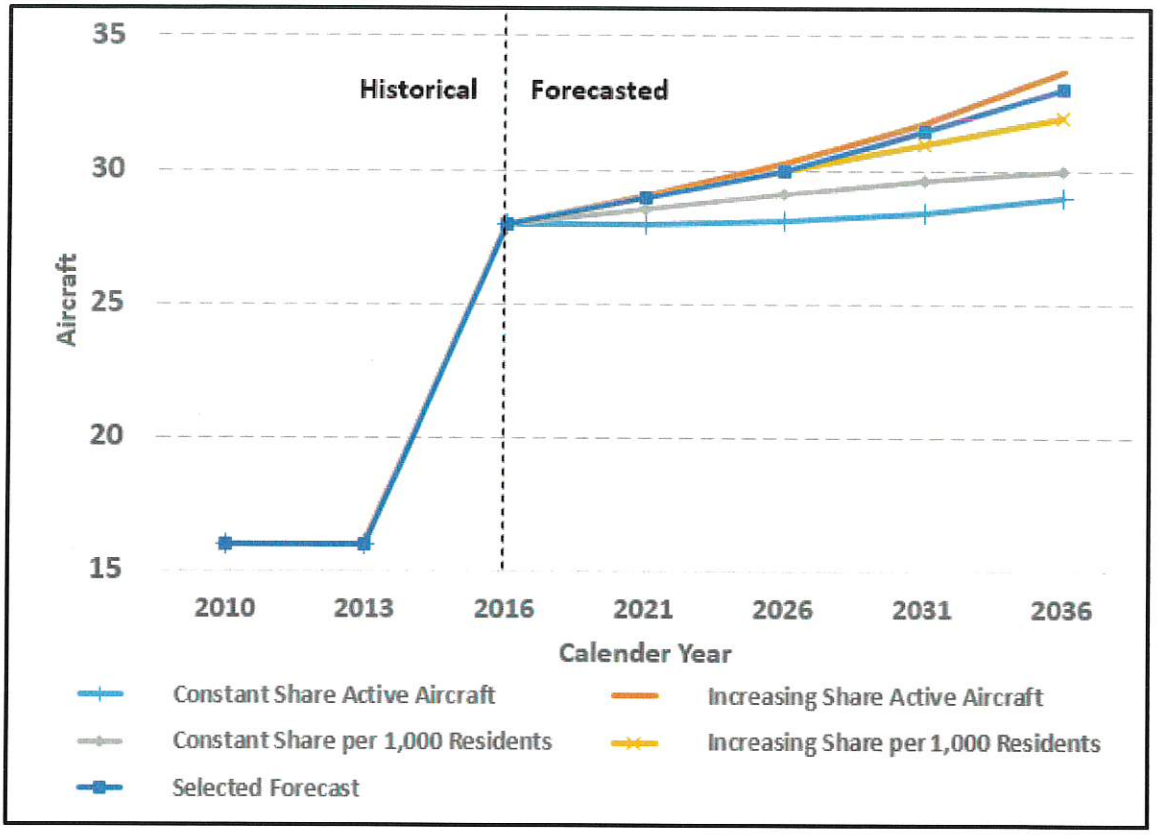


Exhibit 2G

Based Aircraft Forecast Summary – Junction City Municipal Airport

Fleet Mix Projections

The based aircraft fleet mix expected to use the Freeman Field Municipal Airport must be known in order to properly plan the facilities for the types of aviation activities expected at the Airport. There currently are 28 based aircraft at the airport. Out of the 28 based aircraft, the fleet is comprised of 24 single engine aircraft and four multi-engine aircraft as shown in Table 1B on page 1-24 in Chapter 1.

The forecast mix of aircraft for the Airport was determined by examining existing and forecast U.S. General Aviation fleet trends. The FAA Aerospace Forecasts Fiscal Years 2016-2036 was reviewed. The fleet mix of based aircraft at the airport is anticipated to remain dominantly in single-engine aircraft. If additional runway length and improved non-precision or precision approaches with lower visibility minimums can be provided, growth in the multi-engine aircraft and small to large turbine-powered aircraft could be expected. Table 2D and Exhibit 2H on page 2-12 summarizes the based aircraft fleet mix projections for the airport.

Table 2D
Based Aircraft Fleet Mix Projections

		Piston		Turbine		
Year	Total	Single	Multi	Turboprop	Jet	Rotorcraft
2016	28	23	3	0		2
Planning Horizen						
Short Term (2021)	29	24	3	0	0	2
Intermediate Term (2028)	31	25	3	0	0	3
Long Term (2036)	33	25	4	1	0	3

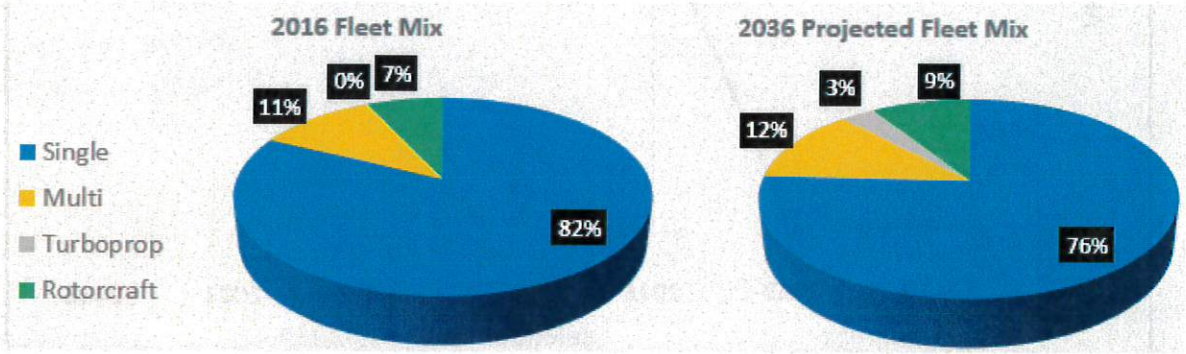


Exhibit 2H
Based Aircraft Fleet Mix

General Aviation Operations

Generally, local operations are characterized by training or agricultural spray operations.

The aircraft operations forecast is another key factor in planning airport development. The distribution of Federal funding grant programs by the FAA are often based upon the levels of activities realized throughout the planning horizon. Furthermore, the aircraft operations forecast drive what improvements are required and when.

There are two types of operations at an airport: local operations and itinerant operations.

Local Operations are a takeoff and landing performed by an aircraft that operates within sight of the airport, or those which execute simulated approaches or touch-and-go training operations at the airport.

Itinerant Operations are those performed by aircraft with a specific origin or destination away from the airport that includes a flight of at least 20 miles. Itinerant operations are typically operations for business, air ambulance services or industrial uses.

The forecasts for operations have been based on the number of operations per based aircraft. Two forecasts of operations have been developed: one assuming a constant market share, and one assuming an increasing market share.

Due to the absence of an Air Traffic Control (ATC) tower at the airport, operations have not been regularly monitored. For our analysis, current aircraft operations have been estimated based on the National average of 250 operations per based aircraft per the recommendation of the Field Formulation of the NPIAS. Table 2E below, based on the national average of operations per based aircraft, and shows the current operations per based aircraft along with the two forecasts.

Table 2E
General Aviation Operations

Year	Local	Itinerant	Total GA Ops	Based Aircraft	Operations per Based
2016	2800	4200	7000	28	250
Forecasts					
		Constant Share		Increasing Share	
Year	Based Aircraft	Operations	Ratio	Operations	Ratio
Short Term (2021)	29	7250	250	7395	255
Intermediate Term (2026)	31	7750	250	8370	270
Long Term (2036)	33	8250	250	9405	285

The first forecast utilizes a constant market share of 250 operations per based aircraft. This figure was applied to the forecasted number of aircraft to arrive at 7,250, 7,750, and 8,250 operations for the short term, intermediate term and long term, respectively. The second forecast uses an increasing number of operations per based aircraft over the planning horizons. Forecasted operations from the increasing ratios resulted in operations of 7,395, 8,370, and 9,405 operations respectively.

The FAA projects the number of general aviation GA hours flown to increase at an average growth rate of 1.2 percent per year. It is reasonable to believe that given continual improvements to the airport, operations will slightly increase at Freeman Field. Therefore, for planning purposes, the increasing number of operations per based aircraft forecast was selected as the most indicative of future growth potential.

The FAA Office of Aviation Policy and Plans (APO) Terminal Area Forecast data has indicated that itinerant operations account for a about half of the total annual operations at Freeman Field Municipal Airport. As discussed earlier, the National trend projects increased use of GA aircraft for business and corporate uses. This will result in continued use of the airport by itinerant aircraft. Therefore, it is anticipated, based on historic and forecasted data, the split will be 40 percent local to 60 percent itinerant throughout the planning horizon as shown in Exhibit 2I.

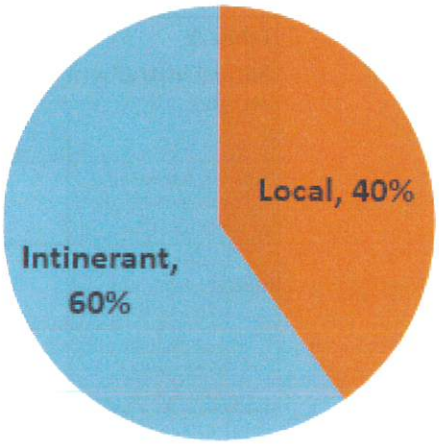


Exhibit 2I
Percentage of Annual Operations

Annual Instrument Approaches

Forecasts of Annual Instrument Approaches (AIA) provide guidance in determining an airport's requirements for navigational aid facilities. An instrument approach is defined by the FAA as *"an approach to an airport, with intent to land by an aircraft in accordance with an Instrument Flight Rule (IFR) flight plan, when visibility is less than three miles and/or when the ceiling is at or below the minimum initial approach altitude."*

Historical data on instrument approaches were obtained from FAA's APO Terminal Area Forecast data. At the airport, there have been no recorded instrument approaches and according to the same report no instrument approaches are forecasted through the planning period. It is assumed that in actuality instrument approaches do occur even though they are not recorded. Currently the airport has a published Global Positioning System (GPS) approach to Runway 36. The Airport also has a published Non-Directional Beacon (NDB) circling approach to Runways 18 and 36.

With the new technology, such as Global Positioning System with Localizer Performance with Vertical Guidance (GPS-LPV) instrument approaches, lower visibility minimums for instrument approaches are now becoming a reality for airports without the installation of expensive ground navigational aids. Many airports today experience itinerant operations that commonly use instrument approaches. Air taxi, charter and business flights commonly use instrument approaches. Air taxi operators, for example, if operating under Federal Aviation Regulation (FAR) Part 121 *Operating Requirements: Domestic, Flag, and Supplemental Operations* are required to use instrument approaches.

Typically, small GA airports have no means to accurately measure the number of instrument approaches. Since it is assumed that the airport may have instrument approaches, most likely non-precision GPS in the future, annual instrument approaches have been forecasted for the planning horizon. It is estimated that 25 percent of the forecasted itinerant operations will use the instrument approaches. Local pilots also utilize the instrument approaches, therefore it is assumed that 10 percent of forecasted local operations are under Instrument Flight Rules (IFR). These figures are shown in Table 2G below.

Table 2F
Annual Instrument Approach Forecast

	Short Term	Intermediate Term	Long Term
Itinerant Instrument Operations (25% of Itinerant Ops)	1,109	1,256	1,411
Local Instrument Operations (10% of Local Ops)	296	335	376
Total Annual Instrument Approaches	**1,405**	**1,590**	**1,787**

CRITICAL DESIGN AIRCRAFT

The selection of the appropriate FAA design standards for the development of the airfield facilities is based primarily upon the aircraft characteristics that are expected to use the Freeman Field Municipal Airport. The most critical characteristics are the approach speed and the size of the critical design

aircraft anticipated to use the airport now or in the future. The critical design aircraft is the most demanding category of aircraft that accounts for 500 or more itinerant operations per year. Planning for future aircraft use is of particular importance because design standards are used to plan separation distances between facilities. It is important that these standards are determined now because facility relocations will likely be extremely expensive at a later date.

The Airport Reference Code (ARC) is a coding system whereby airport design criteria are related to the operational and physical characteristics of the aircraft intended to operate at the airport. The ARC has two components: the first is the Aircraft Approach Category (AAC) which is depicted by a letter and relates to aircraft approach speed (operational characteristic); the second component is the Airplane Design Group (ADG) which is depicted by a Roman numeral and relates to aircraft wingspan or tail height (physical characteristic). Generally, aircraft approach speed applies to runways and runway-related facilities, while airplane wingspan and tail height primarily relates to separation criteria involving taxiways and taxilanes. Table 2G on page 2-17 provides a depiction of typical aircraft and their associated ARC.

The five Aircraft Approach Categories (AAC) used in airport design are as follows:

AIRCRAFT APPROACH CATAGORIES	
Category A:	Speeds of less than 91 knots
Category B:	Speeds of 91 knots or more, but less than 121 knots
Category C:	Speeds of 121 knots or more, but less than 141 knots
Category D:	Speeds of 141 knots or more, but less than 166 knots
Category E:	Speeds of 166 knots or more

The second basic design criteria is related to aircraft size. The Airplane Design Group (ADG) is based on wingspan or tail height. The six ADG are as follows:

AIRCRAFT DESIGN GROUPS	
Category I:	Up to but not including 49 feet wingspan or tail height up to but not including 20 feet.
Category II:	49 feet up to but not including 79 feet wingspan or tail height from 20 feet up to but not including 30 feet.
Category III:	79 feet up to but not including 118 feet wingspan or tail height from 30 feet up to but not including 65 feet.
Category IV:	118 feet up to but not including 171 feet wingspan or tail height from 45 feet up to but not including 60 feet.
Category V:	171 feet up to but not including 214 feet wingspan or tail height from 60 feet up to but not including 66 feet.
Category VI:	214 feet up to but not including 262 feet wingspan or tail height from 66 feet up to but not including 80 feet.

FAA advises designing all airfield elements to meet the requirements of the most demanding or critical aircraft utilizing Freeman Field. As discussed previously, this is the aircraft or group of aircraft accounting for at least 500 itinerant operations per year. In order to determine the airport's facility requirements, the Airport Reference Code (ARC) of the Airport critical aircraft should first be determined, which enables the application of appropriate design criteria.

Based aircraft currently located at the Airport consist of small single engine planes and turbine engine rotary aircrafts. These aircraft all fit into Design Group "I" and have an Approach Category of "A". The largest critical based aircraft is the Piper PA-23, an ARC A-I aircraft.

Currently, two (2) categories of aircraft extensively utilize the Airport – light single-engine/twin-engine aircraft and small turboprop aircraft (ARC A-I and B-I). As can be seen in Table 1C on page 1-26 small business turboprop aircraft similar to the Cessna 421 and the Beech Baron 58 utilize the Airport. The most critical itinerant aircraft is the Cessna 425 Corsair, an ARC B-I turboprop aircraft with an MTOW under 12,500 lbs.

With the expected increase corporate activity in the future it is anticipated that the Airport will continue to have adequate operations by aircraft in the ARC B-I category over the long term to qualify as the ultimate critical aircraft for the Airport. The Cessna 425 Corsair is the most critical aircraft in this category that utilizes that airport. Table 2H below summarizes the characteristics of all the critical aircraft.

Table 2H
Critical Design Aircraft Information

	Wing Span (ft)	Length (ft)	Height (ft)	Seating	MTOW (lbs)	Takeoff at MTOW (ft)	Approach Speed (kts)
Current Design Aircraft Beech King Air B200 (B-II)	55	44	15	13	12,500	2,579	112
Critical Based Aircraft Piper PA-23 (A-I)	38	32	10	5	5,200	820	85
Critical Itenerant Aircraft/ Ultimate Critical Aircraft Cessna 425 (B-I)	44	36	13	7	8,600	2,490	103

Note:
MTOW - Maximum Gross Takeoff Weight

Cessna 425 Corsair
Ultimate Critical Aircraft

Table 2G
Typical Aircraft and Their Associated Airport Reference Code (ARC)

ARC	Typical Aircraft	ARC	Typical Aircraft
A-I	Beech Baron 55 Beech Bonanza Cessna 150 Cessna 172 Piper Archer Piper Sencea	C-I D-I	Lear 25, 35, 55 Israeli Westwind HS 125
B-I Less Than 12,500 lbs.	Beech Baron 58 Beech King Air 100 Cessna 402 Cessna 421 Piper Navajo Swearingen Metroliner Cessna Citation	C-II D-II	Gulfstream II, III, IV Canadaair 600 Canada Air Regional Jet Lockheed Jetstar
B-II Less Than 12,500 lbs.	Beech King Air C90 Super King Air 200 Cessna 411 DCH Twin Otter	C -III D-III	B727-200 B737-200 B737-300, 400, 500 DC 9 Fokker 70, 100 MD-80 A320
B-I, II Over 12,500 lbs.	Super King Air 300 Beech 1900 Jetstream 31 Falcon 10, 20, 50 Falcon 200, 900 Citation II, III, IV, V Saab 340 Embraer 120	C-IV D-IV	B-757 B767 DC-8-70 DC-10 MD-11 L1011
A-III B-III	DHC Dash 7 DHC Dash 8 DC-3 Convair 580 Fairfield F-27 ATR 72 ATP	D-V	B-747 Series B-777

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* * * * *

1.0 INTRODUCTION

In 2011, Alfred Benesch & Company, in association with Burns & McDonnell and Roy D. McQueen and Associates, Ltd., was retained by the Kansas Department of Transportation (KDOT) to prepare a state-wide Airport Pavement Management System (APMS). The objective of the APMS is to evaluate the functional conditions of all airports in the State of Kansas listed in the National Plan of Integrated Airport Systems (NPIAS). The assessment of the APMS will be summarized in a report that allows the airport ownership as well as the State of Kansas to:

- Assess the current and projected functional condition (PCI) of pavement surfaces and catalogue of pavement distresses
- Assess the operational effectiveness of existing pavements based on current PCI and PCI projections
- Prioritize rehabilitation and/or maintenance needs
- Optimize timing for pavement rehabilitation projects
- Recommend pavement maintenance procedures

To achieve the objectives of the APMS, the following tasks will be performed:

- Records research
- Development of a Network Identification Drawing
- Condition Survey
- MicroPAVER and GIS implementation
- PCI Computation
- Maintenance and Rehabilitation analysis

The information contained in this report provides guidance in planning not only local, but also state and federal budgets for pavement asset management.

1.1 OVERVIEW OF KANSAS AVIATION

Based on the Kansas Aviation Economic Impact Study, the State of Kansas receives an economic benefit from aviation of roughly $10 billion based on the value of goods and services related to the airports in the state. Airport activity accounts for over $2 billion in wages and benefits for employees in the State of Kansas. Based on these demographics, it is of paramount importance that the assets associated with airports in the State of Kansas be maintained for the continued economic benefit realized by the

communities they serve. An Airport Pavement Management System is an excellent tool used to maintain and monitor the pavement assets associated with the State of Kansas Aviation system.

1.2 PAVEMENT CONDITION INDEX INSPECTIONS

The Alfred Benesch & Company team inspected a total of 43 NPIAS airports in the winter of 2012-2013. These inspections captured 100% of the publically owned pavements at each of the airports inspected. All inspections were conducted in accordance with ASTM D5340 – Standard Test Method for Airport Pavement Condition Index Surveys. A Network Identification Drawings was developed to organize the airport pavements into the following:

- **Branch – A single entity. Typically a branch is categorized as a runway, taxiway, or apron. As an example, Runway 18-36 is categorized as a branch.**
- **Section – A section is within a branch. Typically, a section is part of a branch and is separated based on perceived traffic, construction history, pavement types, etc. For example, the first 1,000 feet of a runway could be considered a separate traffic area.**
- **Sample Unit – A sample unit is a subdivision of a section. For asphalt concrete pavements, a sample unit is 5,000 contiguous square feet (±2,000 square feet). For Portland cement concrete pavements, a sample unit is 20 contiguous slabs (±8 slabs).**

Based upon the Network Identification Drawing, all sample units for each pavement section were inspected. The inspection catalogues the types, severity, quantity, and location of the distresses in order to provide the State and the airport owner an accurate location of each pavement defect. The inspection results were entered in MicroPAVER™ to compute the Pavement Condition Index (PCI) and rate the pavements. The PCI rating scale used for this program is shown in Figure 1.1.

Color	PCI Value	Description
	100-86	Good
	85-71	Satisfactory
	70-56	Fair
	55-41	Poor
	40-26	Very Poor
	25-11	Serious
	10-0	Failed

Figure 1.1: PCI Rating Scale

The scale presented in Figure 1.1 is the default scale provided by the ASTM D5340. This scale was used for clarity of usage and ease of data transfer to airport owners and the KDOT.

1.3 FREEMAN FIELD AIRPORT

Freeman Field Airport (3JC) is located approximately one mile northwest of Junction City in eastern Geary County in north central Kansas. Weather conditions in the area are typical of the central plains. Typically, the area experiences hot summers with average highs at 90 degrees, cold winters with average highs at 20 degrees, and moderate annual precipitation of approximately 33 inches. The typical frost penetration is approximately 30 inches.

The airport features one paved runway and two turf runways. Runway 18-36 is the asphalt paved and primary runway. It is 3,495' x 75' and rated for 10,000lb Single Wheeled Gear (SWG). Runways 5-23 and 13-31 are the two turf runways on site. Taxiway A is perpendicular to Runway 18-36 and has four connecting taxiways. Taxiway A provides direct access to the general aviation apron and existing hangars.

According to the Kansas Aviation Economic Impact Study, the Freeman Field Airport contributes 47,651 total jobs and a total economic activity of just over $2.3 billion. Pavement management is integral to the continued maintenance of the infrastructure at 3JC in order for the commercial service that uses the airport to have continuing support within the community.

The Freeman Field Airport was also part of the Airport System Plan prepared by the Kansas Department of Transportation. This project provided recommended development costs for the airport, and pavement maintenance is included within the anticipated mid-term and long-term budgets of the airport. According to the system plan, the activity forecast for the airport is anticipated to increase steadily over the analysis period, thus providing justification for increased pavement management. The following sections provide the current pavement conditions and recommendations for further pavement improvements at the airport.

* * * * *

2.0 FREEMAN FIELD AIRPORT PAVEMENT

2.1 PAVEMENT INVENTORY

A detailed pavement inventory is provided in Appendix A of this report. This inventory provides details regarding each pavement branch's general dimensions, structural type and section, age of structure (if known), drainage features, pavement usage, pavement strength (per current published documentation), priority, and any miscellaneous information. An aerial image of the existing pavement branches is illustrated in Figure 2.2.

The pavements at 3JC were divided into branches, sections, and sample units in accordance with ASTM D 5340. Approximately 524,300 square feet of pavement was inspected at the airport. Figure 2.1 shows the distribution of pavement usages by branch and Figure 2.3 shows the distribution of pavement types.

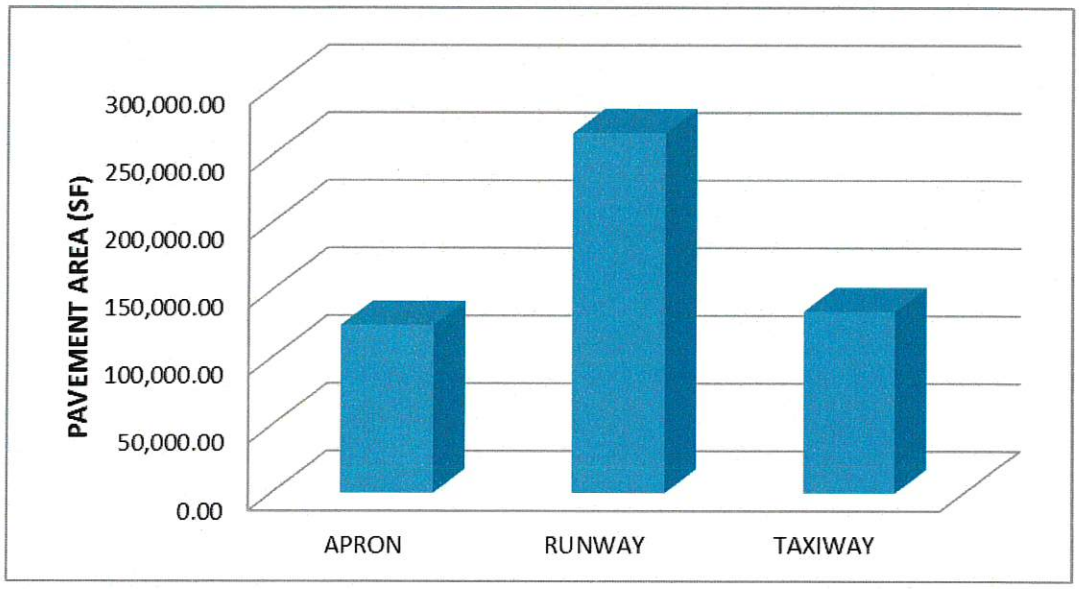


Figure 2.1: Pavement Area by Branch Usage

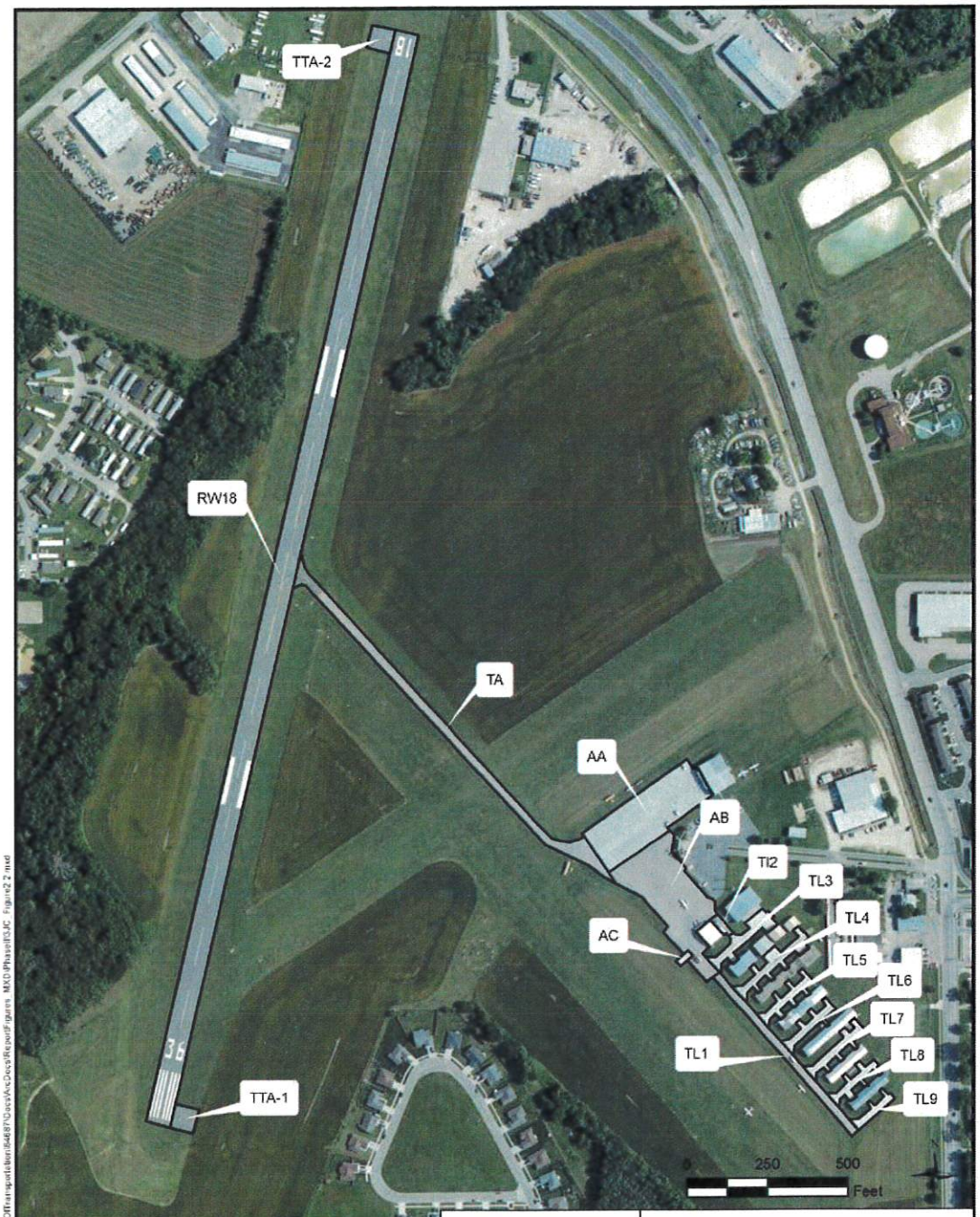


Figure 2.2

3JC Pavement Branches

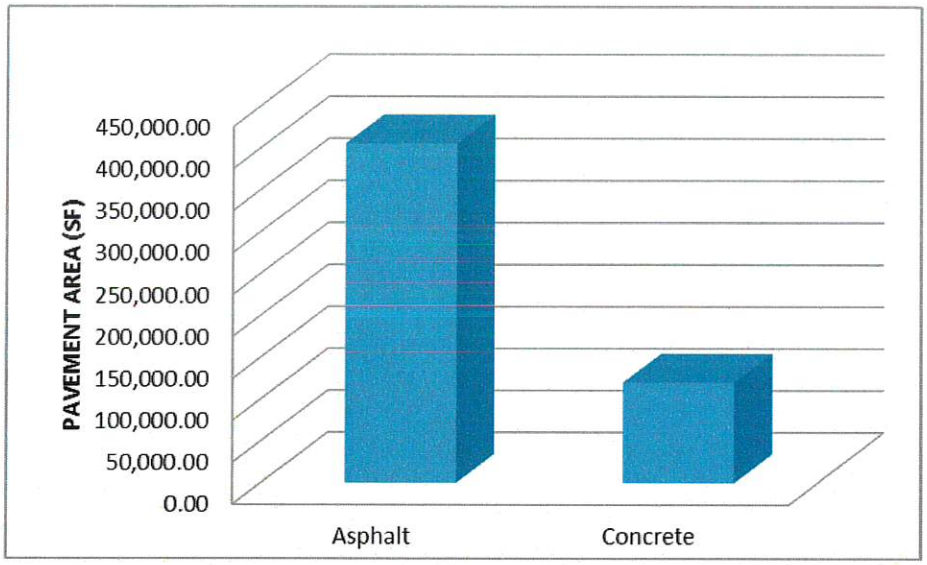


Figure 2.3: Pavement Area by Pavement Type

2.2 PAVEMENT CONDITION SURVEY

An inspection of the pavement systems at Freeman Field Airport was conducted on December 3, 2012. The inspection covered all relevant areas including aprons, taxiways, and runways. All distresses were recorded into the MicroPAVER™ software to compute the most current Pavement Condition Index (PCI). Currently, 82% of the pavement area inspected is considered to be in satisfactory to good condition as illustrated in Figure 2.4.

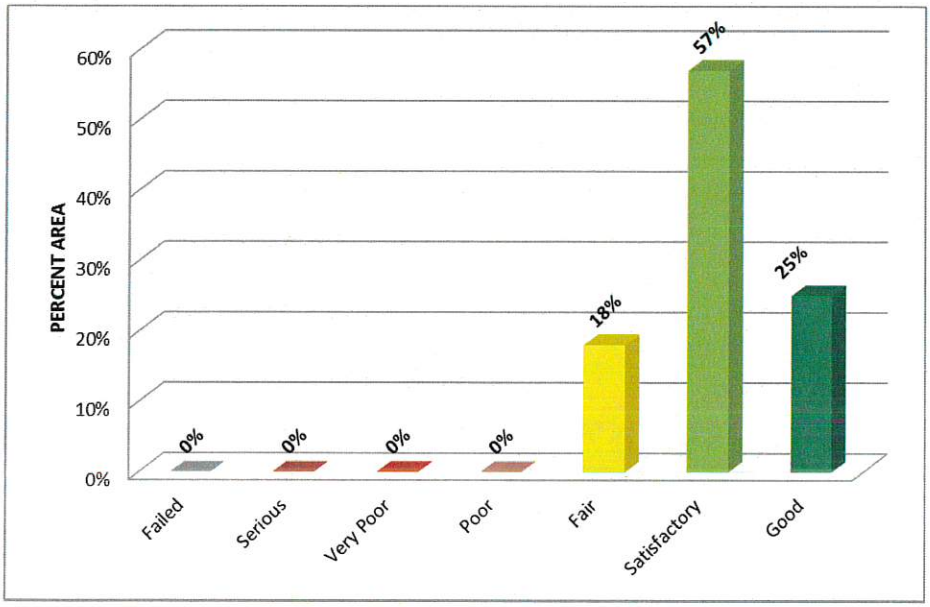


Figure 2.4: Pavement Condition by Area

An aerial photo with the pavement condition of each pavement section is provided in Figure 2.5, and the breakdown of each branch's weighted PCI is identified in Table 2.1.

Path: U:\KansasDepartmentOfTransportation\64687\Docs\ArcDocs\ReportFigures_MXD\Phase\3JC_Figure2.5.mxd

Figure 2.5

3JC Current Pavement Conditions

Branch ID	Usage	Weighted Average PCI
AA	Apron	93
AB	Apron	75
AC	Apron	62
RW18	Runway 18-36	77
TA	Taxiway A	74
TL1	Taxilane	67
TL2	Taxilane	30
TL3	Taxilane	93
TL4	Taxilane	90
TL5	Taxilane	90
TL6	Taxilane	95
TL7	Taxilane	93
TL8	Taxilane	95
TL9	Taxilane	97
TTA-1	Aircraft Turnaround	91
TTA-2	Aircraft Turnaround	90

Table 2.1: Branch PCI Values

The following paragraphs provide a general description of the branches inspected at Freeman Field Airport. Some of the distresses encountered during the inspection were archived in the following photographs of this report. The following photos are in no way a comprehensive library of all distresses located in the pavement sections, but rather a set of photographs providing a sample of distresses common to the pavement elements at Freeman Field Airport. For more guidance on distress identification and maintenance, it is suggested that the reader reference the American Society for Testing and Materials (ASTM) section D 5340-11 – *Standard Test Method for Airport Pavement Condition Surveys* and FAA Advisory Circular 150/5380-6B – *Guidelines and Procedures for Maintenance of Airport Pavements.*

2.2.1 Runway 18-36

Runway 18-36 currently features an asphalt concrete pavement surface. A 2.5-inch asphalt mill and overlay was constructed on the runway in 2009. A photo of Runway 18-36 and its condition at the time of inspection is illustrated in Figures 2.6 and 2.7.

Figure 2.6: Condition of Runway 18-36

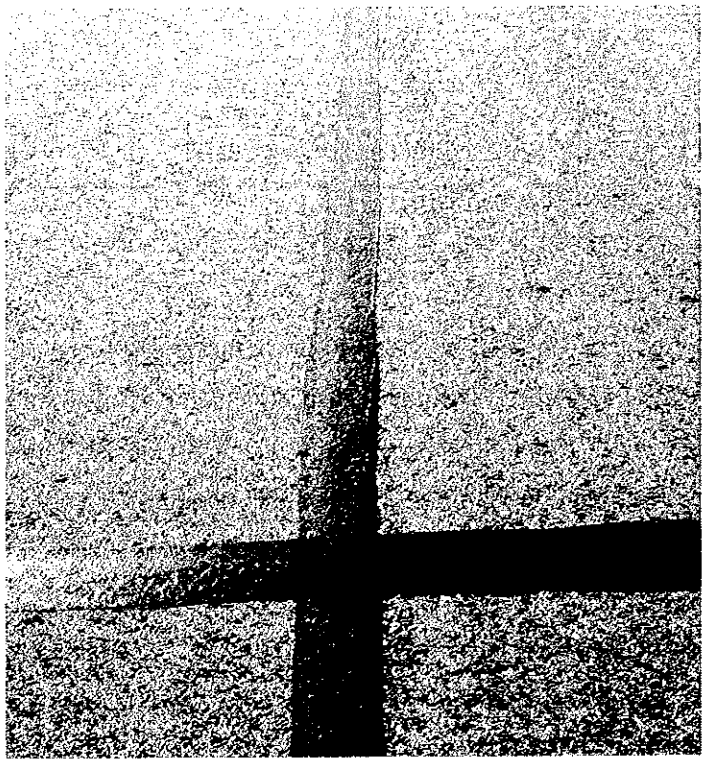


Figure 2.7: Condition of Runway 18-36

2.2.2 Taxiway A

Taxiway A consists of asphalt concrete pavement. The pavement thickness and age is unknown. It should be noted that Taxiway A did not have construction history available; therefore, the MicroPAVER program was used to calculate the last estimated construction date. If future information becomes

available, the MicroPAVER database should be updated. A photo of the overall condition of Taxiway A is illustrated in Figure 2.8.

Figure 2.8: Linear Cracking on Taxiway A

2.2.3 Aprons

The general aviation apron was reconstructed to a new Portland cement concrete apron in 2006. The apron consists of 6 inches of PCC on Aggregate Base Course. The small individual hangar aprons located just west of the main general aviation apron are Portland cement concrete. The age of these sections is currently unknown. It should be noted that individual hangar aprons did not have construction history available; therefore, the MicroPAVER program was used to calculate the last estimated construction date. If future information becomes available, the MicroPAVER database should be updated. A photo of the general aviation apron and its condition at the time of inspection is illustrated in Figures 2.9 through 2.11.

Figure 2.9: Main General Aviation Apron

Figure 2.10: Hangar Apron

Figure 2.11: Typical Joint Sealant on Apron

* * * * *

3.0 PAVEMENT MAINTENANCE

Several scenarios were examined to address any anticipated major rehabilitation or maintenance tasks necessary to help Freeman Field Airport maintain pavement. The scenarios presented herein include the following assumptions:

- **Any maintenance and rehabilitation plan begins from the date of this report for a length of 5 years.**
- **There is only one budget for all maintenance and rehabilitation.**
- **The MicroPAVER™ defined defaults for maintenance and rehabilitation are adequate for this program.**
- **An inflation rate of 2.1% is applied to any future work**

3.1 UNFUNDED PAVEMENT MAINTENANCE

The first scenario examined for Freeman Field Airport involves predicting the resultant PCI values of those pavement sections inspected if no maintenance or rehabilitation is performed over the next 5-year period. A figurative representation of the condition presented in the year 2017 is included in Figure 3.1. As the figure displays, a significant drop off in pavement condition is anticipated when no maintenance or rehabilitation is performed. Table 3.1 provides a yearly examination of each branch's PCI value if no maintenance work is performed.

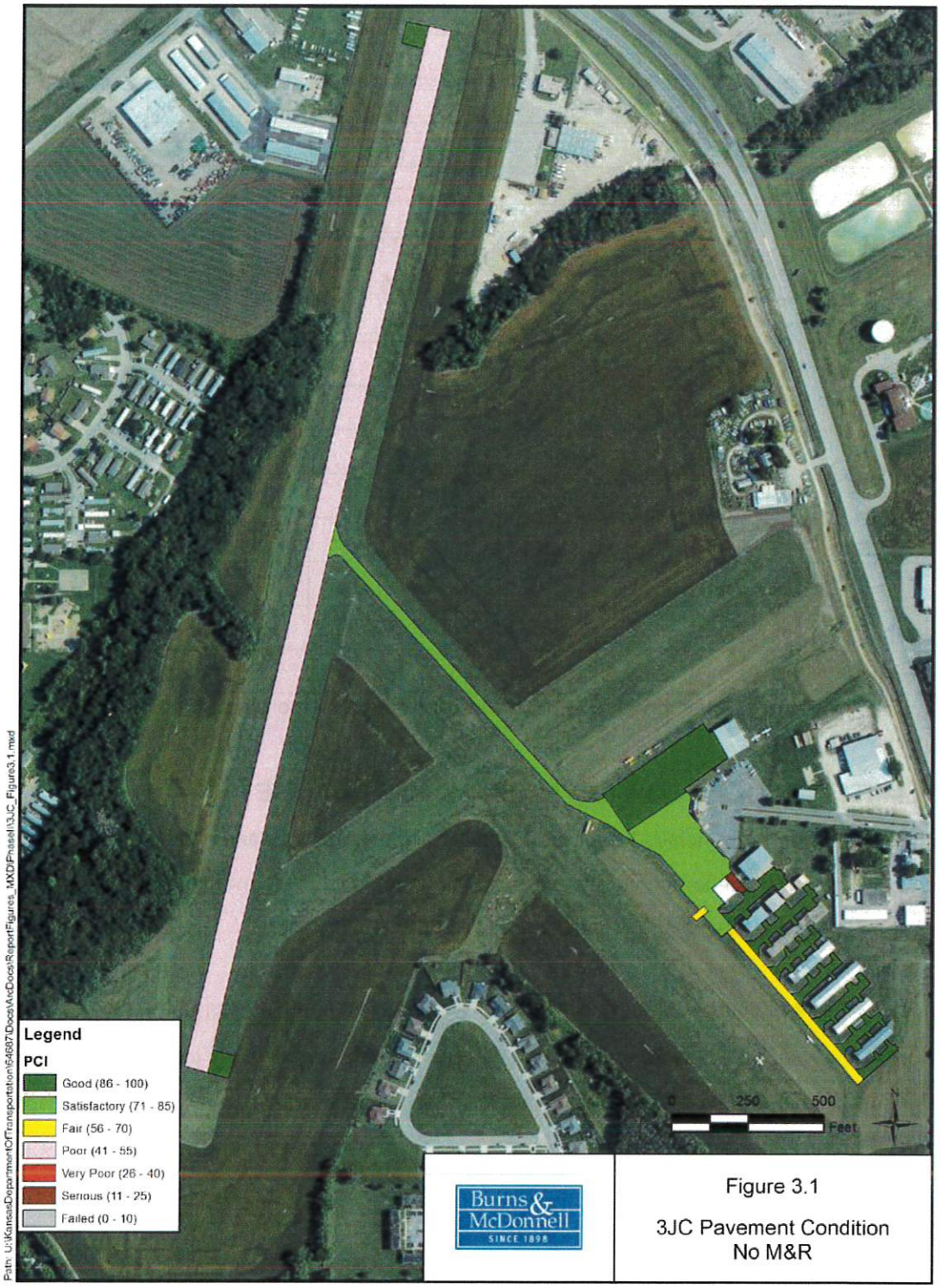


Figure 3.1

3JC Pavement Condition
No M&R

Branch ID	2013	2014	2015	2016	2017
AA	93	92	90	89	88
AB	74	73	73	72	72
AC	62	61	60	59	58
RW18	74	68	61	55	48
TA	73	73	72	72	71
TL1	67	66	65	64	64
Tl2	29	28	26	24	23
TL3	93	92	92	91	91
TL4	90	89	88	87	87
TL5	90	89	88	87	87
TL6	95	94	94	94	93
TL7	93	92	92	91	91
TL8	95	94	94	94	93
TL9	97	97	96	96	96
TTA-1	91	90	89	89	88
TTA-2	90	89	88	87	87

Table 3.1: Projected PCI Condition Analysis – No Maintenance

3.2 LIMITED BUDGET FOR PAVEMENT MAINTENANCE

The limited budget scenario included limiting the budget for maintenance and rehabilitation to $165,000 per calendar year. This number includes using all of the anticipated FAA entitlement funding ($150,000) plus an airport sponsor's typical 10% contribution ($15,000).

Using the PAVER™ modeling software, a figurative representation of the condition presented in the year 2017 under this scenario is included in Figure 3.2. Table 3.2, provides a yearly examination of each branch's PCI value for a limited maintenance budget.

Branch ID	2013	2014	2015	2016	2017
AA	93	92	90	89	88
AB	75	75	74	74	73
AC	100	97	94	91	88
RW18	76	83	78	73	67
TA	75	74	73	73	72
TL1	68	68	67	66	65
TL2	100	97	94	91	88
TL3	93	92	92	91	91
TL4	90	89	88	87	87
TL5	90	89	88	87	87
TL6	95	94	94	94	93
TL7	93	92	92	91	91
TL8	95	94	94	94	93
TL9	97	97	96	96	96
TTA-1	92	91	91	90	89
TTA-2	91	91	90	89	88

Table 3.2: Projected PCI Condition Analysis – Limited Maintenance Budget

Regarding limited budget maintenance; a number of items of note can be taken from this analysis. Please also note the reconstruction of Apron AC and Taxilane TL2 in the first year. This will require considerable funds to increase the PCI value.

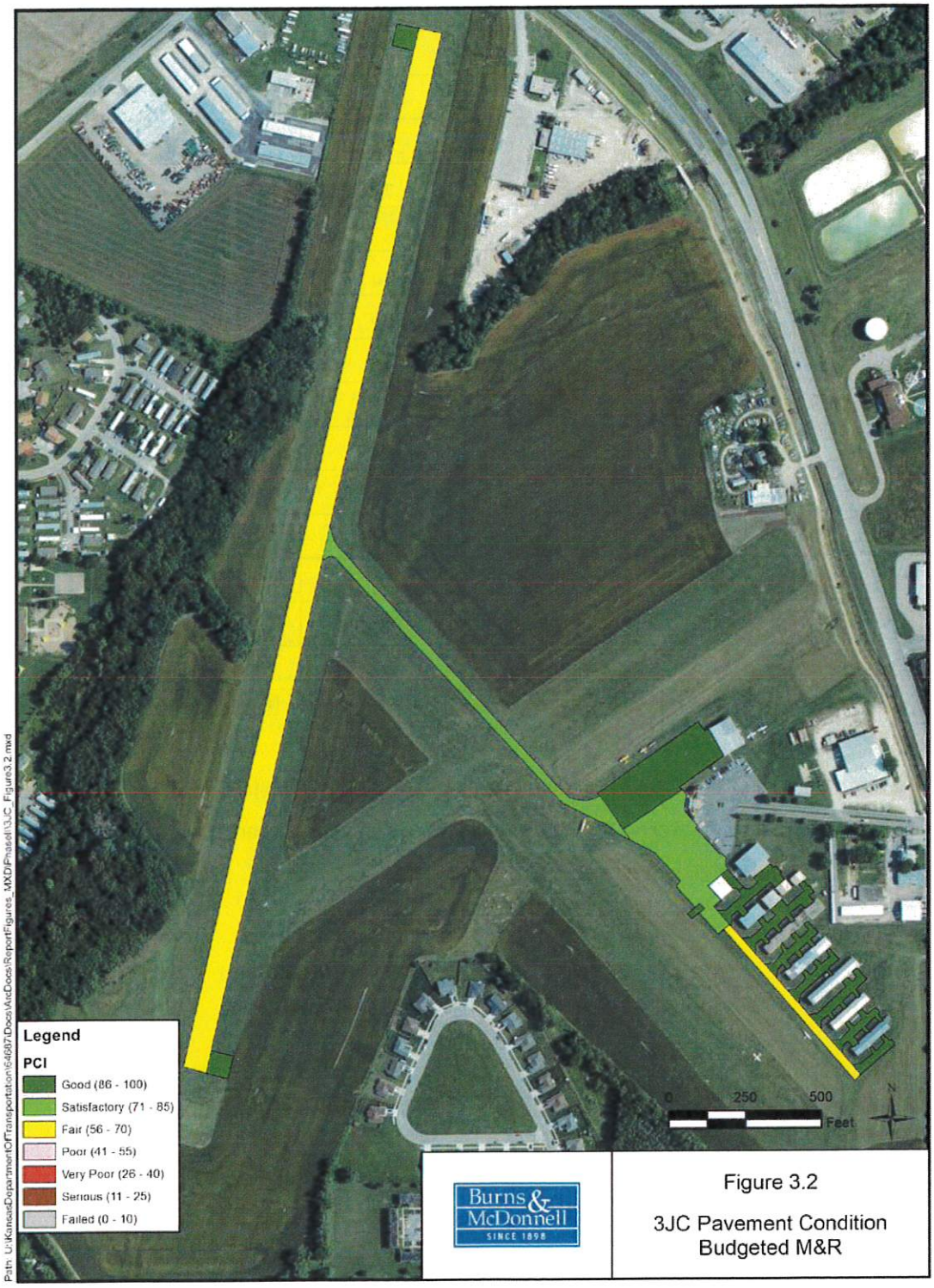


Figure 3.2

3JC Pavement Condition
Budgeted M&R

3.3 UNLIMITED BUDGET FOR PAVEMENT MAINTENANCE

The unlimited budget scenario includes allowing all necessary pavement maintenance and rehabilitation goals to be met assuming there is no restraint on a Federal, State, or Local government level funding.

Using the PAVER™ modeling software, a figurative representation of the condition presented in the year 2017 under this scenario is included in Figure 3.3. Table 3.3 provides a yearly examination of each branch's PCI value for an unlimited budget scenario.

Branch ID	2013	2014	2015	2016	2017
AA	93	92	90	89	88
AB	75	75	74	74	73
AC	100	97	94	91	88
RW18	76	83	78	73	78
TA	75	74	73	73	72
TL1	68	68	67	66	65
Tl2	100	97	94	91	88
TL3	93	92	92	91	91
TL4	90	89	88	87	87
TL5	90	89	88	87	87
TL6	95	94	94	94	93
TL7	93	92	92	91	91
TL8	95	94	94	94	93
TL9	97	97	96	96	96
TTA-1	92	91	91	90	89
TTA-2	91	91	90	89	88

Table 3.3: Projected PCI Condition Analysis – Unlimited Maintenance Budget

Using the unlimited maintenance budget scenario allows the user to coordinate potential priorities based on the location of the anticipated major repair work to be conducted on a pavement section. In this instance, the repair work includes rehabilitation and pavement repairs on Runway 18-36. Subsequently, most of the remaining asphalt and concrete pavement at the airport would undergo significant repair work during the upcoming 5-year period.

3.4 PROGRAM FUNDING AND PROGRAMMING

The Freeman Field Airport is funded by user fees, agricultural leasing, and fuel revenues. Available funds are limited, and the cost of most repairs may exceed the revenue generated by the airport. Any future repairs are recommended to follow a combination of the limited and unlimited budget scenarios to prioritize future maintenance and rehabilitation projects.

Figure 3.3

3JC Pavement Condition
Unconstrained M&R

* * * * *

4.0 RECOMMENDATIONS

The following recommendations are based on the existing pavement conditions at Freeman Field Airport. All recommendations are based on maintaining pavement condition at the airport and do not consider other potentially critical maintenance projects involving lighting, pavement marking, etc.

4.1 PAVEMENT INSPECTIONS

The Airport Manager, Airport Maintenance Staff, or other qualified personnel designated by the Airport Manager, will complete the Freeman Field Airport pavement inspections on a regular basis. All inspections should be properly recorded and kept on file with the Airport Manager. As a result, the inspection schedule, as illustrated in Table 4.1, has been established for the Freeman Field Airport.

Inspection Type	Description
Daily	Basic pavement review. Observe Foreign Object Damage (FOD) debris or rodent issues that may present a safety issue.
Weekly	Included as part of the overall pavement remediation program and as limited by the annual maintenance budget. These weekly inspections need not be as thorough as monthly inspections, but should contain notes on areas of frequent pavement distresses.
Monthly	Review of pavements and implementation of pavement remediation program as limited by the annual maintenance budget. One pavement branch shall be thoroughly inspected.
Yearly	Comprehensive review of the observations and remediation performed from the most recent fiscal year and the expenditures incurred. Also a review of previous fiscal years and the completed remediation and general upkeep performed.

Table 4.1: Inspection Types and Descriptions

According to the Federal Aviation Administration (FAA) Advisory Circular 150/5380-6B, in Appendix A, "Trained personnel must perform a detailed inspection of the airport pavements at least once a year. If a history of recorded pavement deterioration in the form of a Pavement Condition Index (PCI) survey as set forth in ASTM D 5340, Standard Test Method for Airport Pavement Condition Index Surveys, is available, the frequency of inspections may be extended to 3 years." (A-2 Inspection Schedule, Paragraph a.) Drive-by inspections should be performed at least once a month to detect any unusual or drastic changes in pavement conditions. Additional inspection report forms can be found in Appendix B of this report and are recommended to be used to file any findings from inspections performed on the airport.

4.2 AIRFIELD CAPITAL IMPROVEMENT PLAN

A number of factors are considered in developing an airfield capital improvement plan (ACIP) for each airport. These factors include, but are not limited to, budgetary concerns, airport master plan recommendations, existing infrastructure conditions, and public demand at the airport.

The following table provides a recommendation of an ACIP over the next 5 years that includes pavement maintenance goals and costs. Table 4.2 is in no way meant to supersede those recommendations provided by the KASP. However, the purpose of this plan is to focus solely on pavement condition and the costs to maintain that condition at an acceptable level.

Year/ Maintenance Item	Cost	Anticipated Source of Funding
2013		
Rehabilitate Runway Lighting	$271,579	FAA / City Funds
2014		
Runway Asphalt Pavement Repairs	$85,000	City Crews
2015		
Taxiway A Asphalt Pavement Repairs	$60,000	City Crews
2016		
Rehabilitate Apron Phase 1	$933,120	FAA/City Funds
2017		
Rehabilitate Apron Phase 2	$925,000	FAA / City Funds

Table 4.2: Recommended Airport Capital Improvement Plan

Notes:

1. **This table was derived based on 2013 estimated costs for materials, labor, and installation/repairs. These figures do not include design or construction services.**
2. **These figures represent only budgetary estimates and should be re-examined prior to any repairs.**

* * * * *

APPENDIX A – PAVEMENT INVENTORY

APPENDIX A - PAVEMENT INVENTORY

PAVEMENT BRANCH	RUNWAY R18 (Runway 18-36)
Dimensions:	**3,495 Feet Long by 75 Feet Wide**
Pavement Structure Type:	**Flexible**
Pavement Surface Material:	Asphalt Concrete
Pavement Structure:	***Runway 18-36***
	1. 2.5-inch AC (P-401) (2009)
	2. 2-inch AC (P-401) (Unknown)
	3. 6-inch PCC (P-501) (Unknown)
	4. 6-inch Aggregate Base Course (P-209) (Unknown)
Drainage Features:	No Apparent Subsurface Drainage
Pavement Use:	Primary Runway
Pavement Strength:	10,000 SWG
Miscellaneous:	

PAVEMENT BRANCH	TAXIWAY TA (Taxiways A)
Dimensions:	**1200 Feet Long by 35 Feet Wide**
Pavement Structure Type:	**Flexible**
Pavement Surface Material:	Asphalt Concrete
Pavement Structure:	1. 3-inch AC (P-401) (Unknown)
	2. 5-inches AC (P-401) (Unknown)
	3. 3.5-inch Subbase (Unknown)
Drainage Features:	No Apparent Subsurface Drainage
Pavement Use:	Primary Taxiway
Pavement Strength:	10,000 SWG
Miscellaneous:	

PAVEMENT BRANCH	TAXILANE TL1 (Taxilane TL-1)
Dimensions:	**Approx. 600 Feet Long by 25 Feet Wide**
Pavement Structure Type:	**Flexible**
Pavement Surface Material:	Asphalt Concrete
Pavement Structure:	1. 3-inch AC (P-401) (Unknown) 2. 5-inches AC (P-401) (Unknown) 3. 3.5-inch Subbase (Unknown)
Drainage Features:	No Apparent Subsurface Drainage
Pavement Use:	Taxilanes to Hangars
Pavement Strength:	10,000 SWG
Miscellaneous:	

PAVEMENT BRANCH	TAXILANES TL2 through TL9 (Taxilanes TL-1 through TL-9)
Dimensions:	**Varies, Approx. 225 Feet Long by 25 Feet Wide**
Pavement Structure Type:	**Rigid**
Pavement Surface Material:	Portland Cement Concrete
Pavement Structure:	1. 6-inch PCC (P-501) (Unknown) 3. Existing Subbase (Unknown)
Drainage Features:	No Apparent Subsurface Drainage
Pavement Use:	Taxilanes to Hangars
Pavement Strength:	10,000 SWG
Miscellaneous:	

PAVEMENT BRANCH	APRON AA (Main General Aviation Apron)
Dimensions:	**Approx. 400 Feet by 140 Feet**
Pavement Structure Type:	**Rigid**
Pavement Surface Material:	Portland Cement Concrete
Pavement Structure:	1. 6-inch PCC (P-501) (2006) 2. 4-inch Crushed Asphalt Base Course (2006)
Drainage Features:	No Apparent Subsurface Drainage
Pavement Use:	Apron for Main General Aviation
Pavement Strength:	10,000 SWG
Miscellaneous:	

PAVEMENT BRANCH	APRON AB (Aviation Apron)
Dimensions:	**Approx. 315 Feet by 140 Feet**
Pavement Structure Type:	**Flexible**
Pavement Surface Material:	Asphalt Concrete
Pavement Structure:	1. 3-inch AC (P-401) (Unknown) 2. 6-inch Crushed Aggregate Base Course (Unknown)
Drainage Features:	No Apparent Subsurface Drainage
Pavement Use:	Apron for General Aviation
Pavement Strength:	10,000 SWG
Miscellaneous:	

APPENDIX B – INSPECTION FORMS

Pavement Element: _____ **Inspected By:** _____ **Date Inspected:** _____

Inspection Record		Maintenance Action		
Location	Distress Description/Dimensions/Severity/Features Recommended Action	Description of Repair	Date Performed	Cost

Pavement Element: _____ **Inspected By:** _____ **Date Inspected:** _____

Inspection Record		Maintenance Action		
Location	Distress Description/Dimensions/Severity/Features Recommended Action	Description of Repair	Date Performed	Cost

Pavement Element: _____ **Inspected By:** _____ **Date Inspected:** _____

Inspection Record		Maintenance Action		
Location	Distress Description/Dimensions/Severity/Features Recommended Action	Description of Repair	Date Performed	Cost

Pavement Element: _____ **Inspected By:** _____ **Date Inspected:** _____

Inspection Record		Maintenance Action		
Location	Distress Description/Dimensions/Severity/Features Recommended Action	Description of Repair	Date Performed	Cost

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

PAVEMENT BRANCH

Dimensions:

Pavement Structure Type: _____

Pavement Surface Material: _____

Pavement Structure: _____

_____

_____

Drainage Features: _____

Pavement Use: _____

Pavement Strength: _____

Miscellaneous:

Chapter 4

Chapter 5

CAPITAL IMPROVEMENT PLAN

PURPOSE AND PROCEDURES

The analysis performed in the previous Chapters evaluated developmental needs at the Junction City Municipal Airport (3JC) based on operational efficiency and forecast activity. This Chapter addresses the proposed developments in regard to estimated project costs and realistic scheduling for putting the developments into place. The result is a Capital Improvement Plan (CIP) with a term of 20 years that addresses the needs of the Airport as determined by the master planning process.

The purpose of the CIP is to provide a strategic approach for the continued maintenance, upgrade and improvement of the airport facility that is consistent with forecast levels of demand and the long-term role and community vision of the airport. The airport CIP is intended to provide guidance for developing future airfield and landside areas in an orderly series to maintain a safe, efficient, productive, and attractive public facility. The development plan is structured to provide flexibility to meet the short-term to long-range needs of the airport in a financially responsible and prudent manner. As part of the CIP plan versatility, the city of Junction City can move most projects ahead of initial CIP schedule, or delay some projects, until demand levels warrant specific development items.

> "The purpose of the plan is to provide a strategic approach for the continued maintenance, upgrade and improvement of the airport facility..."

Individual Airport projects are identified as part of the CIP in order to preserve the integrity of the airport, satisfy airport design standards, and to allow for facility needs based on special requirements. The scheduling of projects within the CIP is prioritized with respect to need in order to permit for improvements in an integrated fashion.

The timing of projects within each phase (short, intermediate, long) is prioritized with respect to airport safety-related requirements, demand levels, compatibility with other project needs, potential funding levels, and with Federal Aviation Administration (FAA) and Kansas Department of Transportation Division of Aviation (KDOT Aviation) programming schedules, and in recognition of other major public work goals and projects.

Federal Funding (FAA)

PROJECT ELIGIBILITY

Eligible projects for FAIP funding include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. Such projects typically fall within the categories of airport planning, airport development, land acquisition and noise program implementation. Professional services that are necessary for eligible projects, such as planning, surveying, and design, are eligible. All FAIP funded projects must meet the following general requirements:

- The project sponsorship requirements met.
- The project is reasonably consistent with the plans of planning agencies for the development of the area in which the Airport is located.

- Sufficient funds are available for the portion of the project not paid for by the Federal Government.
- The project completed without undue delay.
- The airport location is included in the current version of the NPIAS.
- The project involves more than $25,000 in FAIP funds.
- The project depicted on a current Airport Layout Plan (ALP) approved by FAA.

Projects related to airport operations and most revenue-generating improvements are typically not eligible for FAIP funding. Prohibitions also exist for art, landscaping, certain public parking facilities and some aircraft hangars. Operational costs such as salaries, equipment, and supplies are also not eligible for FAIP grants. Table 6C lists typical examples of eligible and ineligible projects. The list does not represent a comprehensive listing of eligible vs. ineligible projects.

Table 6C
Examples of FAIP Eligible Vs. Ineligible Projects

Eligible Projects	Ineligible Project
Aircraft Hangars (Non- Primary Airports)	Artowrk
Airfield Drainage	Development That Exceeds FAA Standards
Airfield Lighting	Development For Exclusive Use
Airfield Signage	Improvement For Commercial Enterprises
Apron Construction/Rehabilitation	Industrial Park Development
Environmental Studies	Landscaping
Fuel Farms (Non- Primary Airports)	Maintenance Equipment And Vehicles
General Aviation Terminal Buildings	Marketing Plans
Land Acquisition	Office Equipment
Certain Navaids (REILs, PAPIs, etc.)	Training
Planning Studies	Airport Operational Costs
Runway Construction/Rehabilitation	FBO Support Areas
Safety Area Improvements	
Snow Removal Equipment	
Taxiway Construction/Rehabilitation	
Weather Observation Stations (AWOS)	

Source: FAA AIP Sponsor Guide

Entitlement Funds (Formula Grants)

The *Wendell H. Ford Aviation Investment and Reform Act for the 21st Century* (AIR 21), also known as Public Law (PL) 106-181, is a United States Federal law seeking to improve aviation safety. AIR 21 was enacted on April 5, 2000 and, among other things, introduced Non-Primary Entitlement funding for General Aviation (GA) airports. AIR-21 set aside grant funds for GA airports listed in the NPIAS for routine work to preserve and extend the useful life of runways, taxiways, and aprons.

GA airports can each receive up to $150,000 of Entitlement Funds per year based on the FAA assessment of maintenance needs over a 5-year period. The City can accrue entitlement funds for a maximum of four years or maximum total of $600,000. If entitlements funds are not utilized within four years, those funds are removed from the City and used for other airport projects located in the FAA Central Region.

The funding portions for projects utilizing FAIP Entitlement Funds at the airport are currently 90% Federal and 10% local. For example, a City project for the airport that totals $100,000 would be funded $90,000 FAIP and $10,000 City. Without appropriate and prudent local financial planning and budgeting, airport sponsors such as the City can and do lose FAIP entitlement funds. It is highly recommended each year the City budget $15,000 in the City's Airport Capital Improvement Plan (ACIP) fund so that local match money is always available to take advantage of the annual FAIP funding opportunity of $150,000. With that prudent budgeting action, the City can let FAA bank $600,000 over four years and have

$60,000 of local City funds readily available to undertake an Airport project costing up to $660,000. The current status of the FAIP funds for the airport are discussed in Chapter 7

Discretionary Funds (Competitive Grants)

The City also has access to FAIP discretionary grants to fund airport projects. Those grant funds are awarded by FAA via a competitive grant application process based on a National prioritization formula. This type of funding is very competitive and the total dollar amount of annual grant applications normally far exceeds available FAIP discretionary funding authorized by Congress. For example, in FY 2011, FAA had only $82.8 million of discretionary funds available to fund $98.0 in grant applications. However, it seems that those airport sponsors who have good airport planning practices and who prudently budget and/or accumulate an ample local funding match are most successful in the competitive grant application process. FAIP discretionary funds are currently 90% Federal and 10% local.

FAA ranks the projects competitively using what is called the National Priority Rating (NPR). The NPR is a relatively simple numerical model FAA uses a primary factor to prioritize airport development projects. The values generated by the model help categorize airport development in accordance with agency goals and give highest priority to safety, security, reconstruction, standards and capacity, in that order. The model relies on pre-defined values including:

- Airport size classification (one of six broad categories, based on enplaned passengers or number of based aircraft for the non-primary airports);
- Purpose of the project (safety, security, reconstruction, standards and capacity);
- Facility type (e.g., runways, taxiways, aprons, terminals, new airports, etc.); and
- Project type.

The model automatically applies the assigned values for each of these factors and generates a value for each proposed project, between 1 and 100, with a higher number indicating higher priority. Typically, a project must receive a NPR value of 62 or higher to be considered for receiving Discretionary Funding. The historical federal grants received by the airport are discussed in chapter 7.

STATE FUNDING (KDOT) PROJECT FUNDING

The State of Kansas through the Kansas Department of Transportation (KDOT) Division of Aviation currently administers a Kansas Airport Improvement Program (KAIP) set in place for public-use airports located in Kansas. The program is designed to provide funding assistance for the purpose of planning, constructing, reconstructing or rehabilitating the facilities of public use General Aviation (GA) to supplement FAIP funding provided by FAA. Currently, the State has no entitlement funds designated for Kansas airports in the KAIP. Rather, all KAIP funding is discretionary and annually awarded to Kansas airport projects through a competitive grant application process.

The main strategies of the KAIP are:

1. Preservation and enhancement of the Kansas airport system; and
2. Address only basic airport needs; and
3. Assist airport sponsors willing to commit to a significant local matching fund requirement.

The main objectives of the KAIP are:

1. Maintain within the Kansas system of airports a runway condition rating of Very Good which is a Pavement Condition Index (PCI) of 70 or greater; and
2. Minimize surface travel time to air ambulance service pick-up locations; and
3. Augment safety by improvements to taxiway, ramps, and lighting; and
4. Enhance airport and community economic development appeal.

According to the *Kansas Airport Improvement Program: Program Guidance (August 2016)* Sponsor Participation ratios are as follows:

1. System Preservation Projects
   a. Infrastructure Improvements (90/10)
   b. Vertical Development (85/15)
2. Modernization Projects
   a. Geometric Improvement (90/10)
   b. Vertical Development (50/50)
3. Equipment and Facilities Projects
   a. Equipment (50/50)
   b. Facilities
      i. Navigational (90/10)
      ii. Non-Navigational (85/15)
4. Design/Planning Projects
   a. All planning grants (95/5)

The City must meet the following criteria in order for projects at the Junction City Municipal Airport to be eligible for KAIP grant funding

1. Projects must be the City's top priority airport need critical to the airport's ability to support the Junction City community.
2. Projects must address airport safety and/or preservation concerns.
3. Projects should focus on airport developmental needs identified in the *Kansas Airport System Plan 2016 (KASP)*.
4. Projects should be capable of completion within one year.
5. State funding is not used to leverage Federal assistance projects.
6. Eligible projects under the KAIP include: runway projects, airport planning projects (such as Airport Layout Plan (ALP), updates for new runways at non-NPIAS airports, and FAA Airports Geographic Information System (AGIS) aeronautical surveys), taxiway and ramp projects, lighting equipment, automated weather observation equipment and related internet interface, navigation equipment, communication equipment, credit/debit card readers for fueling systems.
7. City must commit to keeping the Airport open to public use for a minimum of ten years.
8. The maximum KAIP participation in any project is $800,000 with two exceptions:
    a. New runway construction projects are eligible for a maximum grant of $1,600,000.
    b. Reconstruction of an existing runway is eligible for a maximum grant of $1,200,000.

LOCAL FUNDING SOURCES

The balance of project costs for The Junction City Municipal Airport, after consideration given to Federal and State grant funding, is normally funded through local resources. There are several alternatives for local financing of future development costs at the airport. Those include airport fee and profit revenues, direct funding from the City of Junction City General Fund and/or Capital Improvement Plan (CIP), general obligation and revenue bonds, private donations, facility leasehold income, cropland and pasture cash rent income, and business facility land lease income.

To help ensure that the Airport maximizes revenue potential in the future while remaining competitive, the City should periodically review rates and charges of aviation services (such as fuel prices, hangar and tie-down rentals, etc.) at other surrounding airports located in the North Central Kansas Region. Additionally, all new leases at the Airport should have inflation clauses allowing for periodic rate increases in-line with annual inflationary factors.

PROJECT COST SUMMARIES

The recommended improvements for the 20-year Capital Improvement Plan for the Junction City Municipal Airport are grouped and divided into three planning horizons: Short Term (0-5 Year Planning Period); Intermediate Term (5-10 Year Planning Period); and Long Term (10-20 Year Planning Period). Table 6D located on pages 6-13 through 6-14 summarizes the cost estimates for each needed and anticipated airport development project. All estimated and probable project costs shown are inflated to the anticipated year that the project is shown to be completed.

The Short Term planning period covers airport projects of highest priority to the Junction City Community. When the City completes development of Short Term projects at the airport, it is then time to concentrate on, consider funding alternatives, and develop the Intermediate Term projects. Similarly, when the City accomplishes Intermediate Term Airport developments, it is time to focus work on planning, financing, and developing the Long Range projects identified in the Airport CIP.

Due to the conceptual nature of a Master Plan, implementation of capital projects should only occur after further refinement of their design and related costs through architectural and engineering analysis. Capital costs identified in this Chapter should only be reviewed as estimates of probable costs subject to further cost refinement by detailed design of the project coupled with related cost analysis. Nevertheless, the Airport project estimates are sufficiently accurate for prudent formulation of the Airport CIP, related City cost and revenue planning, and development of the itemized CIP projects over the 20-year planning period.

ACIP data sheets were completed for the projects listed in the short Term Horizon provide a detailed cost breakdown for each project. The completed ACIP data sheets are included in Appendix N.

Table 6D

Capital Improvement Plan - Junction City Municipal Airport

Notes: Funding cost share formula with projects involving FAA funding is 90% FAA and 10% Local

Short Term Horizen (0-5 Years) - 2017-2022					
Project	**Description**	**Project Total**	**FAA Eligible**	**KDOT Eligible**	**Local Share**
1	**Construt Automated Weather Observation System (AWOS)**: Install AWOS to provide on-site weather information	$ 170,000	$ 153,000	$ 153,000	$ 17,000
2	**Remove Approach Area Obstructions:** Remove Trees obstructing approach to Runway 1 & 13	$ 80,000	$ 72,000	$ 72,000	$ 8,000
3	**Cunstruct Taxilanes**: Extend existing taxilanes for new nested T-Hangars and Corporate Hangar	$ 120,000	$ 118,000	$ 118,000	$ 12,000
4	**Construct T-Hangars**: Two 3-Place Nested T-Hangars	$ 290,000	$ 261,000	$ 145,000	$ 29,000/145,000
5	**Construct Conventional Hangar**: One conventional/corporate hangar	$ 150,000	$ 135,000	$ 75,000	$ 15,000/75,000
6	**Wildlife Hazard Management Plan**: Wildlife Hazard Site Visit and management plan	$ 87,000	$ 78,300	$ N/A	$ 8,700
	Short Term Horizon Sub Total	**$ 897,000**	**$ 817,300**	**$ 563,000**	**$ 89,700**

Table 6D (Continued)

Capital Improvement Plan - Junction City Municipal Airport

Notes: Funding cost share formula with projects involving FAA funding is 90% FAA and 10% Local

Intermediate Term Horizen (6-10 Years) - 2023-2027					
Project	**Description**	**Project Total**	**FAA Eligible**	**KDOT Eligible**	**Local Share**
7	**Land Acquisition**: Land needed to support Runway 1 RPZ clearing as reccomended by this Master Plan	$ 1,100,000	$ 990,000	$ 990,000	$ 110,000
8	**Construct T-Hangars**: Two 5-Place nested T-Hangars	$ 310,000	$ 279,000	$ 155,000	$ 31,000/155,000
9	**Construct Conventional Hangar**: One conventional/corporate hangar	$ 150,000	$ 135,000	$ 75,000	$ 15,000/75,000
10	**Rehabilitate Taxiway/Apron**: Mill and overlay asphalt taxiway/apron	$ 250,000	$ 225,000	$ 225,000	$ 25,000
11	**Construct Vehicle Parking Lot**: Parking lot adjacent to existing T-Hangars	$ 100,000	$ N/A	$ N/A	$ 100,000
	Intermediate Term Horizon Sub Total	**$ 1,910,000**	**$ 1,629,000**	**$ 1,445,000**	**$ 281,000**

Table 6D (Continued)

Capital Improvement Plan - Junction City Municipal Airport

Notes: Funding cost share formula with projects involving FAA funding is 90% FAA and 10% Local

Long Term Horizen (10-20 Years) - 2025-2036					
Project	**Description**	**Project Total**	**FAA Eligible**	**KDOT Eligible**	**Local Share**
13	**Land Acquisition**: Land needed to protect out to the limits of the 35' BRL and RPZ of Runways 19 & 31	$20,000	$18,000	$18,000	$ 2,000
14	**RPZ Clearence**: Remove incompatable land uses within Runway 1 RPZ	$350,000	$315,000	$315,000	$ 35,000
15	**Rehabilitate Runway**: Mill and overlay runway 1/19	$700,000	$630,000	$630,000	$ 70,000
16	**Rehabilitate Apron**: Seal cracks, repair pavement, and joints of existing concrete apron	$180,000	$162,000	$162,000	$ 18,000
17	**Construct Taxilanes**: Taxilanes for construction of new nested T-hangars and corporate hangar	$500,000	$450,000	$450,000	$ 50,000
18	**Construct T-Hangars**: Two 5-Place nested T-Hangars	$320,000	$288,000	$160,000	$ 32,000/160,000
19	**Construct Conventional Hangar**: Three conventional/corporate hangar	$465,000	$418,500	$232,500	$ 46,500/232,500
20	**Construct Vehicle Parking Lot**: Parking lot adjacent to future T-hangars and conventional hangar	$100,000	N/A	N/A	$ 100,000
21	**Construct Full Parralell Taxiway (Design Only)**: Full length taxiway for Runway 1/19	$150,000	$135,000	$142,500	$ 15,000/7,500
22	**Construct Full Parralell Taxiway**: Full length taxiway for Runway 1/19	$1,500,000	$1,350,000	$1,350,000	$ 150,000
23	**Update Airport Master Plan**: The Master Plan should be updated every 10-20 years to redefine airport goals	$250,000	$225,000	$237,500	$ 25,000/12,500
	Long Term Horizon Sub Total	**$4,535,000**	**$3,991,500**	**$3,697,500**	**$526,000**
	20 Year Planning Horinzon Total Cost	**$7,342,000**	**$6,437,800**	**$5,705,500**	**$896,700**

Appendix A

ACRONYMS AND GLOSSARY OF AVIATION TERMS

AC — advisory circular

ACARS — aircraft communications addressing and reporting system

ACAS — airborne collision avoidance system

AD — airworthiness directive

ADF — automatic direction finder

ADS — automatic dependent surveillance

ADS-B — automatic dependent surveillance-broadcast

AER — approach end of runway

AFCS — automatic flight control system

A/FD — airport/facility directory

AFM — airplane flight manual or aircraft flight manual

AFSS — Automated Flight Service Station

AGL — above ground level

AIM — aeronautical information manual

AIP — aeronautical information publication

AIS — airmen's information system

ALAR — approach and landing accident reduction

AMASS — airport movement area safety system [delete term]

ANP — actual navigation performance

ANR — advanced navigation route

AOA — airport operating area

AOCC — airline operations control center

AOPA — Aircraft Owners and Pilots Association

AP — autopilot system

APC — auxiliary performance computer

APV — approach with vertical guidance

ARFF — aircraft rescue and fire fighting

ARINC — aeronautical radio incorporated

A-RNAV — advanced area navigation

ARSR — air route surveillance radar

ARTCC — Air Route Traffic Control Center

ARTS — Automated Radar Terminal System

ASDA — accelerate-stop distance available

ASDAR — aircraft to satellite data relay

ASDE-3 — Airport Surface Detection Equipment-3

ASDE-X — Airport Surface Detection Equipment-X

ASOS — automated surface observing system

ASR — airport surveillance radar ATC — air traffic control

ATCRBS — air traffic control radar beacon system

ATCS — Air Traffic Control Specialist

ATCSCC — Air Traffic Control System Command Center

ATC-TFM — air traffic control-traffic flow management

ATCT — airport traffic control tower

ATD — along-track distance

ATIS — automatic terminal information service

ATM — air traffic management

ATS — air traffic service

ATT — attitude retention system

AVN — Office of Aviation System Standards

AWOS — automated weather observing system

AWSS — automated weather sensor system

Baro-VNAV — barometric vertical navigation

BRITE — bright radar indicator tower equipment

B-RNAV — European Basic RNAV

CAA — Civil Aeronautics Administration

CAASD — Center for Advanced Aviation Systems Development

CARF — central altitude reservation function

CAT — category

CDI — course deviation indicator

CDM — collaborative decision making

CDTI — cockpit display of traffic information

CDU — control display unit

CENRAP — Center Radar ARTS Processing

CFIT — controlled flight into terrain

CFR — Code of Federal Regulations

CGD — combined graphic display

CIP — Capital Investment Plan

CNF — computer navigation fix

CNS — communication, navigation, and surveillance

COP — changeover point

COTS — commercial off the shelf

CPDLC — controller pilot data link communications

CRC — cyclic redundancy check

CRCT — collaborative routing coordination tool

CRM — crewmember resource management

CRT — cathode-ray tube

CTAF — common traffic advisory frequency

CTD — controlled time of departure

CVFP — charted visual flight procedure

DA — density altitude, decision altitude

D-ATIS — digital automatic terminal information service

DACS — digital aeronautical chart supplement

DBRITE — digital bright radar indicator tower equipment

DER — departure end of the runway

DH — decision height

DME — distance measuring equipment

DOD — Department of Defense

DOT — Department of Transportation

DPs — departure procedures

DSR — display system replacement

DRVSM — domestic reduced vertical separation minimums

DUATS — direct user access terminal system

DVA — diverse vector area

EDCT — expect departure clearance time

EFB — electronic flight bag

EFC — expect further clearance

EFIS — electronic flight information system

EGPWS — enhanced ground proximity warning systems

EICAS — Engine indicating and crew alerting system

EMS — emergency medical service

EPE — estimated position error

ER-OPS — extended range operations

ETA — estimated time of arrival

EWINS — enhanced weather information system

FAA — Federal Aviation Administration

FAF — final approach fix

FAP — final approach point

FATO – Final Approach and Takeoff Area

FB — fly-by

FBWP — fly-by waypoint

FD — winds and temperatures aloft forecast

FD — flight director

FDC NOTAM — Flight Data Center Notice to Airmen

FDP — flight data processing

FIR — flight information region

FIS — flight information system

FIS-B — flight information service-broadcast

FISDL — flight information services data link

FL — flight level

FMC — flight management computer

FMS — flight management system

FO — fly-over

FOM — flight operations manual

FOWP — fly-over waypoint

FPM — feet per minute

FSDO — Flight Standards District Office

FSS — Flight Service Station

FTE — flight technical error

GA — general aviation

GAMA — General Aviation Manufacturer's Association

GBT — ground-based transmitter

GCA — ground controlled approach

GCO — ground communication outlet

GDP — ground delay programs

GDPE — ground delay program enhancements

GLS — Global Navigation Satellite System Landing System

GNE — gross navigation error

GNSS — Global Navigation Satellite System

GPS — Global Positioning System

GPWS — ground proximity warning system

G/S — glide slope

GS — groundspeed

GWS — graphical weather service

HAA — height above airport

HAR — High Altitude Redesign

HAT — height above touchdown

HDD — head-down display

HEMS — helicopter emergency medical service

HF — high frequency

HFDL — high frequency data link

HGS — head-up guidance system

HITS — highway in the sky

HOCSR — host/oceanic computer system replacement

HSI — horizontal situation indicator

HSAC — Helicopter Safety Advisory Council

HUD — head-up display

IAF — initial approach fix

IAP — instrument approach procedure

IAS — indicated air speed

ICA — initial climb area

ICAO — International Civil Aviation Organization

IF — intermediate fix

IFR — instrument flight rules

ILS — instrument landing system

IMC — instrument meteorological conditions

INS — inertial navigation system

IOC — initial operational capability

IPV — instrument procedure with vertical guidance (this term has been renamed APV)

IRU – Inertial Reference Unit

KIAS — knots indicated airspeed

LAAS — Local Area Augmentation System

LAHSO — land and hold short operations

LDA — localizer type directional aid, landing distance available

LF — low frequency

LNAV — lateral navigation

LOA — letter of agreement/letter of authorization

LOC — localizer

LOM — locator outer marker

LPV — See glossary

LTP — landing threshold point

MAA — maximum authorized altitude

MAHWP — missed approach holding waypoint

MAMS — military airspace management system

MAP — missed approach point

MAP — manifold absolute pressure

MASPS — minimum aviation system performance specification

MAWP — missed approach waypoint

MCA — minimum crossing altitude

McTMA — multi-center traffic management advisor

MDA — minimum descent altitude

MDH — minimum descent height

MEA — minimum en route altitude

MEL — minimum equipment list

METAR — aviation routine weather report

MFD — multifunction display

MIA — minimum IFR altitude

MLS — microwave landing system

MNPS — minimum navigation performance specifications

MOA — military operations area

MOCA — minimum obstruction clearance altitude

MOPS — minimum operational performance standards

MORA — minimum off route altitude

MRA — minimum reception altitude

MSA — minimum safe altitude

MSAW — minimum safe altitude warning

MSL — mean sea level

MTA — minimum turning altitude

MVA — minimum vectoring altitude

NA — not authorized

NACO — National Aeronautical Charting Office

NAR — National Airspace Redesign

NAS — National Airspace System

NASA — National Aeronautics and Space Administration

NASSI — National Airspace System status information

NAT — North Atlantic

NATCA — National Air Traffic Controllers Association

NAT/OPS — North Atlantic Operation

NAVAID — navigational aid

NBCAP — National Beacon Code Allocation Plan

ND — navigation displays

NDB — non-directional beacon

NFDC — National Flight Data Center

NFPO — National Flight Procedures Office

NGA — National Geospatial-Intelligence Agency

NIMA — National Imagery and Mapping Agency

NM — nautical mile

NOAA — National Oceanic and Atmospheric Administration

NOPAC — North Pacific

NOTAM — Notice to Airmen

NOTAM D — Distant NOTAM

NOTAM L — Local NOTAM

NOZ — normal operating zone

NPA — non-precision approach

NPRM — Notice of Proposed Rulemaking

NRP — national route program

NRR — non-restrictive routing

NRS — National Reference System

NSE — navigation system error

NTAP — Notice to Airmen Publication

NTSB — National Transportation Safety Board

NTZ — no transgression zone

NWS — National Weather Service

OCS — obstacle clearance surface

ODP — obstacle departure procedure

OEP — Operational Evolution Plan

OpsSpecs — operations specifications

OROCA — off-route obstruction clearance altitude

PA — precision approach

PAR — precision approach radar

PARC — performance-based operations aviation rulemaking committee

PCG — positive course guidance

PDC — pre-departure clearance

PDR — preferential departure route **PF** — pilot flying

PFD — primary flight display

pFAST — passive final approach spacing tool

PIC — pilot in command PinS — Point-in-Space

PIREP — pilot weather report

PM — pilot monitoring

POH — pilot's operating handbook

POI — principle operations inspector

PRM — precision runway monitor

P-RNAV — European Precision RNAV

PT — procedure turn

PTP — point-to-point

QFE — transition height

QNE — transition level

QNH — transition altitude

RA — resolution advisory, radio altitude

RAIM — receiver autonomous integrity monitoring

RCO — remote communications outlet

RDOF — radio failure

RJ — regional jet

RNAV — area navigation

RNP — required navigation performance

ROC — required obstacle clearance

RSP — runway safety program

RVR — runway visual range

RVSM — reduced vertical separation minimums

RVV — runway visibility value

RWY — runway

SAAAR — Special Aircraft and Aircrew Authorization Required

SAAR — special aircraft and air-crew requirements

SAMS — special use airspace management system

SAS — stability augmentation sys-tem

SATNAV — satellite navigation

SDF — simplified directional facility

SER — start end of runway

SIAP — standard instrument approach procedure

SID — standard instrument departure

SIGMET — significant meteorological information

SM — statute mile

SMA — surface movement advisor

SMGCS — surface movement guidance and control system

SMS — surface management system

SOIA — simultaneous offset instrument approaches

SOP — standard operating procedure

SPECI — non-routine (special) aviation weather report

SSV — standard service volume

STAR — standard terminal arrival

STARS — standard terminal automation replacement system

STC — supplemental type certificate

STMP — special traffic management program

SUA — special use airspace

SUA/ISE — special use airspace/inflight service enhancement

SVFR — special visual flight rules

SWAP — severe weather avoidance plan

TA — traffic advisory

TAA — terminal arrival area

TACAN — tactical air navigation

TAF — terminal aerodrome fore-cast

TAS — true air speed

TAWS — terrain awareness and warning systems

TCAS — traffic alert and collision avoidance system

TCH — threshold crossing height

TDLS — terminal data link system

TDZ — touchdown zone

TDZE — touchdown zone elevation

TEC — tower en route control

TERPS — U.S. Standard for Terminal Instrument Procedures TFM — traffic flow management

TIS — traffic information service

TIS-B — traffic information service-broadcast

TLOF – Touchdown and Lift-Off Area

TM — traffic management

TMA — traffic management advisor

TMU — traffic management unit

TOC — top of climb

TOD — top of descent

TODA — takeoff distance available

TOGA — take-off/go around

TORA — takeoff runway available

TPP — terminal procedures publication

TRACAB — see glossary.

TRACON — terminal radar approach control

TSE — total navigation system error

TSO — technical standard order

UAT — universal access transceiver

UHF — ultra high frequency

URET — user request evaluation tool

US — United States

USAF — United States Air Force **VCOA** — visual climb over airport **VDP** — visual descent point

VFR — visual flight rules

VGSI — visual glide slope indicator

VHF — very high frequency

VLJ — very light jet

VMC — visual meteorological conditions

VMINI — minimum speed–IFR.

VNAV — vertical navigation

VNEI — never exceed speed-IFR.

VOR — very high frequency omnidirectional range

VORTAC — very high frequency omnidirectional range/tactical air navigation

VPA — vertical path angle

VREF — reference landing speed

VSO — stalling speed or the mini-mum steady flight speed in the landing configuration

WAAS — Wide Area Augmentation System

WAC — World Aeronautical Chart

WP — waypoint

Abeam Fix – A fix, NAVAID, point, or object positioned approximately 90 degrees to the right or left of the aircraft track along a route of flight. Abeam indicates a general position rather than a precise point.

Accelerate-Stop Distance Available (ASDA) – The runway plus stop way length declared available and suitable for the acceleration and deceleration of an air-plane aborting a takeoff.

Aircraft Approach Category – A grouping of aircraft based on reference landing speed (VREF), if specified, or if VREF is not specified, 1.3 VSO (the stalling speed or minimum steady flight speed in the landing configuration) at the maximum certificated landing weight.

Airport Diagram – A full-page depiction of the airport that includes the same features of the airport sketch plus additional details such as taxiway identifiers, airport latitude and longitude, and building identification. Airport diagrams are located in the U.S. Terminal Procedures booklet following the instrument approach charts for a particular airport.

Airport/Facility Directory (A/FD) – Regional book-lets published by the National Aeronautical Charting Office (NACO) that provide textual information about all airports, both VFR and IFR. The A/FD includes runway length and width, runway surface, load bearing capacity, runway slope, airport services, and hazards such as birds and reduced visibility.

Airport Sketch – Depicts the runways and their length, width, and slope, the touchdown zone elevation, the lighting system installed on the end of the runway, and taxiways. Airport sketches are located on the lower left or right portion of the instrument approach chart.

Air Route Traffic Control Center (ARTCC) – A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight

Air Traffic Service (ATS) – Air traffic service is an ICAO generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service, or aerodrome control service).

Approach End of Runway (AER) – The first portion of the runway available for landing. If the runway threshold is displaced, use the displaced threshold latitude/longitude as the AER.

Approach Fix – From a database coding standpoint, an approach fix is considered to be an identifiable point in space from the intermediate fix (IF) inbound. A fix located between the initial approach fix (IAF) and the IF is considered to be associated with the approach transition or feeder route.

Approach Gate –An imaginary point used by ATC to vector aircraft to the final approach course. The approach gate is established along the final approach course 1 NM from the final approach fix (FAF) on the side away from the airport and is located no closer than 5 NM from the landing threshold.

Area Navigation (RNAV) – A method of navigation that permits aircraft operations on any desired course within the coverage of station referenced navigation signals or within the limits of self-contained system capability.

Automated Surface Observing System (ASOS)/Automated Weather Sensor System (AWSS) – The ASOS/AWSS is the primary surface weather observing system of the U.S.

Automated Surface Observing System (ASOS) – A weather observing system that provides minute-by-minute weather observations such as temperature, dew point, wind, altimeter setting, visibility, sky condition, and precipitation. Some ASOS stations include a precipitation discriminator which can differentiate between liquid and frozen precipitation.

Automated Weather Observing System (AWOS) – A suite of sensors which measure, collect, and disseminate weather data. AWOS stations provide a minute-by-minute update of weather parameters such as wind speed and direction, temperature and dew point, visibility, cloud heights and types, precipitation, and barometric pressure. A variety of AWOS system types are available (from AWOS 1 to AWOS 3), each of which includes a different sensor array.

Automated Weather Sensor System (AWSS) – The AWSS is part of the Aviation Surface Weather Observation Network suite of programs and provides pilots and other users with weather information through the Automated Surface Observing System. The AWSS sensor suite automatically collects, measures, processes, and broadcasts surface weather data.

Automated Weather System – Any of the automated weather sensor platforms that collect weather data at airports and disseminate the weather information via radio and/or landline. The systems currently consist of the Automated Surface Observing System (ASOS), Automated Weather Sensor System (AWSS) and Automated Weather Observation System (AWOS).

Automatic Dependent Surveillance-Broadcast (ADS-B) – A surveillance system that continuously broadcasts GPS position information, aircraft identification, altitude, velocity vector, and direction to all other air-craft and air traffic control facilities within a specific area. Automatic dependent surveillance-broadcast (ADS-B) information will be displayed in the cockpit via a cockpit display of traffic information (CDTI) unit, providing the pilot with greater situational awareness. ADS-B transmissions will also provide controllers with a more complete picture of traffic and will update that information more frequently than other surveillance equipment.

Automatic Terminal Information Service (ATIS) – A recorded broadcast available at most airports with an operating control tower that includes crucial information about runways and instrument approaches in use, specific outages, and current weather conditions, including visibility.

Center Radar ARTS Presentation/Processing (CENRAP) – CENRAP was developed to provide an alternative to a non-radar environment at terminal facilities should an ASR fail or malfunction. CENRAP sends aircraft radar beacon target information to the ASR terminal facility equipped with ARTS.

Changeover Point (COP) – A COP indicates the point where a frequency change is necessary between navigation aids when other than the midpoint on an airway, to receive course guidance from the facility ahead of the aircraft instead of the one behind. These COPs divide an airway or route segment and ensure continuous reception of navigational signals at the prescribed minimum en route IFR altitude.

Charted Visual Flight Procedure (CVFP) – A CVFP may be established at some towered airports for environmental or noise considerations, as well as when necessary for the safety and efficiency of air traffic operations. Designed primarily for turbojet aircraft, CVFPs depict prominent landmarks, courses, and recommended altitudes to specific runways.

Cockpit display of traffic information (CDTI) – The display and user interface for information about air traffic within approximately 80 miles. It will typically combine and show traffic data from TCAS, TIS-B, and ADS-B. Depending on features, the display may also show terrain, weather, and navigation information.

Collision Hazard – A condition, event, or circumstance that could induce an occurrence of a collision or surface accident or incident.

Columns - See Database Columns

Contact Approach – An approach where an aircraft on an IFR flight plan, having an air traffic control authorization, operating clear of clouds with at least one mile flight visibility, and a reasonable expectation of continuing to the destination airport in those conditions, may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This approach will only be authorized when requested by the pilot and the reported ground visibility at the destination airport is at least one statute mile.

Controlled Flight Into Terrain (CFIT) – A situation where a mechanically normally functioning airplane is inadvertently flown into the ground, water, or an obstacle. There are two basic causes of CFIT accidents; both involve flight crew situational awareness. One definition of situational awareness is an accurate perception by pilots of the factors and conditions currently affecting the safe operation of the aircraft and the crew. The causes of CFIT are the flight crews' lack of vertical position awareness or their lack of horizontal position awareness in relation to terrain and obstacles.

Database Columns – The spaces for data entry on each record. One column can accommodate one character.

Database Field – The collection of characters needed to define one item of information.

Database Identifier – A specific geographic point in space identified on an aeronautical chart and in a navigation database, officially designated by the controlling state authority or derived by Jeppesen. It has no ATC function and should not be used in filing flight plans nor used when communicating with ATC.

Database Record – A single line of computer data made up of the fields necessary to define fully a single useful piece of data.

Decision Altitude (DA) –A specified altitude in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The term "Decision Altitude (DA)" is referenced to mean sea level and the term "Decision Height (DH)" is referenced to the threshold elevation. Even though DH is charted as an altitude above MSL, the U.S. has adopted the term "DA" as a step toward harmonization of the United States and international terminology. At some point, DA will be published for all future instrument approach procedures with vertical guidance.

Decision Height (DH) – See Decision Altitude

Departure End of Runway (DER) – The end of run-way available for the ground run of an aircraft departure. The end of the runway that is opposite the landing threshold, sometimes referred to as the stop end of the runway.

Descend Via – A descend via clearance instructs you to follow the altitudes published on a STAR. You are not authorized to leave your last assigned altitude unless specifically cleared to do so. If ATC amends the altitude or route to one that is different from the published procedure, the rest of the charted descent procedure is canceled. ATC will assign you any further route, altitude, or airspeed clearances, as necessary.

Digital ATIS (D-ATIS) – An alternative method of receiving ATIS reports by aircraft equipped with datalink services capable of receiving information in the cockpit over their Aircraft Communications Addressing and Reporting System (ACARS) unit.

Diverse Vector Area (DVA) – An airport may establish a diverse vector area if it is necessary to vector aircraft below the minimum vectoring altitude to assist in the efficient flow of departing traffic. DVA design requirements are outlined in TERPS and allow for the vectoring of aircraft immediately off the departure end of the runway below the MVA.

Dynamic Magnetic Variation – A field which is simply a computer model calculated value instead of a measured value contained in the record for a waypoint.

Electronic Flight Bag (EFB) – An electronic display system intended primarily for cockpit or cabin use. EFB devices can display a variety of aviation data or perform basic calculations (e.g., performance data, fuel calculations, etc.). In the past, some of these functions were traditionally accomplished using paper references or were based on data provided to the flight crew by an airline's "flight dispatch" function. The scope of the EFB system functionality may also include various other hosted databases and applications. Physical EFB displays may use various technologies, formats, and forms of communication. These devices are sometimes referred to as auxiliary performance computers (APC) or laptop auxiliary performance computers (LAPC).

Ellipsoid of Revolution – The surface that results when an ellipse is rotated about one of its axes.

En Route Obstacle Clearance Areas – Obstacle clearance areas for en route planning are identified as primary, secondary, and turning areas, and they are designed to provide obstacle clearance route protection width for airways and routes.

Expanded Service Volume – When ATC or a procedures specialist requires the use of a NAVAID beyond the limitations specified for standard service volume, an expanded service volume (ESV) may be established. See standard service volume.

Feeder Route – A feeder route is a route depicted on IAP charts to designate courses for aircraft to proceed from the en route structure to the IAF. Feeder routes, also referred to as approach transitions, technically are not considered approach segments but are an integral part of many IAPs.

Field - See Database Field

Final Approach and Takeoff Area (FATO) – The FATO is a defined heliport area over which the final approach to a hover or a departure is made. The touchdown and lift-off area (TLOF) where the helicopter is permitted to land is normally centered in the FATO. A safety area is provided around the FATO.

Fix – A geographical position determined by visual reference to the surface, by reference to one or more radio NAVAIDs, by celestial plotting, or by another navigational device. Note: Fix is a generic name for a geographical position and is referred to as a fix, waypoint, intersection, reporting point, etc.

Flight Information Region (FIR) – A FIR is an air-space of defined dimensions within which Flight Information Service and Alerting Service are provided. Flight Information Service (FIS) is a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. Alerting Service is a service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

Flight Level (FL) – A flight level is a level of constant atmospheric pressure related to a reference datum of 29.92 in. Hg. Each flight level is stated in three digits that represents hundreds of feet. For example, FL 250 represents an altimeter indication of 25,000 feet.

Floating Waypoints – Floating waypoints represent airspace fixes at a point in space not directly associated with a conventional airway. In many cases they may be established for such purposes as ATC metering fixes, holding points, RNAV-direct routing, gateway way-points, STAR origination points leaving the en route structure, and SID terminating points joining the en route structure.

Fly-By (FB) Waypoint – A waypoint that requires the use of turn anticipation to avoid overshooting the next flight segment.

Fly-Over (FO) Waypoint – A waypoint that precludes any turn until the waypoint is overflown, and is followed by either an intercept maneuver of the next flight segment or direct flight to the next waypoint.

Four Corner Post Configuration – An arrangement of air traffic pathways in a terminal area that brings incoming flights over fixes at four corners of the traffic area, while outbound flights depart between the fixes, thus minimizing conflicts between arriving and departing traffic.

Gateway Fix – A navigational aid or fix where an aircraft transitions between the domestic route structure and the oceanic route airspace.

Geodetic Datum – The reference plane from which geodetic calculations are made. Or, according to ICAO Annex 15, the numerical or geometrical quantity or set of such quantities (mathematical model) that serves as a reference for computing other quantities in a specific geographic region such as the latitude and longitude of a point.

Glide path Angle (GPA) – The angular displacement of the vertical guidance path from a horizontal plane that passes through the reference datum point (RDP). This angle is published on approach charts (e.g., 3.00º, 3.20º, etc.). GPA is sometimes referred to as vertical path angle (VPA).

Global Navigation Satellite System (GNSS) – An umbrella term adopted by the International Civil Aviation Organization (ICAO) to encompass any independent satellite navigation system used by a pilot to perform onboard position determinations from the satellite data.

Gross Navigation Error (GNE) – In the North Atlantic area of operations, a gross navigation error is a lateral separation of more than 25 NM from the centerline of an aircraft's cleared route, which generates an Oceanic Navigation Error Report. This report is also generated by a vertical separation if you are more than 300 feet off your assigned flight level.

Ground Communication Outlet (GCO) – An unstaffed, remotely controlled ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and AFSS via Very High Frequency (VHF) radio to a telephone connection. This lets pilots obtain an instrument clearance or close a VFR/IFR flight plan.

Head-Up Display (HUD) – See Head-Up Guidance System (HGS)

Head-Up Guidance System (HGS) – A system which projects critical flight data on a display positioned between the pilot and the windscreen. In addition to showing primary flight information, the HUD computes an extremely accurate instrument approach and landing guidance solution, and displays the result as a guidance cue for head-up viewing by the pilot.

Height Above Touchdown (HAT) – The height of the DA above touchdown zone elevation (TDZE).

Highway in the Sky (HITS) – A graphically intuitive pilot interface system that provides an aircraft operator with all of the attitude and guidance inputs required to safely fly an aircraft in close conformance to air traffic procedures.

Initial Climb Area (ICA) – An area beginning at the departure end of runway (DER) to provide unrestricted climb to at least 400 feet above DER elevation.

Instrument Approach Waypoint – Fixes used in defining RNAV IAPs, including the feeder waypoint (FWP), the initial approach waypoint (IAWP), the intermediate waypoint (IWP), the final approach way-point (FAWP), the RWY WP, and the APT WP, when required.

Instrument Landing System (ILS) – A precision instrument approach system that normally consists of the following electronic components and visual aids; localizer, glide slope, outer marker, middle marker, and approach lights.

Instrument Procedure with Vertical Guidance (IPV) – Satellite or Flight Management System (FMS) lateral navigation (LNAV) with computed positive vertical guidance based on barometric or satellite elevation. This term has been renamed APV.

International Civil Aviation Organization (ICAO) – ICAO is a specialized agency of the United Nations whose objective is to develop standard principles and techniques of international air navigation and to pro-mote development of civil aviation.

Intersection – Typically, the point at which two VOR radial position lines cross on a route, usually intersecting at a good angle for positive indication of position, resulting in a VOR/VOR fix.

Landing Distance Available (LDA) – ICAO defines LDA as the length of runway, which is declared available and suitable for the ground run of an airplane landing.

Lateral Navigation (LNAV) – Azimuth navigation, without positive vertical guidance. This type of navigation is associated with non-precision approach procedures or en route.

Local Area Augmentation System (LAAS) – LAAS further increases the accuracy of GPS and improves signal integrity warnings.

Localizer Performance with Vertical Guidance (LPV) – LPV is one of the four lines of approach minimums found on an RNAV (GPS) approach chart. Lateral guidance accuracy is equivalent to a localizer. The HAT is published as a DA since it uses an electronic glide path that is not dependent on any ground equipment or barometric aiding and may be as low as 200 feet and 1/2 SM visibility depending on the airport terrain and infrastructure. WAAS avionics approved for LPV is required. Baro-VNAV is not authorized to fly the LPV line of minimums on a RNAV (GPS) procedure since it uses an internally generated descent path that is subject to cold temperature effects and incorrect altimeter settings.

Loss of Separation – An occurrence or operation that results in less than prescribed separation between aircraft, or between an aircraft and a vehicle, pedestrian, or object.

LPV – See Localizer Performance with Vertical Guidance

Magnetic Variation – The difference in degrees between the measured values of true north and magnetic north at that location.

Maximum Authorized Altitude (MAA) – An MAA is a published altitude representing the maximum usable altitude or flight level for an airspace structure or route segment. It is the highest altitude on a

Federal airway, jet route, RNAV low or high route, or other direct route for which an MEA is designated at which adequate reception of navigation signals is assured.

Metering Fix – A fix along an established route over which aircraft will be metered prior to entering terminal airspace. Normally, this fix should be established at a distance from the airport which will facilitate a profile descent 10,000 feet above airport elevation (AAE) or above.

Mid-RVR – The RVR readout values obtained from sensors located midfield of the runway.

Mileage Break – A point on a route where the leg segment mileage ends, and a new leg segment mileage begins, often at a route turning point.

Military Airspace Management System (MAMS) – A Department of Defense system to collect and disseminate information on the current status of special use airspace. This information is provided to the Special Use Airspace Management System (SAMS). The electronic interface also provides SUA schedules and historical activation and utilization data.

Minimum Crossing Altitude (MCA) – An MCA is the lowest altitude at certain fixes at which the aircraft must cross when proceeding in the direction of a higher minimum en route IFR altitude. MCAs are established in all cases where obstacles intervene to prevent pilots from maintaining obstacle clearance during a normal climb to a higher MEA after passing a point beyond which the higher MEA applies.

Minimum Descent Altitude (MDA) – The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.

Minimum En Route Altitude (MEA) – The MEA is the lowest published altitude between radio fixes that assures acceptable navigational signal coverage and meets obstacle clearance requirements between those fixes. The MEA prescribed for a Federal airway or segment, RNAV low or high route, or other direct route applies to the entire width of the airway, segment, or route between the radio fixes defining the airway, segment, or route.

Minimum IFR Altitude (MIA) – Minimum altitudes for IFR operations are prescribed in Part 91. These MIAs are published on NACO charts and prescribed in Part 95 for airways and routes, and in Part 97 for standard instrument approach procedures.

Minimum Navigation Performance Specifications (MNPS) – A set of standards which require aircraft to have a minimum navigation performance capability in order to operate in MNPS designated airspace. In addition, aircraft must be certified by their State of Registry for MNPS operation. Under certain conditions, non-MNPS aircraft can operate in MNPS airspace, however, standard oceanic separation minima is provided between the non-MNPS aircraft and other traffic.

Minimum Obstruction Clearance Altitude (MOCA) – The MOCA is the lowest published altitude in effect between radio fixes on VOR airways, off-airway routes, or route segments that meets obstacle

clearance requirements for the entire route segment. This altitude also assures acceptable navigational signal coverage only within 22 NM of a VOR.

Minimum Reception Altitude (MRA) – An MRA is determined by FAA flight inspection traversing an entire route of flight to establish the minimum altitude the navigation signal can be received for the route and for off-course NAVAID facilities that determine a fix. When the MRA at the fix is higher than the MEA, an MRA is established for the fix, and is the lowest altitude at which an intersection can be determined.

Minimum Safe Altitudes (MSA) – MSAs are published for emergency use on IAP charts. For conventional navigation systems, the MSA is normally based on the primary omnidirectional facility on which the IAP is predicated. For RNAV approaches, the MSA is based on the runway waypoint (RWY WP) for straight-in approaches, or the airport waypoint (APT WP) for circling approaches. For GPS approaches, the MSA center will be the Missed Approach Waypoint (MAWP).

Minimum Vectoring Altitude (MVA) – Minimum vectoring altitude charts are developed for areas where there are numerous minimum vectoring altitudes due to variable terrain features or man-made obstacles. MVAs are established for use by ATC when radar ATC is exercised.

Missed Approach Holding Waypoint (MAHWP) – An approach waypoint sequenced during the holding portion of the missed approach procedure that is usually a fly-over waypoint, rather than a fly-by waypoint.

Missed Approach Waypoint (MAWP) – An approach waypoint sequenced during the missed approach procedure that is usually a fly-over waypoint, rather than a fly-by waypoint.

National Airspace System (NAS) – Consists of a complex collection of facilities, systems, equipment, procedures, and airports operated by thousands of people to provide a safe and efficient flying environment.

Navigational Gap – A navigational course guidance gap, referred to as an MEA gap, describes a distance along an airway or route segment where a gap in navigational signal coverage exists. The navigational gap may not exceed a specific distance that varies directly with altitude.

Non-directional Radio Beacon (NDB) – An L/MF or UHF radio beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine bearing to or from the radio beacon and "home" on or track to or from the station. When the radio beacon is installed in conjunction with the ILS marker, it is normally called a compass locator.

Non-RNAV DP – A DP whose ground track is based on ground-based NAVAIDS and/or dead reckoning navigation.

Obstacle Clearance Surface (OCS) – An inclined or level surface associated with a defined area for obstruction evaluation.

Obstacle Departure Procedure (ODP) – A procedure that provides obstacle clearance. ODPs do not include ATC related climb requirements. In fact, the primary emphasis of ODP design is to use the least onerous route of flight to the en route structure while attempting to accommodate typical departure routes.

Obstacle Identification Surface (OIS) – The design of a departure procedure is based on TERPS, a living document that is updated frequently. Departure design criteria assumes an initial climb of 200 feet per NM after crossing the departure end of the runway (DER) at a height of at least 35 feet above the ground. Assuming a 200 feet per NM climb, the departure is structured to provide at least 48 feet per NM of clearance above objects that do not penetrate the obstacle slope. The slope, known as the obstacle identification slope (OIS), is based on a 40 to 1 ratio, which is the equivalent of a 152-foot per NM slope.

Off-Airway Routes – The FAA prescribes altitudes governing the operation of aircraft under IFR for off-airway routes in a similar manner to those on federal airways, jet routes, area navigation low or high altitude routes, and other direct routes for which an MEA is designated.

Off-Route Obstruction Clearance Altitude (OROCA) – An off-route altitude that provides obstruction clearance with a 1,000 foot buffer in non-mountainous terrain areas and a 2,000 foot buffer in designated mountainous areas within the U.S. This altitude may not provide signal coverage from ground-based navigational aids, air traffic control radar, or communications coverage.

Operations Specifications (OpsSpecs) – A published document providing the conditions under which an air carrier and operator for compensation or hire must operate in order to retain approval from the FAA.

Pilot Briefing Information – The current format for charted IAPs issued by NACO. The information is presented in a logical order facilitating pilot briefing of the procedures. Charts include formatted information required for quick pilot or flight crew reference located at the top of the chart.

Point-in-Space (PinS) Approach – An approach normally developed to heliports that do not meet the IFR heliport design standards but meet the standards for a VFR heliport. A helicopter PinS approach can be developed using conventional NAVAIDs or RNAV systems. These procedures have either a VFR or visual segment between the MAP and the landing area. The procedure will specify a course and distance from the MAP to the heliport(s) and include a note to proceed VFR or visually from the MAP to the heliport, or conduct the missed approach.

Positive Course Guidance (PCG) – A continuous display of navigational data that enables an aircraft to be flown along a specific course line, e.g., radar vector, RNAV, ground-based NAVAID.

Precision Runway Monitor (PRM) – Provides air traffic controllers with high precision secondary surveillance data for aircraft on final approach to parallel runways that have extended centerlines separated by less than 4,300 feet. High resolution color monitoring displays (FMA) are required to present

surveillance track data to controllers along with detailed maps depicting approaches and a no transgression zone.

Preferential Departure Route (PDR) – A specific departure route from an airport or terminal area to an en route point where there is no further need for flow control. It may be included in an instrument Departure Procedure (DP) or a Preferred IFR Route.

Preferred IFR Routes – A system of preferred IFR routes guides you in planning your route of flight to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of air traffic using federal airways.

Principal Operations Inspector (POI) – Scheduled air carriers and operators for compensation or hire are assigned a principal operations inspector (POI) who works directly with the company and coordinates FAA operating approval.

Record – See Database Record

Reduced Vertical Separation Minimums (RVSM) – RVSM airspace is where air traffic control separates aircraft by a minimum of 1,000 feet vertically between flight level (FL) 290 and FL 410 inclusive. RVSM airspace is special qualification airspace; the operator and the aircraft used by the operator must be approved by the Administrator. Air traffic control notifies operators of RVSM by providing route planning information.

Reference Landing Speed (VREF) – The speed of the airplane, in a specified landing configuration, at the point where it descends through the 50-foot height in the determination of the landing distance.

Remote Communications Outlet (RCO) – An unmanned communications facility remotely controlled by air traffic personnel. RCOs serve FSSs and may be UHF or VHF. RCOs extend the communication range of the air traffic facility. RCOs were established to provide ground-to-ground communications between air traffic control specialists and pilots located at a satellite airport for delivering en route clearances, issuing departure authorizations, and acknowledging IFR cancellations or departure/landing times.

Reporting Point – A geographical location in relation to which the position of an aircraft is reported. (See Compulsory Reporting Points)

Required Navigation Performance (RNP) – RNP is a statement of the navigation performance necessary for operation within a defined airspace. On-board monitoring and alerting is required.

RNAV DP – A DP developed for RNAV-equipped aircraft whose ground track is based on satellite or DME/DME navigation systems.

Roll-out RVR – The RVR readout values obtained from sensors located nearest the rollout end of the runway.

Runway Heading – The magnetic direction that corresponds with the runway centerline extended, not the painted runway numbers on the runway. Pilots cleared to "fly or maintain runway heading" are

expected to fly or maintain the published heading that corresponds with the extended centerline of the departure runway (until otherwise instructed by ATC), and are not to apply drift correction; e.g., RWY 4, actual magnetic heading of the runway centerline 044.22º, fly 044º.

Runway Hotspots – Locations on a particular airport that historically have hazardous intersections. Hot spots alert pilots to the fact that there may be a lack of visibility at certain points or the tower may be unable to see that particular intersection. Whatever the reason, pilots need to be aware that these hazardous intersections exist and they should be increasingly vigilant when approaching and taxiing through these intersections. Pilots are typically notified of these areas by a Letter to Airmen or by accessing the FAA Office of Runway Safety.

Runway **Incursion - an occurrence at an airport involving an aircraft, vehicle, person, or object on the** ground that creates a collision hazard or results in a loss of separation with an aircraft that is taking off, intending to take off, landing, or intending to land.

Runway Safety Program (RSP) – Designed to create and execute a plan of action that reduces the number of runway incursions at the nation's airports.

Runway Visual Range (RVR) – An estimate of the maximum distance at which the runway, or the specified lights or markers delineating it, can be seen from a position above a specific point on the runway centerline. RVR is normally determined by visibility sensors or transmissometers located alongside and higher than the centerline of the runway. RVR is reported in hundreds of feet.

Runway Visibility Value (RVV) – The visibility determined for a particular runway by a transmissometer. A meter provides a continuous indication of the visibility (reported in miles or fractions of miles) for the runway. RVV is used in lieu of prevailing visibility in determining minimums for a particular runway.

Significant Point – [ICAO Annex 11] A specified geo-graphical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

Special Instrument Approach Procedure – A procedure approved by the FAA for individual operators, but not published in FAR 97 for public use.

Special Use Airspace Management System (SAMS) – A joint FAA and military program designed to improve civilian access to special use airspace by providing information on whether the airspace is active or scheduled to be active. The information is available to authorized users via an Internet website.

Standard Instrument Departure (SID) – An ATC requested and developed departure route designed to increase capacity of terminal airspace, effectively control the flow of traffic with minimal communication, and reduce environmental impact through noise abatement procedures.

Standard Service Volume – Most air navigation radio aids which provide positive course guidance have a designated standard service volume (SSV). The SSV defines the reception limits of unrestricted NAVAIDS

which are usable for random/unpublished route navigation. Standard service volume limitations do not apply to published IFR routes or procedures. See the AIM for the SSV for specific NAVAID types.

Standard Terminal Arrival (STAR) – Provides a common method for departing the en route structure and navigating to your destination. A STAR is a pre-planned instrument flight rule ATC arrival procedure published for pilot use in graphic and textual form to simplify clearance delivery procedures. STARs provide you with a transition from the en route structure to an outer fix or an instrument approach fix or arrival way-point in the terminal area, and they usually terminate with an instrument or visual approach procedure.

Standardized Taxi Routes – Coded taxi routes that follow typical taxiway traffic patterns to move aircraft between gates and runways. ATC issues clearances using these coded routes to reduce radio communication and eliminate taxi instruction misinterpretation.

STAR Transition – A published segment used to connect one or more en route airways, jet routes, or RNAV routes to the basic STAR procedure. It is one of several routes that bring traffic from different directions into one STAR. NACO publishes STARs for airports with procedures authorized by the FAA, and these STARs are included at the front of each Terminal Procedures Publication regional booklet.

Start End of Runway (SER) – The beginning of the takeoff runway available.

Station Declination – The angular difference between true north and the zero radial of a VOR at the time the VOR was last site checked.

Surface Incident – An event during which authorized or unauthorized/unapproved movement occurs in the movement area or an occurrence in the movement area associated with the operation of an aircraft that affects or could affect the safety of flight.

Surface Movement Guidance Control System (SMGCS) – Facilitates the safe movement of aircraft and vehicles at airports where scheduled air carriers are conducting authorized operations. The SMGCS low visibility taxi plan includes the improvement of taxiway and runway signs, markings, and lighting, as well as the creation of SMGCS low visibility taxi route charts.

Synthetic Vision – A visual display of terrain, obstructions, runways, and other surface features that creates a virtual view of what the pilot would see out the window. This tool could be used to supplement normal vision in low visibility conditions, as well as to increase situational awareness in IMC.

Takeoff Distance Available (TODA) – ICAO defines TODA as the length of the takeoff runway available plus the length of the clearway, if provided.

Takeoff Runway Available (TORA) – ICAO defines TORA as the length of runway declared available and suitable for the ground run of an airplane takeoff.

Tangent Point (TP) –The point on the VOR/DME RNAV route centerline from which a line perpendicular to the route centerline would pass through the reference facility.

Terminal Arrival Area (TAA) – TAAs are the method by which aircraft are transitioned from the RNAV en route structure to the terminal area with minimal ATC interaction. The TAA consists of a designated volume of airspace designed to allow aircraft to enter a protected area, offering guaranteed obstacle clearance where the initial approach course is intercepted based on the location of the aircraft relative to the airport.

Threshold – The beginning of the part of the runway usable for landing.

Top of Climb (TOC) – An identifiable waypoint representing the point at which cruise altitude is first reached. TOC is calculated based on your current aircraft altitude, climb speed, and cruise altitude. There can only be one TOC waypoint at a time.

Top of Descent (TOD) – Generally utilized in flight management systems, top of descent is an identifiable waypoint representing the point at which descent is first initiated from cruise altitude. TOD is generally calculated using the destination elevation (if available) and the descent speed schedule.

Touchdown and Lift-Off Area (TLOF) – The TLOF is a load bearing, usually paved area at a heliport where the helicopter is permitted to land. The TLOF can be located at ground or rooftop level, or on an elevated structure. The TLOF is normally centered in the FATO.

Touchdown RVR – The RVR visibility readout values obtained from sensors serving the runway touchdown zone.

Touchdown Zone Elevation (TDZE) – The highest elevation in the first 3,000 feet of the landing surface.

Tower En Route Control (TEC) – The control of IFR en route traffic within delegated airspace between two or more adjacent approach control facilities. This service is designed to expedite air traffic and reduces air traffic control and pilot communication requirements.

TRACAB – A new type of air traffic facility that consists of a radar approach control facility located in the tower cab of the primary airport, as opposed to a separate room.

Traffic Information Service-Broadcast (TIS-B) – An air traffic surveillance system that combines all available traffic information on a single display.

Traffic Management Advisor (TMA) – A software suite that helps air traffic controllers to sequence arriving air traffic.

Transition Altitude (QNH) – The altitude in the vicinity of an airport at or below which the vertical position of an aircraft is controlled by reference to altitudes (MSL).

Transition Height (QFE) – Transition height is the height in the vicinity of an airport at or below which the vertical position of an aircraft is expressed in height above the airport reference datum.

Transition Layer – Transition layer is the airspace between the transition altitude and the transition level. Aircraft descending through the transition layer will set altimeters to local station pressure, while departing aircraft climbing through the transition layer will be using standard altimeter setting (QNE) of 29.92 inches of Mercury, 1013.2 millibars, or 1013.2 hectopascals.

Transition Level (QNE) – The lowest flight level available for use above the transition altitude.

Turn Anticipation – The capability of RNAV systems to determine the point along a course, prior to a turn WP, where a turn should be initiated to provide a smooth path to intercept the succeeding course, and to enunciate the information to the pilot.

Turn WP [Turning Point] –A WP which identifies a change from one course to another.

User-defined Waypoint – User-defined waypoints typically are created by pilots for use in their own random RNAV direct navigation. They are newly established, unpublished airspace fixes that are designated geographic locations/positions that help provide positive course guidance for navigation and a means of checking progress on a flight. They may or may not be actually plotted by the pilot on enroute charts, but would normally be communicated to ATC in terms of bearing and distance or latitude/longitude. An example of user-defined waypoints typically includes those derived from database-driven area navigation (RNAV) systems whereby latitude/longitude coordinate-based waypoints are generated by various means including keyboard input, and even electronic map mode functions used to establish waypoints with a cursor on the display. Another example is an offset phantom waypoint, which is a point in space formed by a bearing and distance from NAVAIDs such as VORs, VORTACs, and TACANs, using a variety of navigation systems.

User Request Evaluation Tool (URET) – The URET helps provide enhanced, automated flight data management. URET is an automated tool provided at each radar position in selected en route facilities. It uses flight and radar data to determine present and future trajectories for all active and proposed aircraft flights. A graphic plan display depicts aircraft, traffic, and notification of predicted conflicts. Graphic routes for current plans and trial plans are displayed upon controller request. URET can generate a predicted conflict of two aircraft, or between aircraft and airspace.

Vertical Navigation (VNAV) – Traditionally, the only way to get glide path information during an approach was to use a ground-based NAVAID, but modern area navigation systems allow flight crews to display an internally generated descent path that allows a constant rate descent to minimums during approaches that would otherwise include multiple level-offs.

Vertical Navigation Planning – Included within certain STARs is information provided to help you reduce the amount of low altitude flying time for high performance aircraft, like jets and turboprops. An expected altitude is given for a key fix along the route. By knowing an intermediate altitude in advance when flying a high performance aircraft, you can plan the power or thrust settings and aircraft

configurations that result in the most efficient descent, in terms of time, fuel requirements, and engine wear.

Visual Approach – A visual approach is an ATC authorization for an aircraft on an IFR flight plan to proceed visually to the airport of intended landing; it is not an IAP. Also, there is no missed approach segment. When it is operationally beneficial, ATC may authorize pilots to conduct a visual approach to the airport in lieu of the published IAP. A visual approach can be initiated by a pilot or the controller.

Visual Climb Over the Airport (VCOA) – An option to allow an aircraft to climb over the airport with visual reference to obstacles to attain a suitable altitude from which to proceed with an IFR departure.

Waypoint (WP) – A predetermined geographical position used for route/instrument approach definition, progress reports, published VFR routes, visual reporting points or points for transitioning and/or circumnavigating controlled and/or special use airspace, that is defined relative to a VORTAC station or in terms of latitude/longitude coordinates.

Wide Area Augmentation System (WAAS) – A method of navigation based on GPS. Ground correction stations transmit position corrections that enhance system accuracy and add vertical navigation (VNAV) features.

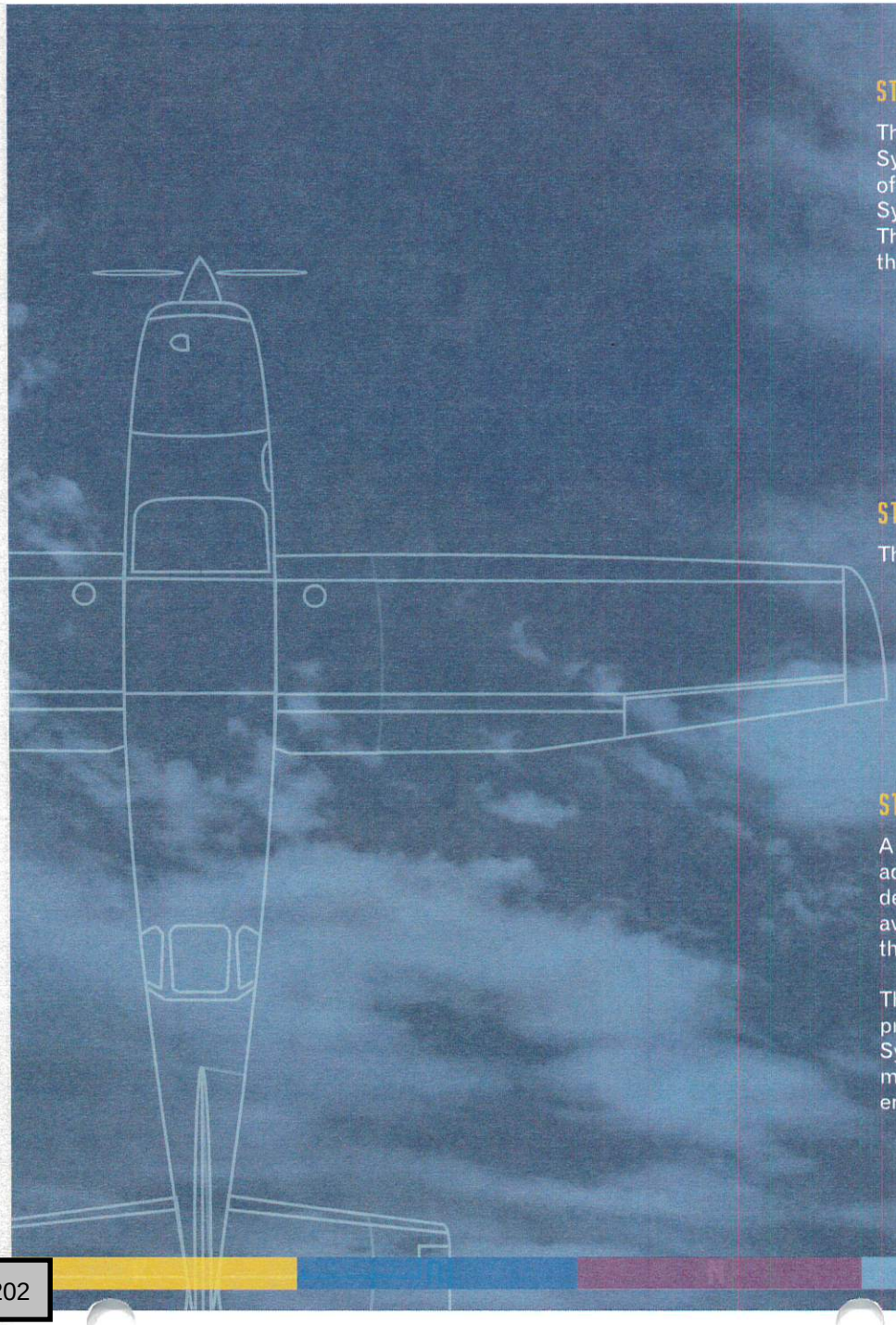
Appendix B

2009

KANSAS AIRPORT SYSTEM PLAN
EXECUTIVE SUMMARY

Kansas AVIATION
Kansas Airport System Plan

Alfred Benesch & Company



STUDY BACKGROUND

This report provides a summary of the recently completed Kansas Airport System Plan (KASP). The plan was completed by the Kansas Department of Transportation's (KDOT's) Division of Aviation. The Kansas Airport System Plan is an update to a previous plan that was prepared in 1995. The system plan works in concert with other important planning documents that include:

- The Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS)
- The Kansas Department of Transportation's Kansas Long Range Transportation Plan (LRTP)
- Individual airport capital improvement programs, layout plans, and master plans

STUDY OBJECTIVES

The Kansas Airport System Plan helps to satisfy three objectives:

- To identify development needs for the state's airports
- To substantiate the level of investment needed to maintain and improve the airport system
- To provide information on how the airport system is used and on how it should be developed in the future to support key transportation and economic benefits

STUDY APPROACH

A performance based approach was used to evaluate current system adequacy. This approach provides the Division of Aviation with an important decision making tool. This tool helps the Division of Aviation to direct available funds to those projects and those airports that are most essential to the success of the airport system serving Kansas.

The KASP is not a programming document. Identification of a particular project(s) does not constitute a funding commitment. The Kansas Airport System Plan is a top-down planning document whose recommendations must be implemented by individual airports through normal planning, environmental, and funding processes.

GOALS FOR THE AIRPORT SYSTEM

To plan for a system of airports that is safe, efficient, and effective, the first step in the process was to establish goals for the system of airports that serves Kansas. Goals were established using themes from the Kansas Long Range Transportation Plan and input from the Division of Aviation and the Kansas Aviation Advisory Committee (KSAAC). Goals for the system of airports serving Kansas are as follows:

- Preserve the airport system
- Provide a modern network of airports
- Provide a system of airports that is accessible by ground and air
- Support local and statewide economic growth
- Support the promotion of aviation education

These goals are used as the basis for assessing the existing system of airports. Evaluating the system with these goals helps to insure that the airport system can meet the state's long term needs.

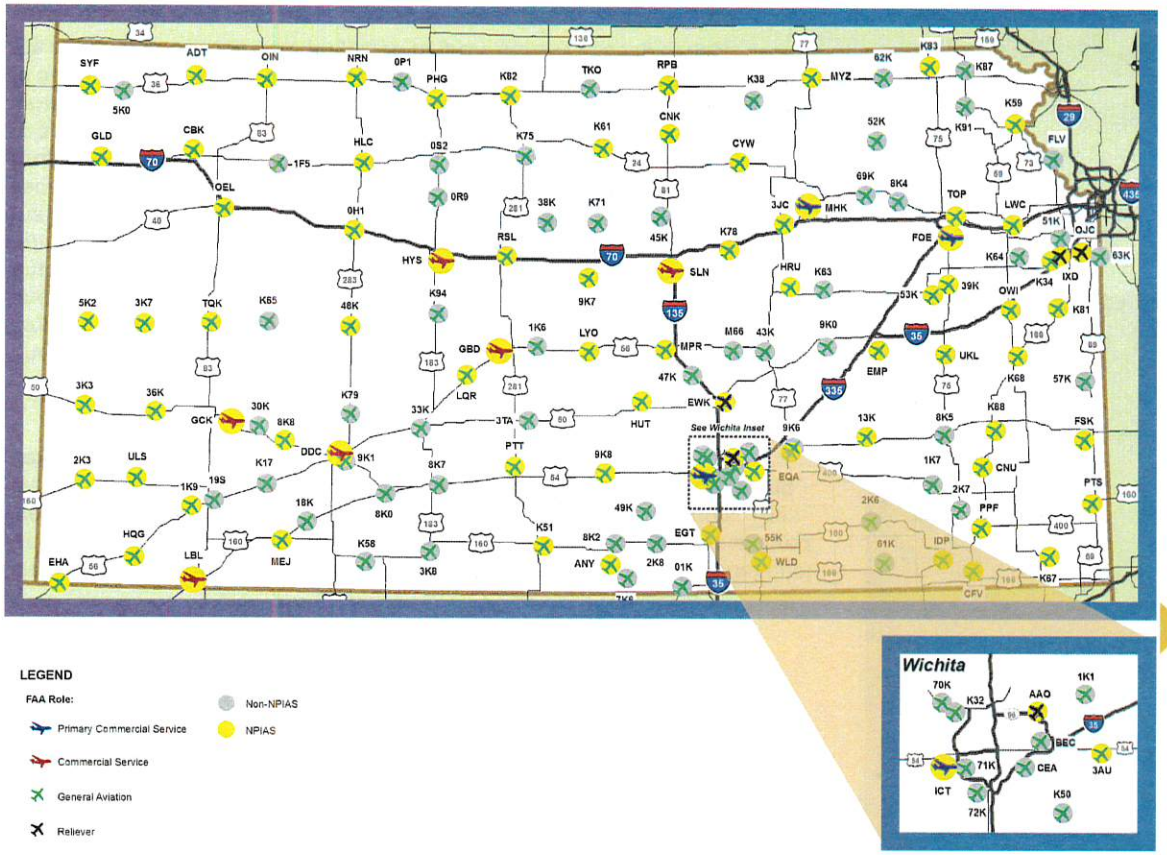
EXISTING AIRPORT SYSTEM

The existing airport system is comprised of 142 public-use general aviation and commercial airports. Some airports in the Kansas system are classified by the Federal Aviation Administration (FAA) as follows:

- Primary Commercial Service
- Commercial Service
- General Aviation Reliever
- General Aviation (NPIAS and non-NPIAS)

Seventy-nine of the 142 airports in the Kansas system are included in the National Plan of Integrated Airport Systems. Inclusion in the NPIAS makes these airports subject to FAA standards, but also makes them eligible for federal funding.

One of the first steps in the system planning process was to gather information on the existing system. An inventory of current airside and landside facilities, airport approaches and navigational aids, the status various airport planning documents, and airport services helps to support future analysis on the adequacy of the existing system.



KANSAS AIRPORT CLASSIFICATION

PROJECTIONS OF AVIATION DEMAND

With a complete cataloging of the existing system, the system plan then focused on developing a 20-year outlook for various aviation demand components. For each of the demand components listed below, a variety of forecasting methodologies were considered before a preferred approach was selected. Projections of demand were developed for:

- Commercial passenger enplanements
- Based general aviation aircraft
- Total annual operations

Demand projections prepared as part of the system plan considered national trends for both commercial and general aviation industries. Also considered were FAA's most current national projections for all facets of aviation. The state's historic trends in aviation activity were also important to developing demand projections.

ACTIVITY	ACTUAL 2007	FORECAST 2012	FORECAST 2017	FORECAST 2027
Enplanements				
Commercial Service Airports	846,958	907,145	975,903	1,150,516
Based Aircraft				
Commercial Service Airports	688	743	796	922
General Aviation Airports	2,987	3,140	3,303	3,661
Total Based Aircraft	3,675	3,883	4,099	4,583
Operations				
Commercial Service Airports	471,580	506,685	564,798	697,902
General Aviation Airports	1,397,595	1,461,844	1,529,810	1,677,938
Total Operations	1,869,175	1,968,529	2,094,608	2,375,840

COMMERCIAL AIRPORT DEMAND

The Kansas airport system has nine commercial airports. All commercial airports accommodate scheduled airline flights, some serve air cargo and charter carriers, and all accommodate general aviation activity. Enplanements, boarding commercial airline passengers, are one of the primary indicators of demand at commercial airports. Information from the system plan's inventory effort indicates commercial airports in Kansas serve about 847,000 annual commercial airline passenger enplanements. Projections developed in the system plan project this number increasing to approximately 1.15 million enplaned passengers by 2027. Based general aviation aircraft at the commercial airports are expected to increase from 688 to 922 during this period, while total annual aircraft takeoffs and landings at the commercial airports are projected to grow from 471,580 to 697,902.

GENERAL AVIATION AIRPORT DEMAND

General aviation and commercial airline demand are both influenced by growth in factors such as population and employment. Unique factors in each airport's market area help to shape aviation demand. Based aircraft at general aviation airports in Kansas are expected to increase from 2,987 to 3,651 by 2027. Total annual operations at all general aviation airports could increase from their current level of almost 1.4 million to nearly 1.7 million by the end of the 20 year planning period.

ASSIGNMENT OF AIRPORT ROLES

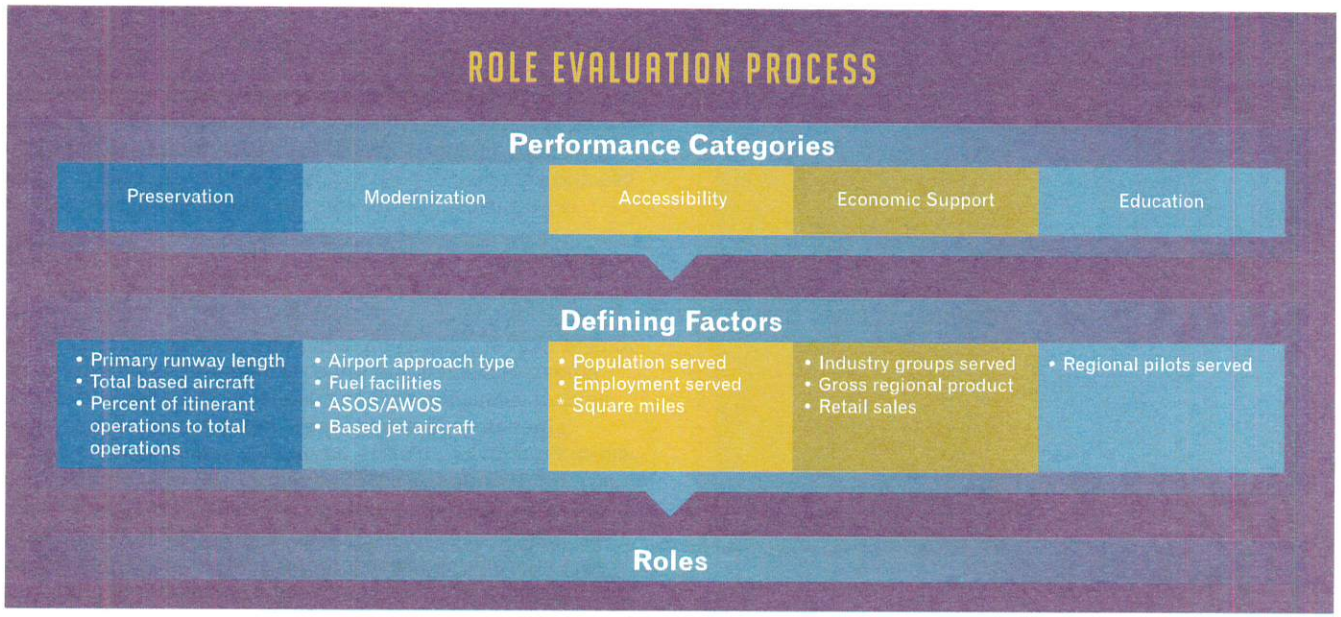
An important part of the airport system planning process centers on determining the current role that each airport plays within the state airport system. While the FAA has criteria for roles for commercial and general aviation airports included in the federal airport system, not all airports in the Kansas airport system are included in the federal system. Further, within the federal system there is only limited distinction between roles played by general aviation airports. In reality, roles for general aviation airports in the state airport system can vary substantially.

To establish current roles for the 142 airports included in the Kansas airport system, the system goals or performance categories were used in association with 14 different role "defining factors." Defining factors are categorized in a manner that most follows the goals of the Kansas Long Range Transportation Plan with many being applicable to one or more performance categories. Using various types of research and analysis, these factors were reviewed for each system airport. Based on this review, each airport was evaluated for its relative ability to meet or satisfy each of the defining factors. This process ultimately resulted in system airports being assigned to one of five roles.

ROLES FOR SYSTEM AIRPORTS

Commercial Service Airports: Airports that accommodate scheduled commercial service.
Regional Airports: Airports that accommodate regional economic activities, connect the state and national economies, and serve all types of general aviation users.
Business Airports: Airports that accommodate local business activities and general aviation users.
Community Airports: Airports that serve a supplemental role in local economies, primarily serving smaller business, recreational, and personal flying.
Basic Airports: Airports that serve a limited role in the local economy, primarily serving recreational and personal flying.

Results from the role assignment process provide a baseline for evaluating the performance of the existing airport system. Based on the results of the current system evaluation, roles for some airports changed to address system adequacies or deficiencies. In other instances, results from the system evaluation process indicated that no change in the initial role assignment was required.



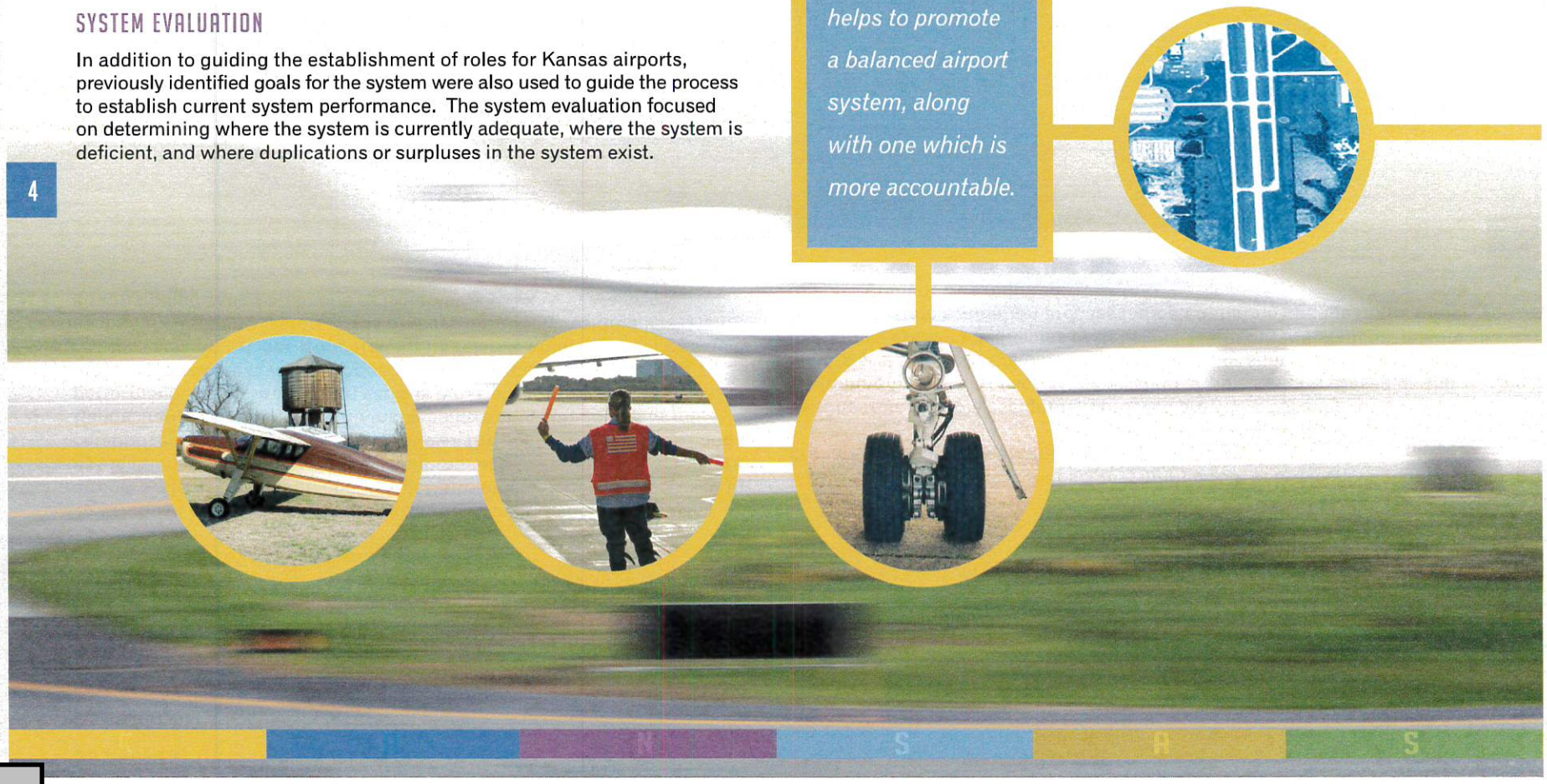
FACILITY AND SERVICE OBJECTIVES FOR SYSTEM AIRPORTS

With airports assigned to a role in the Kansas airport system, the next step in the system planning process was to establish a set of facilities and services that should ideally be in place at airports assigned to each of the five roles. Establishing facility and service objectives for each system role has several benefits. These objectives are important to determining what actions are needed to improve the performance of the airport system. The facility and service objectives provide a common basis for estimating levels of investment needed to enable the system to meet established study performance measures. Finally, the facility and service objectives provide a means to effectively bridge system plan recommendations with capital improvement plans developed as part of an individual airport master plan or airport layout plan.

SYSTEM EVALUATION

In addition to guiding the establishment of roles for Kansas airports, previously identified goals for the system were also used to guide the process to establish current system performance. The system evaluation focused on determining where the system is currently adequate, where the system is deficient, and where duplications or surpluses in the system exist.

Identifying facilities and services matched to each airport role helps to promote a balanced airport system, along with one which is more accountable.



GOAL: PRESERVE THE AVIATION SYSTEM | PERFORMANCE MEASURE: PRESERVATION

A well-maintained airport system promotes safety and mobility. Actions aimed at preserving the existing airport system help to maximize previous investment in the airport system. Specific benchmarks used to measure the system's current performance are presented below:

• Percent of airports with a pavement condition index (PCI) of 70 or greater

PCI ratings of 100 represent new pavement. When PCI measures 70 or lower, it signals the need for pavement maintenance or improvement. Based on current PCI, 25% of paved primary runways in Kansas are in need of improvement.

Target Performance
100% of applicable airports should have a PCI of 70 or greater.

Current Performance
75% of applicable airports have a PCI of 70 or greater.

Recommended Action: 27 out of 110 applicable system airports are in need of projects to increase PCI ratings.

• Percent of airports with clear approaches to primary runway

Approaches to runway ends fall into four categories: visual, non-precision, near-precision, and precision. Criteria established by the FAA determine if an approach is free of obstructions. Approaches to both ends of the primary runway should be clear of obstructions. System-wide, 36% of all airports now have clear approaches to both ends of their primary runway.

Target Performance
100% of system airports should have clear approaches to their primary runway.

Current Performance
36% of all system airports have clear approaches to their primary runway.

Recommended Action: 74% of system airports need further analysis on one or both runway ends to determine appropriate steps to resolve obstructions.

• Percent of airports meeting facility and service objectives

The system plan identified a minimal level of facilities and services that airports in each role should have to serve target users. Objectives for each role were established for airside and landside facilities and for aviation related services. The system plan evaluated each airport for its current ability to meet its respective objectives. For airfield facilities, the most notable deficiencies are in the areas of published approaches and runway lighting. For landside facilities, improvement in both hangar and apron space is needed. For aviation services, lack of a security plan and some type of ground transportation link showed the greatest deficiencies.

Target Performance
100% of system airports should meet facility/service objectives for their system role.

Current Performance
Performance varies by airfield, landside, and service objectives; demand, constraints, and financial capabilities influence target performance.

Recommended Action: As part of each airport's planning process, facility and service objectives identified in the system plan should be implemented as they are feasible and supported by local conditions.

• Percent of airports with an adopted emergency response plan

Emergency response plans are desirable for first responder notification and for employee and public safety. Currently, 12% of applicable system airports are known to have adopted some form of emergency response plan.

Target Performance
75% of applicable system airports should have an emergency response plan.

Current Performance
12% of all applicable system airports have an emergency response plan.

Recommended Action: All Commercial Service, Regional, and Business airports in the Kansas system should have an emergency response plan.

GOAL: PRESERVE THE AVIATION SYSTEM | PERFORMANCE MEASURE: PRESERVATION

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• Percent of airports with an adopted wildlife management plan

Wildlife management plans help to minimize hazards to aircraft operations that are associated with birds and other animals. Currently, 6% of all system airports are known to have adopted some type of wildlife management plan.

Target Performance
100% of all applicable system airports should have a wildlife management plan.

Current Performance
44% of Commercial service and 7% of Regional airports have a wildlife management plan.

Recommended Action: All Commercial Service and Regional airports in the Kansas system should have a wildlife management plan.

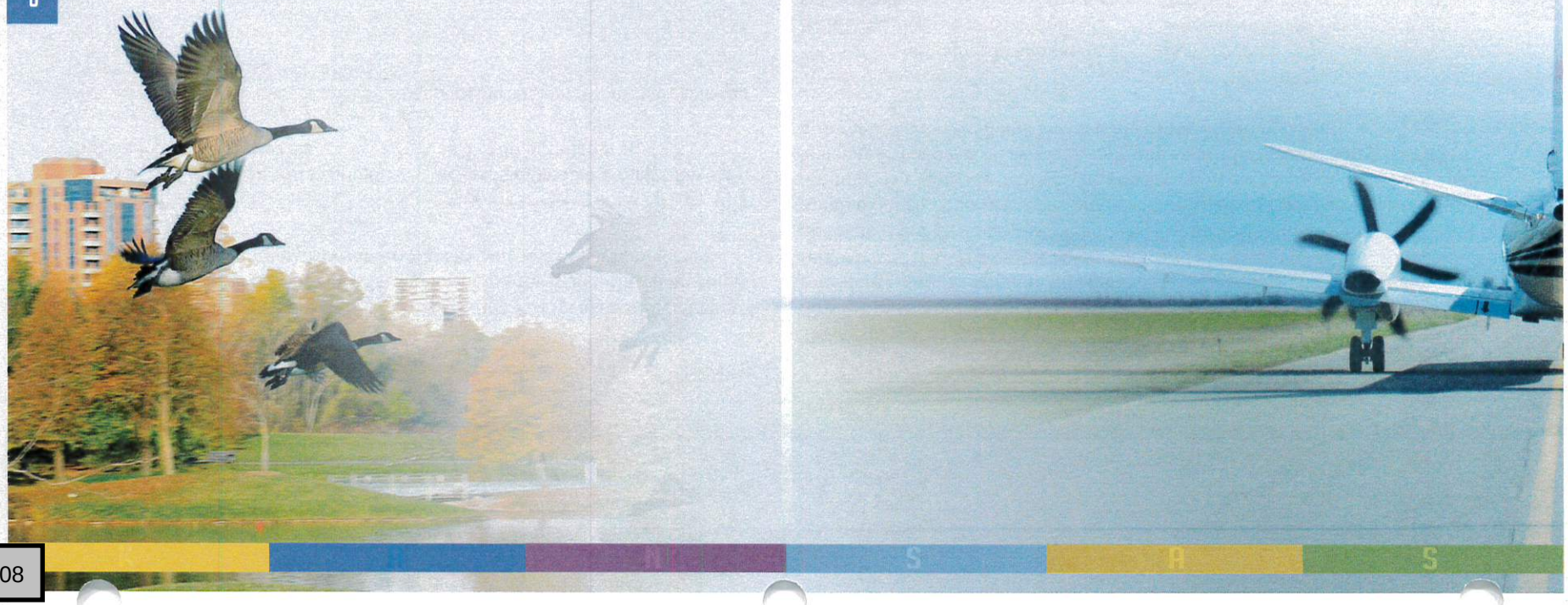
• Percent of airports with an adopted security plan

Airport security is important to all airports. The complexity of a security plan varies based on the type and volume of activity the airport serves. Security plans should consider information published by the Transportation Security Administration (TSA) and the Aircraft Owners and Pilots Association (AOPA). Currently, 23% of all applicable airports in the Kansas system have a security plan.

Target Performance
100% of Commercial Service, Regional, Business and Community airports should have a security plan.

Current Performance
23% of all airports in these system roles have security plans.

Recommended Action: All Commercial Service, Regional, Business, and Community airports in the Kansas system should have a security plan matched to their individual circumstances.



GOAL: PROVIDE A MODERN NETWORK OF AIRPORTS | PERFORMANCE MEASURE: MODERNIZATION

Modern facilities are a key characteristic of an airport system that satisfies the needs of its customers, in particular those customers using aircraft that are more sophisticated and demanding. Specific benchmarks used to measure the system's current performance as it relates to this measure follow:

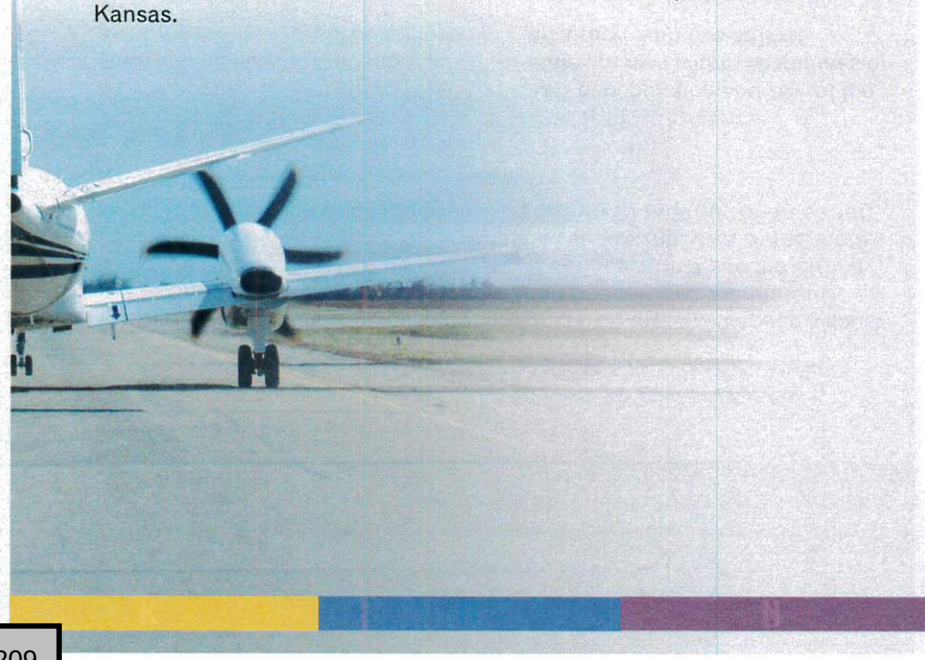
• Percent of airports within 50 nautical miles of an ILS or LPV approach

A hallmark of a modern airport system is one that has airports equipped to handle aircraft during periods of reduced visibility that are evenly distributed. To meet objectives for the Kansas system of airports, airports with an ILS or LPV approach should have a decision height of 300 feet above ground level and a visibility range of one mile. Currently, 93% of the airports in Kansas are within 50 nautical miles of an airport with an ILS or LPV approach.

Target Performance
96% of airports within 50 NM of an alternate airport with an ILS or LPV approach.

Current Performance
93% of all airports are now within 50 NM of an alternate airport with an ILS or LPV approach.

Recommended Action: Airports needing an approach to meet the target: Allen County, New Leavenworth Airport, Oberlin Municipal, and Northeast Kansas.



• Percent of area within 50 nautical miles of an airport with 24/7 fuel

Based on the role they play, it is not necessary for all airports in the Kansas system to have fuel which is accessible 24/7. This fuel objective applies to airports in the Commercial Service and Regional roles.

Target Performance
100% of state within 50 NM of an applicable airport with 24/7 fuel.

Current Performance
85% of state now within 50 NM of an applicable airport with 24/7 fuel.

Recommended Action: Airports needing 24/7 fuel to meet target: Dodge City Regional and Renner Field/Goodland Municipal.

• Percentage of airports with jet fuel

Business jets embody the essence of a modern airport system. Commercial Service and Regional airports in the Kansas system should have jet fuel available. Currently, 87% of the airports in these two roles have jet fuel.

Target Performance
100% of Commercial Service and Regional airports should have jet fuel.

Current Performance
87% of Commercial Service and Regional airports now have jet fuel.

Recommended Action: Airports needing jet fuel to meet target: Oberlin Municipal, Wellington Municipal, Strother Field, New Leavenworth Airport, and Northeast Kansas.

GOAL: PROVIDE A NETWORK OF AIRPORTS THAT IS ACCESSIBLE BY AIR AND GROUND | PERFORMANCE MEASURE: ACCESSIBILITY

For an airport system to be effective, it should serve the largest number of residents and businesses. Convenient access should be provided from both the ground and the air. Specific benchmarks used to measure the system's current performance as it relates to this measure follow:

• Percent of population/area within 90 minutes of a Commercial Service airport with two or more airlines.

Wichita Mid-Continent is currently the only Commercial Service airport in the Kansas system served by more than one airline. Manhattan Regional Airport is scheduled to start jet service with a second airline, American Eagle, in August 2009. Analysis shows that 32% of the state's population and 18% of its landmass are within 90 minutes of an airport with multiple airlines.

Target Performance
80% of population and 50% of the state should be within 90 minutes of an airport with at least two airlines.

Current Performance
32% of population and 18% of the state are now within 90 minutes of an airport with two airlines.

Recommended Action: When out-of-state commercial airports are considered along with Commercial Service airports in Kansas seeking additional air carriers, performance increases to 90% of the population and 60% of the state.

• Percent of population/area within 45 minutes of a regional airport

Study analysis shows that 76% of the state's population and 31% of its landmass are within 45 minutes of a Regional airport.

Target Performance
91% of population and 55% of the state should be within 45 minutes of a Regional airport.

Current Performance
76% of population and 31% of the state are now within 45 minutes of a Regional airport.

Recommended Action: Three additional Regional airports are recommended: an upgraded role for Allen County and two new airports, Northeast Kansas and Leavenworth. With these additions, coverage of population increases from 76% to 91%, and the percent of landmass coverage increases from 31% to 55%.

• Percent of population/area within 60 minutes of a Commercial Service airport with one or more airlines

When all nine Commercial Service airports in Kansas are considered, 76% of the state's population and 31% of its landmass are within 60 minutes of a Commercial Service airport.

Target Performance
91% of population and 59% of the state should be within 60 minutes of airport with one or more airlines.

Current Performance
76% of population and 31% of the state are now within 60 minutes of airport with one or more airlines.

Recommended Action: When out-of-state commercial airports are considered and service areas for multi-carrier airports increased from 60 minutes to 90 minutes, current performance increases to 91% of the state's population, and the percent of area increases to 59%.

• Percent of population/area within 30 minutes of any airport

Study analysis shows that 98% of the state's population and 88% of its landmass are within 30 minutes of any system airport.

Target Performance
98% of population and 89% of the state should be within 30 minutes of a system airport.

Current Performance
98% of population and 88% of the state are now within 30 minutes of a system airport.

Recommended Action: Target performance for this benchmark is essentially met, no action is needed to increase system performance.

• Percent of population/area within 30 minutes of a NPIAS airport

Study analysis shows that 93% of the state's population and 69% of its landmass are within 30 minutes of a NPIAS airport.

Target Performance
96% of population and 74% of the state should be within 30 minutes of a NPIAS airport.

Current Performance
93% of population and 69% of the state are now within 30 minutes of a NPIAS airport.

Recommended Action: 79 of the 142 existing system airports are now in the NPIAS. The following existing airports are recommended for NPIAS inclusion: Paul Windle Municipal, Washington County Memorial, Montezuma Municipal, and Gilmore Municipal. New airports at Leavenworth, Northeast Kansas, Sharon Springs, Rooks County, and Mayetta are also recommended for NPIAS inclusion.

• Percent of population/area within 30 minutes of an airport with an instrument approach

Study analysis shows that 93% of the state's population and 63% of its landmass are now within 30 minutes of an airport with an instrument approach.

Target Performance
98% of population and 89% of the state should be within 30 minutes of an airport with an instrument approach.

Current Performance
93% of population and 63% of the state are now within 30 minutes of an airport with an instrument approach.

Recommended Action: Facility objectives established in the system plan call for airports in the Commercial Service, Regional, Business, and Community airport roles to have a published approach. To meet facility objectives, 50 existing airports and three proposed airports need instrument approaches; these new approaches would satisfy performance targets.

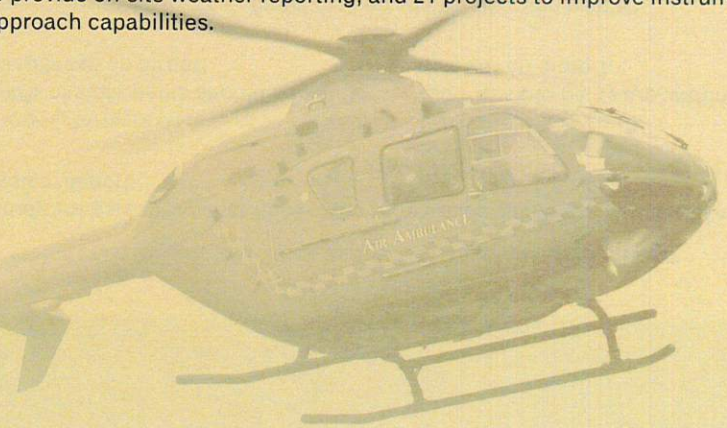
• Percent of population/area within 30 minutes of an airport capable of supporting air ambulance service

Air ambulance care is very important in Kansas. To serve air ambulance flights, ideally, the following should be present: the airport should meet FAA design standards for B-II category aircraft, the airport should have adequate runway length and width, the airport should have an instrument landing system, and the airport should be equipped with an on-site Automated Weather Observation System (AWOS). Study analysis shows that 86% of the state's population and 44% of its landmass are within 30 minutes of an airport capable of supporting aircraft being flown on air ambulance missions.

Target Performance
94% of population and 72% of the state should be within 30 minutes of an airport able to serve air ambulance operators.

Current Performance
86% of population and 44% of the state are now within 30 minutes of an airport able to serve air ambulance operators.

Recommended Action: Improvements needed to meet target performance include a variety of enhancements at airports in the Regional, Business, and Community categories. Among these improvements are 29 projects to increase runway length, 21 projects to increase runway width, 33 projects to provide on-site weather reporting, and 21 projects to improve instrument approach capabilities.



GOAL: PROVIDE A NETWORK OF AIRPORTS THAT IS ACCESSIBLE BY AIR AND GROUND | PERFORMANCE MEASURE: ACCESSIBILITY

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• Percent of population/area within 30 nautical miles of an airport with on-site weather reporting

Study analysis shows that 98% of the state's population and 93% of its landmass are now within 30 minutes of an airport with on-site weather reporting equipment.

Target Performance
100% of population and 100% of the state should be within 30 NM of an airport with on-site weather reporting.

Current Performance
98% of population and 93% of the state are now within 30 minutes of an airport with on-site weather reporting.

Recommended Action: System plan facility objectives call for all Commercial Service, Regional, Business, and Community airports to have on-site weather reporting. Five new and 62 existing airports need on-site weather reporting to meet the facility objective and established target for this benchmark.

10

• Percent of Kansas communities with hospital/clinic and an airport

Study analysis shows that 100% of the communities with a hospital/clinic also have a system airport.

Target Performance
100% of communities with hospital/clinic should be served by an airport.

Current Performance
100% of communities with hospital/clinic are served by an airport.

Recommended Action: Target met; no additional action needed.

• Percent of state parks within 20 miles of an airport

Study analysis shows that 100% of the state's parks are within 20 miles of a system airport.

Target Performance
100% of state parks should be within 20 miles of an airport.

Current Performance
100% of state parks are within 20 miles of an airport.

Recommended Action: Target met; no additional action needed.

• Percent of population/area within 30 minutes of an airport able to serve physician aircraft

Study analysis shows that 92% of the state's population and 64% of its landmass are now within 30 minutes of an airport whose facilities are adequate to serve general aviation aircraft typically flown by physicians.

Target Performance
97% of population and 81% of the state should be within 30 minutes of an airport able to serve physician aircraft.

Current Performance
92% of population and 64% of the state are now within 30 minutes of an airport able to serve physician aircraft.

Recommended Action: Improvement of the system to meet the air ambulance benchmark will result in target performance for this benchmark being satisfied.

GOAL: SUPPORT LOCAL AND STATEWIDE ECONOMIC GROWTH | PERFORMANCE MEASURE: ECONOMIC SUPPORT

Airports are important to business attraction and retention. Companies often consider proximity to a commercial airport and/or a general aviation airport when they select a business location. Specific benchmarks used to measure the system's current performance as it relates to this measure follow:

• Percent of population/area within 45 minutes of an airport with a runway 5,000 feet long or longer

Study analysis shows that 91% of the state's population and 59% of its landmass are now within 45 minutes of an airport with at least one runway that is 5,000 feet long or longer.

Target Performance
95% of population and 69% of the state should be within 45 minutes of an airport with a runway at least 5,000 feet long.

Current Performance
91% of population and 59% of the state are now within 30 minutes of an airport with a runway at least 5,000 feet long.

Recommended Action: Upgrading Allen County Airport to a Regional airport role with corresponding facilities, extending the primary runway at Wellington Municipal, and developing the new Northeast Kansas Airport as a Regional airport will meet the established target for this benchmark.

• Percent of population within 45 minutes of an airport meeting the needs of business users

For this study, airports need a 5,000-foot runway, jet fuel, and precision or LPV approach to meet business user needs.

Target Performance
91% of population and 56% of the state should be within 45 minutes of an airport meeting the needs of business users.

Current Performance
84% of population and 42% of the state are now within 45 minutes of an airport meeting the needs of business users.

Recommended Action: To meet the target set for this benchmark the following are needed: Allen County - LPV Approach; Oberlin Municipal - 5,000-foot runway, jet fuel, and LPV approach; Wellington Municipal - 5,000-foot runway and jet fuel; Northeast Kansas - 5,000-foot runway, jet fuel, and LPV approach.

• Percent of airports with ground transportation available

Study analysis shows that 100% of Commercial Service, 93% of Regional, and 73% of Business airports now have some form of ground transportation.

Target Performance
100% of Commercial Service, Regional, and Business airports should have ground transportation.

Current Performance
100% of Commercial Service, 93% of Regional, and 73% of Business airports now have ground transportation.

Recommended Action: Three Regional airports and 10 Business airports need ground transportation to meet the target for this benchmark.

• Percent of population within a community that has dedicated economic development staff

It is important for there to be a link between community economic development efforts and the community's airport.

Target Performance
No target set.

Current Performance
Current performance not established.

Recommended Action: Collect and evaluate data when information is available.

GOAL: SUPPORT THE PROMOTION OF AVIATION EDUCATION | PERFORMANCE MEASURE: EDUCATION

KDOT Division of Aviation recognizes the importance of partnering with airports to support aviation related education. The benchmarks noted may be evaluated and tracked in future updates to the system plan. Specific benchmarks to measure the system's performance as it relates to this measure follow:

- PERCENT OF AIRPORTS THAT SUPPORT FLY-INS
- PERCENT OF AIRPORTS THAT HAVE STAFF THAT HAVE ATTENDED AVIATION EDUCATION TRAINING
- PERCENT OF AIRPORTS WITH COMMUNITY OUTREACH PROGRAMS
- PERCENT OF AIRPORTS SUPPORTING A&P PROGRAMS

Target Performance
No targets set.

Current Performance
Current performance not established.

Recommended Action: Evaluate the four benchmarks noted above when data is available.

- PERCENT OF AIRPORTS SUPPORTING FLIGHT TRAINING

Flight training is important to both the future of commercial and general aviation.

Target Performance
50% of all airports should support flight training.

Current Performance
48% of all system airports now support flight training.

Recommended Action: Flight training is needed at three additional airports to meet the target for this benchmark.

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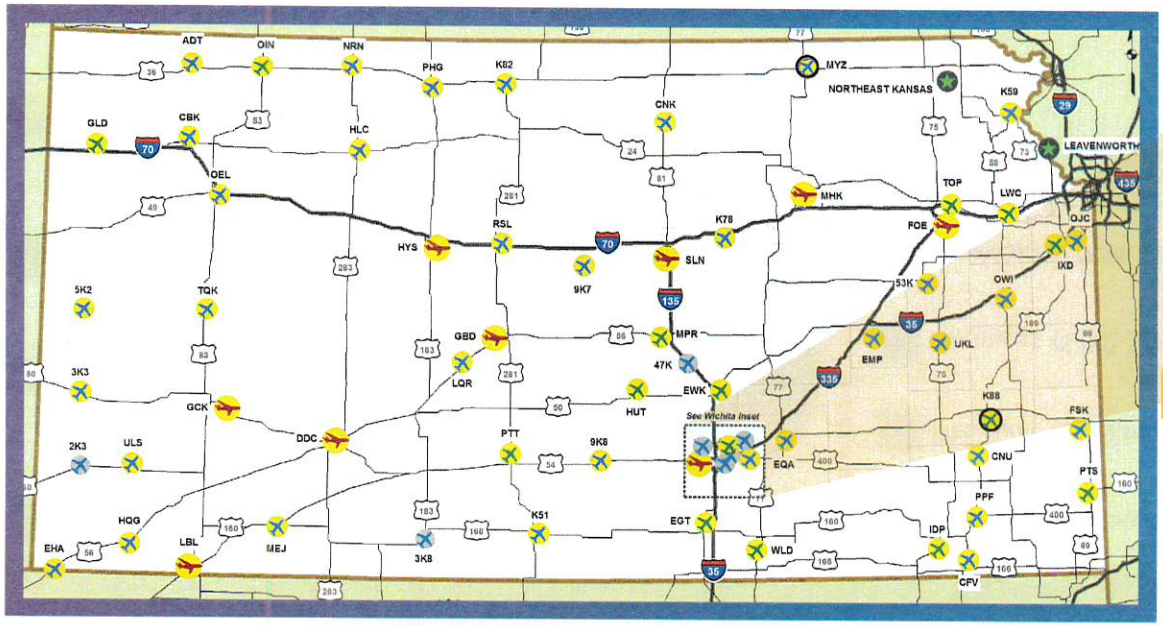
FUTURE ROLES FOR SYSTEM AIRPORTS

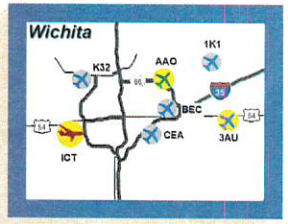
In order to address current deficiencies in the Kansas airport system, some changes in airport roles are recommended and the addition of new airports to the system is supported.

EXISTING AIRPORTS	CURRENT ROLE	RECOMMENDED ROLE
Allen County	Business	Regional
Caldwell Municipal	Community	Basic
Fredonia	Basic	Community
Marion Municipal	Basic	Community
Marysville Municipal	Community	Business

ADDITIONAL AIRPORTS	STATUS	RECOMMENDED ROLE
Mayetta	New	Community
Northeast Kansas	New	Regional
Rooks County	Replacement	Community
Sharon Springs	New	Community
Leavenworth	New	Regional

RECOMMENDED ROLES FOR KANSAS AIRPORTS



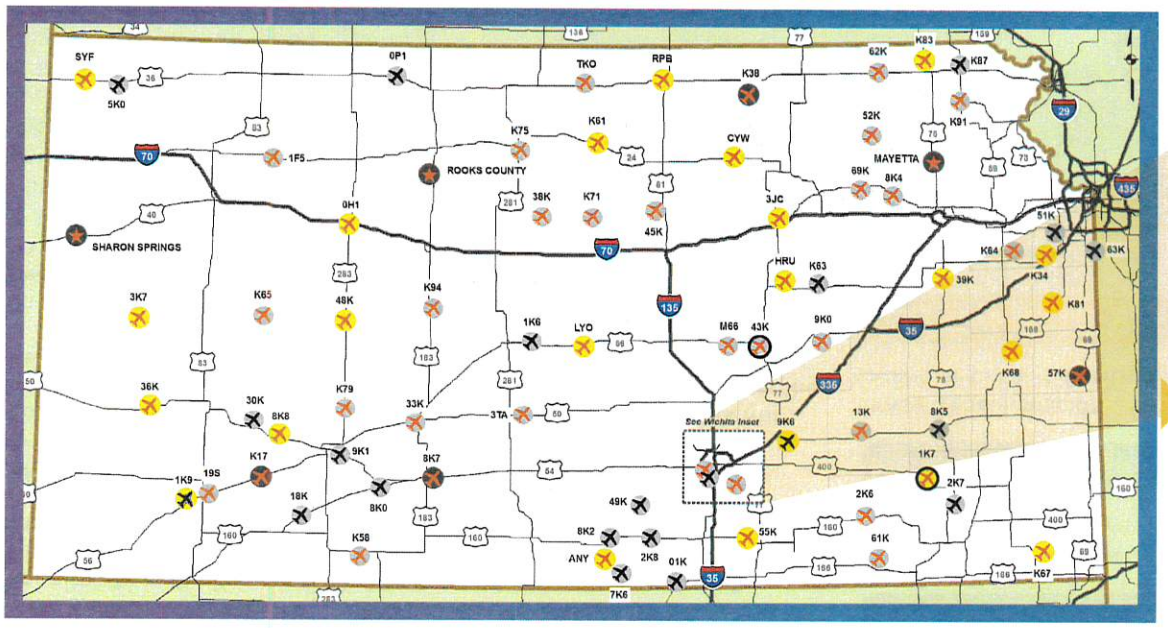


RECOMMENDED COMMERCIAL, REGIONAL, AND BUSINESS AIRPORTS

LEGEND

Future Roles:

- Commercial Service
- Regional
- Business
- New Regional Airport
- Upgraded Airport
- NPIAS Airport
- Non-NPIAS Airport
- Recommended for NPIAS



RECOMMENDED COMMUNITY AND BASIC AIRPORTS

LEGEND

Future Roles:

- Community
- New Community Airport
- Basic
- Upgraded Airport
- NPIAS Airport
- Non-NPIAS Airport
- Recommended for NPIAS

RECOMMENDED DEVELOPMENT COSTS

For airports in the Kansas system to meet the objectives outlined in the system plan, along with meeting development needs contained in their individual airport master plans, considerable investment will be needed. Funding requirements discussed in this section are general planning estimates; specific airport conditions could result in higher implementation costs. Funding requirements are also presented in current dollars. Actual development needs for airports in Kansas will continue to change, resulting in additional funding requirements over the next 20 years.

To meet system plan objectives and individual airport CIP development needs over the next 20 years, a total funding requirement of $665.3 million has been identified.

It is also important to note that most airports do not prepare CIP plans that extend into the long-term period of this study; percentage values shown in the chart at right for long-term KASP and CIP costs may change over time.

SHORT TERM DEVELOPMENT = 49%

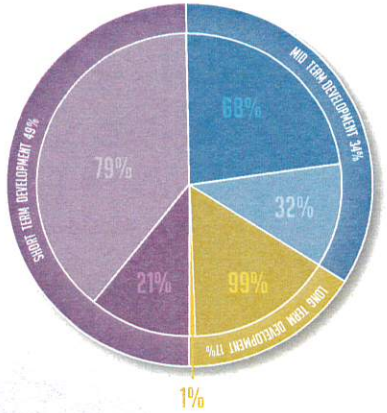
KASP = $69.1 MILLION
AIRPORT CIP $254.5 MILLION

MID TERM DEVELOPMENT = 34%

KASP $155.1 MILLION
AIRPORT CIP $71.8 MILLION

LONG TERM DEVELOPMENT = 17%

KASP $113.4 MILLION
AIRPORT CIP $1.4 MILLION



KASP = KANSAS AIRPORT SYSTEM PLAN
CIP = CAPITAL IMPROVEMENT PLAN

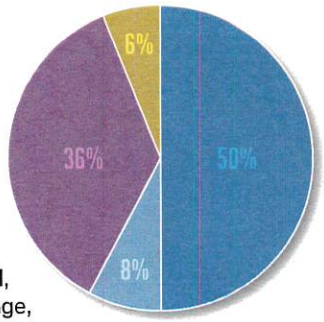
ESTIMATED FUNDING REQUIREMENTS BY PROJECT TYPE

AIRFIELD ($325.5 MILLION)
Runway length, runway width, taxiway, turnaround, pavement maintenance, runway lighting, taxiway lighting

NAVIGATIONAL AIDS ($56.5 MILLION)
Approach, approach lighting, PAPI, REILS, rotating beacon, wind sock, weather, GCO

GENERAL AVIATION FACILITIES ($240.8 MILLION) Hangar, apron, terminal, FBO, auto parking, fuel, restrooms, pilot lounge, ground transportation link

PLANNING/ENVIRONMENTAL ($42.5 MILLION)
Security plan, snow removal plan, master plan/ALP, environmental assessment



ESTIMATED FUNDING REQUIREMENTS BY AIRPORT ROLE

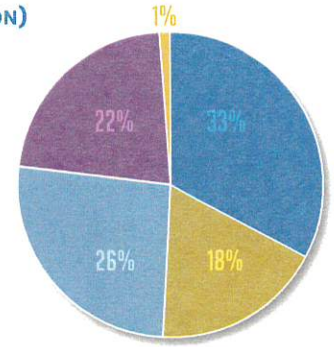
COMMERCIAL SERVICE ($218.5 MILLION)

REGIONAL ($120.0 MILLION)

BUSINESS ($170.3 MILLION)

COMMUNITY ($149.4 MILLION)

BASIC ($7.0 MILLION)



ANTICIPATED FUNDING SHORTFALL

Cost estimates to reach targets established in the system plan, as well as to respond to airport specific capital improvement plan (CIP) recommendations, show that at least $665 million will be needed over the next 20 years. This equates to at least $33 million per year in 2009 dollars. Historically, state and federal grants for Kansas airports on an annual basis have averaged $25.9 million. Assuming that similar levels of federal and state funding are available over the 20-year planning period, an estimated $518 million could be available to apply to identified system plan and CIP needs. This would result in a funding shortfall of $147 million for the 20-year period.

To provide a more realistic look at gaps in funding that may be encountered, short-term funding requirements were reviewed. CIP requests for system airports beyond five years are undoubtedly understated since airports seldom develop a detailed capital cost program beyond five years. Short-term system plan and CIP costs are estimated at $323.6 million. This equates to $64.7 million in funding requirements in each of the next five years. When this requirement is compared to average annual state and federal grants for airports in Kansas, the funding shortfall for just the next five years is estimated at $194.1 million. This funding shortfall is considered more representative of the magnitude of the gap in funding that Kansas will experience related to meeting both system plan and airport specific CIP needs.

Clearly, the potential shortfall in funding, both short-term and long-term, is significant. Actions and strategies are needed to help insure that airports in Kansas can be appropriately maintained and improved over time with funds that are available. Addressing potential funding gaps may require changes in either or both current policy or investment strategy.

OPPORTUNITIES FOR TARGETED INVESTMENT

Facility and service objectives have been established for airports assigned to Commercial Service, Regional, Business, and Community airport roles. To meet many of the benchmarks used to evaluate the airport system's current performance, improvements which mirror several of the facility objectives are needed. By investing in improvements that help to satisfy facility objectives, while at the same time helping to improve the system by elevating its performance relative to selected benchmarks, available funding can be maximized.

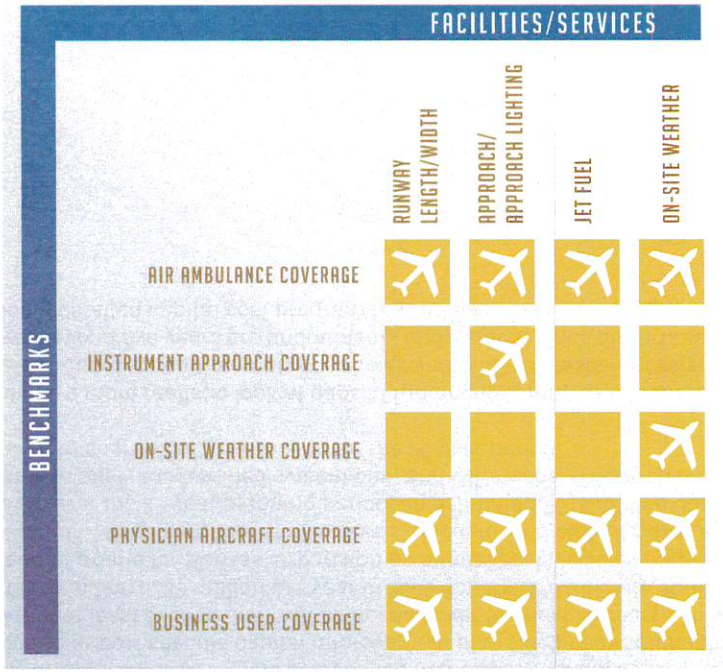
The benchmarks most closely related to facility objectives are:

- Area/population within 30 minutes of an airport meeting air ambulance needs
- Area/population within 30 minutes of an airport with an instrument approach
- Area/population within 30 minutes of an airport with on-site weather
- Area/population within 30 minutes of an airport able to serve physician aircraft
- Area/population within 45 minutes of an airport meeting business user needs

Generally, facilities to meet the needs of air ambulance providers, physicians, and business users are somewhat similar. Facility upgrades needed to satisfy the operating requirements of these groups include:

- FAA B-II Design Standards
- Appropriate runway length and width
- Instrument landing system
- On-site weather reporting equipment
- Jet fuel

These facilities do not apply to all airport roles. Nevertheless, the accompanying graphic shows how, by investing in selected facilities and services, performance of the system can be elevated related to key benchmarks.



SUMMARY

The Kansas Airport System Plan used a strategic approach to determine the state's air transportation needs. The plan provides a decision making tool to direct system development and investment. Appropriate policies and priorities must be in place to efficiently and effectively direct funding to reach system goals.

For aviation-related policy to be sustainable, policy should ideally be linked to the performance of the system. For the Kansas airport system to benefit the public, a balanced airport system is essential. Direction from the Kansas Long Range Transportation Plan indicates that not only should the airport system be developed so that it is balanced, but is should also be developed in a manner that is matched to available financial resources. Facility and service objectives developed for airports assigned to each airport role help to balance development with demand, increasing system sustainability.

The Kansas Long Range Transportation Plan identified three specific aviation related policies/objectives:

- Develop a statewide aviation system plan
- Increase coverage provided by all-weather access airports
- Increase small airport sustainability

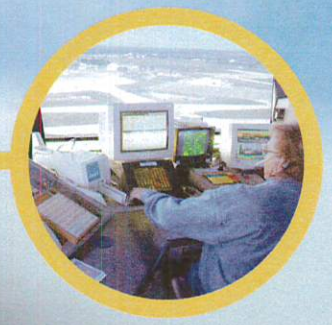
The first of these objectives is met with the completion of this plan. By responding to facility objectives and benchmarks noted previously, all-weather access to the state's airport system can be markedly improved. Small airport sustainability can be improved by allocating funding to develop revenue producing facilities and/or by providing technical assistance to reduce operating expenses at small airports.

To implement the recommendations of the Kansas airport system, additional staff for the KDOT Division of Aviation is desirable. Additional staff could help monitor allocation of federal non-primary entitlement funds (NPE), promote aviation related education, and address unfinished projects. Establishing a Bureau of Aviation Initiatives could also facilitate the logical division of state initiatives and federal programs.

Any process that the KDOT Division of Aviation uses to allocate funds to system airports should be based on accountability. By using performance based measures and benchmarks from the system plan to help prioritize the allocation of funding to airports in Kansas, accountability can be enhanced. Future funding should place an elevated priority on projects that help system airports implement their individual facility and service objectives. Priority should also be placed on funding projects that enable the airport system to achieve targets set for each performance measure and benchmark.

Kansas is served by an extensive system of commercial and general aviation airports that supports the state's residents, businesses, and visitors. Airports are an important resource that supports the state's economy and transportation needs. The Kansas Airport System Plan has identified the needs for all public-use airports and has provided the Division of Aviation with a blueprint for developing the airport system. Recommendations outlined in the KASP are important to maintaining and enhancing aviation's role in the state's multi-modal transportation system.

The Kansas Airport System Plan has identified the needs for all public-use airports and has provided a blueprint for developing the airport system.



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Prepared by
WilburSmith ASSOCIATES

Appendix C

APPENDIX C - REFERENCES

REFERENCES

FAA ADVISORY CIRCULARS

150/5320-17 – Airfield Pavement Surface Evaluation and Rating Manuals
http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/23242

150/5380-6B – Guidelines and Procedures for Maintenance of Airport Pavements
http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22556

150/5380-7A – Airport Pavement Management Program
http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/23094

ASTM

D5340-12 – Standard Test Method for Airport Pavement Condition Index Surveys

Apron Size Calculations for Transient Aircraft

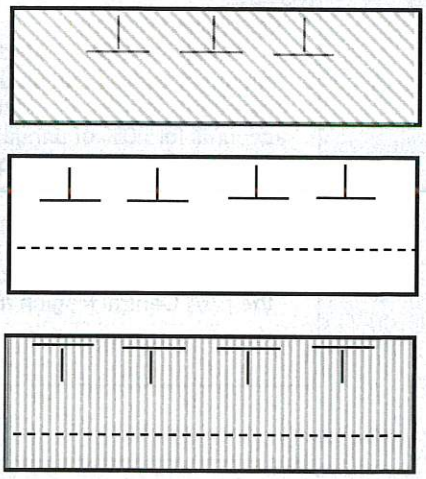
Airport	Freeman Field Municipal Airport - 2016 (Current)
Location	Junction City, KS

Existing Apron
square yards → 6400

Calculations are based upon guidance established within Appendix 5 to AC 150/5300-13. User may calculate size of apron based upon total annual ops or user may develop an estimate of annual operations based upon number of based aircraft.

	Based Aircraft	OR	Total Annual Ops
1. Calculate the total annual operations			
Enter number of based aircraft →	27		
Enter number of operations per aircraft [1] →	100		
Total Annual Operations →	2,700		2,700
2. Busiest Month (% of Annual Ops) [2]			
Enter % of Annual Ops that occur in busiest month →	20		
Busiest Month Operations →	540		540
3. Busiest Day (10%>Avg Day)			
Enter Busiest Month (e.g. August) →	Jun		
Avg Day Busy Month →	18		18
Busiest Day 10% > avg. day →	20		20
4. # Itinerant Aircraft			
Enter % of Itinerant Operations [3] →	50		
# Itinerant Aircraft operations →	10		10
# Itinerant Aircraft Landing Operations →	5		5
Enter % of Itinerant Operations on ground →	50		
# Itinerant AC on ground (assume 50%) →	2		2
5. Apron area			
# square yards per aircraft [4] →	960		
Apron Area (sq yds) →	2,376		2,376
6. Planned Apron (10%>)			
# square yards →	2,614		2,614

NOTES:
1. Ops/Based Aircraft:
   Small GA-250 Med GA-350 Reliever-450 Busy Reliever-750
2. Amount of activity can be determined from fuel sales or from actual operations counts. For example if month with highest fuel sales accounts for 20% of annual sales, use 20% of annual as busy month. If actual traffic counts available, use those.
3. Assume 50% of operations are itinerant if no records are available.
4. Planning areas shown assume 10' clearance between wingtips. Taxilane @ edge places taxilane on edge of apron.
5. Users requiring assistance or reasonable accommodation may contact the FAA Central Region at 816-329-2600.



Apron Area	w/o Taxilane	w/Taxilane @ edge	w/Taxilane
Group I	360	755	960
Group II	490	1,075	1,385

Apron Size Calculations for Transient Aircraft

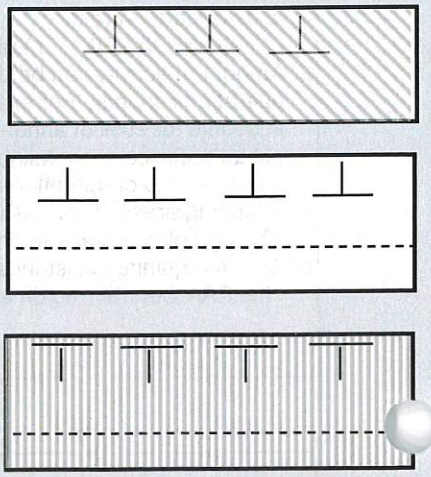
Airport	Freeman Field Municipal Airport - 2021 (Short Term)	**Existing Apron**	
Location	Junction City, KS	# square yards →	6400

Calculations are based upon guidance established within Appendix 5 to AC 150/5300-13. User may calculate size of apron based upon total annual ops or user may develop an estimate of annual operations based upon number of based aircraft.

	Based Aircraft	OR	Total Annual Ops
1. Calculate the total annual operations			
Enter number of based aircraft →	29		
Enter number of operations per aircraft [1] →	110		
Total Annual Operations →	3,190		3,190
2. Busiest Month (% of Annual Ops) [2]			
Enter % of Annual Ops that occur in busiest month →	20		
Busiest Month Operations →	638		638
3. Busiest Day (10%>Avg Day)			
Enter Busiest Month (e.g. August) →	Jul		
Avg Day Busy Month →	21		21
Busiest Day 10% > avg. day →	23		23
4. # Itinerant Aircraft			
Enter % of Itinerant Operations [3] →	50		
# Itinerant Aircraft operations →	11		11
# Itinerant Aircraft Landing Operations →	6		6
Enter % of Itinerant Operations on ground →	50		
# Itinerant AC on ground (assume 50%) →	3		3
5. Apron area			
# square yards per aircraft [4] →	960		
Apron Area (sq yds) →	2,717		2,717
6. Planned Apron (10%>)			
# square yards →	2,988		2,988

NOTES:

1. Ops/Based Aircraft:
   Small GA-250 Med GA-350 Reliever-450 Busy Reliever-750
2. Amount of activity can be determined from fuel sales or from actual operations counts. For example if month with highest fuel sales accounts for 20% of annual sales, use 20% of annual as busy month. If actual traffic counts available, use those.
3. Assume 50% of operations are itinerant if no records are available.
4. Planning areas shown assume 10' clearance between wingtips. Taxilane @ edge places taxilane on edge of apron.
5. Users requiring assistance or reasonable accommodation may contact the FAA Central Region at 816-329-2600.



Apron Area	w/o Taxilane	w/Taxilane @ edge	w/Taxilane
Group I	360	755	960
Group II	490	1,075	1,385

Apron Size Calculations for Transient Aircraft

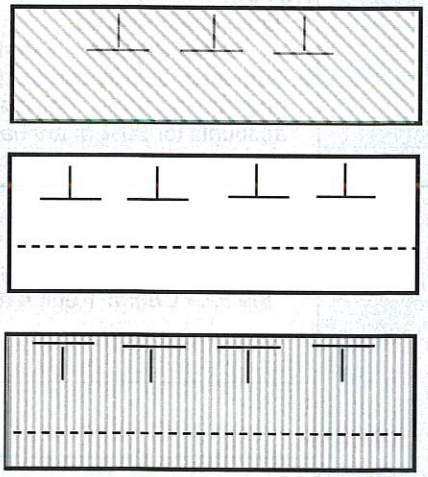
Airport	Freeman Field Municipal Airport - 2026 (Intermediate)
Location	Junction City, KS

Existing Apron
square yards → 6400

Calculations are based upon guidance established within Appendix 5 to AC 150/5300-13. User may calculate size of apron based upon total annual ops or user may develop an estimate of annual operations based upon number of based aircraft.

	Based Aircraft	OR	Total Annual Ops
1. Calculate the total annual operations			
Enter number of based aircraft →	31		
Enter number of operations per aircraft [1] →	121		
Total Annual Operations →	3,751		3,751
2. Busiest Month (% of Annual Ops) [2]			
Enter % of Annual Ops that occur in busiest month →	20		
Busiest Month Operations →	750		750
3. Busiest Day (10%>Avg Day)			
Enter Busiest Month (e.g. August) →	Jul		
Avg Day Busy Month →	24		24
Busiest Day 10% > avg. day →	27		27
4. # Itinerant Aircraft			
Enter % of Itinerant Operations [3] →	50		
# Itinerant Aircraft operations →	13		13
# Itinerant Aircraft Landing Operations →	7		7
Enter % of Itinerant Operations on ground →	50		
# Itinerant AC on ground (assume 50%) →	3		3
5. Apron area			
# square yards per aircraft [4] →	960		
Apron Area (sq yds) →	3,194		3,194
6. Planned Apron (10%>)			
# square yards →	3,514		3,514

NOTES:
1. Ops/Based Aircraft:
   Small GA-250 Med GA-350 Reliever-450 Busy Reliever-750
2. Amount of activity can be determined from fuel sales or from actual operations counts. For example if month with highest fuel sales accounts for 20% of annual sales, use 20% of annual as busy month. If actual traffic counts available, use those.
3. Assume 50% of operations are itinerant if no records are available.
4. Planning areas shown assume 10' clearance between wingtips. Taxilane @ edge places taxilane on edge of apron.
5. Users requiring assistance or reasonable accommodation may contact the FAA Central Region at 816-329-2600.



Apron Area	w/o Taxilane	w/Taxilane @ edge	w/Taxilane
Group I	360	755	960
Group II	490	1,075	1,385

Apron Size Calculations for Transient Aircraft

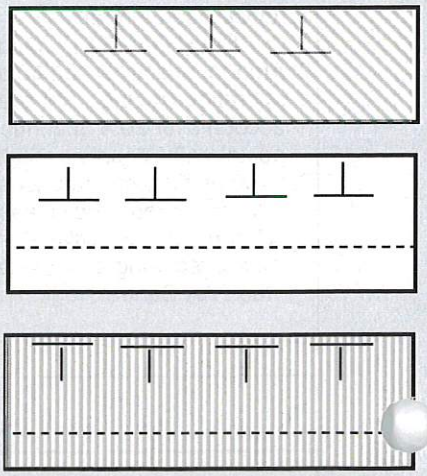
Airport	Freeman Field Municipal Airport - 2036 (Long Term)	**Existing Apron**	
Location	Junction City, KS	# square yards →	6400

Calculations are based upon guidance established within Appendix 5 to AC 150/5300-13. User may calculate size of apron based upon total annual ops or user may develop an estimate of annual operations based upon number of based aircraft.

	Based Aircraft	OR	Total Annual Ops
1. Calculate the total annual operations			
Enter number of based aircraft →	38		
Enter number of operations per aircraft [1] →	133		
Total Annual Operations →	5,058		5,058
2. Busiest Month (% of Annual Ops) [2]			
Enter % of Annual Ops that occur in busiest month →	20		
Busiest Month Operations →	1,012		1,012
3. Busiest Day (10%>Avg Day)			
Enter Busiest Month (e.g. August) →	Jul		
Avg Day Busy Month →	33		33
Busiest Day 10% > avg. day →	36		36
4. # Itinerant Aircraft			
Enter % of Itinerant Operations [3] →	50		
# Itinerant Aircraft operations →	18		18
# Itinerant Aircraft Landing Operations →	9		9
Enter % of Itinerant Operations on ground →	50		
# Itinerant AC on ground (assume 50%) →	4		4
5. Apron area			
# square yards per aircraft [4] →	960		
Apron Area (sq yds) →	4,307		4,307
6. Planned Apron (10%>)			
# square yards →	4,738		4,738

NOTES:

1. Ops/Based Aircraft:
   Small GA-250 Med GA-350 Reliever-450 Busy Reliever-750
2. Amount of activity can be determined from fuel sales or from actual operations counts. For example if month with highest fuel sales accounts for 20% of annual sales, use 20% of annual as busy month. If actual traffic counts available, use those.
3. Assume 50% of operations are itinerant if no records are available.
4. Planning areas shown assume 10' clearance between wingtips. Taxilane @ edge places taxilane on edge of apron.
5. Users requiring assistance or reasonable accommodation may contact the FAA Central Region at 816-329-2600.



Apron Area	w/o Taxilane	w/Taxilane @ edge	w/Taxilane
Group I	360	755	960
Group II	490	1,075	1,385

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Ottawa Municipal Airport - Ottawa, Kansas
Engineer's Opinion of Probable Cost
Alternative R-1 - Taxiway Only

Item No.	Description	Unit Quantity	Unit	Price	Total
1	Site Preparation and Mobilization	1	LS	$80,000.00	$80,000.00
2	Construction Staking	1	LS	$15,000.00	$15,000.00
3	Earthwork	12000	CY	$10.00	$120,000.00
4	Seeding	1	LS	$5,000.00	$5,000.00
5	Erosion Control	1	LS	$5,000.00	$5,000.00
6	Traffic Control	1	LS	$15,000.00	$15,000.00
7	Land Acquisition	7.38	AC	$5,500.00	$40,590.00
8	Pavement Removal	1255	SY	$15.00	$18,825.00
9	6" Aggregate Base Course	10433	SY	$8.00	$83,464.00
10	6" Concrete Pavement	10433	SY	$55.00	$573,815.00
11	Pavement Marking	1	LS	$10,000.00	$10,000.00
12	2" Schedule 40 PV Duct	7000	LF	$4.00	$28,000.00
13	RW/TW Edge Lights	46	EA	$750.00	$34,500.00
14	1/c #8 5KV L-824 Cable in Duct	7000	LF	$2.50	$17,500.00
15	1/C #6 Safety Ground AWG XHHW In Duct	7000	LF	$1.50	$10,500.00
16	#6 Solid Bare Counterpoise in Trench	7000	LF	$1.25	$8,750.00
17	PAPIs (Relocate)	0	EA	$20,000.00	$ -

Engineering (Design, Bidding, & Construction Services) (20%)	$ 213,188.80
TOTAL ESTIMATE	**$1,279,132.80**

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Ottawa Municipal Airport - Ottawa, Kansas
Engineer's Opinion of Probable Cost
Alternative C-1 - Close Runway 5/23

Item No.	Description	Unit Quantity	Unit	Price	Total
1	Site Preparation and Mobilization	1	LS	$5,000.00	$5,000.00
2	Construction Staking	1	LS	$5,000.00	$5,000.00
3	Earthwork	0	CY	$10.00	$ -
4	Seeding	1	LS	$2,000.00	$2,000.00
5	Erosion Control	1	LS	$2,000.00	$2,000.00
6	Traffic Control	1	LS	$5,000.00	$5,000.00
7	Land Acquisition	1.3	AC	$5,500.00	$7,150.00
8	Pavement Removal	0	SY	$15.00	$ -
9	6" Aggregate Base Course	0	SY	$8.00	$ -
10	6" Concrete Pavement	0	SY	$55.00	$ -
11	Pavement Marking	0	LS	$50,000.00	$ -
12	2" Schedule 40 PV Duct	0	LF	$4.00	$ -
13	RW/TW Edge Lights	0	EA	$750.00	$ -
14	1/c #8 5KV L-824 Cable in Duct	0	LF	$2.50	$ -
15	1/C #6 Safety Ground AWG XHHW In Duct	0	LF	$1.50	$ -
16	#6 Solid Bare Counterpoise in Trench	0	LF	$1.25	$ -
17	PAPIs	0	EA	$50,000.00	$ -

Engineering (Design, Bidding, & Construction Services) (20%)	$ 5,230.00
TOTAL ESTIMATE	**$31,380.00**

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Ottawa Municipal Airport - Ottawa, Kansas
Engineer's Opinion of Probable Cost
Alternative R-2 - Move Primary Runway North

Item No.	Description	Unit Quantity	Unit	Price	Total
1	Site Preparation and Mobilization	1	LS	$80,000.00	$80,000.00
2	Construction Staking	1	LS	$15,000.00	$15,000.00
3	Earthwork	12460	CY	$10.00	$124,600.00
4	Seeding	1	LS	$5,000.00	$5,000.00
5	Erosion Control	1	LS	$5,000.00	$5,000.00
6	Traffic Control	1	LS	$17,000.00	$17,000.00
7	Land Acquisition	8.24	AC	$5,500.00	$45,320.00
8	Pavement Removal	1672	SY	$15.00	$25,080.00
9	6" Aggregate Base Course	10850	SY	$8.00	$86,800.00
10	6" Concrete Pavement	10850	SY	$55.00	$596,750.00
11	Pavement Marking	1	LS	$30,000.00	$30,000.00
12	2" Schedule 40 PV Duct	7100	LF	$4.00	$28,400.00
13	RW/TW Edge Lights	46	EA	$750.00	$34,500.00
14	1/c #8 5KV L-824 Cable in Duct	7100	LF	$2.50	$17,750.00
15	1/C #6 Safety Ground AWG XHHW In Duct	7100	LF	$1.50	$10,650.00
16	#6 Solid Bare Counterpoise in Trench	7100	LF	$1.25	$8,875.00
17	PAPIs (Relocate)	1	EA	$20,000.00	$20,000.00

Engineering (Design, Bidding, & Construction Services) (20%)	$ 230,145.00
TOTAL ESTIMATE	**$1,380,870.00**

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Ottawa Municipal Airport - Ottawa, Kansas
Engineer's Opinion of Probable Cost
Alternative C-2 - Close Runway 13/31

Item No.	Description	Unit Quantity	Unit	Price	Total
1	Site Preparation and Mobilization	1	LS	$5,000.00	$5,000.00
2	Construction Staking	1	LS	$7,500.00	$7,500.00
3	Earthwork	0	CY	$10.00	$ -
4	Seeding	1	LS	$3,000.00	$3,000.00
5	Erosion Control	1	LS	$3,000.00	$3,000.00
6	Traffic Control	1	LS	$5,000.00	$5,000.00
7	Land Acquisition	8.0	AC	$5,500.00	$44,000.00
8	Pavement Removal	0	SY	$15.00	$ -
9	6" Aggregate Base Course	0	SY	$8.00	$ -
10	6" Concrete Pavement	0	SY	$55.00	$ -
11	Pavement Marking	0	LS	$50,000.00	$ -
12	2" Schedule 40 PV Duct	0	LF	$4.00	$ -
13	RW/TW Edge Lights	0	EA	$750.00	$ -
14	1/c #8 5KV L-824 Cable in Duct	0	LF	$2.50	$ -
15	1/C #6 Safety Ground AWG XHHW In Duct	0	LF	$1.50	$ -
16	#6 Solid Bare Counterpoise in Trench	0	LF	$1.25	$ -
17	PAPIs	0	EA	$50,000.00	$ -

Engineering (Design, Bidding, & Construction Services) (20%)	$ 13,500.00
TOTAL ESTIMATE	**$81,000.00**

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Ottawa Municipal Airport - Ottawa, Kansas
Engineer's Opinion of Probable Cost
Alternative R-3 - Runway on New Alignment

Item No.	Description	Unit Quantity	Unit	Price	Total
1	Site Preparation and Mobilization	1	LS	$125,000.00	$125,000.00
2	Construction Staking	1	LS	$25,000.00	$25,000.00
3	Earthwork	43590	CY	$10.00	$435,900.00
4	Seeding	1	LS	$10,000.00	$10,000.00
5	Erosion Control	1	LS	$20,000.00	$20,000.00
6	Traffic Control	1	LS	$25,000.00	$25,000.00
7	Land Acquisition	42.02	AC	$5,500.00	$231,110.00
8	Pavement Removal	0	SY	$15.00	$ -
9	6" Aggregate Base Course	37954	SY	$8.00	$303,632.00
10	6" Concrete Pavement	37954	SY	$55.00	$2,087,470.00
11	Pavement Marking	1	LS	$70,000.00	$70,000.00
12	2" Schedule 40 PV Duct	14000	LF	$4.00	$56,000.00
13	RW/TW Edge Lights	91	EA	$750.00	$68,250.00
14	1/c #8 5KV L-824 Cable in Duct	14000	LF	$2.50	$35,000.00
15	1/C #6 Safety Ground AWG XHHW In Duct	14000	LF	$1.50	$21,000.00
16	#6 Solid Bare Counterpoise in Trench	14000	LF	$1.25	$17,500.00
17	PAPIs	2	EA	$50,000.00	$100,000.00

Engineering (Design, Bidding, & Construction Services) (20%)	$ 726,172.40
TOTAL ESTIMATE	**$4,357,034.40**

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F 785-539-2393

Ottawa Municipal Airport - Ottawa, Kansas
Engineer's Opinion of Probable Cost
Alternative C-3 - Utilize Existing Runway

Item No.	Description	Unit Quantity	Unit	Price	Total
1	Site Preparation and Mobilization	1	LS	$5,000.00	$5,000.00
2	Construction Staking	1	LS	$2,000.00	$2,000.00
3	Earthwork	0	CY	$10.00	$ -
4	Seeding	1	LS	$3,000.00	$3,000.00
5	Erosion Control	1	LS	$3,000.00	$3,000.00
6	Traffic Control	1	LS	$5,000.00	$5,000.00
7	Land Acquisition	7.0	AC	$5,500.00	$38,500.00
8	Pavement Removal	0	SY	$15.00	$ -
9	6" Aggregate Base Course	0	SY	$8.00	$ -
10	6" Concrete Pavement	0	SY	$55.00	$ -
11	Pavement Marking	0	LS	$10,000.00	$ -
12	2" Schedule 40 PV Duct	0	LF	$4.00	$ -
13	RW/TW Edge Lights	0	EA	$750.00	$ -
14	1/c #8 5KV L-824 Cable in Duct	0	LF	$2.50	$ -
15	1/C #6 Safety Ground AWG XHHW In Duct	0	LF	$1.50	$ -
16	#6 Solid Bare Counterpoise in Trench	0	LF	$1.25	$ -
17	PAPIs (Relocate)	0	EA	$20,000.00	$ -

Engineering (Design, Bidding, & Construction Services) (20%)	$ 11,300.00
TOTAL ESTIMATE	**$67,800.00**

MAJOR IMPROVEMENTS NEEDED

1. PURCHASE LAND OUT TO 35 FOOT BRL AND RPZ 18/36 & 5/23
2. CLOSE RUNWAY 5/23
3. REMOVE EXISTING TURNAROUNDS AT EACH END OF RUNWAY 18/36
4. CONSTRUCT NEW PARALLEL TAXIWAY 3,498 FEET LONG 25 FEET WIDE FOR PRIMARY RUNWAY 18/36
5. CONSTRUCT TAXIWAY LIGHTING FOR PRIMARY RUNWAY
6. RELOCATE RUNWAY 13 THRESHOLD 91 FEET TO THE SOUTHEAST MAKING RUNWAY 1,812 FEET LONG

CONS OF ALTERNATIVE

1. PRIMARY RUNWAY R-1
   - 1.1. MORE PAVEMENT REMOVAL THAN ALTERNATIVE R-3
2. CROSSWIND RUNWAY C-1
   - 2.1. LIMITS DEVELOPMENT ON SOUTH SIDE OF AIRPORT

PROS OF ALTERNATIVE

1. PRIMARY RUNWAY R-1
   - 1.1. ALLOWS MORE DEVELOPMENT AREA THAN ALTERNATE R-3
   - 1.2. LEAST AMOUNT OF LAND ACQUISITION
   - 1.3. LEAST AMOUNT OF NEW PAVEMENT
   - 1.4. LESS PAVEMENT REMOVAL THAN ALTERNATIVE R-2
   - 1.5. LEAST EXPENSIVE ALTERNATIVE
2. CROSSWIND RUNWAY C-1
   - 2.1. LEAST AMOUNT OF LAND ACQUISITION
   - 2.2. MOST LAND AVAILABLE FOR DEVELOPMENT
   - 2.3. LEAST EXPENSIVE ALTERNATIVE

ALTERNATIVES COMPARISON OF QUANTITIES

ALTERNATE #	LAND ACQUISITION (ACRES)	PAVEMENT REMOVAL (SY)	CONCRETE PAVEMENT (SY)	ESTIMATED COST
R-1	7.4	1255	10433	$1,279,132.80
C-1	1.3	0	0	$31,380.00
R-2	8.2	1,672	10,850	$1,380,870.00
C-2	8.0	0	0	$81,000.00
R-3	42.0	0	37,954	$4,357,034.40
C-3	7.0	0	0	$67,800.00

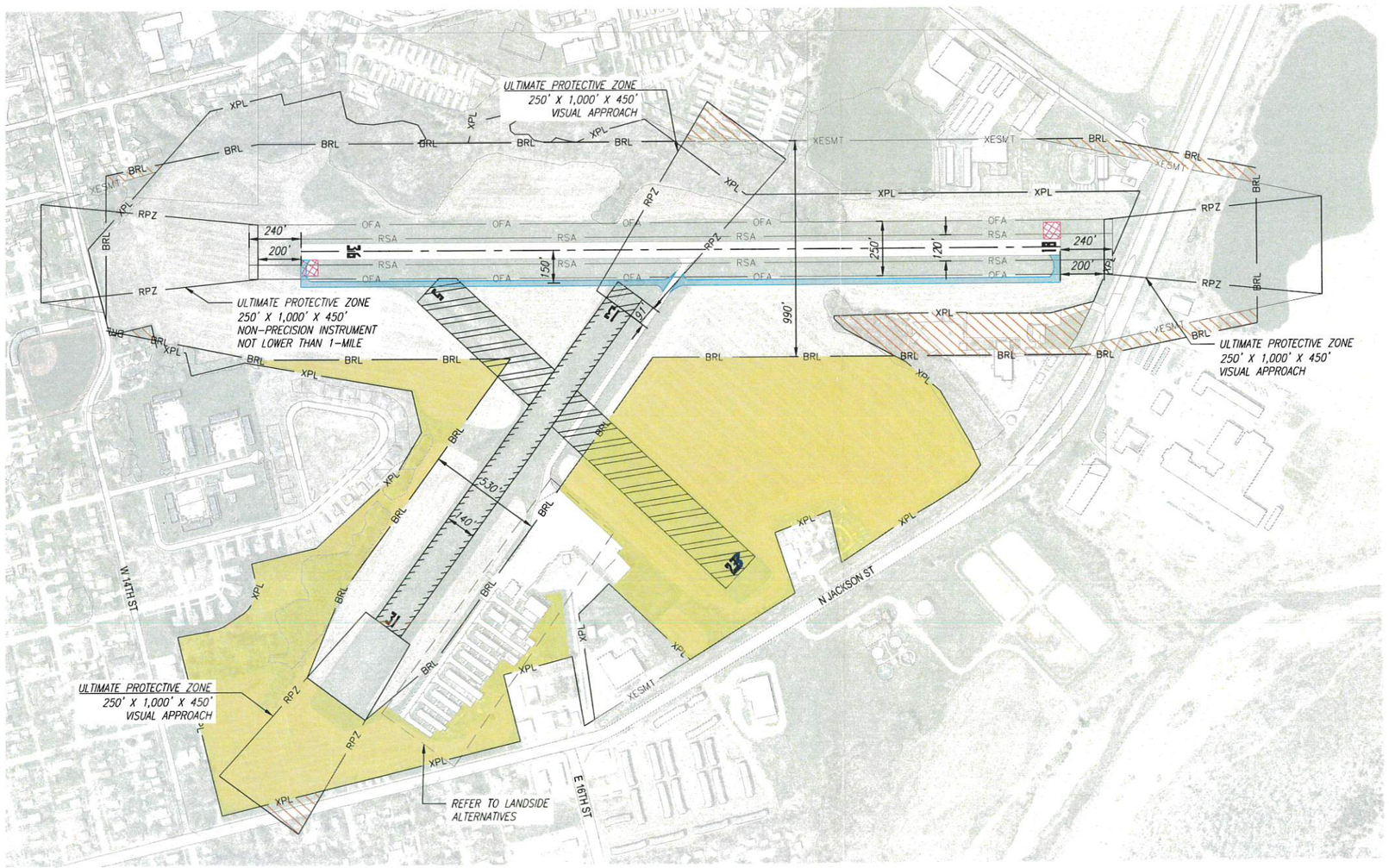
LEGEND

HATCHES

- LAND ACQUIASITION – FEE-FOR-TITLE
- REMOVE EXISTING PAVEMENT
- NEW PAVEMENT
- AREA AVAILABLE FOR DEVELOPMENT
- REMOVE EXISTING TURF RUNWAY

LINETYPES

- BRL – BUILDING RESTRICTIVE LINE WITH HEIGHT
- OFA – OBJECT FREE AREA
- XPL – EXISTING PROPERTY LINE
- RPZ – RUNWAY PROTECTIVE ZONE
- RSA – RUNWAY SAFETY AREA
- XESMT – EXISTING EASEMENT LINE



MAGNETIC DECLINATION N3°20'E
CHANGES 0°06'W PER YEAR

150
0 300 600
HORIZONTAL SCALE: 1"=300'

NO.	REVISIONS	DATE
-	-	-

RUNWAY ALTERNATIVE
R-1 & C-1

AIRPORT LAYOUT PLAN UPDATED
JUNCTION CITY MUNICIPAL AIRPORT

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Alfred Benesch & Company
3226 Kimball Avenue
Manhattan, Kansas 66503
Ph: 785.539.2202 Job No.: 130404

PROJECT: JUNCTION MASTER PLAN
DATE: SUMMER 2016
JOB NO.: 130404.00
SHEET NO.: R-1 & C-1

MAJOR IMPROVEMENTS NEEDED

1. PURCHASE LAND OUT TO 35 FOOT BRL AND RPZ FOR PRIMARY RUNWAY 18/36 AND CROSSWIND RUNWAY 5/23
2. CLOSE RUNWAY 13/31
3. EXTEND RUNWAY 18/36 50 FEET TO THE NORTH. RELOCATE RUNWAY 35 THRESHOLD 50 FEET TO THE NORTH MAKING PRIMARY RUNWAY 18/36 3,498 FEET LONG
4. CONSTRUCT RUNWAY LIGHTING FOR EXTENDED RUNWAY 18/36. RELOCATE PAPIS
5. REMOVE EXISTING TURNAROUNDS AT EACH END OF RUNWAY 18/36
6. CONSTRUCT PARALELL TAXIWAY 25 FEET WIDE FOR PRIMARY RUNWAY 18/36
7. CONSTRUCT TAXIWAY LIGHTING FOR PRIMARY RUNWAY 18/36
8. RELOCATE END OF RUNWAY 23 115 FEET TO THE NORTHEAST. RELOCATE END OF RUNWAY 5 137 FEET TO NORTHEAST MAKING RUNWAY 5/23 1812 FEET LONG

PROS OF ALTERNATIVE

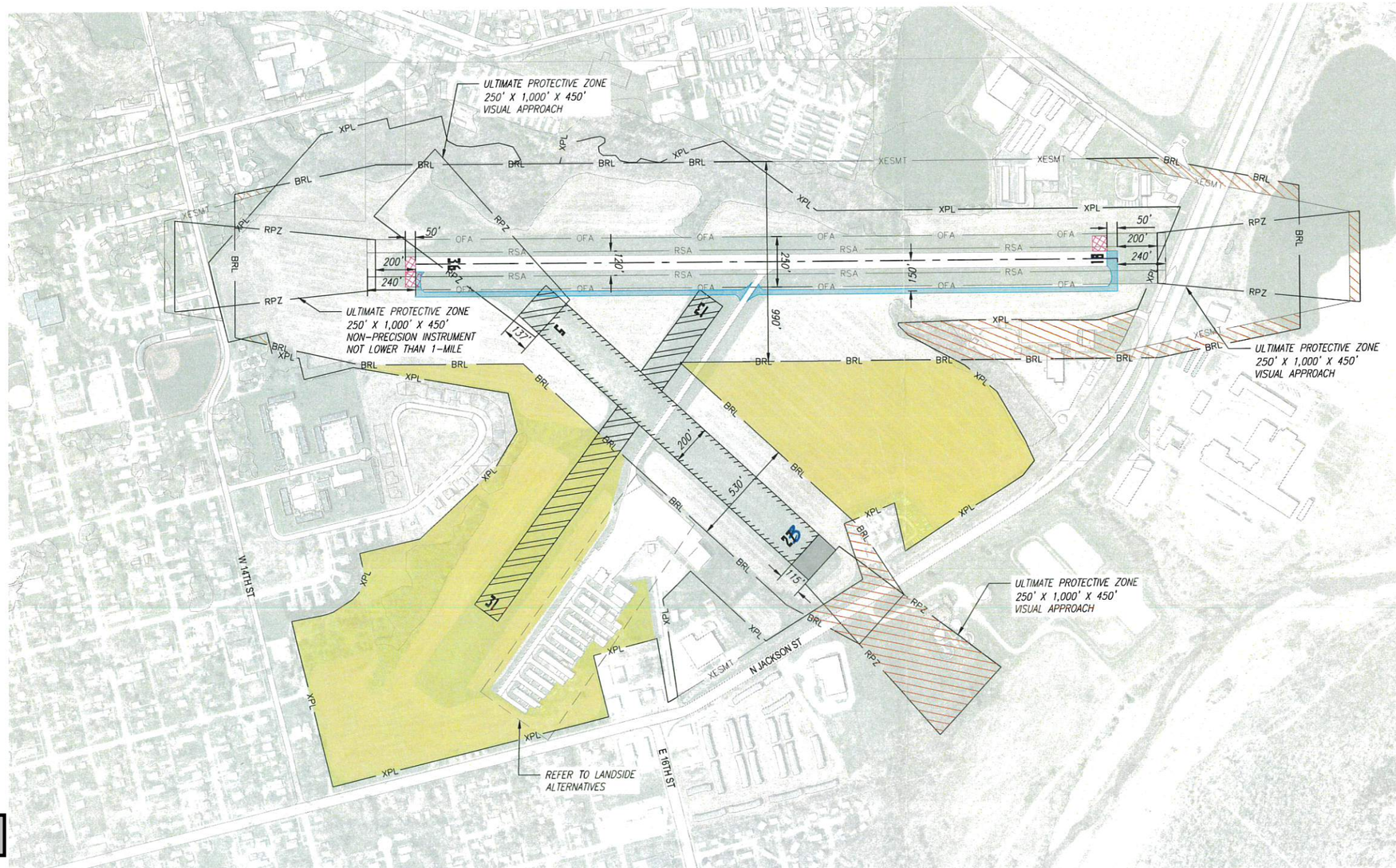
1. PRIMARY RUNWAY R-2
   - 1.1. MORE LAND FOR DEVELOPMENT THAN ALTERNATIVE R-3
   - 1.2. LESS LAND ACQUISITION THAN ALTERNATIVE R-3
   - 1.3. LESS NEW PAVEMENT THAN ALTERNATIVE R-3
   - 1.4. LESS EXPENSIVE THAN ALTERNATIVE R-3
2. CROSSWIND RUNWAY C-2
   - 2.1. MORE LAND FOR DEVELOPMENT THAN ALTERNATIVE C-3
   - 2.2. ALLOWS MORE DEVELOPMENT ON SOUTH SIDE OF AIRPORT

CONS OF ALTERNATIVE

1. PRIMARY RUNWAY R-2
   - 1.1. MORE LAND ACQUISITION THAN ALTERNATIVE R-1
   - 1.2. MORE NEW PAVEMENT THAN ALTERNATIVE R-1
   - 1.3. MORE PAVEMENT REMOVAL THAN ALTERNATIVE R-1
   - 1.4. MORE EXPENSIVE THAN ALTERNATIVE R-1
2. CROSSWIND RUNWAY C-2
   - 2.1. MOST LAND ACQUISITION
   - 2.2. MOST EXPENSIVE ALTERNATIVE
   - 2.3. LESS LAND FOR DEVELOPMENT THAN ALTERNATIVE C-1

ALTERNATIVES COMPARISON OF QUANTITIES

ALTERNATE #	LAND ACQUISITION (ACRES)	PAVEMENT REMOVAL (SY)	CONCRETE PAVEMENT (SY)	ESTIMATED COST
R-1	7.4	1255	10433	$1,279,132.80
C-1	1.3	0	0	$31,380.00
R-2	8.2	1,672	10,850	$1,380,870.00
C-2	8.0	0	0	$81,000.00
R-3	42.0	0	37,954	$4,357,034.40
C-3	7.0	0	0	$67,800.00



LEGEND

HATCHES

- LAND ACQUIASITION – FEE-FOR-TITLE
- REMOVE EXISTING PAVEMENT
- NEW PAVEMENT
- AREA AVAILABLE FOR DEVELOPMENT
- REMOVE EXISTING TURF RUNWAY
- NEW TURF RUNWAY

LINETYPES

- BRL – BUILDING RESTRICTIVE LINE WITH HEIGHT
- OFA – OBJECT FREE AREA
- XPL – EXISTING PROPERTY LINE
- RPZ – RUNWAY PROTECTIVE ZONE
- RSA – RUNWAY SAFETY AREA
- XESMT – EXISTING EASEMENT LINE

N

MAGNETIC DECLINATION N3°20'E
CHANGES 0°06'W PER YEAR

150
0 300 600
HORIZONTAL SCALE: 1"=300'

NO.	REVISIONS	DATE
-	-	-

RUNWAY ALTERNATIVE
R-2 & C-2

AIRPORT LAYOUT PLAN UPDATED
JUNCTION CITY MUNICIPAL AIRPORT

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3226 Kimball Avenue
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Ph: 785.539.2202 Job No. - 130404

PROJECT: JUNCTION MASTER PLAN
DATE: SUMMER 2016
JOB NO.: 130404.00
SHEET NO.: R-2 & C-2

MAJOR IMPROVEMENTS NEEDED

1. PURCHASE LAND OUT TO 35 FOOT BRL AND RPZ NEW PRIMARY RUNWAY 4/22 AND CROSSWIND RUNWAY 18/36
2. CLOSE RUNWAYS 13/31 & 5/23
3. CONSTRUCT NEW PRIMARY RUNWAY 4/22 3,498 FEET LONG AND 35 FEET WIDE WITH FULL PARALLEL TAXIWAY
4. CONSTRUCT RUNWAY AND TAXIWAY LIGHTING FOR NEW PRIMARY 4/22. INSTALL PAPIS

PROS OF ALTERNATIVE

1. PRIMARY RUNWAY R-3
   - 1.1. LEAST AMOUNT OF PAVEMENT REMOVAL
2. CROSSWIND RUNWAY C-3
   - 2.1. LESS LAND ACQUISITION THAN ALTERNATIVE C-2
   - 2.2. LESS EXPENSIVE THAN ALTERNATIVE C-2

CONS OF ALTERNATIVE

1. PRIMARY RUNWAY R-3
   - 1.1. LEAST LAND AVAILABLE FOR DEVELOPMENT
   - 1.2. MOST NEW PAVEMENT
   - 1.3. MOST EXPENSIVE ALTERNATIVE
2. CROSSWIND RUNWAY C-3
   - 2.1. MORE LAND ACQUISITION THAN ALTERNATIVE C-1
   - 2.2. MORE EXPENSIVE THAN ALTERNATIVE C-1
   - 2.3. LEAST AMOUNT OF LAND AVAILABLE FOR DEVELOPMENT

ALTERNATIVES COMPARISON OF QUANTITIES

ALTERNATE #	LAND ACQUISITION (ACRES)	PAVEMENT REMOVAL (SY)	CONCRETE PAVEMENT (SY)	ESTIMATED COST
R-1	7.4	1255	10433	$1,279,132.80
C-1	1.3	0	0	$31,380.00
R-2	8.2	1,672	10,850	$1,380,870.00
C-2	8.0	0	0	$81,000.00
R-3	42.0	0	37,954	$4,357,034.40
C-3	7.0	0	0	$67,800.00

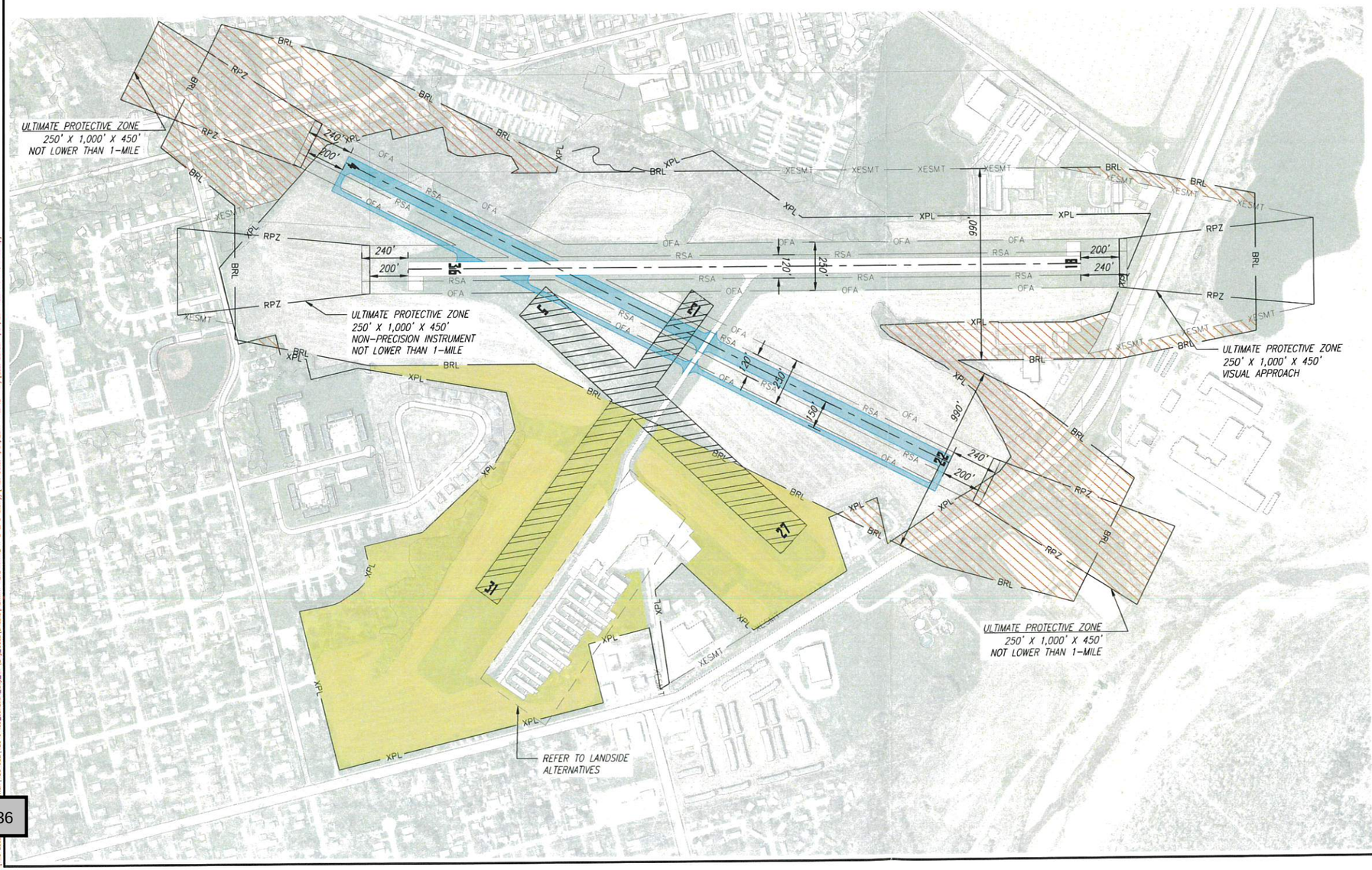
LEGEND

HATCHES

- LAND ACQUIASITION – FEE-FOR-TITLE
- REMOVE EXISTING PAVEMENT
- NEW PAVEMENT
- AREA AVAILABLE FOR DEVELOPMENT
- REMOVE EXISTING TURF RUNWAY

LINETYPES

- BRL – BUILDING RESTRICTIVE LINE WITH HEIGHT
- OFA – OBJECT FREE AREA
- XPL – EXISTING PROPERTY LINE
- RPZ – RUNWAY PROTECTIVE ZONE
- RSA – RUNWAY SAFETY AREA
- XESMT – EXISTING EASEMENT LINE



MAGNETIC DECLINATION N3°20'E
CHANGES 0°06'W PER YEAR

150
0 300 600
HORIZONTAL SCALE: 1"=300'

NO.	REVISIONS	DATE
-	-	-

RUNWAY ALTERNATIVE
R-3 & C-3

AIRPORT LAYOUT PLAN UPDATED
JUNCTION CITY MUNICIPAL AIRPORT

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DATE: SUMMER 2016
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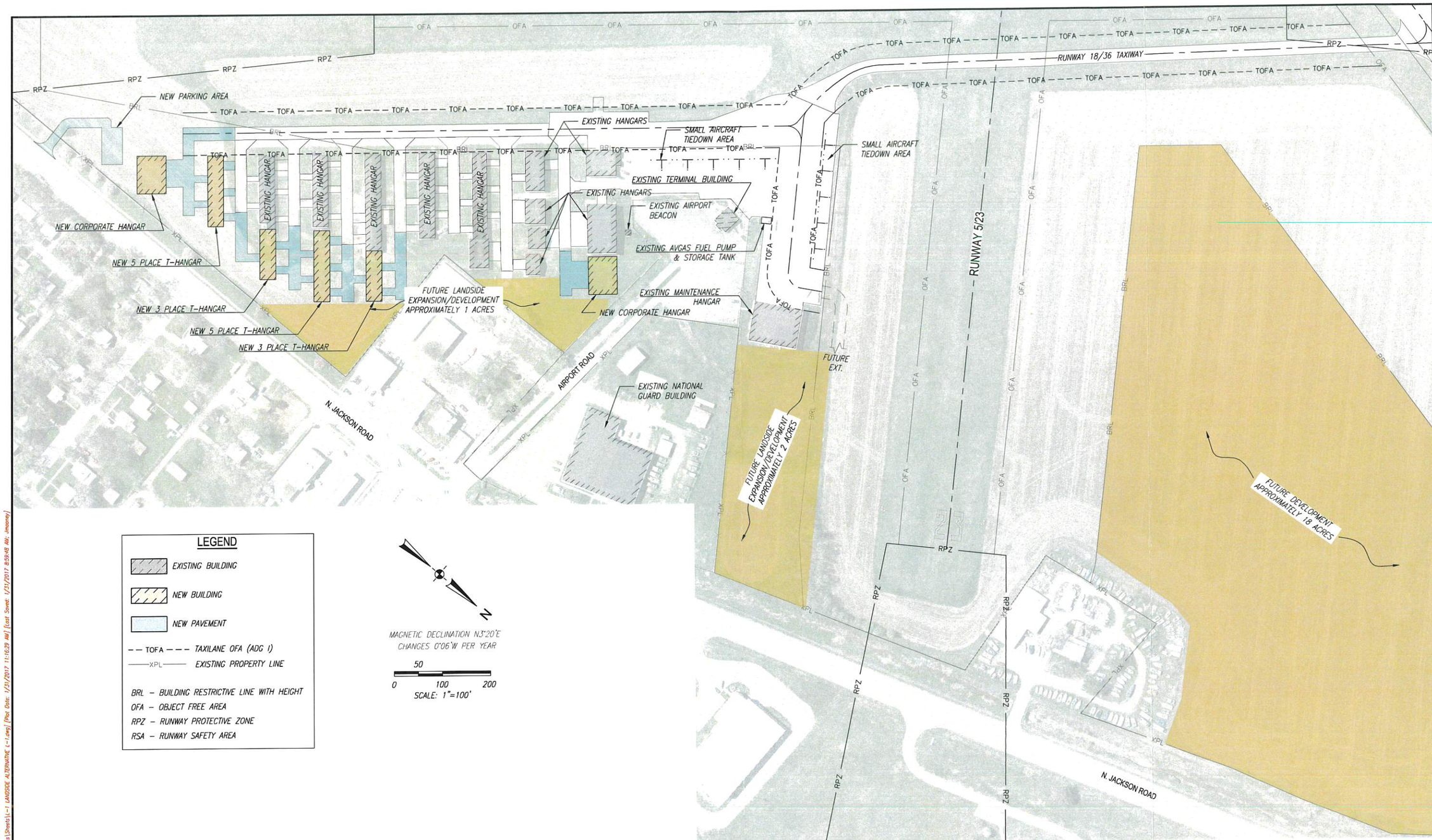
SHEET NO.: R-3 & C-3



LEGEND

- EXISTING BUILDING
- NEW BUILDING
- NEW PAVEMENT
- TOFA — TAXILANE OFA (ADG I)
- XPL — EXISTING PROPERTY LINE
- BRL – BUILDING RESTRICTIVE LINE WITH HEIGHT
- OFA – OBJECT FREE AREA
- RPZ – RUNWAY PROTECTIVE ZONE
- RSA – RUNWAY SAFETY AREA

N

MAGNETIC DECLINATION N3°20'E
CHANGES 0°06'W PER YEAR

0 50 100 200
SCALE: 1"=100'

MAJOR IMPROVEMENTS NEEDED

1. NEW 5 PLACE T-HANGARS WITH ACCESSIBLE TAXILANE
2. NEW CORPORATE HANGAR WITH ACCESSIBLE TAXILANE

PROS OF ALTERNATIVE

1. PROVIDES 2, 5 PLACE T-HANGARS & 2, 3 PLACE T-HANGARS
2. PROVIDES 2 CORPORATE HANGARS
3. DEDICATES LAND FOR DEVELOPMENT ADJACENT TO JACKSON ROAD
4. DEDICATES LAND FOR DEVELOPMENT WITH ACCESS TO THE TAXIWAY/RUNWAY
5. MORE NEW PAVEMENT THAN ALTERNATIVE L-3

CONS OF ALTERNATIVE

1. LEAST LAND ADJACENT TO JACKSON ROAD DEDICATED TO FUTURE DEVELOPMENT
2. LESS NEW PAVEMENT THAN ALTERNATIVE L-2

NO.	REVISIONS	DATE
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

LANDSIDE ALTERNATIVE L-1

AIRPORT LAYOUT PLAN UPDATED
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PROJECT: JUNCTION MASTER PLAN
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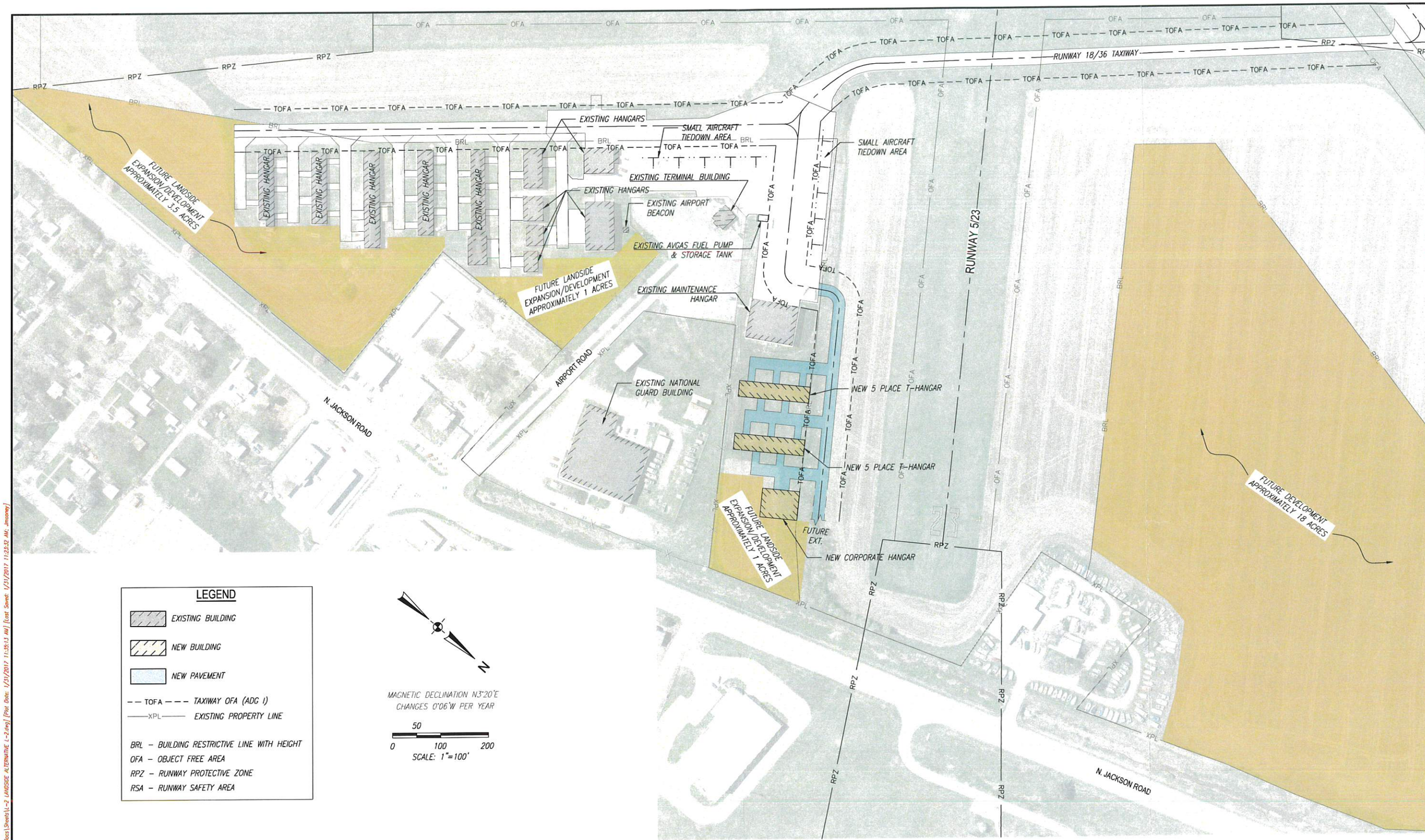
SHEET NO.: L-1



LEGEND

- EXISTING BUILDING
- NEW BUILDING
- NEW PAVEMENT
- TOFA — TAXIWAY OFA (ADG I)
- XPL — EXISTING PROPERTY LINE
- BRL – BUILDING RESTRICTIVE LINE WITH HEIGHT
- OFA – OBJECT FREE AREA
- RPZ – RUNWAY PROTECTIVE ZONE
- RSA – RUNWAY SAFETY AREA

MAGNETIC DECLINATION N3°20'E
CHANGES 0°06'W PER YEAR

50
0 100 200
SCALE: 1"=100'

MAJOR IMPROVEMENTS NEEDED

1. NEW 5 PLACE T-HANGARS WITH ACCESSIBLE TAXILANE
2. NEW CORPORATE HANGAR WITH ACCESSIBLE TAXILANE

PROS OF ALTERNATIVE

1. PROVIDES 2, 5 PLACE T-HANGAR
2. PROVIDES 1 CORPORATE HANGAR
3. DEDICATES LAND FOR DEVELOPMENT ADJACENT TO JACKSON ROAD
4. DEDICATES LAND FOR DEVELOPMENT WITH ACCESS TO THE TAXIWAY/RUNWAY

CONS OF ALTERNATIVE

1. MOST NEW PAVEMENT
2. LIMITS FUTURE DEVELOPMENT NORTHEAST OF MAINTENANCE HANGAR

NO.	REVISIONS	DATE
-	-	-

LANDSIDE ALTERNATIVE L-2

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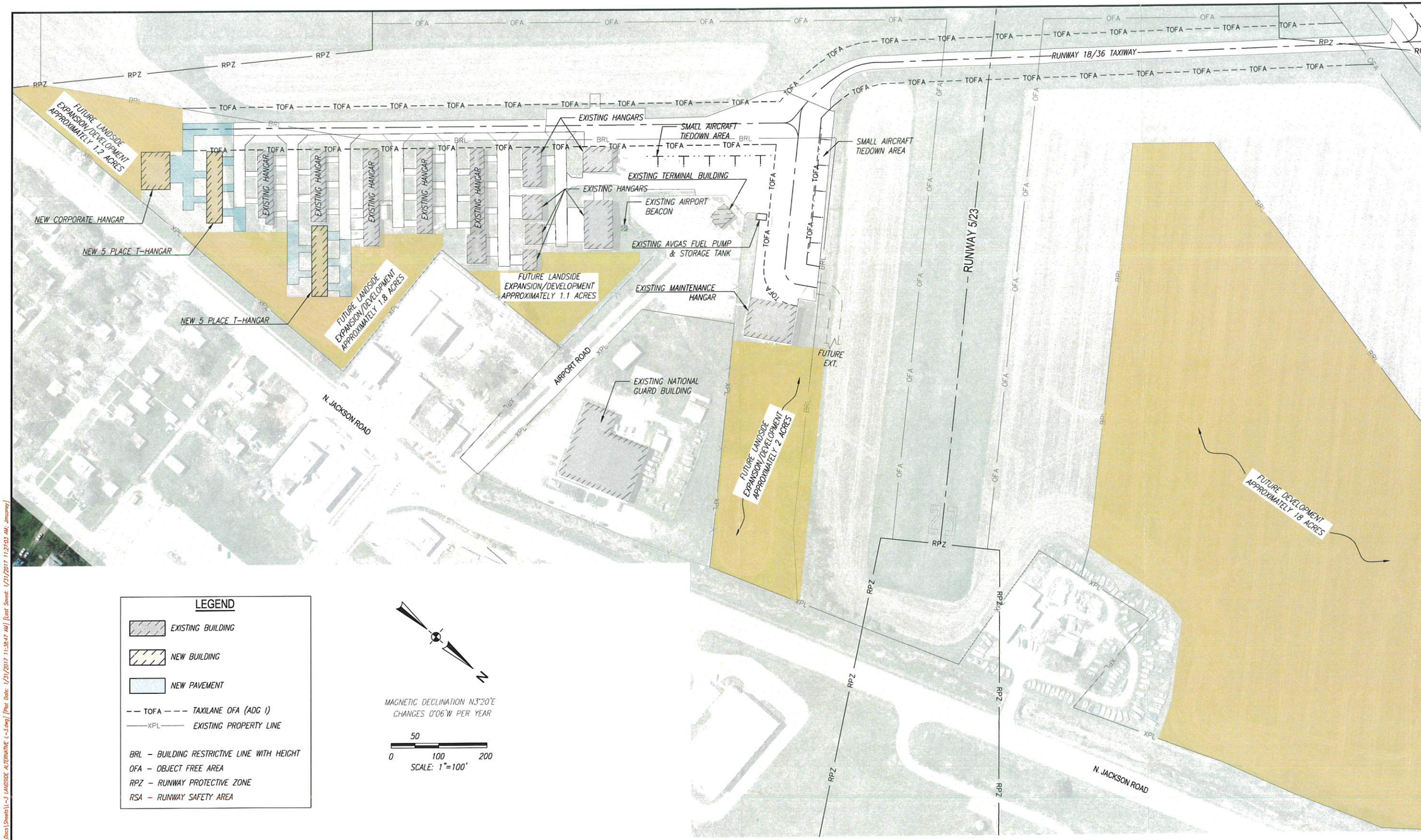

LEGEND

- EXISTING BUILDING
- NEW BUILDING
- NEW PAVEMENT
- TOFA — TAXILANE OFA (ADG I)
- XPL — EXISTING PROPERTY LINE
- BRL – BUILDING RESTRICTIVE LINE WITH HEIGHT
- OFA – OBJECT FREE AREA
- RPZ – RUNWAY PROTECTIVE ZONE
- RSA – RUNWAY SAFETY AREA

N

MAGNETIC DECLINATION N3°20'E
CHANGES 0°06'W PER YEAR

50
0 100 200
SCALE: 1"=100'

MAJOR IMPROVEMENTS NEEDED

1. NEW 5 PLACE T-HANGARs WITH ACCESSIBLE TAXILANE
2. NEW CORPORATE HANGAR WITH ACCESSIBLE TAXILANE

PROS OF ALTERNATIVE

1. PROVIDES 2, 5 PLACE T-HANGAR
2. PROVIDES 1 CORPORATE HANGAR
3. DEDICATES LAND FOR DEVELOPMENT ADJACENT TO JACKSON ROAD
4. DEDICATES LAND FOR DEVELOPMENT WITH ACCESS TO THE TAXIWAY/RUNWAY
5. LEAST AMOUNT OF NEW PAVEMENT

CONS OF ALTERNATIVE

1. LESS LAND DEDICATED FOR FUTURE DEVELOPMENT ADJACENT TO JACKSON ROAD THAN ALTERNATIVE L-2

NO.	REVISIONS	DATE
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

LANDSIDE ALTERNATIVE L-3

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DATE: SUMMER 2016
JOB NO.: 130404.00
SHEET NO.: L-3

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Kansas, the KASP has identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Freeman Field Airport. Recommended development costs include projects needed to meet each of the recommendations of the Kansas Airport System Plan as well as projects from the airport's capital improvement plan (CIP). While these projects are included as part of the KASP, it is recognized that execution of these projects is dependent on the local environment.

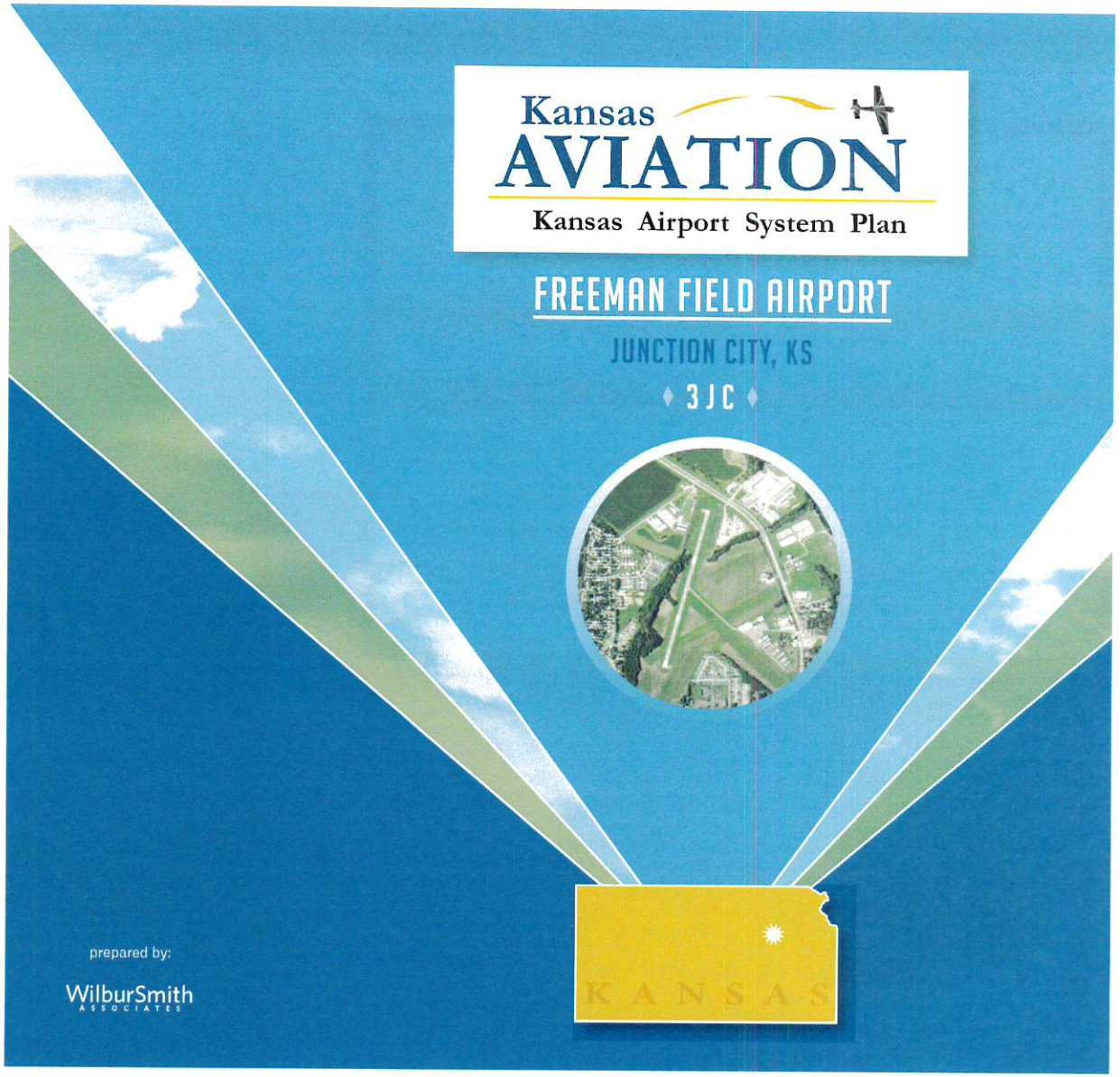
Project Description	SHORT TERM (2009-2012)	MID TERM (2013-2019)	LONG TERM (2020-2029)	TOTAL COST
Airfield				
Pavement Maintenance	$245,250	$8,793,812		$9,039,062
Navigational Aids				
GCO	$20,000			$20,000
General Aviation Facilities				
Hangar			$500,000	$500,000
Planning/Environmental				
Security Plan	$5,000			$5,000
Master Plan/ALP		$100,000	$100,000	$200,000
Environmental Assessment	$40,000			$40,000
Subtotal Cost:	**$310,250**	**$8,893,812**	**$600,000**	**$9,804,062**

Freeman Field Airport is an integral component to the State's system of airports. The airport does more than serve the area's businesses and recreational needs. It provides access to our nation's air transportation network, provides community benefits, and generates economic activity.

For more information contact:

KANSAS
DEPARTMENT OF TRANSPORTATION

700 SW Harrison
Topeka, KS 66603-3754
785.296.2553
www.ksdot.org/divaviation/



INTRODUCTION AND STRATEGIC APPROACH

In 2008, the Kansas Department of Transportation Division of Aviation worked to develop a comprehensive plan for its system of 142 public airports. The purpose of the Kansas Airport System Plan (KASP) is to assess the needs of the state's airports; help justify funding for airport improvements; and provide information for governmental and other entities concerning the value, use, and needs of the state's public use airports.

The KASP is intended to provide the Division of Aviation with a useful decision making tool. With annual requests for grants that far exceed available financial resources, this plan provides the Division of Aviation with information that it uses to:

- Help determine which system airports are most essential to Kansas transportation needs and economic objectives.
- Identify projects which have the greatest potential to improve the performance of the Kansas airport system.
- Demonstrate how investment improves the performance of the Kansas airport system relative to established measures and benchmarks.

This report summarizes and compiles airport specific information, findings, and recommendations from the KASP. Further, it provides a general understanding of the specific actions and improvements that will enable the airport to best fulfill its role within the KASP.

AIRPORT ROLE

Freeman Field Airport's role in the Kansas Airport System Plan has been identified as Community airport. Community airports serve a supplemental role in local economies, primarily serving smaller business, recreational, and personal flying. The FAA classifies Freeman Field as a general aviation airport in the most recent National Plan of Integrated Airport Systems (NPIAS). As a publicly owned airport, inclusion in the NPIAS qualifies the airport for eligibility to apply for federal airport development funding.

ROLE SUMMARY

KASP ROLE
Community

FEDERAL ROLE
General Aviation

NPIAS
Yes

OWNERSHIP
Public

AIRPORT FACILITIES & SERVICES

Facility and service objectives were developed for each of the five role categories of the KASP. These objectives provide guidance on the minimum level of facilities and services needed for the airport to fulfill its identified role in the system. Freeman Field Airport has multiple runways. The airport's primary runway, Runway 18/36, that is 3,495 feet long, with a secondary runway, Runway 5/23, that is 1,927 feet long, while its third runway, Runway 13/31, is 1,915 feet long.

The following summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

	EXISTING	FUTURE SYSTEM OBJECTIVE	RECOMMENDATION
Airside Facilities			
Primary Runway Length (Feet)	3,495	3,200	Maintain Standard
Primary Runway Width (Feet)	75	60	Maintain Standard
Primary Runway Surface	Asphalt	Paved/All Weather Surface	Maintain Standard
Taxiway Type	2-Turnaround	Turnarounds	Maintain Standard
Pavement Condition Index (PCI)	82	70 or Greater	Maintain Standard
Approach Type	Non-Precision	Non-Precision	Maintain Standard
Runway/Taxiway Lighting	MIRL	MIRL	Maintain Standard
Approach Lighting System	None	Not an Objective	None
GVGI	None	Not an Objective	None
Rotating Beacon (Visual Aids)	Yes	Not an Objective	None
Wind Sock (Visual Aids)	Yes	Lighted Wind Sock	Maintain Standard
Weather	None - ASOS at MHK	AWOS or ASOS	Maintain Standard
GCO/RCO	No	GCO	Install GCO
Landside Facilities			
Hangar Spaces	No	100% of Based Aircraft	Build Additional Hangar(s)
Apron Spaces	Yes	100 x 100'	Maintain Standard
Terminal	Yes	Not an Objective	None
Services			
FBO	Yes	Not an Objective	None
Auto Parking	Yes	Maintain	Maintain Standard
Fuel	AvGas - Yes Jet A Fuel - Yes	Not an Objective	None
Restrooms	Yes	Restrooms	Maintain Standard
Pilot's Lounge	Yes	Pilots Lounge	Maintain Standard
Security Plan	No	Security Plan	Develop Security Plan
Snow Removal Plan	Yes	Snow Removal Plan	Maintain Standard
Ground Transportation Link	Yes	Not an Objective	None

FORECASTS

When planning for new or additional airport facilities, projections in the form of based aircraft, as well as annual operations can be helpful in determining the type and size of necessary improvements. Based aircraft numbers will reflect demand for improvements in the areas such as hangars and tie-down spaces. Operations will provide a helpful insight into necessary airfield improvements such as runways and taxiways. The table below highlights the forecast activity for Freeman Field Airport.

Based aircraft and annual operations are expected to grow at a compound annual rate of 0.84% over the planning period. Historical demand and local socioeconomic indicators, as well as state and national trends were reviewed in developing the airport's forecast.

ACTIVITY FORECAST SUMMARY

Activity	2007	2012	2017	2027
Based Aircraft	22	23	24	26
Annual Operations	28,105	29,305	30,557	34,223

Appendix D

Appendix E

JUNCTION CITY, KANSAS | AL-6619 (FAA) | 15344

APP CRS	Rwy ldg	3498
355°	TDZE	1101
	Apt Elev	1101

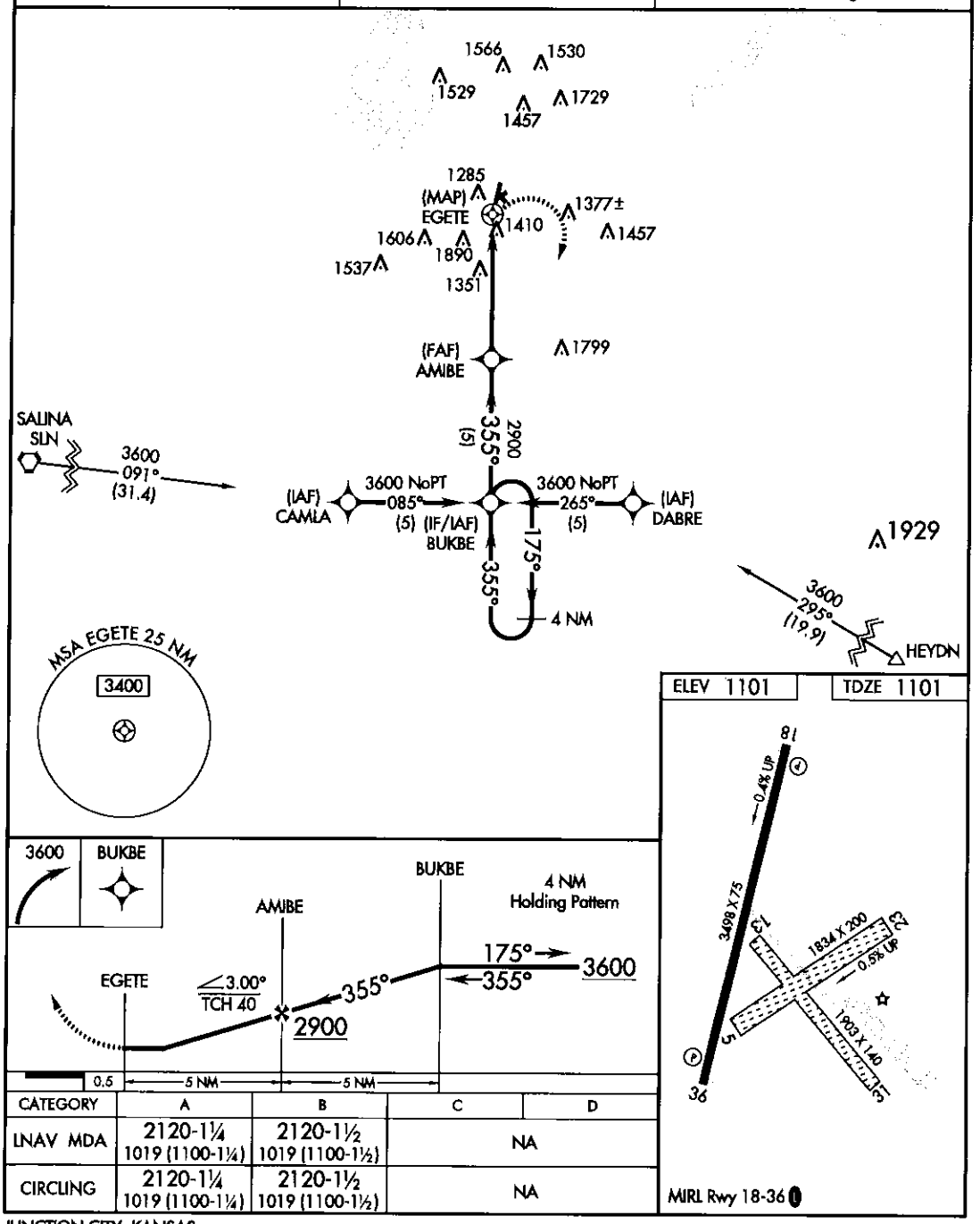
RNAV (GPS) RWY 36
FREEMAN FIELD (3JC)

NA
-25°C/-13°F

Use Marshall AAF, KS altimeter setting. Circling NA west of Rwy 18/36. DME/DME RNP-0.3 NA. Circling to Rwys 5/23, 13/31 NA. Night landing Rwy 18 NA.

MISSED APPROACH: Climbing right turn to 3600 direct BUKBE WP and hold.

MARSHALL AAF, KS ASOS	MARSHALL AAF GCA*	UNICOM
121.025	121.25 254.35	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	
CIRCLING	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	

NC-2, 26 MAY 2016 to 23 JUN 2016

NC-2, 26 MAY 2016 to 23 JUN 2016

JUNCTION CITY, KANSAS
Orig-D 15OCT15

39°03'N-96°51'W

FREEMAN FIELD (3JC)
RNAV (GPS) RWY 36

JUNCTION CITY, KANSAS | AL-6619 (FAA) | 15344

NDB-B

FREEMAN FIELD (3JC)

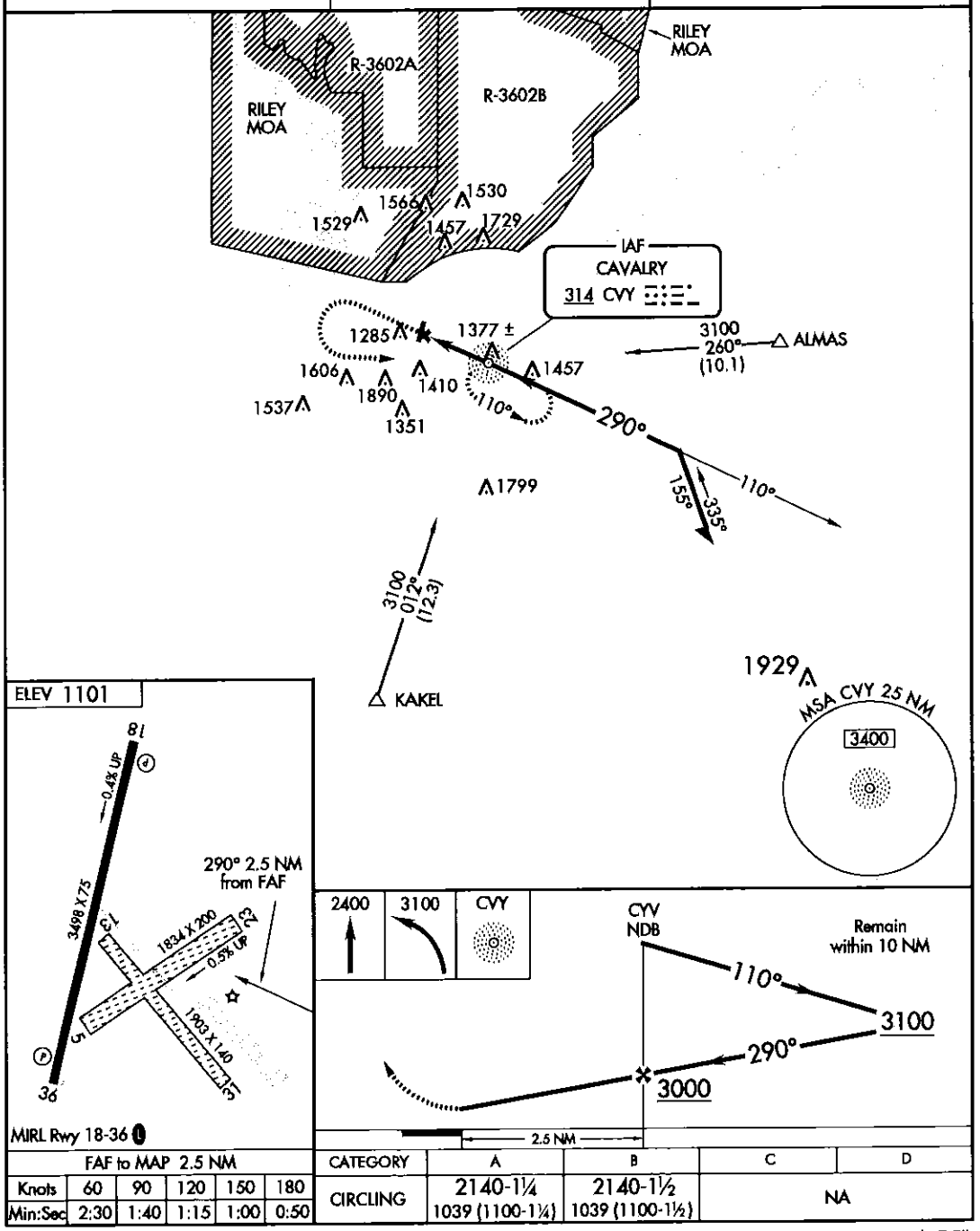
NDB CVY	APP CRS	Rwy ldg / TDZE / Apt Elev
314	290°	N/A / N/A / 1101

Use Marshall AAF altimeter setting, when not received use Manhattan altimeter setting and increase all MDA 40 feet. Night landing Rwy 18 NA. Circling to Rwys 5/23, 13/31 NA. Helicopter visibility reduction below 1 SM NA.

NA
-25°C/-13°F

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct CVY NDB and hold.

MARSHALL AAF, KS ASOS	MARSHALL AAF GCA★	UNICOM
121.025	121.25 254.35	122.8 (CTAF)



FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1039 (1100-1¼)	2140-1½ 1039 (1100-1½)	NA	

NC-2, 26 MAY 2016 to 23 JUN 2016

NC-2, 26 MAY 2016 to 23 JUN 2016

JUNCTION CITY, KANSAS
Amdt 5A 15OCT15

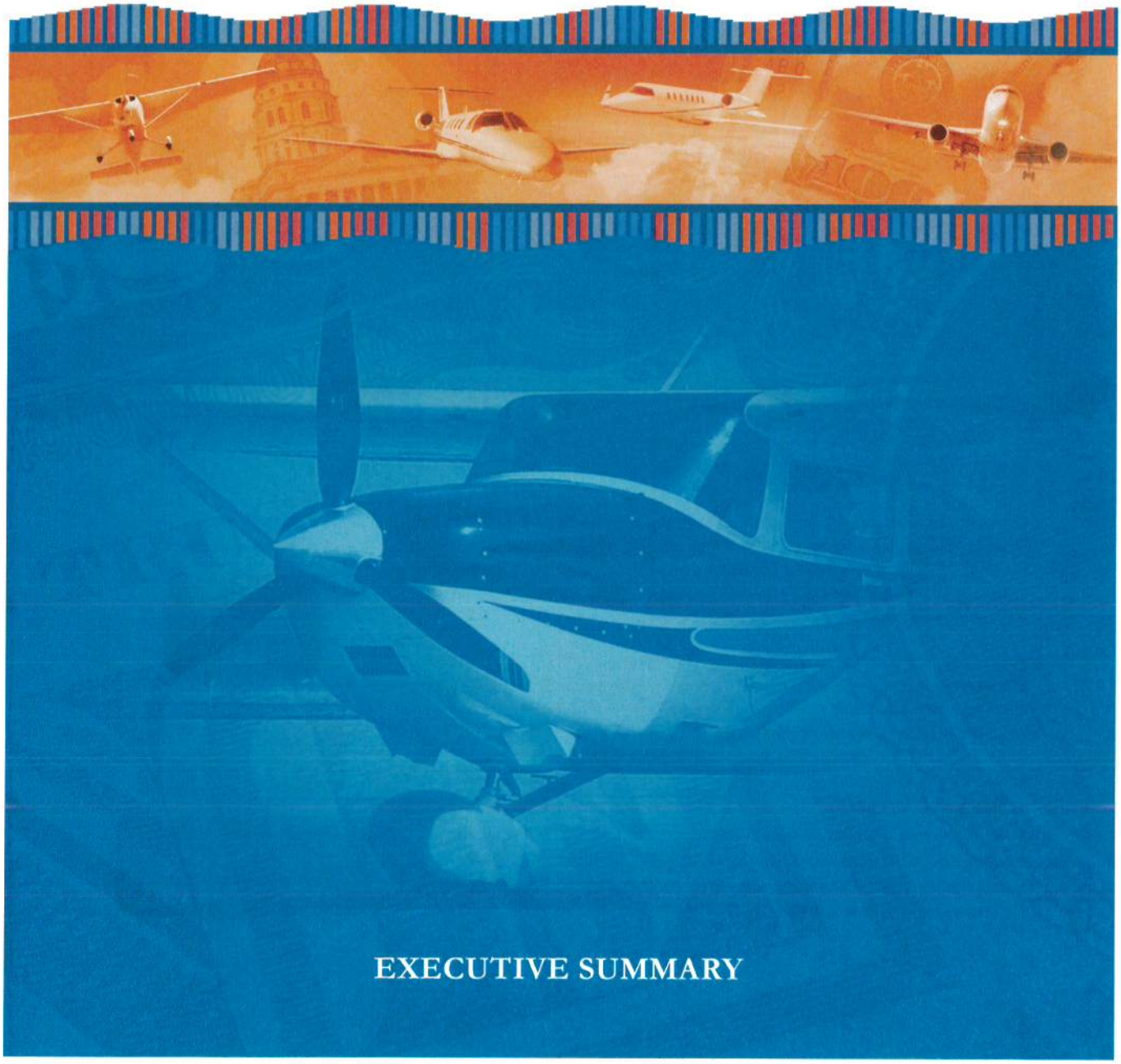
39°03'N-96°51'W

FREEMAN FIELD (3JC)
NDB-B

Appendix F

Kansas AVIATION

Kansas Aviation Economic Impact Study



EXECUTIVE SUMMARY

INTRODUCTION

The history of aviation and Kansas are intertwined. The state is home to many aviation pioneers, including Clyde Cessna, Lloyd Stearman, and Walter and Olive Beech. Wichita's early commitment to aircraft manufacturing earned it the title "Air Capital of the United States" in the 1920s. Cities and towns across Kansas are now home to some of the world's leading aerospace manufacturing companies as well as their suppliers. Without the rich history of aircraft manufacturing in Kansas, the aviation industry would not be what it is today, and the Kansas economy would be drastically smaller in size.

Air transportation benefits Kansas in a variety of ways. Airports in Kansas are the gateway to the nation's air transportation system and the world's economy. Air transportation is essential in today's global marketplace. It helps attract and retain businesses in communities throughout the state. Air transportation is not only important to businesses in Kansas, it also helps to support tourism, agriculture, emergency medical services, the military, and public safety. Each airport is an important component of the Kansas Aviation System.

STUDY OVERVIEW

Economic impacts were identified for eight commercial and 132 general aviation airports. This study focused on identifying economic benefits associated with the businesses and tenants that are located on each of the airports. Spending by visitors who arrive in Kansas by air also results in significant economic impacts each year, and this study calculated these benefits.

Airports throughout the state contribute to Kansas' economy through a variety of activities. This study explored several unique industries and aviation-related areas that help Kansas in ways that are not as easily quantified. This study analyzed the aviation benefits residents of Kansas derive from:

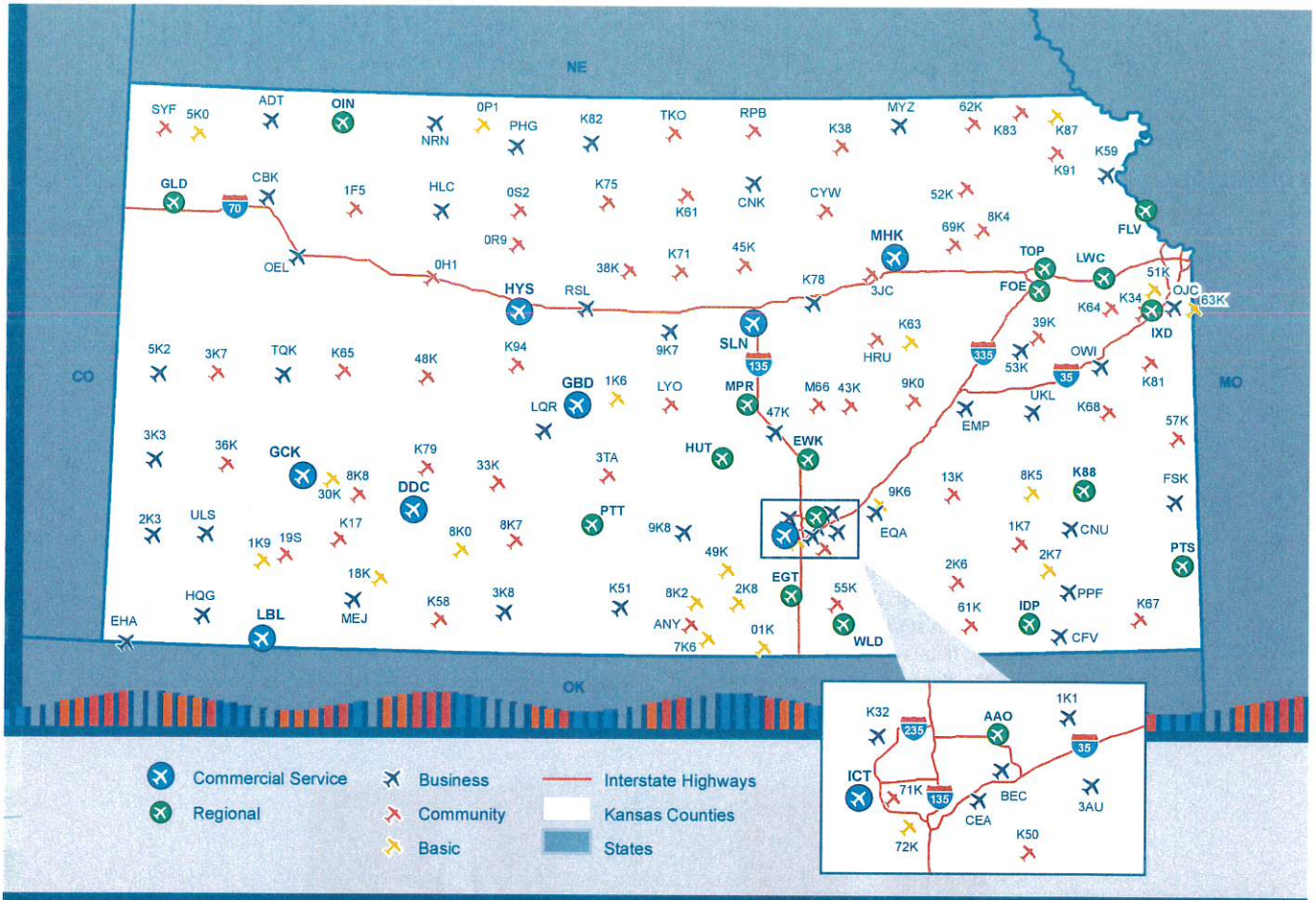
- Airport and Heliport Use by Hospitals
- Agricultural Application
- Off-Airport Aerospace Manufacturing
- Value Added Benefits from Off-Airport Aviation Dependent Businesses
- Qualitative Airport Benefits
- Kansas City International Airport

Airports in Kansas:

Support
47,651
JOBS

Generate
$2.3 BILLION
IN PAYROLL

Produce
$10.4 BILLION
IN ECONOMIC ACTIVITY



AIRPORT ROLE

COMMERCIAL SERVICE AIRPORTS – Airports that accommodate scheduled commercial airline service

REGIONAL AIRPORTS – Airports that accommodate regional economic activities, connect the state and national economies, and serve all types of general aviation users

BUSINESS AIRPORTS – Airports that accommodate local business activities and general aviation users

COMMUNITY AIRPORTS – Airports that serve a supplemental role in local economies, primarily serving smaller business, and personal flying

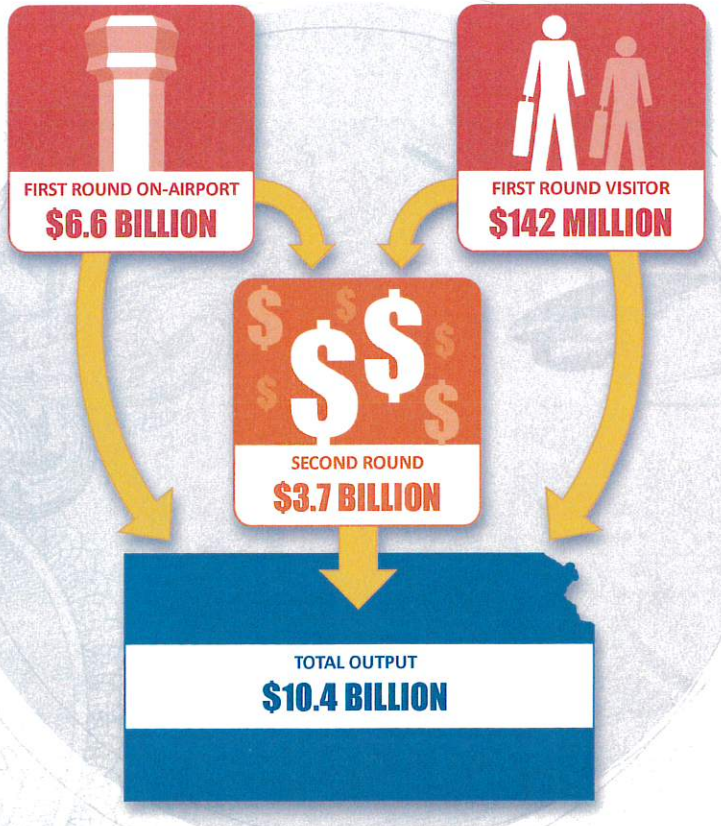
BASIC AIRPORTS – Airports that serve a limited role in the local economy, primarily serving personal flying

STUDY METHODOLOGY

Airports create economic impacts in a variety of ways. On-airport businesses, such as airlines, flight schools, agricultural sprayers, corporate flight departments, aircraft mechanics, and government entities including airport sponsors and the Federal Aviation Administration are responsible for tens of thousands of jobs and extensive capital projects at airports throughout Kansas. These are the first round direct benefits of Kansas airports. Visitors arriving on commercial service airlines and general aviation aircraft spend money for hotels, restaurants, retail, and entertainment, which creates additional jobs and economic benefits. These are the first round indirect benefits of Kansas airports.

The methodology used to quantitatively estimate these benefits involved on-site data gathering and surveys mailed to airports and their tenants to tabulate the direct benefits of airports and their tenants. A survey also sampled general aviation visitors' spending habits while traveling to determine their indirect benefits. Kansas specific ratios were used to convert this spending into jobs and payroll. As these first round benefits are released into the statewide economy, additional second round benefits are created. For example, when airport managers use their salary to buy groceries, this spending helps support additional economic activity. This spending recirculates or multiplies until the benefits ultimately leak outside of Kansas. Second round benefits for this study were calculated using Kansas specific multipliers. In general, for every $100 of first round benefits generated by aviation-related businesses, an additional second round benefit of $55 is created. The total economic benefit is the sum of first round and second round benefits.

The quantitative benefits of Kansas' airport system are expressed as jobs, payroll, and output. Jobs are expressed as full-time equivalents, where any part-time job is treated as half a full-time job. Payroll includes all wages, salaries, and benefits paid to employees. Output is a measure of annual economic activity equivalent to the annual revenues of a business or the annual expenditures of a visitor or organization that does not generate revenues.



IMPACT MEASURES

For this study, economic impacts are expressed in terms of employment, payroll, and total economic activity or output. For each of these measures, first round and second round impacts were calculated.

EMPLOYMENT

Thousands of jobs in Kansas are directly created by businesses, tenants, and other activities located at commercial service and general aviation airports. In addition to on-airport jobs, spending by Kansas visitors arriving via a commercial service or general aviation airport supports additional indirect employment. For this study, jobs were measured in terms of full-time equivalents, where any part-time job was treated as half a full-time job. In total, Kansas airports support 47,651 jobs.

PAYROLL

As noted above, aviation in Kansas supports an estimated 47,651 first and second round jobs. All of these jobs have annual wages, salaries, and benefits that contribute to the payroll impacts identified in this study. Study findings estimate that the commercial service and general aviation airports generate $2.3 billion in annual payroll benefits.

OUTPUT

The value of the goods and services produced by airports and related aviation activities is the economic output of that airport. The output of on-airport businesses is estimated as the sum of annual gross revenues and average annual capital expenditures. For organizations that do not produce revenues (such as corporate flight departments), annual payroll and expenses are substituted for annual revenues. This study concluded that commercial service and general aviation airports in Kansas currently contribute $10.4 billion in total economic impacts to state, regional, and local economies each year. Aerospace manufacturing is tied to 83 percent of this output.

GENERAL AVIATION AIRPORTS	
JOBS	23,266
PAYROLL	$1.1 BILLION
OUTPUT	$5.4 BILLION

+

COMMERCIAL SERVICE AIRPORTS	
JOBS	24,385
PAYROLL	$1.3 BILLION
OUTPUT	$5.0 BILLION

=

TOTAL IMPACTS	
JOBS	47,651
PAYROLL	$2.3 BILLION
OUTPUT	$10.4 BILLION

ANNUAL ECONOMIC IMPACT OF

COMMERCIAL SERVICE AIRPORTS

Associated City	ID	Airport	Total Employment	Total Payroll	Total Output
Dodge City	DDC	Dodge City Regional	159	$5,267,500	$19,582,400
Garden City	GCK	Garden City Regional	187	$5,774,100	$25,296,900
Great Bend	GBD	Great Bend Municipal	119	$4,482,500	$12,199,000
Hays	HYS	Hays Regional	179	$5,769,100	$24,579,200
Liberal	LBL	Liberal Mid-America Regional	200	$6,122,500	$28,725,500
Manhattan	MHK	Manhattan Regional	233	$6,483,200	$22,888,900
Salina	SLN	Salina Municipal	995	$39,613,600	$146,843,800
Wichita	ICT	Wichita Mid-Continent	22,313	$1,196,316,900	$4,685,303,200
Commercial Service Airports Total			**24,385**	**$1,269,829,400**	**$4,965,418,900**

ANNUAL ECONOMIC IMPACT OF

GENERAL AVIATION AIRPORTS

Associated City	ID	Airport	Total Employment	Total Payroll	Total Output
REGIONAL AIRPORTS					
Goodland	GLD	Renner Field-Goodland Municipal	125	$3,721,200	$15,465,400
Hutchinson	HUT	Hutchinson Municipal	169	$5,336,400	$15,182,400
Independence	IDP	Independence Municipal	2,066	$88,226,500	$578,142,300
Iola	K88	Allen County	31	$711,700	$2,871,600
Lawrence	LWC	Lawrence Municipal	96	$3,558,900	$10,722,800
Leavenworth	FLV	Sherman Army Airfield	30	$960,300	$2,701,000
McPherson	MPR	McPherson	34	$856,600	$2,369,800
Newton	EWK	Newton City/County	440	$16,712,000	$56,889,300
Oberlin	OIN	Oberlin Municipal	12	$177,900	$805,600
Olathe	IXD	New Century AirCenter	478	$24,907,400	$92,854,500
Pittsburg	PTS	Atkinson Municipal	54	$1,727,900	$7,114,500
Pratt	PTT	Pratt Regional	47	$1,228,100	$5,319,900
Topeka	FOE	Forbes Field	1,303	$54,134,500	$99,960,000
Topeka	TOP	Philip Billard Municipal	199	$6,800,700	$14,258,300
Wellington	EGT	Wellington Municipal	35	$1,025,400	$4,660,400
Wichita	AAO	Col. James Jabara	738	$33,592,300	$89,923,600
Winfield/Arkansas City	WLD	Strother Field	1,669	$156,983,300	$1,542,667,500
BUSINESS AIRPORTS					
Abilene	K78	Abilene Municipal	18	$359,400	$1,069,600
Atchison	K59	Amelia Earhart	7	$162,900	$499,400
Atwood	ADT	Atwood-Rawlins County	30	$814,400	$5,908,500
Augusta	3AU	Augusta Municipal	122	$5,048,700	$23,753,300
Benton	1K1	Stearman Field	22	$519,600	$2,675,200
Burlington	UKL	Coffey County	15	$433,500	$1,993,900
Chanute	CNU	Chanute-Martin Johnson	35	$1,077,800	$3,160,000
Coffeyville	CFV	Coffeyville Municipal	15	$220,000	$1,120,900
Colby	CBK	Shalz Field	20	$596,000	$4,036,800
Coldwater	3K8	Comanche County	1	$19,400	$72,000
Concordia	CNK	Blosser Municipal	8	$134,800	$437,000
El Dorado	EQA	Capt. Jack Thomas	13	$496,500	$1,778,600
Elkhart	EHA	Elkhart-Morton County	11	$333,000	$2,440,900

ANNUAL ECONOMIC IMPACT OF

GENERAL AVIATION AIRPORTS *CONTINUED*

BUSINESS AIRPORTS *CONTINUED*

Associated City	ID	Airport	Total Employment	Total Payroll	Total Output
Ellsworth	9K7	Ellsworth Municipal	8	$242,800	$1,494,600
Emporia	EMP	Emporia Municipal	53	$2,160,100	$6,330,100
Fort Scott	FSK	Fort Scott Municipal	8	$200,100	$1,238,000
Hill City	HLC	Hill City Municipal	13	$292,700	$1,513,700
Hugoton	HQG	Hugoton Municipal	16	$490,000	$2,154,000
Johnson	2K3	Stanton County Municipal	41	$999,900	$6,142,200
Kingman	9K8	Kingman-Clyde Cessna Field	13	$228,500	$994,100
Larned	LQR	Larned-Pawnee County	11	$326,900	$2,243,100
Marysville	MYZ	Marysville Municipal	7	$334,600	$813,400
Meade	MEJ	Meade Municipal	7	$178,400	$1,178,600
Medicine Lodge	K51	Medicine Lodge	less than 1	$27,600	$146,400
Moundridge	47K	Moundridge Municipal	16	$583,700	$2,559,700
Norton	NRN	Norton Municipal	10	$299,100	$2,304,100
Oakley	OEL	Oakley Municipal	26	$557,300	$3,916,000
Olathe	OJC	Johnson County Executive	377	$10,012,500	$36,608,900
Osage City	53K	Osage City Municipal	45	$2,077,100	$7,071,600
Ottawa	OWI	Ottawa Municipal	10	$233,000	$875,100
Parsons	PPF	Tri-City	19	$407,800	$1,810,700
Phillipsburg	PHG	Phillipsburg Municipal	8	$262,100	$1,977,700
Russell	RSL	Russell Municipal	13	$340,900	$1,856,700
Scott City	TQK	Scott City Municipal	17	$394,600	$1,916,700
Smith Center	K82	Smith Center Municipal	17	$470,600	$3,018,100
Syracuse	3K3	Syracuse-Hamilton County Municipal	29	$724,100	$4,532,200
Tribune	5K2	Tribune Municipal	5	$151,800	$899,700
Ulysses	ULS	Ulysses	39	$1,189,400	$5,716,500
Wichita	BEC	Beech Factory	11,014	$486,998,500	$1,783,759,000
Wichita	CEA	Cessna Aircraft Field	3,020	$133,614,700	$890,973,900
Wichita	K32	Riverside	8	$177,700	$582,300

COMMUNITY AIRPORTS

Anthony	ANY	Anthony Municipal	3	$92,300	$517,200
Ashland	K58	Harold Krier Field	4	$120,200	$858,900
Baldwin City	K64	Vinland Valley Aerodrome	82	$2,959,200	$3,536,400
Belleville	RPB	Belleville Municipal	4	$111,100	$692,100
Beloit	K61	Moritz Memorial	18	$577,300	$2,265,100
Cimarron	8K8	Cimarron Municipal	1	$23,100	$130,300
Clay Center	CYW	Clay Center Municipal	14	$291,100	$1,081,400
Dighton	K65	Dighton	less than 1	$30,100	$66,800
Eureka	13K	Eureka Municipal	5	$189,000	$561,700
Fredonia	1K7	Fredonia	1	$4,400	$15,200
Gardner	K34	Gardner Municipal	15	$282,400	$1,008,800
Garnett	K68	Garnett Municipal	8	$277,400	$669,100
Greensburg	8K7	Paul Windle Municipal	1	$56,200	$424,000
Herington	HRU	Herington Regional	12	$249,400	$1,141,400
Hillsboro	M66	Alfred Schroeder Field	1	$41,500	$223,600
Hoxie	1F5	Hoxie-Sheridan County	13	$452,700	$3,485,800
Jetmore	K79	Jetmore Municipal	less than 1	$2,900	$16,900
Junction City	3JC	Freeman Field	91	$3,333,200	$12,608,600

ANNUAL ECONOMIC IMPACT OF

GENERAL AVIATION AIRPORTS *CONTINUED*

	Associated City	ID	Airport	Total Employment	Total Payroll	Total Output
COMMUNITY AIRPORTS *CONTINUED*	Kinsley	33K	Kinsley Municipal	35	$1,424,500	$13,117,600
	Lakin	36K	Lakin	11	$441,400	$1,541,700
	Leoti	3K7	Mark Hoard Memorial	18	$635,800	$5,003,000
	Lincoln	K71	Lincoln Municipal	11	$338,000	$2,561,700
	Lyndon	39K	Pomona Lake	1	$26,400	$139,700
	Lyons	LYO	Lyons-Rice County Municipal	28	$710,600	$3,591,400
	Mankato	TKO	Mankato	5	$167,600	$941,200
	Marion	43K	Marion Municipal	3	$62,300	$196,100
	Minneapolis	45K	Minneapolis City-County	6	$119,300	$866,100
	Montezuma	K17	Montezuma Municipal	10	$201,400	$1,223,900
	Ness City	48K	Ness City Municipal	less than 1	$8,900	$38,000
	Osborne	K75	Osborne Municipal	9	$147,900	$1,223,500
	Oswego	K67	Oswego Municipal	2	$14,000	$81,400
	Oxford	55K	Oxford Municipal	3	$66,400	$345,600
	Paola	K81	Miami County	29	$952,500	$3,390,000
	Pleasanton	57K	Gilmore	4	$91,000	$477,700
	Rose Hill	K50	Cook Airfield	6	$115,900	$503,600
	Sabetha	K83	Sabetha Municipal	less than 1	$22,300	$83,500
	St. Francis	SYF	Cheyenne County Municipal	17	$306,700	$1,303,700
	Stafford	3TA	Stafford Municipal	less than 1	$19,700	$38,900
	Sublette	19S	Sublette Flying Club	3	$42,100	$173,600
	WaKeeney	0H1	Trego WaKeeney	6	$124,000	$899,700
	Wamego	69K	Wamego Municipal	1	$30,800	$184,100
	Washington	K38	Washington County Memorial	13	$277,600	$1,445,700
	Wichita	71K	Westport	11	$310,100	$1,170,100
BASIC AIRPORTS	Anthony	7K6	Wilcox Field	7	$46,400	$52,500
	Bird City	5K0	Bressler Field	11	$227,500	$660,200
	Ellinwood	1K6	Ellinwood Municipal	11	$423,800	$3,312,500
	Harper	8K2	Harper Municipal	5	$172,700	$1,344,700
	Ingalls	30K	Ingalls Municipal	7	$281,600	$2,341,100
	Neodesha	2K7	Neodesha Municipal	1	$27,800	$124,600
	Olathe	51K	Cedar Air Park	10	$90,800	$288,100
	Satanta	1K9	Satanta Municipal	3	$119,000	$920,600
	Yates Center	8K5	Yates Center	less than 1	$500	$11,200
	Other General Aviation Airports *			13	$52,400	$167,700
	General Aviation Airports Total			**23,266**	**$1,072,046,800**	**$5,444,550,100**
	ALL AIRPORTS TOTAL			**47,651**	**$2,341,876,200**	**$10,409,969,000**

*** Other General Aviation Airports include:** Argonia Municipal, Bucklin, C.E. Grutzmacher Municipal, Caldwell Municipal, Cotton Wood Falls, Council Grove Municipal, Elk County, Fowler, Hiawatha Municipal, Hillside, Horton Municipal, Lucas, Norwich, Patty Field, Plainville Airpark, Rush County, Sedan City, Seneca Municipal, St. Marys Airpark, Stockton Municipal, Van Pak, and Westport Auxiliary.

ADDITIONAL AREAS OF ECONOMIC BENEFIT TO KANSANS

Certain areas of aviation provide benefits to Kansas that are not captured in the traditional economic model process described previously. This study evaluated several additional areas of economic benefit to Kansas and its residents.

Economic impact for airport and heliport use by hospitals:

Lives, Health, Service

AIRPORT AND HELIPORT USE BY HOSPITALS

In purely economic terms, aviation use by the healthcare industry is only a tiny part of aviation's overall impact. However, aviation serves a critical role in providing communities, especially those in rural areas, with access to medical services. The ability to rapidly and safely move patients and medical personnel throughout Kansas is an aviation benefit that cannot be measured solely in terms of jobs, payroll, and economic output. Lives are improved, in some cases saved, and these outcomes are difficult to assign an economic value. Through a survey of nearly 200 hospitals across Kansas, it was determined that hospitals on average host eight specialty clinics a month with doctors flying long distances from major cities to conduct the clinics. Hospitals also rely on the use of helicopters and fixed wing aircraft to transfer patients both in and out of Kansas. In addition to using airports to move doctors and patients around the state, hospitals also use airports to move a variety of medical items and important paperwork via air cargo or overnight delivery services.

AGRICULTURAL APPLICATION

As part of the "Grain Belt," Kansas plays a major role in the production of agriculture products for the nation and the world. In 2009, Kansas harvested more than 21 million acres of crops valued at nearly $7 billion, which places Kansas among the top 10 states in agriculture production. Aviation has a significant role in supporting the Kansas agriculture industry. In general, agricultural applicators apply pesticides to crops without negatively impacting yield as ground rigs can to certain crops. Agricultural applicators are also used to respond quickly to outbreaks of plant disease or insect infestation. Without these actions by agricultural application operators, some or even all of the economic value of a crop can be lost.

Economic impact of crop value attributed to agricultural applicators:

Up to $1.2 billion

OFF-AIRPORT AEROSPACE MANUFACTURING

Aviation and aerospace companies make up a large sector of the Kansas economy. The state has attracted many businesses that are engaged in the development, production, and manufacturing of aircraft, aviation support systems, aircraft components, and other aviation and aerospace-related products. In some instances, these aviation-related businesses are located on-airport. However, a substantial portion of the aerospace manufacturing industry takes place at locations other than airports. With a rich aviation history, it is no surprise that aerospace manufacturing plays such an important role in the Kansas economy.

Economic impact for off-airport aerospace manufacturing:

Jobs	**47,000**
Payroll	**$1.6 billion**
Output	**$9.5 billion**

OFF-AIRPORT AVIATION DEPENDENT BUSINESSES

Many employers in Kansas, while not located directly on the airport, benefit from the proximity and availability of the state's airports. Businesses rely on airports to provide transportation or to move goods quickly. Without these airports, many companies in the state would experience adverse effects in business activity levels. A survey of Kansas businesses found that many businesses in the region depend on the state's airports for the transport of employees, clients and suppliers as well as goods. Without access to these airports, some companies would be forced to cut employment or possibly locate outside of Kansas. Based on this survey, an estimated 67,000 Kansas jobs exist in non-aviation companies because of the availability of aviation services in Kansas.

Off-Airport Aviation Dependent Businesses support:

Increased Jobs & Business Activity

QUALITATIVE AIRPORT BENEFITS

Beyond the quantitative aspects of aviation benefits, there are also qualitative benefits that deserve consideration when the total value of an airport system is analyzed. Qualitative benefits are those activities which take place at an airport on a regular basis that add to the quality of life, but are difficult to assign a dollar value. One example is the use of aviation in disaster response plans. The Kansas Highway Patrol, Civil Air Patrol, and Kansas National Guard all use aviation assets during emergencies to provide aid. For example, during winter storms, the Kansas Highway Patrol uses aircraft to locate stranded motorists, and the Kansas National Guard flies food to cattle that ranchers are unable to reach. Aviation is also an integral part of the Western Kansas Weather Modification Program. Cloud seeding by aircraft was estimated to produce $4 million in annual benefits through the reduction of crop-damaging hail.

Qualitative benefits typically enhance the health, welfare, or safety of individuals in the airport's market area. While it may be difficult to place a dollar value on these activities, the benefits resulting from these activities improve the quality of life of Kansas' residents in numerous ways.

KANSAS CITY INTERNATIONAL AIRPORT

This study examined the positive benefits that airports within Kansas provide the state and its people. However, one major airport outside the state – Kansas City International Airport – is close enough and has a large enough market area that its influence is felt within Kansas. In fact, two reliever airports that support metropolitan general aviation activity, are located in Kansas. With 12 airlines providing scheduled service and 5.8 million annual passenger enplanements, Kansas City International was evaluated to determine its economic benefit to Kansas.

Kansas economic impact for Kansas City International Airport:

Jobs	**25,400**
Payroll	**$537.9 million**
Output	**$1.8 billion**

Some examples of the qualitative benefits of aviation at Kansas system airports include:

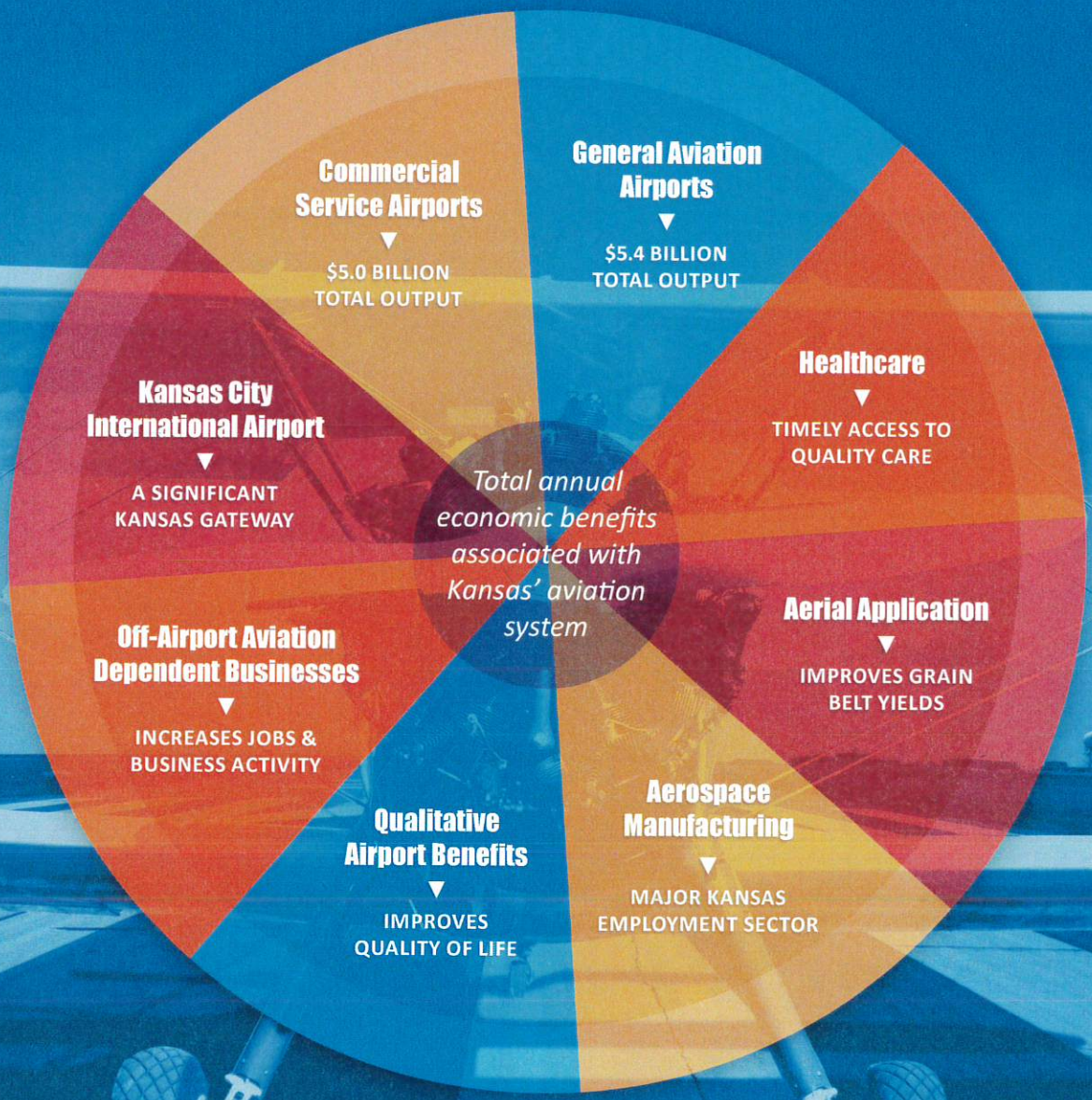
- Supporting rangeland firefighting efforts
- Supporting the U.S. military and other government organizations
- Conducting search-and-rescue operations
- Serving as a staging area for community events
- Providing police support
- Assisting with prisoner transport
- Providing entertainment opportunities, such as air shows
- Hosting school field trips and other educational events

SUMMARY

In 2009, $10.4 billion in annual economic activity was supported by Kansas' Aviation System. To put things into perspective, the recently completed Kansas Airport System Plan concluded that approximately $665 million will be needed over the next 20 years to improve airports. This 20-year need is roughly 6 percent of what the Kansas Aviation System contributed to Kansas' economy in 2009!

Furthermore, the benefits of aviation extend well beyond the economic value found at Kansas' airports. Kansas farmers owe as much as $1.2 billion in crop value to the efforts of aerial applicators. Off-airport aerospace manufacturing contributes significantly to the Kansas economy. And, without aviation, the healthcare network in Kansas would not operate as effectively as it does.

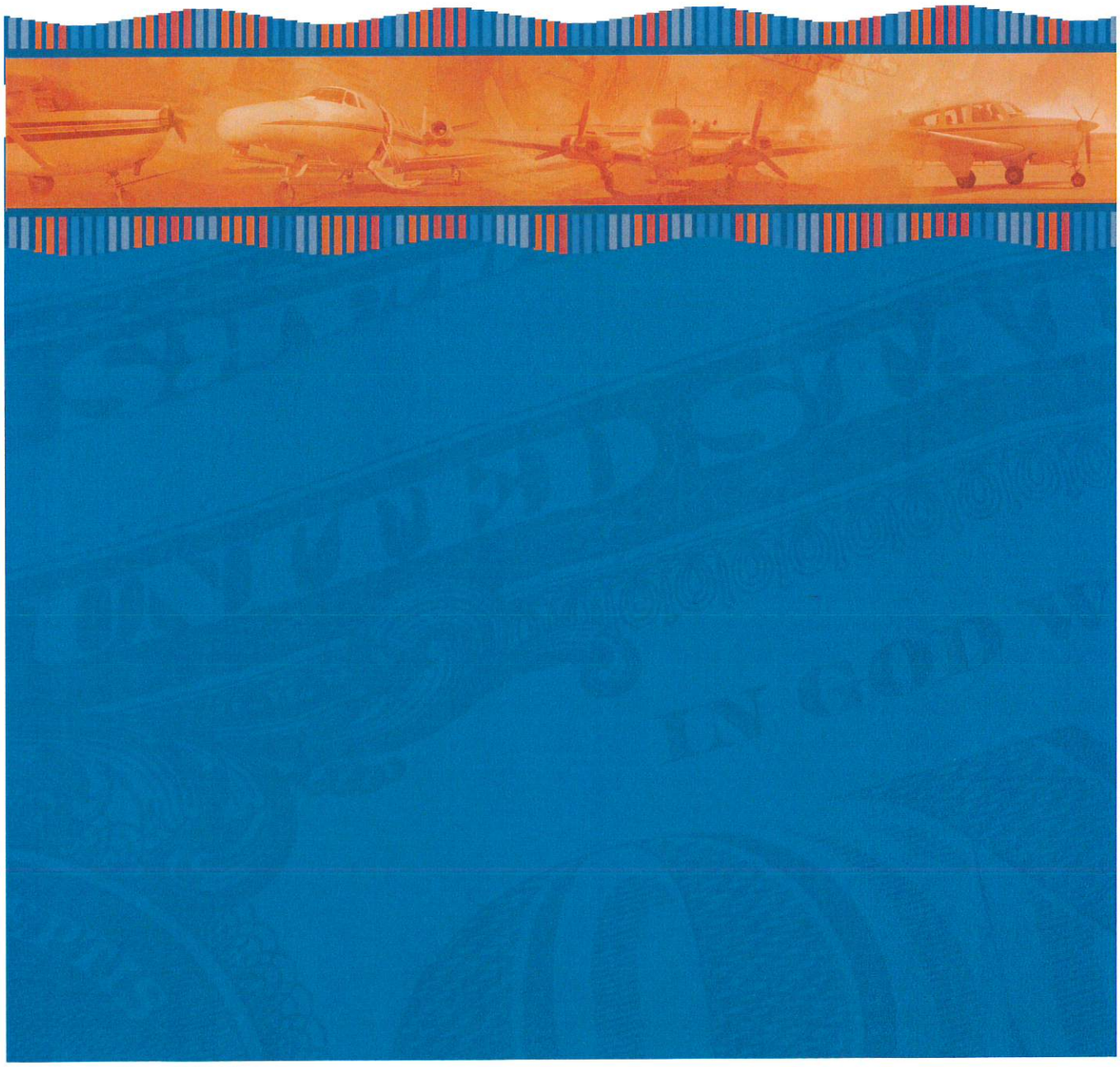
It is clear that aviation and airports in Kansas have a significant positive impact on the economy and quality of life of the people of Kansas.



KANSAS
DEPARTMENT OF TRANSPORTATION

For more information contact:
Kansas Department of Transportation
700 SW Harrison
Topeka, KS 66603-3754
785.296.2553
www.ksdot.org/divaviation/

Prepared by:
WilburSmith
ASSOCIATES



Appendix G

Kansas AVIATION

Kansas Aviation Economic Impact Study

The Kansas Airport System

There is a strong relationship between Kansas' economy and aviation. The state's system of eight commercial service and 132 general aviation airports serves as an integral connection between Kansas businesses and residents and the ever-expanding global economy. Airports in Kansas help to both lead and sustain growth and economic diversification. Airports are important economic catalysts, supporting thousands of jobs and billions of dollars in economic activity. Most of Kansas' largest employers, as well as many smaller businesses, rely on the state's aviation system to reliably transport employees, customers, supplies, and products to and from their operations. Kansas' airports serve as the base of operations for a variety of businesses, including airlines, air cargo companies, flight instructors, charters, concessionaires, government entities, and many others. Kansas' tourism industry also depends on the state's system of airports to accommodate thousands of visitors each year.

Study Process

The Kansas Department of Transportation, Division of Aviation, commissioned this Federal Aviation Administration funded study to examine the relationship between the state's system of airports and the economy. The study follows an approved methodology that has successfully quantified the value of airports and airport systems throughout the United States.

The economic contribution of each airport in the Kansas airport system was measured in terms of employment, payroll, and output. Through a comprehensive survey process, the direct economic benefits related to on-airport businesses and government tenants, and the indirect benefits associated with visitor-related expenditures, were calculated for each airport. The multiplier effect of these airport activities was also calculated using multipliers that are specific to Kansas. For example, when an airport employee purchases local goods and services, that spending and re-spending generates additional economic activity in the region. The total economic impact is the sum of all direct, indirect, and multiplier impacts.

Statewide Impacts

When all of the impacts of Kansas' 140 airports are added together, 47,651 total jobs can be traced to the aviation industry. These employees receive more than $2.3 billion in total payroll, and generate nearly $10.4 billion in total economic activity. In addition, Kansas' airports provide a number of health, welfare, and safety benefits, the impacts including aerial agricultural spraying, medical transport and evacuation, flight training, law enforcement, wildlife management, military exercises, and search and rescue operations.

Kansas' Total Annual Economic Benefits from Aviation

Total Jobs	**47,651**
Total Payroll	**$2.3 BILLION**
Total Output	**$10.4 BILLION**

Impact Measures

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity including on-airport construction. A part-time employee counts as half a full-time employee.

Payroll measures the total annual wages and benefits paid to all workers whose salaries are directly attributable to airport activity.

Economic Activity (Output) measures the value of goods and services related to airports in Kansas. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

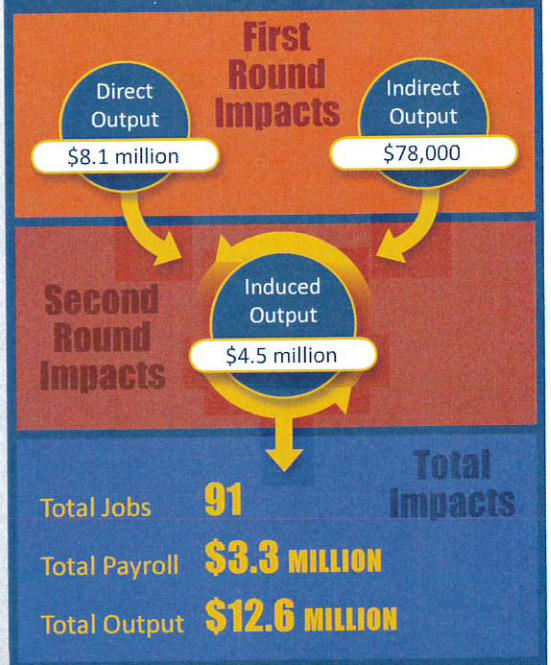
Freeman Field (3JC)

Freeman Field Airport is located in Junction City along Interstate 70 in North Central Kansas. It is owned by Junction City, the county seat and most populous city in Geary County. The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal monies. Additionally, its role within the Kansas Aviation System Plan is identified as a Community airport, which is intended to serve a supplemental role in the local economies, primarily serving smaller business.

The airport's primary runway is a 3,500-foot by 75-foot asphalt surface with non-precision instrument approaches to each end. Two turf runways of approximately 1,900 feet are also available for use. Kansas Air Center serves as the fixed base operator at the terminal, providing fuel service, aircraft parking, hangar storage, charters, aircraft maintenance, and aircraft parts. The airport is also home to a Civil Air Patrol base and Raven Aero, an aircraft maintenance shop. Life Star, an air ambulance service, bases their A-Star helicopter at the airport and flies approximately 30 missions per week.

Several types of activity occur at Freeman Field including corporate/business flights, flight training, law enforcement, search and rescue, and emergency medical evacuation and patient transfer. Nearby Milford Lake hosts several annual fishing tournaments including ESPN Bassmasters, an annual Walleye Tournament, and several smaller tournaments. The airport accommodates fishermen, spectators, and media associated with the large events. The airport also participates in community outreach events such as the annual fly-in sponsored by the Experimental Aircraft Association, attracting upwards of 300 attendees. Eagle Scouts use the airport several times a year to hold meetings and give tours of the airport to children interested in the world of aviation.

Freeman Field



Impact Types

First Round Impacts include both direct and indirect impacts. Direct impacts are those benefits associated with on-airport businesses and government tenants. Indirect impacts generally take place off-airport and are usually attributable to visitor spending.

Second Round Impacts consist of induced impacts, which are those benefits that result from the re-circulation and re-spending of direct and indirect impacts within the economy. This re-circulation is commonly referred to as the "multiplier effect."

Total Impacts are the combination of all first-round and second-round impacts.

KANSAS DEPARTMENT OF TRANSPORTATION

For more information contact:
Kansas Department of Transportation
700 SW Harrison – Topeka, KS 66603-3754
785.296.2553
www.ksdot.org/divaviation/

Backup material for agenda item:

a. The Reappointment of Ken Mortensen, Tim Hansen and James Taylor for a term to expire on March 21, 2022 and Appointment of James Jacobs for a term to expire on April 1, 2020 to the Airport Board.

City of Junction City
City Commission - Agenda Memo

February 6, 2018 Meeting

From: Cheryl S. Beatty, Assistant Manager/Finance Director

To: City Commissioners and Allen Dinkel, City Manager

Subject: Airport Board Appointments

Objective: Re-appointment of Ken Mortensen, Tim Hansen and James Taylor to the Airport Advisory Board for four year terms beginning April 1, 2018 and ending March 21, 2022.. Appointment of James Jacobs to fill the unexpired term of Bruce Collins (now deceased) until April 1, 2020.

Explanation of Issue: Ken Mortensen, Tim Hansen and James Taylor are currently serving on the Airport Advisory Board and are active, dedicated members. They have indicated they would like to continue serving on the board. James Jacobs submitted an interest card and resume in December 2017 and the board is recommending his appointment.

Staff Recommendation: Staff recommends re-appointment of Ken Mortensen, Tim Hansen, and James Taylor to the Airport Advisory Board for four year terms beginning April 1, 2018 and ending March 31, 2022. Staff recommends the appointment of James Jacobs to the Airport Board to fill the open, unexpired term which ends April 1, 2020.

Alternatives: The City Commission may choose to adopt, modify, or table the request to fill these appointments to the Airport Board.

Suggested Motion: I, _____ move to re-appoint Ken Mortensen, Tim Hansen and James Taylor to the Airport Board for four-year terms beginning April 1, 2018 and ending March 31, 2022, and to appoint James Jacobs to the Airport Board to fill the open, unexpired term which ends March 31, 2020. Seconded by _____.

Attachment: Interest card and resume for James Jacobs

BOARD INTEREST CARD

NAME James (FIRST) G (MIDDLE) Jacobs (LAST)

ADDRESS 1004 Kingsbury Drive, Junction City, Kansas

TELEPHONE # (785)- 307-8549

I AM INTERESTED IN SERVING ON THE FOLLOWING BOARD:

__Economic Development Commission
__Solid Waste Management Committee
__Historic Preservation Advisory Board
__Board of Health
X JC Airport Advisory Board
__JC Public Housing Authority
__Electrical Contractor Board
__Building Contractors Board
__Metropolitan Planning Commission
__Board of Zoning Appeals
__Human Relations Board
__D.B. Library Board of Trustees
__ Parks & Recreation Commission
__Tree Advisory Board
__ Plumbing and Mechanical Board
__Sundown Salute Committee
— Gold Advisory Board

DATE 12/6/2017 SIGNATURE

PLEASE SUBMIT YOUR RESUME TO THE ADMINISTRATION SERVICES DEPARTMENT, INDICATION THE BOARD YOU ARE INTERESTED IN.

Resume

James G. "Jim" Jacobs- Funeral Director and Embalmer/Crematory Operator with Penwell-Gabel Funeral Chapel, Junction City, KS

Wife is Sue Jacobs- Safe House Technician with Pawnee Mental Health, Junction City, KS

I received my Private Pilot's License in 2006.

Education: Kansas State University- B.S. in Animal Science in 1972

Kansas City Kansas Community College-School of Mortuary Science- Degree in 1994

Current Memberships: Current member of the Junction City Area Chamber of Commerce Board of Directors.

A member of the K-State Flying Club based at MHK- Serve as the Club Secretary.

A member of the Kansas Funeral Director Association's Legislative Committee.

A member of the Kansas Pilot's Association

I have lived in Junction City since June 2013. I previously lived in Hutchinson, Ks, where I was in the same profession with Elliott Mortuary in Hutchinson.

While living in Hutchinson, I served on the Hutchinson Regional Airport Advisory Board.

My interest in being a member of the Airport Advisory Board is that I realize the positive economic impact the airport has on the city of Junction City. Even though we are located a short distance from a regional airport, which has commercial carrier service, it is important to maintain and upgrade our services here in Junction City for our local citizens.

Backup material for agenda item:

a. Consideration of Change Order No. 2, Increasing costs by $103,410.00 and adding 12 days of contract time to the Water Treatment Plant Phase I Improvements Project.

City of Junction City

City Commission

Agenda Memo

01/31/2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: Change Order No. 2 Water Treatment Plant Improvements Phase 1 Project

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Objective: To Authorize Change Order No.2 Water Treatment Plant Improvements Phase 1 Project.

Explanation of Issue: The improvements of water treatment plant is underway. As with any remodeling and improvement project it is not unusual to identify other changes that have to be made as part of the project. These changes to date are identified in the attached letter. With these changes there is both added costs and added days needed for the project. This change order adds $103,410.00 in costs and increases the contract time by adding an additional days 12 Days.

Don Lindeman of HDR will be present at this meeting to explain the change orders and give an update of the project.

Budget Impact: The City will is utilizing funds being provided by a loan from the Kansas Department of Health and Environment (KDHE). The City has taken action on a financial plan that includes annual water rate increases to fund loan and interest payments.

Staff Recommendation: I recommend Change Order No. 2 Water Treatment Plant Improvements be approved. Though I never like to see change orders it is usual on a project such as this as there are other issues discovered when the project begins that were not part of the original contract. These changes will take care of issues that need to be addressed at this time.

Attachments: Letter of summary of items associated with Change Order No. 2

January 25, 2018

Allen J. Dinkel
City Manager
City of Junction City
700 N. Jefferson
Junction City, KS 66441

Re: City of Junction City, Kansas
Water Treatment Plant Improvements
HDR Project #10056419
Changer Order No. 2 Transmittal

Allen:

Enclosed for your review and the City's approval are three signed copies of Change Order No. 2 for the Junction City Water Treatment Plant Improvements Phase 1 Project. Please see the following summary of items associated with Change Order No. 2 which incorporates the following Work Change Directives (WCDs) and Cost Proposal Requests (CPRs) associated with various changes to the Project:

- WCD: #01, #02
- CPRs: #002, #003, #004, #005, #007, #008, #009, #010, #011, #012, #013, #014, #015, #016, #018, #020, #021, #022, #023, #024

A summary of each of these CPRs are as follows:

- CPR #002 – Series 50 – Administration and Process Building Circuits and Breakers. It was discovered that the breakers for the existing FP panel in the administration building have been discontinued and are no longer available. This CPR includes the addition of a 100A breaker, costs for #1 AWG conductors instead of #2 AWG conductors and supplying and installation of one 37.5 kVA transformer instead of a 25kVA transformer. The change to the contract price is an increase of $1,997, and there is no change in the Contract time associated with this CPR.

- CPR #003 – Series 40 Gas Piping Material Alternative. According to Kansas Gas, polyethylene pipe is the preferred piping material for gas lines. This CPR addresses the change in the buried gas piping material from steel to HDPE. The change in the contract price is a credit of $12,580.00, and there is no change in the Contract time associated with this CPR.

- CPR #004 – Series 10 Addition of Bollards around the transformer pad. The new transformer location required bollards to be installed since it is within 10' of a roadway. This CPR is to install four pipe bollards near the access road. The increase in the Contract Price is $4,456.00, and there is no change in the Contract time associated with this CPR.

HDR Engineering, Inc.
3741 NE Troon Drive
Lee's Summit, MO 64061-1988
Phone: (816) 554-5019
Fax: (816) 554-3061
www.hdrinc.com

- CPR #005 – Series 50 Dehumidifier Electrical Requirements. It was discovered that several Series 126 Biosolids System MCC-5 motor starters were inoperable and needed to be replaced. This CPR is for the replacement of 5 inoperable Size 1 Motor Starter and the repair of MCC-5. The increase in the Contract Price is $2,530.00, and there is no increase in the Contract time associated with this CPR.

- CPR #007 – Series 50 CO2 Dissolution System. This CPR was issued as a result of the decreased motor size (HP) requirements indicated in Submittal 46 31 45 CO2 - Dissolution System. A credit was provided for revising the wiring and breaker size for the control panels, etc. The decrease in the Contract Price is $648.00, and there is no increase in the Contract time associated with this CPR.

- CPR #008 – Series 10 Ground Storage Tank By-Pass Modifications and WCD #02. Veolia expressed that the designed temporary water storage was not adequate and required an additional temporary storage tank. This CPR addresses the addition of one 21,000 gallon temporary storage tank, relocating the temporary storage tanks, rerouting the temporary by-pass piping, providing a vented overflow pipe, modifying the tank level monitoring piping, and re-establishing a site control point. The increase in the Contract price is $71,998.00, and the contract time is increased by 12 days as result of this CPR.

- CPR #009 – Series 50 Electrical Changes to 50-HRU01. It was discovered from Submittal 23 81 29-01A that 50-HRU01 require only a single 50A feed. This CPR addresses revising the wiring and breaker size for compartment 3H and deleting the wiring, disconnect switch, and breaker from the scope for compartment 4A2. The increase in the Contract Price is $2,271.00, and there is no increase in the Contract time associated with this CPR.

- CPR #010 – Series 10 Ground Storage Tank By-Pass Pothole Point 136 and WCD #01. The Tee fitting shown as Point 136 on Contract drawing was not found during the Contractor's initial investigation. This CPR is for additional potholing to locate the tee fitting near the Ground Storage Tank. The increase in the Contract Price is $1,260.00, and there is no increase in the Contract time associated with this CPR.

- CPR #011 – Series 10 12" RW for Well 20 and Decant Return Line Routing. The Contractor proposed a credit for rerouting the 12" RW for Well 20 and Decant Return Line. This CPR provides a credit for rerouting the piping. The decrease in the Contract Price is $1,319.00, and there is no increase in the Contract time associated with this CPR.

- CPR #012 – Series 50 Admin Building Roof Drain Cleaning. Nine roof drains on the Series 50 Administration Building roof were found to be plugged and needed to be cleaned or replaced. This CPR is for the cleaning of all 17 Administration Building roof drains. The increase in the Contract Price is $15,283.00, and there is no increase in the Contract time associated with this CPR.

- CPR #013 – Series 50 Admin Building Roof Blocking. Since the Series 50 Administration Building roof blocking appeared to be in good shape, the Contractor proposed a credit of $10,055 for reusing the existing roof blocking. This CPR is a credit for the reusing the existing roof blocking with the understanding that any deteriorated blocking encountered would be replaced at additional cost. The decrease in the Contract Price is $10,055.00, and there is no increase in the Contract time associated with this CPR.

- CPR #014 – Series 42 Ground Storage Tank Additional Lead Content. The Contractor found a higher concentration of lead in the paint on the exterior and interior of the ground storage tank. The painting subcontractor requested a Change Order to cover the additional lead abatement. He also proposed using an alternative method of surface preparation at no additional cost to the Project. This CPR is for using vapor abrasive blasting for surface preparation and provided all temporary electrical wiring and components and water piping required for this alternative method. There is no increase in the Contract Price or Contract time associated with this CPR.

- CPR #015 – Series 50 Admin Building Additional Blocking and Fascia Extension. It was noticed that the existing roof structure has a 1-inch change in elevation causing problems maintaining the fascia at a constant height. This CPR is for the additional block and fascia extension required to address the change in roof elevation issue. The increase in the Contract Price is $3,162.00, and there is no increase in the Contract time associated with this CPR.

- CPR #016 – Series 50 Admin Building Roof Deck Elevation Changes: The Contract documents required the roof to be installed with 2-Inch insulation, but during installation of the roof it was determined that 1-inch of insulation would be sufficient for the portion of roof. This CPR provides a credit for reducing roof insulation material by one inch on this area of the roof. The decrease in the Contract Price is $209.00, and there is no increase in the Contract time associated with this CPR.

- CPR #018 – Series 20 Decommission Well #16. It was discovered that additional work was required for decommission Well #16. This CPR is for installing a new handhole for terminating wires, providing and installing submergence rated connectors, field locating a handhole and indicating the location on record drawing, testing the connection, and demolishing the existing junction box and conduit. The increase in the Contract Price is $1,912.00, and there is no increase in the Contract time associated with this CPR.

- CPR #020 –Series 10 Conduit to Generators. It was discovered that the Series 10 Engine Generator require four sets of circuits instead of three sets. This CPR is for revising the generator circuits and duct banks to provide four sets of circuits. The increase in the Contract Price is $15,111.00, and there is no increase in the Contract time associated with this CPR.

- CPR #021 – Series 50 Gas Generator Bollards and Safety valves. It was discovered that the Series 50 Engine Generator Walls were closer to the roadway than originally planned. Safety valves were not part of the gas engine generator package and were determine necessary maintenance of the generators. This CPR is for adding four bollards at two location near the engine generator walls and adding two safety valves on the gas lines to the engine generators. The increase in the Contract Price is $4,456.00,

and there is no increase in the Contract time associated with this CPR.

- CPR #022 – Series 38 Sludge Pumps Breaker and Wire Size. The sludge pump motors increased in size from a 5 HP motor to a 7.5 HP motor for the equipment be provided for the Project. This CPR is for the electrical modifications to increase the breaker size to 30 Amp and conductor size to #10 for the upsized sludge pump motors. The increase in the Contract Price is $1,827.00, and there is no increase in the Contract time associated with this CPR.

- CPR #023 – Series 50 Ammonia Containment Modifications. It was found that an existing vent line penetrated the ammonia containment storage area, and there are an existing column and an electrical outlet in the containment storage area. This CPR is for moving the electrical outlet out of the containment area, concrete encasing the column and vent, and modifying the containment area grating to accommodate the vent. The increase in the Contract Price is $1,456.00, and there is no increase in the Contract time associated with this CPR.

- CPR #024 – Series 50 Boiler Pump 50-P03 and P04 Electrical Modifications. The Series 50 Boiler Pump 50-P03 and P04 power requirement increased for the equipment being provided for this Project. This CPR is for increasing the breakers from 20 Amp to 30 Amp and increasing the conductor sizing to #10 AWG. The increase in the Contract Price is $502.00, and there is no increase in the Contract time associated with this CPR.

Change Order #2 results in an increase in Contract Price of $103,410.00 and an increase in Contract Time of 12 days.

Since we did not sign the WCDs or CPR #018 after the last Progress Meeting, I have enclosed them for your signature. Please return the three City approved copies of this Change Order, CPRs, and WCDs, and I will transmit them to KDHE for their approval. If you have any questions while reviewing Change Order #2, please contact me.

Sincerely,

Roy Bravo Jr.
Senior Project Manager

Enclosure

cc: Cheryl Beatty, City of Junction City
Wade Keitel, KDHE
Kelly Beard-Tittone, EPA
Don Lindeman, HDR
Randal Peterson, HDR
Anthony Voegeli, BRB
Greg Hoglund, BRB

EJCDC
ENGINEERS JOINT CONTRACT DOCUMENTS COMMITTEE

Change Order No. 2

Date of Issuance: **01/15/2018**

Effective Date: _____

Owner: **City of Junction City, Kansas**

Owner's Contract No.:

Contractor: **BRB Contractors**

Contractor's Project No.:

Engineer: **HDR Engineering, Inc.**

Engineer's Project No.: **236315/10056419**

Project: **Water Treatment Plant Phase I Improvements**

Contract Name: **Task Authorization #21**

The Contract is modified as follows upon execution of this Change Order:

Refer to Attachment A, Attachment B, and Attachment C of this Change Order.

CHANGE IN CONTRACT PRICE	**CHANGE IN CONTRACT TIMES** *[note changes in Milestones if applicable]*
Original Contract Price: $ 8,386,000	Original Contract Times: Substantial Completion: 410 Ready for Final Payment: 470 days or dates
[Increase] [Decrease] from previously approved Change Orders No. - to No. 1 : $ 0.00	[~~Increase~~] [~~Decrease~~] from previously approved Change Orders No. - to No. 1 : Substantial Completion: 0 days Ready for Final Payment: 0 days days or date
Contract Price prior to this Change Order: $ 8,386,000	Contract Times prior to this Change Order: Substantial Completion: 410 days Ready for Final Payment: 470 days days or dates
[Increase] [~~Decrease~~] of this Change Order: $ 103,410.00	[Increase] [~~Decrease~~] of this Change Order: Substantial Completion: 12 days Ready for Final Payment: 12 days days or dates
Contract Price incorporating this Change Order: $ 8,489,410.00	Contract Times with all approved Change Orders: Substantial Completion: 422 days Ready for Final Payment: 482 days days or dates

RECOMMENDED:	ACCEPTED:	ACCEPTED:
By: [signature]	By:	By: [signature]
Engineer (if required)	Owner (Authorized Signature)	Contractor (Authorized Signature)
Title: SENIOR PROJECT MANAGER	Title	Title Project Manager
Date: 15 JAN 18	Date	Date 1/16/18

Approved by Funding Agency (if applicable)

By: _____ Date:

Title: _____

Backup material for agenda item:

b. Discussion regarding dates of the 2018 Sundown Salute.

City of Junction City

City Commission

Agenda Memo

01/24/2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: 2018 Sundown Salute

Objective: Meet with representatives of the Sundown Salute 2018 Committee to discuss the annual event as well as agree to dates for the 2018 event.

Explanation of Issue: At the September 5th meeting of the City Commission, I, during my manager's comments, shared with the City Commission information about the Sundown Salute for 2018**.** Members of the committee had spoken to me about potential dates for 2018. In 2018 July 4th, Independence Day, will be on a Wednesday. In our initial discussions last summer they mentioned they would like to begin with the carnival on Friday, June 29th and begin stage performances on Saturday, June 30 with the event ending on July 4th. My concern was the closing of the streets for an extended period of time as the streets would close on June 27th and then reopen sometime on July 5th. At this meeting, the City Commission was not in favor of the longer event and suggestions were made to encourage an event that begin on Tuesday and end on Friday.

I shared this with the committee. I was asked if the City would agree if the committee would agree to the June 29 to July 4 format if the businesses most affected gave their permission. My reply is that it would need to be discussed by the staff and the Governing Body as the length of time of the event and the closing of the street affects a large number of people. I did not hear any more from the committee.

On January 4th a co-chair for the Sundown Salute mentioned on the JC NOW program said the dates for the 2018 event had been set. They plan to open with the carnival on Friday, June 29th with the hot dog feed, have opening night of stage entertainment on the 30th, and end on July 4th. This of course was news to me. It was reported that I had not attended any committee meetings lately. It was discovered that I had somehow had

been left off of the e-mailing lit. I try to attend the meetings at times to know what is going on and to be able to inform everyone else.

Last week I met with the officers of the Sundown Salute committee and they apologized for the statements that had been made. We did discuss the dates for the event for this year and we agree they would address the City Commission on February 6. My concern has always been the length of time the streets would be closed and the effect on the entire community. They did feel the extra nights of carnival would have a positive impact on their financial status to pay for other event costs. I do not know if Sundown Salute already has a contract for the carnival or not.

Budget Impact: Everyone knows of the commitment the City makes for the Sundown Salute. This includes employee costs for the Fire, Police, Public Works, and Parks Departments. In 2017 the event was for 5 days so the additional costs would be for the 6th day.

Staff Recommendation: I understand the desire to have the carnival for 6 days as it is hoped that more revenue is raised. In my opinion the biggest consideration is the impact on the entire city from staff to the closing of the streets to the impact to downtown businesses.

Attachments: None

Backup material for agenda item:

c. Consideration of Ordinance No. S-3197, the request to rezone 1206 Grant Avenue from "CSS" Commercial Service Special District to "CG" General Commercial District.

City of Junction City

Agenda Memo – February 6, 2018

From: **Troy Livingston, Director; GIS, Planning & Zoning**

To: **City Commission & Allen Dinkel, City Manager**

Subject: **Case No. Z-01-01-18 – Request for a rezone of property at 1206 Grant Avenue, Junction City, Kansas, from "CSS" Commercial Service Special District to "CG" General Commercial District (S-3197).**

This is the request of Mr. Henry Petty, owner of 1206 Grant Ave., to rezone from "CSS" Commercial Service Special District to "CG" General Commercial District.

Summary: Mr. Petty is now the current owner of the property located at 1206 Grant Avenue, Junction City, KS and is requesting the property be rezoned from its current district to a less restrictive General Commercial District. The "CSS" district is the most restrictive zoning district in the city of Junction City and is designated for the sole purpose of "Adult Entertainment". The regulations related to this district allow no other commercial enterprise other than adult entertainment and Mr. Petty is seeking to establish the location in support of his non-profit organization. The location has been vacant for quite some time due in part to the restrictive nature of the zoning district and in part to the decreased traffic flow in and out of the Fort Riley gate at the end of Grant Avenue.

The Metropolitan Planning Commission held the initial public hearing on January 11, 2018, and by unanimous vote, the MPC has recommended the zoning change be granted.

Recommendation: Accept the recommendation of the MPC to approve the zoning change of property located at 1206 Grant Avenue, Junction City, KS, from "CSS" Commercial Service Special District to "CG" General Commercial District.

Commissioner _____ moved the recommendation of the Metropolitan Planning Commission be accepted and Ordinance No. S-3197, granting a change in zoning of property located at 1206 Grant Avenue, Junction City, Kansas from "CSS" Commercial Service Special District to "CG" General Commercial District be approved.

Commissioner _____ seconded the motion.

Attachments:
Staff Reports ~ January 11, 2018
MPC Minutes (excerpts) ~ January 11, 2018
Map
Ordinance No. S-3197

JUNCTION CITY/MILFORD/GEARY COUNTY METROPOLITAN PLANNING COMMISSION BOARD OF ZONING APPEALS

STAFF REPORT

January 11, 2018

TO: Metropolitan Planning Commission / Board of Zoning Appeals

FM: Troy Livingston, Interim Director of Planning and Zoning

SUBJECT: Z-01-01-18 – Request to rezone certain property at 1206 Grant Avenue, Junction City, Kansas, from "CSS" Commercial Service Special District to "CG" General Commercial District.

This is the request of Henry Petty, owner, to rezone property located at 1206 Grant Avenue, Junction City, Geary County, Kansas from "CSS" Commercial Service Special District to "CG" General Commercial District. Mr. Petty's dilemma is that the "CSS" District identifies only five restrictive adult uses and he would like to have the latitude to pursue another type of commercial use.

BACKGROUND:

Starting in 1975 the planning commission and city commission addressed various issues related to "private" clubs and adult entertainment establishments. In March of 1980, Ordinance G-490 was adopted that created the "CSS" Commercial Service Special District. Four uses were permitted: adult theatres (indoor only), massage parlors, adult book stores, and adult entertainment facilities. There were no properties, however, zoned for such use at this time.

In January of 2004, at the request of the City Commission, a proposed text amendment to the "CSS" District identifying five specific adult-type uses, use limitations, and definitions was reviewed by the MPC. The proposal required any business, not located on Grant Avenue (which was the only designated location where adult entertainment was to be allowed), to register with the Zoning Administrator within six months in order to continue as an "adult use" facility. There were four businesses that registered and were approved as a legal, non-conforming use as an "adult entertainment facility": Rex's Rodehouse Bar & Grill, 741 W. 6th; Club Yesterdays/Renegades, 713 S. Washington; Foxy's, 914 N. Washington; and Fusion, 135 W. 9th. Club Coyote, 135 West 7th Street, due to lack of acceptable documentation verifying adult entertainment, was not approved. The proposed text amendment, Ordinance G-961, was approved in February 2004.

At the same time, the City Commission recommended designation of five individual properties along Grant Avenue to be rezoned from their current commercial district to the restrictive "CSS" District. Up until this time, no properties had been zoned into this district. Under the authority of Junction City's Mayor, five individual rezoning cases were prepared and

considered by the MPC. These ordinances were also approved in February 2004, rezoning from the current commercial district to the "CSS" District.

In the past, Staff has been contacted by a couple of the owners of these specific properties wanting to rent to individuals wishing to establish a commercial use. The owners were informed the property was limited to "adult" uses only, and until now, none have asked to have their property rezoned back to a "normal" commercial district.

In every zoning case, the requirement is to evaluate the proposal's appropriateness against the conditions that exist on the surrounding properties and assure the surrounding landowners and the community at large the appropriate balance between land uses is being protected. The Junction City Zoning Regulations provide guidance as to what should be considered in a zoning case and what should be found in order to make an appropriate decision. Those guidelines, found in Section 445.110, and the staff comments concerning those, are as follows.

When a proposed amendment would result in a change of the zoning classification of any specific property, the report of the Planning Commission shall contain statements as to the present classification, the classification under the proposed amendment, and the reason for seeking such re-classification, and determinations as to the following items:

1. *Whether the change in classification would be consistent with the intent and purpose of these Regulations;*

   Staff believes this request is consistent with the intent and purpose of the Zoning Regulations, which is to minimize inconsistencies between land use regulations and actual use of the properties.

2. *Whether every use that would be permitted on the property if it were re-classified would be compatible with the uses permitted on other property in the immediate vicinity;*

   Grant Avenue basically has two Zoning Districts; "CG" and "CSS". Changing the district back to the less restrictive General Commercial District is not going to be detrimental to surrounding properties since they are all already zoned "CG".

3. *Whether adequate sewer and water facilities, and all other needed public services, exist or can be provided to serve the uses that would be permitted on the property if it were re-classified;*

   All utility services are available to this property.

4. *The amount of vacant land that currently has the same zoning classification as is proposed for the subject property in the vicinity of the subject property, and any special circumstances that make a substantial part of such vacant land unavailable for development;*

Due to limited access to Fort Riley at the Grant Ave. gate, many commercial properties remain vacant along Grant Ave. Mr. Perry was able to purchase the property at 1206 Grant Ave. at a reasonable price and Staff feels that in an effort to revitalize commerce on Grant Ave. individual properties should not be limited to a single, specific use.

5. *Whether the property as re-classified would be available for business or manufacturing uses, and whether such uses, particularly in the area in question, will provide business or manufacturing services or employment opportunities;*

   Changing this property back to a less restrictive commercial district will definitely provide opportunity for several type of uses.

6. *Whether the proposed amendment would correct an error in the application of these Regulations as applied to the subject property; and*

   There was no error in the designation; however, the current zoning classification is incredibly limiting.

7. *Whether the proposed amendment is made necessary because of changed or changing conditions in the area affected, and, if so, the nature of such changed or changing conditions.*

   Due to restricted access at the Grant Avenue gate, commerce has been affected and property owners need every opportunity to try and provide a viable service or business at this location and not restrict it to "adult entertainment".

Staff Recommendation: Staff recommends the request of Henry Petty, owner, to rezone from "CSS" Commercial Service Special District to "CG" General Commercial District, the property at 1206 Grant Avenue, Junction City, Geary County, Kansas, be recommended for approval for the reasons stated above.

Suggested Motion:

I move that Case No. Z-01-01-18, concerning the request of Henry Petty, owner, to rezone from "CSS" Commercial Service Special District to "CG" General Commercial District, the property at 1206 Grant Avenue, Junction City, Geary County, Kansas, be recommended for approval to the City Commission based on the reasoning stated in the staff report and as presented at this public hearing.

Excerpts from minutes:

4. NEW BUSINESS

<u>Item No. 1</u> – Case No. Z-01-01-18 – Public Hearing to consider a rezone request from "CSS" to "CG".

Chair Gustafson opened the public hearing and called for the staff report.

Mr. Livingston stated this is the application of Henry Petty, owner, to rezone from "CSS" Commercial Service Special District to "CG" General Commercial District, for property located at 1206 Grant Avenue, Junction City, Geary County, Kansas.

Mr. Livingston stated this is the most restrictive district in the city, categorized as "adult entertainment". The business proposed by Mr. Petty requires a more expansive commercial district. Mr. Livingston noted Mr. Petty is present and will explain his project. Mr. Livingston briefly reviewed the history of this location, the creation of the "CSS" district, and how a property acquired that particular designation. Mr. Livingston stated the closing of the Fort Riley gate at the end of Grant Avenue has resulted in the demise of several Grant Avenue businesses. In order to revitalize Grant Avenue, rezoning this property to the "CG" District to accommodate Mr. Petty's proposed use is a step in the right direction.

Mr. Livingston stated the staff report sets out in detail the guidelines used in reaching a decision on whether to rezone a property. Mr. Livingston concluded by stating staff strongly feels this property should be rezoned to the "CG" district and is recommending the MPC make such recommendation to the city commission.

Chair Gustafson asked what was meant by "most restrictive" and uses allowed in the proposed "CG" district. Mr. Livingston stated he meant the "CSS" district only allows five designated uses and they all are "adult" oriented. The choice of "CG" is because the surrounding properties are currently zoned "CG" and this particular district lists a significant number of commercial uses along with several conditional uses.

There being no further questions of staff, Chair Gustafson opened the hearing for public comment.

<u>Mr. Henry Petty, property owner,</u> stated he graduated from Junction City in 1977 and now lives in Atlanta, GA. Mr. Petty indicated he would try to keep his presentation short but wanted the Commission to understand what he and his family have done and why he is here. Mr. Petty stated, even though he lives in Georgia, he has been active over the past few years here in Junction City in setting up and holding money-making activities to support organizations such as Home for Habitat, the military families and other support organizations. Mr. Petty said he has been involved with the school alumni, Masonic Lodge, and others who want to give back to the community. Mr. Petty stated he has set up this type of store in other areas and briefly elaborated on how they have been successful and hopes the same will happen here in Junction.

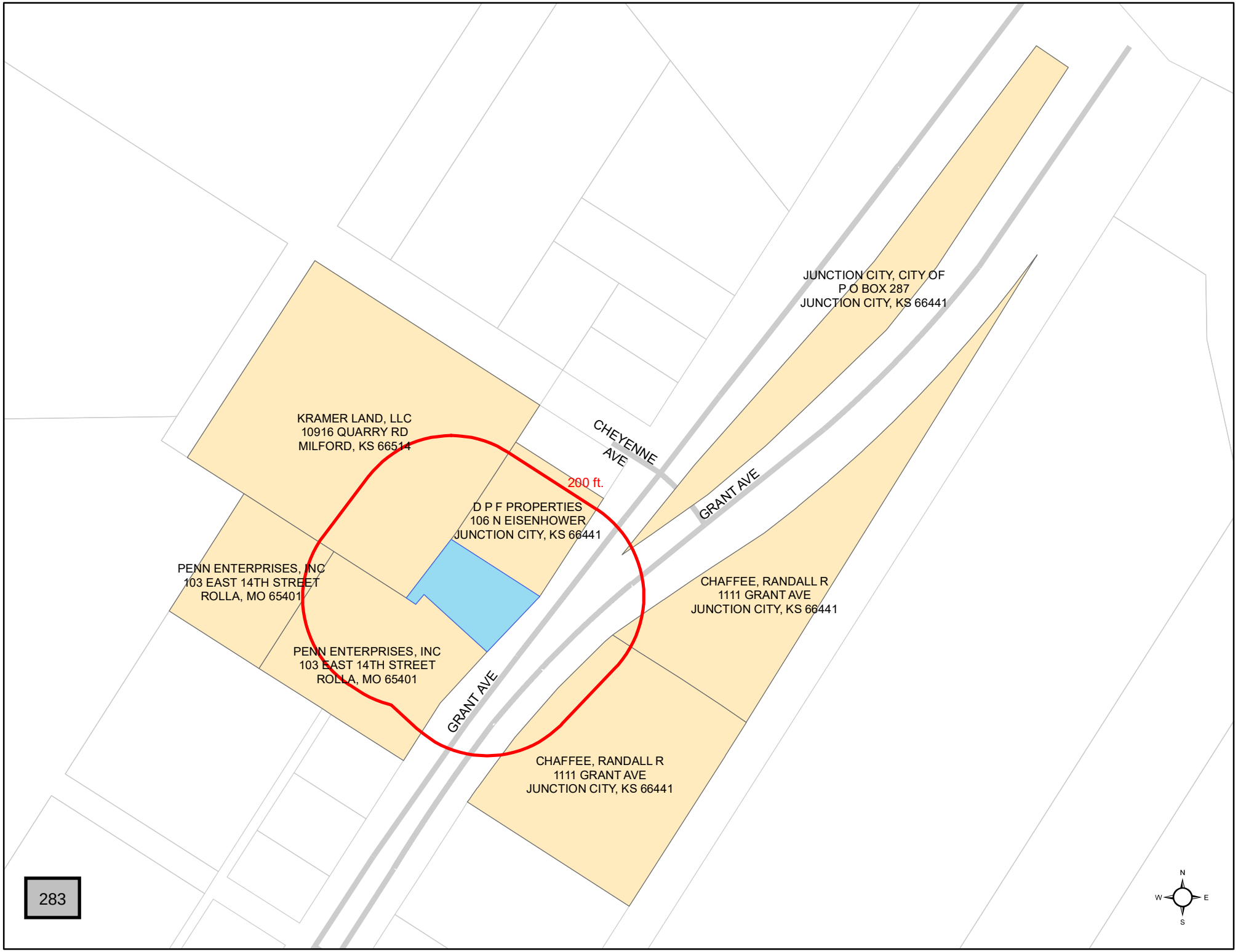
Mr. Petty stated the non-profit store will be stocked with all types of merchandise from flooring to electronics. A great portion will be paper, laundry detergent, and other cleaning products.

In response to questions from the Commission, Mr. Petty stated he will be hiring someone from here to run and manage the store; believes the current lack of traffic will change and based on business surveys, this store has a customer base of 120 mile radius; most of

the products will be purchased in Atlanta and shipped; aware the building was in great disrepair and is in the process of completely gutting it for remodeling.

There being no further appearances or questions, Chair Gustafson closed the public hearing and called for a motion.

Commissioner Moyer moved that Case No. Z-01-01-18, concerning the request of Henry Petty, owner, to rezone from “CSS” Commercial Service Special District to “CG” General Commercial District for property located at 1206 Grant Avenue, Junction City, Geary County, Kansas, be recommended for approval to the City Commission based on the reasoning stated in the staff report and as presented at this public hearing. Commissioner Roether seconded the motion and it carried unanimously.


JUNCTION CITY, CITY OF
P O BOX 287
JUNCTION CITY, KS 66441
KRAMER LAND, LLC
10916 QUARRY RD
MILFORD, KS 66514
CHEYENNE AVE
200 ft.
GRANT AVE
D P F PROPERTIES
106 N EISENHOWER
JUNCTION CITY, KS 66441
PENN ENTERPRISES, INC
103 EAST 14TH STREET
ROLLA, MO 65401
CHAFFEE, RANDALL R
1111 GRANT AVE
JUNCTION CITY, KS 66441
PENN ENTERPRISES, INC
103 EAST 14TH STREET
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ORDINANCE NO. S-3197

AN ORDINANCE REZONING CERTAIN PROPERTY WITHIN THE CORPORATE LIMITS OF THE CITY OF JUNCTION CITY, KANSAS.

WHEREAS, application has been made by Henry Petty, owner, to rezone the property at 1206 Grant Avenue in Junction City, Kansas, from "CSS" Commercial Service Special District to "CG" General Commercial District; and,

WHEREAS, the Metropolitan Planning Commission of Junction City/Milford/Geary County conducted a public hearing on Case No. Z-01-01-18, following published notification in accordance with K.S.A. 12-741, et. seq., as amended, on January 11, 2018; and

WHEREAS, THE Metropolitan Planning Commission has recommended the City Commission of the City of Junction City, Kansas, approve the rezoning of the property at 1206 Grant Avenue, Junction City, Kansas, from "CSS Commercial Service Special District to "CG" General Commercial District.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF JUNCTION CITY, KANSAS, that:

Section 1. The following described property located at 1206 Grant Avenue is hereby rezoned from "CSS" Commercial Service Special District to "CG" General Commercial District:

Lot 2, Block 1, Cherokee Addition to Junction City, Geary County, Kansas.

Section 2. The Zoning Administrator of the City of Junction City, Kansas, is hereby ordered and directed to cause said designation to be made on the Official Zoning Map of said City in his custody and to show the property herein described to be zoned as General Commercial (CG).

Section 3. This Ordinance shall be in full force and effect from and after its publication once I the Junction City Daily Union.

PASSED AND ADOPTED THIS _____ DAY OF February, 2018.

_____
Pat Landes, Mayor

ATTEST:

_____
Shawna Settles, City Clerk

Backup material for agenda item:

d. Consider the request from Pastor Ronnie Roberts of the First Christian Church to Waive Fees at the 12th Street Community Center.

City of Junction City

City Commission

Agenda Memo

02/01/2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: **Request for Waiver for 12th Street Community Center Fees**

Objective: Consider Request from the Celebrate Recovery Program.

Explanation of Issue: Ronnie Roberts, Pastor of the First Christian Church sent the attached request for waiver of fees for renting space at the 12th Street Community Center.

Budget Impact: The building is in operation and the rooms are available for the times requested. Waiver of the fees would impact rental income but none is being received presently.

Staff Recommendation: My biggest concern is creating a precedence for waiving the fees.

Attachments: Request Letter

February 1, 2018

To: City Council of Junction City
From: Ronnie Roberts, Pastor, First Christian Church
Subject: 12th Street Community Center fee

I am submitting a request before this council for consideration of waving the rental cost for use of the space at the 12th Street Community Center. We are starting a Celebrate Recovery program for the community later this month. Celebrate Recovery is a faith based recovery program that helps free people from addictive, compulsive and dysfunctional behaviors. Celebrate Recovery does not currently have any funding or budget. This ministry is under the organization of the Ministerial Alliance of Geary County. I am Ronnie Roberts, pastor at First Christian Church and lead pastor for the Celebrate Recovery program in this community.

Most recently, we have held the program in a church building but we believe that taking it into a community center setting would open up it up to a greater outreach. I have toured the facilities and spoken with Donna Swihart, who confirmed the availability for me. We would begin February 13th for a practice run; then start meeting regularly on February 20th. We would continue meeting each Tuesday from 7:00 pm to 8:30 pm. It would be our intention to use the large room with the kitchenette for the main session. After the main session, we divide into two groups, so at 8:00 pm, one group would stay in the large room and the second would move into the computer room.

The community center space is ideal. As was stated earlier, the church building was also a good space and did not cost, however we are interested in more community outreach and feel the community center may appeal to some who otherwise would not come.

I sincerely appreciate your consideration of this request!

Backup material for agenda item:

e. Consideration of Ordinance No. G-1219, Revising the Nuisance Code to require nuisance letters be sent by Certified Mail.

City of Junction City

City Commission

Agenda Memo

02/01/2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: **Ordinance No. G-1219 Nuisance Code**

Objective: Consider Adoption to City's Nuisance Codes.

Explanation of Issue: It has been my concern since I began as City Manager here is that our nuisance codes did not meet the State Statute in the fact that those who are in violation are just sent a letter and it is assumed the letter arrives in three days and then they have the time allotted by the ordinance to address the issue. In every City I have served in as well as in most cities a certified letter or personal service is used to insure the letter is received by the violator/property owner. The State Statute also requires this. Every year we get complaints after staff clears a nuisance or the property is mowed that the property owner/tenant did not receive the letter or it took longer than three days. This met with opposition by City staff as there is more work and an increased cost, but last fall a staff member attended a seminar and an attorney from the League of Kansas Municipalities (LKM) shared that certified letters or personal service is required. City Attorney Logan drafted the proposed revising the nuisance code. She folded the dangerous building sections back into Chapter 235, and made some other changes based upon her review of case law and some LKM materials from Larry Bear and the LKM proposed ordinances for these issues.

Budget Impact: There will be the additional cost and time to send certified letters, but we can address that in the administrative fees.

Staff Recommendation: I recommend approval so that we operate in a proper manner as outlined by the State Statute

Attachments: Ordinance No. G-1219

ORDINANCE NO. **G-1219**

AN ORDINANCE AMENDING CHAPTER 235 - "NUISANCES", OF TITLE II "PUBLIC HEALTH, SAFETY AND WELFARE", OF THE CODE OF ORDINANCES OF THE CITY OF JUNCTION CITY, KANSAS

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

Section 1. Chapter 235 – "Nuisances" of Title II, of the Code of Ordinances of the City of Junction City, Kansas, is hereby amended to read as follows:

CHAPTER 235: - NUISANCES

ARTICLE I. - NUISANCES—GENERALLY

SECTION 235.010: - NUISANCES—ENUMERATED

A. For the purposes of this Chapter, the words *"public nuisance"* are hereby defined as any person, corporation, partnership or association doing any unlawful act, or omitting to perform a duty, or suffering or permitting any condition or thing to be or exist which the act, omission, condition or thing either:

1. Injures or endangers the welfare, health or safety of others; or
2. Offends decency; or
3. Is offensive, unsightly or hazardous; or
4. Unlawfully interferes with, obstructs or tends to obstruct or renders dangerous for passage any public or private street, highway, sidewalk, alley, stream, ditch, drainage or any public easement; or
5. In any way renders other persons insecure in life or the use and enjoyment of property; or
6. Essentially interferes with comfortable enjoyment of life or property or tends to depreciate the value of the property of others.

B. *Illustrative Enumeration.* The maintaining, using, placing, depositing, leaving or permitting to be or remain on any public or private property of any of the following items, conditions or actions, constitute a public nuisance; provided however, the following enumeration shall not be deemed or construed to be conclusive, limiting or restrictive:

1. Filth, excrement, lumber, concrete blocks, rocks, dirt, cans, paper, trash, metal, disabled automobiles and/or parts of any other offensive or disagreeable thing or substance thrown or left or deposited or permitted to remain upon any street, avenue, easement, alley, sidewalk, park, public or private enclosure or lot whether vacant or occupied.
2. All dead animals not removed within twenty-four (24) hours after death.
3. Any place or structure or substance which emits or causes any offensive, disagreeable or nauseous odors.
4. All stagnant ponds or pools of water.

5. All grass, bushes, shrubbery, weeds or other unsightly vegetation not usually cultivated or grown for domestic use or to be marketed for ornamental purposes.
6. Abandoned iceboxes, freezers, refrigerators or similar appliances kept outdoors on the premises under the control of any person not in actual use; if such appliances are in actual use, they must be kept locked by a locking device that is an integral part of the appliance or by a chain and padlock, except for the time the owner thereof is placing articles in or removing articles from said appliance; this Subsection does not apply to commercial ice machines or commercial ice storage appliances when in actual use.
7. All articles or things whatsoever caused, kept, maintained or permitted by any person to the reasonable injury, annoyance or inconvenience of the public or of any neighborhood.
8. Any fence, structure, thing or substance placed upon or being upon any street, sidewalk, alley or public ground so as to obstruct the same, except as permitted by the laws of the City.
9. Any motor vehicle which is not currently registered or tagged pursuant to K.S.A. 8-126 to 8-149 inclusive, as amended; or parked in violation of City ordinance; or incapable of moving under its own power; or in a junked, wrecked or inoperable condition. Any one (1) of the following conditions shall raise the presumption that a vehicle is junked, wrecked or inoperable:
    a. Absence of current registration upon the vehicle. The fact that a vehicle is registered as a non-highway or salvage vehicle under K.S.A. 8-197, et seq. does not fulfill the requirement that a vehicle located on a property is currently registered;
    b. Placement of the vehicle or parts thereof upon jacks, blocks or other supports; or
    c. Absence of one (1) or more parts of the vehicle necessary for the lawful operation of the vehicle upon street or highway.
10. The provisions of Subsection (9) shall not apply to:
    a. Any motor vehicle which is enclosed in a garage or other building;
    b. To the parking of a vehicle inoperable for a period of thirty (30) consecutive days or less as long as Subsections (9)(a), (b) or (c) does not apply;
    c. To any person conducting a business enterprise in full compliance with existing zoning regulations except that vehicles involved in such enterprises shall at all times be parked in accordance with City regulations;
11. To any person who places such vehicles behind screening of sufficient size, strength and density to screen such vehicles from the view of the public and to prohibit ready access to such vehicles by others as long as such screening is in compliance with existing ordinances and zoning regulations. However, nothing in this Subsection shall be construed to authorize the maintenance of a public nuisance.
12. Any condition which provides harborage for rats, mice, snakes and other vermin.
13. Pollution of any public or private well, stream, lake or other body of water by sewage, dead animals, industrial wastes or other substances.

14. Any building, structure or other place or location where any activity which is in violation of local, State or Federal law is frequently conducted, performed or maintained. Two (2) such violations within a one (1) year period are deemed to be frequent.

15. Dense smoke, noxious fumes, gas, soot or cinders such as to be injurious to the public health.

16. Dead or cut tree, bush or shrub limbs, not including neatly stacked firewood.

17. Furniture customarily used indoors when located on porches, patios and decks or otherwise outside a residential building.

18. Appliances of any kind to include, in addition to those appliances listed in Subsection (B)(6) above, stoves, heaters, sinks, toilets, showers and similar items.

19. Used tires whether or not mounted on rims.

20. Any mobile home as defined in Chapter 555 that does not meet the minimum standards for habitability as found in Chapter 530, Minimum Housing Standards, of this Code.

21. Dangerous and/or unsightly fences, retaining walls or similar structures constructed on or near a property line abutting a public right-of-way which has a condition as described as follows:

    a. Those in which there exists any condition that endangers life, health, safety, property or the public welfare including, but not limited to:

        1) Foundations, footings, posts, walls, bracing or other members inadequate to carry imposed loads due to deterioration, infestation, defective materials, insufficient size, insufficient fasteners or bonding material, or

        2) Members of walls, partitioning, screening or decorative materials that split, list, lean or buckle due to defective material or deterioration.

    b. Those in which there exists a blight on the appearance and aesthetics of the neighborhood including, but not limited to:

        1) Inconsistent and incompatible use of materials;

        2) Boards are missing;

        3) Boards are broken;

        4) Posts or other supports are broken; or

        5) Inconsistent or incompatible colors.

22. Parking, storing, displaying or otherwise keeping any vehicle, as defined in Section 220.870 of this Title II, on an unpaved (not asphalt or concrete) portion of any property designated "Commercial", "Restricted Industrial" or "Light Industrial" under Articles II and III of Chapter 405 and Article III of Chapter 400 of this Code. Parking, storing, displaying or keeping of vehicles on grass, dirt, gravel or other pervious surfaces is declared a blighting condition. This Subsection specifically applies to car and other vehicle dealerships and automobile repair facilities as well as any other commercial enterprise so located in a "Commercial", Restricted Industrial" or "Light Industrial" District. This Subsection (B)(22) of Section 235.010, Chapter 235, Title II of this Code will take effect one (1) year from the effective date of this Article.

a. As an exception to the prohibition set forth above, properties zoned as "Commercial", "Restricted Industrial" or "Light Industrial" under Articles II and III of Chapter 405 and Article III of Chapter 400 of this Code as of the effective date of this Article, which are not in compliance with the stated paving requirements and may thus be declared as nuisances, may continue their non-compliance under the following conditions:

1) The unpaved parking surface must be surfaced with gravel or stone and be kept free from all vegetation and potholes.

2) After three (3) cited violations of paragraph (a)(1), the property must be paved in asphalt or concrete. This must be accomplished within sixty (60) days of the filing of the third (3rd) violation.

3) The requirements of Subparagraph (22) above will be required of a new owner of the property within sixty (60) days of transfer of ownership. Transfer of ownership between family members by reason of inheritance or by transfer to a different legal entity consisting of substantially the same equitable owner(s) shall not constitute a transfer of ownership within the meaning of this Subsection.

b. A one-time list of the properties permitted to not comply with Subparagraph (22) above shall be maintained by the Office of the City Clerk.

SECTION 235.020: - PROHIBITED
It shall be unlawful for any person, corporation, partnership or association to cause, permit, maintain or allow the creation or maintenance of a public nuisance within the corporate limits of the City of Junction City.

SECTION 235.030: - PURPOSE
The purpose of this Chapter is to encourage a clean, healthy and satisfying environment for the citizens of Junction City, one free from nuisances, eyesores and unhealthy or devaluating conditions. To these ends, this Chapter seeks to regulate, identify and provide means to enforce this Chapter to protect the health, safety and welfare of the residents and property owners of the City.

SECTION 235.040: - COMPLAINTS, INQUIRY AND INSPECTION
The Board of Health or an employee of the City whose duties include inspection, to include uniformed Police Officers (Inspection Department or Inspector) or their duly authorized representatives, shall make inquiry and inspection of premises upon personal observation, receiving a complaint or complaints in writing stating that a nuisance exists and describing the same and where located or is informed that a nuisance may exist by the Board of Health, the Chief of Police, the Fire Chief or any other officer of the City having responsibility for the enforcement of the ordinances of the City. The Board of Health or the City Inspection Department or their duly authorized representatives may make such inquiry and inspection when he/she observes conditions which appear to constitute a nuisance. Upon making any inquiry and inspection, the Board of Health or the City Inspection Department or their duly authorized representatives shall make a written report of findings.

SECTION 235.050: - RIGHT OF ENTRY
It shall be a violation of this Chapter to deny the City Inspection Department or the Board of Health or their duly authorized representatives the right of access and entry upon private

property at any reasonable time for the purpose of making inquiry and inspection to determine if a nuisance exists.

SECTION 235.060: - NOTICE

Any person, corporation, partnership or association found by the City Inspection Department or the Board of Health or their duly authorized representatives to be in violation of this Article shall be served a notice of such violation. The notice may take the form of a complaint and uniform notice to appear in municipal court (notice) and may be served personally on any person found to be in violation of this Article. A Law Enforcement Officer may issue such complaint and uniform notice to appear or other City employee assigned the duties of inspection. The notice may also be served on the owner or duly authorized representative by certified mail, return receipt requested. If the property is unoccupied and the owner is a nonresident, then the notice may be served by mailing the notice by certified mail, return receipt requested, to the last known address of the owner. If the owner or the representative of the owner of the property has failed to accept delivery or otherwise failed to effectuate receipt of a notice or order sent pursuant to this section during the preceding twenty-four month period, the city may provide notice of the issuance of any further orders to abate or remove a nuisance from such property or provide notice of violations by such methods including, but not limited to, door hangers, conspicuously posting notice of such order on the property, personal notification, telephone communication or first class mail. If the property is unoccupied and the owner is a nonresident, notice provided by this section shall be given by telephone communication or first class mail.

SECTION 235.070: - CONTENTS OF THE NOTICE

The notice shall state the condition(s) which is (are) in violation of this Chapter. The notice shall also inform the person, corporation, partnership or association that:

a. He, she or they shall have up to a maximum of seven (7) days from the date of serving the notice to abate the condition(s) in violation of Section 235.010. The amount of time given for abatement shall, within the sound discretion of the Inspection Department, depend on the severity of the nuisance and the apparent difficulty in abatement;

b. He, she or they have the number of days indicated under Section 235.070(a) from the date of serving the notice to request hearing before the Judge of the Municipal Court on the matter as provided by Section 235.100. Such request for a hearing shall be made in writing to the clerk of the Municipal Court with a copy to the City Prosecutor; and

c. Failure to abate the condition(s) or to request a hearing within the time allowed may result in prosecution as provided by Section 235.080 and/or abatement of the condition(s) by the City as provided by Section 235.090. If a person, corporation, partnership or association maintain the same or similar public nuisance more than once within a twelve (12) month period, the Inspector or the City Prosecutor may file a complaint in the Municipal Court as provided in Section 235.080 regardless of whether notice to abate was given.

SECTION 235.080: - FAILURE TO COMPLY—PENALTY

Should the person, corporation, partnership or association fail to comply with the notice to either abate the public nuisance or request a hearing, the City Prosecutor may file a complaint in the Municipal Court of the City against such person, corporation, partnership or association and upon conviction of any violation of provisions of this Article, the person, corporation, partnership or association may be fined an amount not to exceed five hundred dollars ($500.00) or be

imprisoned not to exceed thirty (30) days, or be both fined and imprisoned. Each day during or on which a violation occurs or continues after notice has been served shall constitute an additional or separate offense.

SECTION 235.090: - ABATEMENT

In addition to, or as an alternative to, prosecution as provided in Section 235.080, the City may seek to remedy violations of this Section in the following manner: If a person to whom a notice has been provided pursuant to Section 235.060 has neither alleviated the conditions causing the alleged violation nor requested a hearing before the Judge of the Municipal Court within the time periods specified in Section 235.070, the City may authorize the abatement of the conditions causing the violation in the following manner. The public officer may present a resolution to the governing body for adoption authorizing the public officer or other agents of the city to abate the conditions causing the violation at the end of 7 days after passage of the resolution. The resolution shall further provide that the costs incurred by the city shall be collected in the manner provided by K.S.A. 12-1,115, and amendments thereto, or shall be assessed as special assessments and charged against the lot or parcel of land on which the nuisance was located as provided in Section 235.110. A copy of the resolution shall be served upon the person in violation in one of the following ways:

a. Personal service upon the person in violation;

b. Certified mail, return receipt requested; or

c. In the event the whereabouts of such person are unknown and the same cannot be ascertained in the exercise of reasonable diligence, an affidavit to that effect shall be made by the public officer and filed with the city clerk, and the serving of the resolution shall be made by publishing the same once each week for two consecutive weeks in the official city newspaper and by posting a copy of the resolution on the premises where such condition exists.

d. If the owner or the agent of the owner of the property has failed to accept delivery or otherwise failed to effectuate receipt of a notice or order sent pursuant to this section during the preceding twenty-four month period, the governing body of the city may provide notice of the issuance of any further orders to abate or remove a nuisance from such property or provide notice of the order by such methods including, but not limited to, door hangers, conspicuously posting notice of such order on the property, personal notification, telephone communication or first class mail. If the property is unoccupied and the owner is a nonresident, notice provided by this section shall be given by telephone communication or first class mail

SECTION 235.100: - HEARING

The Municipal Judge of the City of Junction City is hereby designated as the representative of the City to be the hearing officer for all hearings conducted pursuant to this Article. If a hearing is requested within the time provided as indicated in Section 235.070, such request shall be made in writing to the Municipal Judge either separately or on the person's copy of the uniform complaint and notice to appear. A copy the request for hearing shall be provided to the City Prosecutor. Failure to make a timely request for a hearing or to appear in accordance with a uniform complaint and notice to appear shall constitute a waiver of the person's right to contest the findings of the Health Department or the City Inspection Department or their duly authorized representatives before the hearing officer.

The hearing shall be held by the Municipal Judge as soon as possible after the filing of the request therefore and the person shall be advised by the hearing officer of the time and place of the hearing at least five (5) days in advance thereof. At any such hearing, the person may be represented by counsel and the person and the City may introduce such witnesses and evidence as is deemed necessary and proper by the hearing officer. The hearing shall not be conducted according to the formal rules of evidence. Upon the conclusion of the hearing, the hearing officer shall make a written record of his/her determinations and findings of the matter. Such written record shall be served upon the person in the manner required in Section 235.060 and upon the City Manager within three (3) days of the conclusion of the hearing. The City Manager shall take action as necessary to carry out the determinations and findings of the hearing officer, to include authorizing abatement of the public nuisance.

SECTION 235.110: - COSTS ASSESSED

If the City abates the nuisance pursuant to Section 235.090, the City Clerk shall give notice to the person, corporation, partnership or association found to be in violation of this Article by certified mail, return receipt requested, of the costs of abatement of the nuisance, to include administrative costs of providing notice. The notice shall also state that if the cost of the removal or abatement is not paid within the 30-day period, the cost of the abatement or removal shall be collected in the manner provided by K.S.A. 12-1,115, and amendments thereto, or shall be assessed as special assessments and charged against the lot or parcel of land on which the nuisance was located and the city clerk, at the time of certifying other city taxes, shall certify the unpaid portion of the costs and the county clerk shall extend the same on the tax rolls of the county against such lot or parcel of land and it shall be collected by the county treasurer and paid to the city as other city taxes are collected and paid. The city may pursue collection both by levying a special assessment and in the manner provided by K.S.A. 12-1,115, and amendments thereto, but only until the full cost and applicable interest has been paid in full.

ARTICLE II. - WEED ORDINANCE

SECTION 235.210: - WEEDS TO BE REMOVED

It shall be unlawful for any owner, agent, lessee, tenant or other person occupying or having charge or control of any premises to permit weeds to remain upon said premises or any area between the property lines of said premises and the centerline of any adjacent street or alley including, but not specifically limited to, sidewalks, streets, alleys, easements, rights-of-way and all other areas, public or private. All weeds as hereinafter defined are declared a nuisance and are subject to abatement, penalty, or both, as hereinafter, provided.

SECTION 235.220: - DEFINITIONS

The following words, when used in this Article, shall have the meanings set out herein:

WEEDS: Any of the following:

1. Brush and woody vines shall be classified as weeds.
2. Weeds and indigenous grasses which may attain such large growth as to become, when dry, a fire menace to adjacent improved property.
3. Weeds which bear or may bear seeds of a downy or wingy nature.
4. Weeds which are located in an area which harbors rats, insects, animals, reptiles or any other creature which either may or does constitute a menace to health, public safety or welfare.

5. Weeds and indigenous grasses on or about residential property which, because of its height, has a blighting influence on the neighborhood. Any such weeds and indigenous grasses shall be presumed to be blighting if they exceed eight (8) inches in height or grow over the curbing and/or grow in the paved street right-of-way.

SECTION 235.230: - PUBLIC OFFICER—NOTICE TO REMOVE

A. The City Manager hereby designates the Codes Administrator as the public officer charged with the administration and enforcement of this Article. The public officer or authorized assistant shall give written notice to the owner, occupant or agent of such property by certified mail, return receipt requested, or by personal service to cut or destroy weeds; provided, however, that if the property is unoccupied and the owner is a nonresident, such notice shall be sent by certified, return receipt requested, to the last known address of the owner. Such notice shall only be given once per calendar year.

B. Such notice shall include the following:

1. The owner, occupant or agent in charge of the property is in violation of the City weed control law.
2. The owner, occupant or agent in charge of the property is ordered to cut the weeds within seven (7) days of the receipt of notice.
3. The owner, occupant, tenant or agent in charge of the property may request a hearing before the City Manager or his or her designated representative (hearing officer) within five (5) days of the receipt of notice or, if the owner is unknown or a nonresident, and there is no resident agent, 10 days after notice has been published by the city clerk in the official city newspaper;
4. That if the owner, occupant or agent in control of the property does not cut or destroy the weeds or fails to request a hearing within the allowed time the city or its authorized agent will cut or destroy the weeds and assess the cost of the cutting or destroying the weeds, including a reasonable administrative fee, against the owner, occupant or agent in charge of the property;
5. That the owner, occupant or agent in control of the property will be given an opportunity to pay the assessment, and if it is not paid within 30 days of such notice, it will be added to the property tax as a special assessment;
6. That no further notice will be given during the current calendar year prior to the removal of weeds from the property; and,
7. That the public officer should be contacted if there are questions regarding the order.

C. No person shall be required to pay or comply with this Section unless such person has received notice pursuant to the rules hereinabove adopted.

SECTION 235.240: - ABATEMENT - ASSESSMENT OF COSTS

A. Upon the expiration of seven (7) days after receipt of the notice required by Section 235.230, and in the event that the owner, occupant or agent in charge of the premises shall neglect or fail to correct the conditions in violation of Section 235.210 or request a hearing within the time periods specified in Section 235.230, the Public Officer or an authorized assistant shall cause to be cut, destroyed and/or removed all such weeds and abate the nuisance created thereby at any time during the current calendar year. The abatement activities authorized by this subsection are also authorized if the hearing officer determines that a violation of Section 235.210 exists.

B. If the City abates the nuisance pursuant to Section 235.040, the City Clerk shall give notice to the person, corporation, partnership or association found to be in violation of this Article by certified mail, return receipt requested, of the costs of abatement of the nuisance, to include administrative costs of providing notice. The notice shall also state that if the cost of the removal or abatement is not paid within the 30-day period, the cost of the abatement or removal shall be collected in the manner provided by K.S.A. 12-1,115, and amendments thereto, or shall be assessed as special assessments and charged against the lot or parcel of land on which the nuisance was located and the city clerk, at the time of certifying other city taxes, shall certify the unpaid portion of the costs and the county clerk shall extend the same on the tax rolls of the county against such lot or parcel of land and it shall be collected by the county treasurer and paid to the city as other city taxes are collected and paid. The city may pursue collection both by levying a special assessment and in the manner provided by K.S.A. 12-1,115, and amendments thereto, but only until the full cost and applicable interest has been paid in full.

SECTION 235.250: - RIGHT OF ENTRY

The Public Officer and the Public Officer's authorized assistants, employees, contracting agents or other representatives are hereby expressly authorized to enter upon private property at all reasonable hours for the purpose of cutting, destroying and/or removing such weeds in a manner not inconsistent with this Article.

SECTION 235.260: - UNLAWFUL INTERFERENCE

It shall be unlawful for any person to interfere with or to attempt to prevent the Public Officer or the Public Officer's authorized representative from entering upon any such lot or piece of ground or from proceeding with such cutting and destruction. Such interference shall constitute an ordinance violation.

SECTION 235.270: - NOXIOUS WEEDS

A. Nothing in this Article shall affect or impair the rights of the City under the provisions of Chapter 2, Article 13 of the Kansas Statutes Annotated relating to the control and eradication of certain noxious weeds.

B. For the purpose of this Section, the term *"noxious weeds"* shall mean kudzu (Pueraria lobata), field bindweed (Convolvulus arvensis), Russian knapweed (Centaurea picris), hoary cress (Lepidium draba), Canada thistle (Cirsium arvense), quackgrass (Agropyron repens), leafy spurge (Euphorbia esula), burragweed (Franseria tomentosa and discolor), pignut (Hoffmannseggia densiflora), musk (nodding) thistle (Carduus nutans L.) and Johnson grass (Sorghum halepense).

SECTION 235.275: - PRIVATE AGREEMENTS NOT BINDING ON THE CITY

Other than agreements made directly with the City of Junction City, Kansas, and notwithstanding any other provision of this Code, any and all agreements made between any owner, agent, lessee, tenant or other person occupying or having charge or control of any property within the City of Junction City, Kansas, to apportion the responsibility between themselves or others for complying with this Article or to limit the liability or responsibility between themselves or others for complying with this Article shall not be binding upon said City without the written approval of the City Manager or his agent for this purpose.

SECTION 235.280: - PENALTY

Upon conviction of any violation of the provisions of this Article, such owner, agent, lessee, tenant or other person occupying or having charge or control of the premises shall be guilty of a Class C misdemeanor and may be fined an amount not to exceed five hundred dollars ($500.00) or be imprisoned not to exceed thirty (30) days, or may be both fined and imprisoned, and shall be ordered to pay restitution for the cost incurred by the City of Junction City for weed cutting. Nothing in Section shall be construed to prevent the City from proceeding with Section 235.240.

ARTICLE III. - DANGEROUS OR UNSAFE STRUCTURES

SECTION 235.310 - DEFINITIONS

The following words and phrases when used in this Chapter shall, for the purpose of this Article, have the meanings respectively ascribed to them in this Section:

A. ENFORCING OFFICER: The Code Administrator or his/her designee or other officer designated by ordinance and charged with the administration of the provisions of this act.

B. STRUCTURE: Any building, wall or other structure.

C. UNSAFE OR DANGEROUS STRUCTURE: Any building or portion thereof, including any dwelling unit, mobile home, manufactured home, noncompliant manufactured home, guest room or suite of rooms, or the premises on which the same is located, in which there exists dangerous or unsafe conditions as established herein to an extent that endangers the life, limb, health, property, safety or welfare of the public or the occupants thereof.

SECTION 235.320 - DANGEROUS OR UNSAFE CONDITIONS

For purposes of determining a dangerous or unsafe structure, the Enforcing Officer shall inspect and find the presence of one or more of the following conditions:

A. Inadequate sanitation. Inadequate sanitation shall include, but not be limited to, the following:

1. Lack of or improper water closets, lavatory, bathtub or shower in a dwelling unit.
2. Lack of or improper water closets, lavatories and bathtubs or showers per number of guests in a hotel.
3. Lack of or improper kitchen sink.
4. Lack of hot and cold running water to plumbing fixtures in a hotel.
5. Lack of hot and cold running water to plumbing fixtures in a dwelling unit.
6. Lack of adequate heating facilities.
7. Lack of or improper operation of required ventilating equipment.
8. Room and space dimensions less than required.
9. Lack of required electrical lighting.
10. Infestation of insects, vermin or rodents as determined by the Health Officer.
11. General dilapidation or improper maintenance.
12. Lack of connection to required sewage disposal system.

B. Structural hazards. Structural hazards shall include, but not be limited to, the following:

1. Deteriorated or inadequate foundations.

2. Defective or deteriorating flooring or floor supports.

3. Flooring or floor supports of insufficient size to carry imposed loads with safety.
4. Members of walls, partitions or other vertical supports that split, lean, list or buckle due to defective material or deterioration.

5. Members of walls, partitions or other vertical supports that are of insufficient size to carry imposed loads with safety.

6. Members of ceilings, roofs, ceiling and roof supports or other horizontal members which sag, split or buckle due to defective material or deterioration.

7. Members of ceilings, roofs, ceiling and roof supports or other horizontal members that are of insufficient size to carry imposed loads with safety.

8. Fireplaces or chimneys which are of insufficient size or strength to carry imposed loads with safety.

C. Hazardous wiring. All wiring except that which conforms with all applicable laws in effect at the time of installation and which has been maintained in good condition and is being used in a safe manner.

D. Hazardous plumbing. All plumbing except that which conforms with all applicable laws in effect at the time of installation and which has been maintained in good condition and which is free of cross-connections and siphonage between fixtures.

E. Hazardous mechanical equipment. All mechanical equipment, including vents, except that which conformed with all applicable laws in effect at the time of installation and which has been maintained in good and safe condition.

F. Faulty weather protection which shall include, but not be limited to, the following:

1. Deteriorated, crumbling or loose plaster.

2. Deteriorated or ineffective waterproofing of exterior walls, roof, foundations or floors, including broken windows or doors.

3. Defective or lack of weather protection for exterior wall coverings, including lack of paint or weathering due to lack of paint or other approved protective covering.

4. Broken, rotted, split or buckled exterior wall coverings or roof coverings.

G. Fire hazard. Any building or portion thereof, device, apparatus, equipment, combustible waste or vegetation which, in the opinion of the Chief of the Fire Department or his/her deputy, is in such a condition as to cause a fire or explosion or provide a ready fuel to augment the spread and intensity of fire or explosion arising from any cause.

H. Faulty materials of construction. All materials of construction except those which are specifically allowed or approved by the Building Code and which have been adequately maintained in good and safe condition.

I. Inadequate maintenance. Any building or portion thereof which is determined to be an unsafe building in accordance with Section 115 of the International Building Code.

J. Improper occupancy. All buildings or portions thereof occupied for living, sleeping, cooking or dining purposes which were not designed or intended to be used for such occupancies.

Section 235.330 - GOVERNING BODY POWERS
The Governing Body of the City of Junction City, Kansas, shall have power to cause the repair or removal of or to remove any structure located within the City, which may have become unsafe or dangerous, subject to the provisions of this Chapter.

SECTION 235.340 - REMOVAL OF UNSAFE STRUCTURES, FILING STATEMENT, NOTICE AND HEARING REQUIREMENTS
Whenever the Enforcing Officer determines, following proper inspection, conditions exist to a structure rendering said structure dangerous or unsafe, he/she shall file with the Governing Body of the City of Junction City, Kansas, a statement in writing that the structure, describing the same and where located, is unsafe or dangerous and such condition needs to be rectified in accordance with this Article. The Governing Body shall by resolution fix a time and place at which the owner, his/her agent, any lienholders of record and any occupant of such structure may appear and show cause why such structure should not be condemned and ordered repaired or demolished. Such resolution shall be published once each week for two consecutive weeks on the same day of the week in the official city newspaper. A copy of said resolution shall be mailed by certified mail within three (3) days after publication to each owner, agent, lienholder and occupant at his/her or its last known place of residence and shall be marked "deliver to addressee only".

SECTION 235.330 - FINDINGS, RESOLUTION, CONTENTS AND NOTICE
On the date fixed for hearing or any adjournment thereof, the Governing Body of the City of Junction City shall hear all evidence submitted by the owner, his/her agent, lienholders of record and occupants having an interest in such structure as well as evidence submitted by the Enforcing Officer filing the statement and shall make findings by resolution and shall cause the resolution to be published once in the official city newspaper. If the Governing Body of the City of Junction City, Kansas, finds that such structure is unsafe or dangerous, such resolution shall direct the structure to be repaired or removed and the premises made safe and secure. Such resolution shall be mailed to the owners, agents, lienholders of record and occupants in the same manner provided for the notice of hearing. The resolution shall fix a reasonable time within which repair or removal of such structure shall be commenced and a statement that if the owner of such structure fails to commence the repair or removal of such structure within the time stated or fails to diligently prosecute the same until the work is completed, the Governing Body will cause the structure to be razed and removed with all costs associated therewith payable by the owner or subject to a lien on said property as provided herein.

SECTION 235.340 - OWNER SHALL FILL EXCAVATIONS
The owner of any structure, upon removing the same, shall fill any basement or other excavation located upon the premises and take any other action necessary to leave such premises in a safe and sanitary condition. The owner shall fill all excavations to grade. The Enforcing Officer shall confirm these requirements have been met. .

SECTION 235.350 - REMOVAL OF UNSAFE STRUCTURES, CERTIFICATION OF SALVAGE SALE, REMOVAL COSTS ON TAX ROLLS, NO FUND WARRANTS, TAX LEVIES
A. If the owner of any structure has failed to commence the repair or removal of such structure within the time stated in the resolution or has failed to diligently prosecute the same thereafter,

the City may proceed to raze and remove such structure, make the premises safe and secure or let the same to contract. The City shall keep an account of the cost of such work to include cost of publication of notices and postage for mailing of notices and including an administrative charge of five hundred dollars ($500.00), may sell the salvage from such structure and apply the proceeds or any necessary portion thereof to pay the cost of removing such structure and making the premises safe and secure. All monies in excess of that necessary to pay such costs, after the payment of all costs, shall be paid to the owner of the premises upon which the structure was located.

B. The City shall give notice to the owner of such structure by certified mail of the total cost incurred by the City in removing such structure and making the premises safe and secure, including legal publication, mailing, and all administrative costs. Such notice also shall state that payment of such cost is due and payable within thirty (30) days following receipt of such notice. If the cost is not paid within the thirty (30) day period and if there is no salvageable material or if monies received from the sale of salvage or from the proceeds of any insurance policy in which the City has created a lien pursuant to K.S.A. 40-3901 et seq. and amendments thereto are insufficient to pay the cost of such work, the balance shall be collected in the manner provided by K.S.A. 12-1,115 or shall be assessed as a special assessment against the lot or parcel of land on which the structure was located and the City Clerk, at the time of certifying other City taxes, shall certify the unpaid portion of the costs and the County Clerk shall extend the same on the tax rolls of the County against such lot or parcel of land. The City may pursue collection both by levying a special assessment and in the manner provided by K.S.A. 12-1,115, but only until the full cost and any applicable interest has been paid in full. Whenever any structure is removed from any premises under the provisions of this Chapter, the City Clerk shall certify to the County Appraiser that such structure, describing the same, has been removed.

C. If there is no salvageable material or if the monies received from the sale of salvage or from the proceeds of any insurance policy in which the City has created a lien pursuant to K.S.A. 40-3901 et seq. and amendments thereto are insufficient to pay the cost of the work, such costs or any portion thereof in excess of that received from the sale of salvage or any insurance proceeds may be financed, until the costs are paid, out of the general fund or by the issuance of no-fund warrants. Whenever no-fund warrants are issued under the authority of this act, the Governing Body of such City shall make a tax levy at the first (1st) tax levying period for the purpose of paying such warrants and the interest thereon. All such tax levies shall be in addition to all other levies authorized or limited by law and shall not be subject to the aggregate tax levy prescribed in Article 19 of Chapter 79 of the Kansas Statutes Annotated and amendments thereto. Such warrants shall be issued, registered, redeemed and bear interest in the manner and in the form prescribed by K.S.A. 79-2940 and amendments thereto, except they shall not bear the notation required by that Section and may be issued without the approval of the State Board of Tax Appeals. All monies received from special assessments levied under the provisions of this Section or from an action under K.S.A. 12-1,115, when and if paid, shall be placed in the General Fund of the City.

SECTION 235.360 - REMOVAL OF UNSAFE STRUCTURES, IMMEDIATE HAZARD, ACTION TO PROTECT PUBLIC, NOTICE NOT REQUIRED, COST

When, in the opinion of the Enforcing Officer, any structure is in such condition as to constitute an immediate hazard requiring immediate action to protect the public, such officer may erect barricades or cause the property to be vacated, taken down, repaired, shored or otherwise made safe without delay and such action may, under such circumstances, be taken without prior notice to or hearing of the owners, agents, lienholders and occupants. The cost of any such action shall be assessed against the property and paid in the manner provided by Section 235.350 of this Article.

SECTION 235.370 - PENALTY
Any person violating any of the provisions of this Chapter is guilty of a misdemeanor and upon conviction thereof shall be punished as provided by section 100.090 of Article V, Chapter 100, Title I of this Code.

SECTION 235.380 – APPEALS
Any person aggrieved by a Resolution adopted by the Governing Body under this Article III may, within thirty (30) days after the adoption of such Resolution, may bring an action in the District Court of Geary County for an injunction restraining the enforcing officer from carrying out the provisions of the Resolution pending final disposition of the case.

SECTION 235.390 – SCOPE OF ARTICLE III
Nothing in this ordinance shall be construed to abrogate or impair the powers of the courts or of any department of the city to enforce any provisions of its charter or its ordinances or regulations, nor to prevent or punish violations thereof; and the powers conferred by this ordinance shall be in addition to and supplemental to the powers conferred by the constitution, any other law or ordinance. Nothing in this ordinance shall be construed to impair or limit in any way the power of the city to define and declare nuisances and to cause their removal or abatement by summary proceedings or otherwise or to exercise those powers granted specifically by K.S.A. 12-1750:1756.

SECTION 2. All ordinances and parts thereof that are inconsistent with any provision of this Ordinance are hereby repealed.

SECTION 3. This Ordinance shall be effective upon publication as required by law.

Passed and adopted by the Governing Body of the City of Junction City, Kansas this ___ day of _____, 2018.

CITY OF JUNCTION CITY, KANSAS

_____
Pat Landes
Mayor

ATTEST: (Seal)

_____
Shawna Settles, City Clerk

Backup material for agenda item:

f. Consider the request to transfer surplus equipment from the Junction City Fire Department to the Kansas Forestry Service.

City of Junction City

City Commission

Agenda Memo

6 February 2018

From: Fire Chief Terry Johnson

To: Board of Commissioners

Subject: **Surplus Fire Equipment**

Background: Junction City Fire Department (JCFD) has recently established a list of equipment that is surplus to the department and not of use in our current operations. This is a collection of Fire equipment that has been accumulated over years of storage. This equipment is not needed as our current apparatus and operational needs are being met and the excessive equipment is outdated for our departments use.

Discussion of Issue: The JCFD is seeking to coordinate the removal of the surplus equipment to the Kansas Forestry Service to assist other departments in Kansas who may be able to utilize this equipment in service their communities. Allowing our community to reach out and possibly help other communities continue to provide services is an important way to help our fellow citizens.

Alternatives: It appears that the City Commission has the following alternatives concerning the issues at hand. The Commission may:

1. Approve the transfer of JCFD Surplus items to the Kansas Forestry for distribution to other agencies

2. Disapprove the transfer of JCFD Surplus items to the Kansas Forestry for distribution to other agencies

3. Table the request.

Recommendation: Staff Recommendation; Approval the transfer of JCFD Surplus items to the Kansas Forestry for distribution to other agencies

Possible Motions:

1. Approve the transfer of JCFD Surplus items to the Kansas Forestry for distribution to other agencies

2. Disapprove the transfer of JCFD Surplus items to the Kansas Forestry for distribution to other agencies

3. Table the transfer of JCFD Surplus items to the Kansas Forestry for distribution to other agencies

Enclosures: Inventory and pictures of surplus items

Junction City Fire Department Surplus Inventory

4 Each 4500PSI Cylinders with Hoses for Filling 2216 PSI Breathing Air Cylinders

1 Each Hand Tool Mounting Assembly

5 Each Small tool Boxes Empty

1 Box Miscellaneous Mounting Pieces for Hand Tools

2 Each Porta Power Tools

2 Sets of Safety Triangles Missing Parts

2 Positive Pressure Fans

2 Foam Nozzles

1 CPR Mannequin (1980)

8 Each Nozzles Chrome

4 Each Chrome adapters 3 inch to 4.5 inch

5 Each intake Valves 6 " to 5 " Storz (Condition Unknown)

6 Hose Clamps (1980 to 1989)

4 Each Electric Cord Reels

6 Each Miscellaneous Fire Extinguisher Brackets

2 Each Metal handle Fire Flaps

3 Each Miscellaneous Hand tools (Shovels, Potato Fork, etc.,)

1 Box Miscellaneous Ambulance and Fire truck Parts (1980 to 1990's)

2 Each Water Valves (1980's)

Radio Equipment is out dated and may not be programmable

5 Each GE Handheld Charger Stations

1 Box Radio Pager Parts

1 Box Voice Radio Amps

1 Box Pager Charger Units

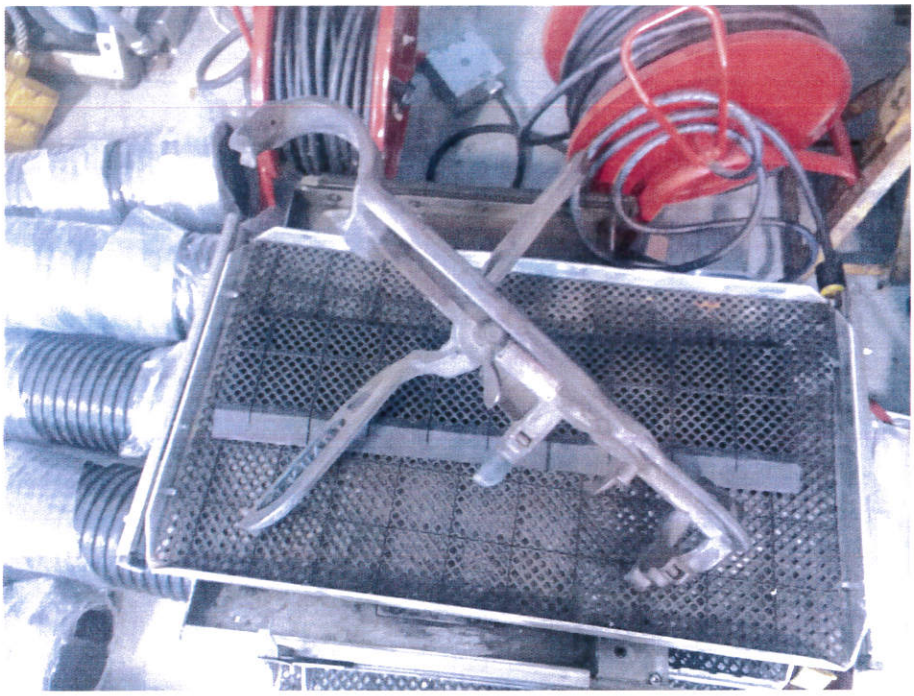
1 Box Radio Parts GE 1970 to 1980 units

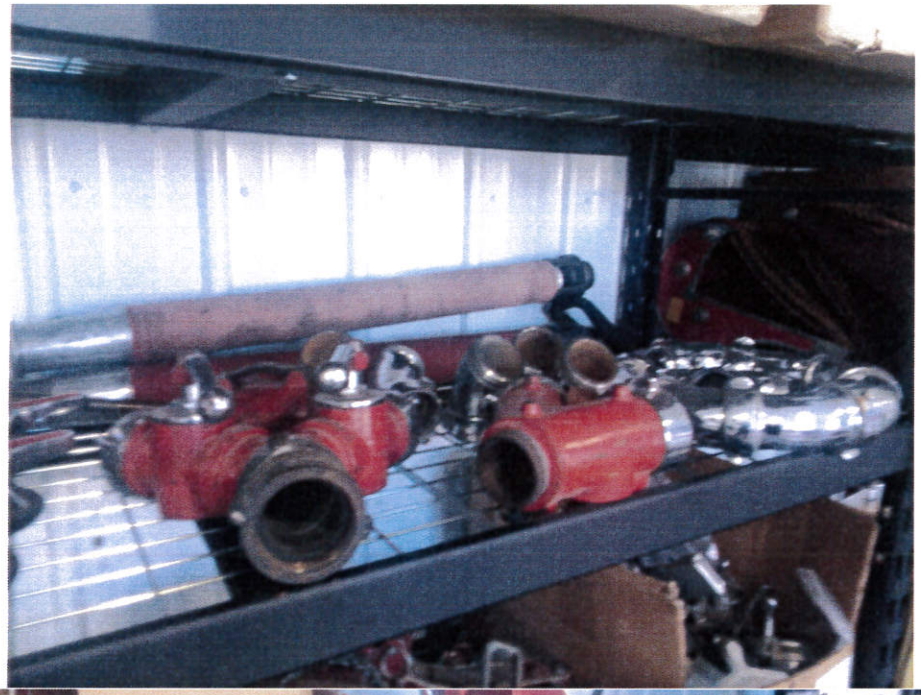
1 Box hand Held GE MPA portables

12 GE Mobile Radios (1970 t 1990's)

1 Motorola Base terminal (1980)

the transfer of JCFD Surplus items to the Kansas Forestry for distribution to other agencies





Backup material for agenda item:

g. Discussion regarding the Greyhound Lines temporary stop in the Spin City Parking Lot.

City of Junction City

City Commission

Agenda Memo

01-29-2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: Temporary Greyhound Lines Stop at the Spin City Parking Lot

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Objective: Discuss future of the Temporary Greyhound Lines Bus Stop at the Spin City Parking Lot.

Explanation of Issue: In early February of 2017, a number of us in Junction City including then Mayor Fitzgerald, then Vice-Mayor Landes, and myself were contacted by Sarah Hoogerhyde, Area Manager, mid-west region, Greyhound Lines, Inc. regarding the loss of the present bus stop in Grandview Plaza. She was looking for a temporary site on City owned property as she said it could take three to six months to find a new permanent location. Her other choice she said was to temporarily discontinue bus stops in Junction City by her firm.

The one area we thought of was the Spin City Parking lot. The City then entered into a short term lease in March, 2017, in hope that a permanent bus stop could be found. To date they have not found one. Sarah has tried to find another location. Last week Sarah wrote the following: I did not get traction from my last round. I will plan a visit within the next 60 day period to try the direct route again. If you would like, we can set up a meeting or brainstorm beforehand. I would like to run an ad in the paper or utilize the local Chamber of Commerce again to determine if there is interest in finding a location for the bus stop.

There has been minor issues with having the bus stop at this location, but I am concerned that if the City decides not to have the bus stop at this location the service in Junction City would be discontinued.

Budget Impact: As mentioned above the City has not received any compensation from Greyhound. Granted there have been some minor expenses and issues, so the question would be should the City charge for this area?

Staff Recommendation: Even though we encourage a private partnership I think it is important to our community to maintain a bus stop. At this time they apparently have not identified a private partnership. .

Attachments: None

Backup material for agenda item:

h. Consider the Agreement to Transfer Federal Aviation Administration (FAA) Entitlement Funds to the Johnson County Executive Airport.

City of Junction City

City Commission

Agenda Memo

02-01-2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: **Release to transfer use of FAA Funds**

Objective: Consideration and approval of Agreement to Transfer FAA Entitlements

Explanation of Issue: The Junction City airport is an entitlement airport, which means the City is allocated $150,000 from the FAA Airport Trust each year to be used for airport improvements for projects approved by FAA via grant funds (90/10). The City may bank up to three years of these funds for a project, but at the end of the three years, if the funds have not been designed for a specific project, one year of the funds ($150,000) is release back to the trust fund and the funds are reallocated by FAA to other airports across the nation. In recent years, a process was developed to keep the funds within a region. Attached is such a request from the Kansas Department of Aviation to release our funds to the Johnson County Executive Airport for a project that they are need of funds.

Since we did not have a project designating the funds and our Master Plan did not have a project, other than a $950,000 rehabilitation project for the runway that could use the funds, we believe this request is a reasonable request to keep the funds in Kansas. Otherwise, the funds would be returned to the FAA trust fund.

Below is a note from Dennis O'Conner of the Kansas Department of Transportation.

Greetings, Allen:

Happy New Year! I'm back in touch to see if you could please help us with another transfer of expired NPE funds from the airport. Please see the attached form, covering federal fiscal year 15. The transfer needs to go to Johnson County Executive Airport.

Thanks!

--DOC

Dennis O'Connor, C.M.
Manager, State & Federal Affairs
Aviation Division

Kansas Department of Transportation
700 SW Harrison St., 9th Fl
Topeka, KS 66603
785-296-2553, office
785-296-1478, direct

Dennis.OConnor@ks.gov

Budget Impact: No budget impact

Alternatives: The City Commission may approve or disapprove this request as presented.

Recommendation: Staff recommends the approval of this request.

Suggested Motion: I, _____, move to authorize the Mayor and City Attorney to sign the request for transfer of FAA entitlement funds as presented. Seconded by _____.

Enclosures: Agreement for Transfer of Entitlements

Request for FAA Approval of Agreement for Transfer of Entitlements

In accordance with 49 USC § 47117(c)(2),

Name of Transferring Sponsor: **City of Junction City, Kansas**
hereby waives receipt of the following amount of funds apportioned to it under 49 USC § 47117(c) for the:

Name of Transferring Airport (and Locid): **Freeman Field Airport (3JC)**

for each fiscal year listed below:

Entitlement Type (Passenger, Cargo or Nonprimary)	Fiscal Year	Amount
NPE	**FFY 15**	**$150,000**
		$
		$
		$
Total		**$**

The Federal Aviation Administration has determined that the waived amount will be made available to:

Name of Airport (and Locid) Receiving Transferred Entitlements: **Johnson County Executive Airport (OJC)**

Name of Receiving Airport's Sponsor: **Johnson County, Kansas (Airport Commission)**

a public use airport in the same state or geographical areas as the transferring airport for eligible projects under 49 USC § 47104(a).

The waiver expires on the earlier of __**9/30/2018**_____ (date) or when the availability of apportioned funds lapses under 49 USC § 47117(b).

For the United States of America, Federal Aviation Administration:

Signature: _____

Name: _____

Title: _____

Date: _____

Certification of Transferring Sponsor

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this day of _____ , _____.

Name of Sponsor:

Name of Sponsor's Authorized Official:

Title of Sponsor's Authorized Official:

Signature of Sponsor's Authorized Official: _____

Certificate of Transferring Sponsor's Attorney

I, _____, acting as Attorney for the Sponsor do hereby certify that in my opinion the Sponsor is empowered to enter into the foregoing Agreement under the laws of the state of _____. Further, I have examined the foregoing Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said state and 49 USC § 47101, et seq.

Dated at _____ (City, State), this _____ day of _____, _____.

Signature of Sponsor's Attorney: _____

Backup material for agenda item:

i. Consideration of Amendment No. 1 to the Federal Fund Exchange Master Agreement with Kansas Department of Transportation KDOT.

City of Junction City

City Commission

Agenda Memo

02-01-2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: Federal- Fund Exchange Program Supplemental Agreement No. 1

Objective: Consider approving a Federal- Fund Exchange Program Supplemental Agreement No. 1 between the City of Junction City and Kansas Department of Transportation (KDOT).

Explanation of Issue: The City entered into an agreement with the Kansas Department of Transportation (KDOT) pertaining to the Federal Fund Exchanged Program on May 2, 2016. Prior to that time it was an annual agreement. They are now wanting to amend the agreement by not allowing banking of funds and also changing the exchange rate from year to year. The proposed rate of exchange for 2018 is 75 %. It previously had been 90%. The advantage of the exchange program it allows for more flexibility in spending of the funds even though there is an exchange rate.

Budget Impact: The City will continue to receive Federal Exchange Funds. The rate of exchange will be determined each year and each year the City will be able to participate or opt out.

Staff Recommendation: Staff recommends approval of the agreement

Attachments: Federal Fund Exchange Program Supplemental Agreement No. 1.

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Richard Carlson, Secretary
Michael J. Stringer, P.E., Chief

Kansas
Department of Transportation
Bureau of Local Projects

Phone: 785-296-3861
Fax: 785-296-2079
Hearing Impaired - 711
kdot#publicinfo@ks.gov
http://www.ksdot.org
Sam Brownback, Governor

BLP Memo 18-01

MEMO TO: County Engineers/City Engineers/Road Supervisors/Highway Administrators/Public Works Directors

DATE: 1/11/2018

SUBJECT: Federal Fund Exchange Supplemental Agreement

Please find attached the Supplemental Agreement reflecting the modifications to the Federal Fund Exchange program as stated in BLP Memo 17-07, dated August 3, 2017.

Although KDOT has not yet received our full allotment of federal funds for Federal Fiscal Year 2018, we are sending you the supplemental agreement in anticipation of the distribution being made as soon as they are available. KDOT is hopeful that this will help expedite the process at that time.

Please sign and return two originals of the completed Supplemental Agreement to the address below. KDOT will execute and return an original to the Local Public Authority (LPA).

KDOT Bureau of Local Projects
Attn: Ingrid Horton
3rd Floor, West Wing, Dwight D. Eisenhower State Office Building
700 SW Harrison Street
Topeka, KS 66603-3754

The Federal Fund Exchange program is a voluntary program that allows an LPA to trade all or a portion of its federal fund allocations in a specific federal fiscal year with KDOT in exchange for state transportation dollars. State funds will be paid on a reimbursement basis as the LPA incurs costs for transportation related projects. The FFE Program Guidelines and required documents are found at http://www.ksdot.org/burlocalproj/default.asp.

We appreciate your participation in the Federal Fund Exchange program for local public agencies. Please contact Ingrid Horton, Tod Salfrank or me at 785-296-3861 if you have any questions.

Sincerely,

Michael J. Stringer, P.E., Chief
Bureau of Local Projects

FUND EXCHANGE MASTER
CITY OF JUNCTION CITY, KANSAS

SUPPLEMENTAL AGREEMENT No. 1

This Agreement, effective as of the date signed by the Secretary or designee, is between the **Secretary of Transportation**, Kansas Department of Transportation (KDOT) (the "Secretary") and the **City of Junction City, Kansas** (the "City"), **collectively**, the "Parties."

RECITALS:

A. The Secretary and the City entered into Agreement No. 91-16 dated May 2, 2016, for the purpose of participating in the Secretary's voluntary Federal Fund Exchange Program (the "Original Master Agreement").

B. The Parties now mutually desire to supplement the Original Master Agreement to reflect a change in the exchange provisions.

NOW, THEREFORE, the Parties agree as follows:

1. On page one (1) of the Original Master Agreement, Recital A be replaced in its entirety to read as follows:

   A. The Secretary has authorized a voluntary Federal Fund Exchange Program under which local units of government may exchange some or all of the Federal Funds allotment by KDOT to the local unit in a specific federal fiscal year for State Funds allocated to the Secretary.

2. On page one (1) of the Original Master Agreement, Recital B be replaced in its entirety to read as follows:

   B. The City desires to exchange all or a portion of the City's annual allotment of Federal Funds for State Funds at the Exchange Rate.

3. On page one (1) of the Original Master Agreement, Article I, paragraph 2, **Banked Funds**, be deleted and the subsequent definition paragraphs renumbered.

4. On page two (2) of the Original Master Agreement, Article I, paragraph 4, **Exchange Rate**, be replaced in its entirety to read as follows:

   4. **"Exchange Rate"** means the exchange of the City's Federal Funds allotment for State Funds at the reimbursement rate determined by the Secretary in the Fund Exchange Request.

5. On pages two (2) and three (3) of the Original Master Agreement, Article II, paragraph 3, **Exchange of Funds**, be replaced in its entirety to read as follows:

   3. **Exchange of Funds.** When the City submits a Fund Exchange Request, to use the Exchanged Funds pursuant to the Federal Fund Exchange Program, the following terms will apply to the exchange:

      (a) The City authorizes the Secretary to retain and use the Exchanged Portion of the City's annual allotment of Federal Funds for the federal fiscal year indicated in the Fund Exchange Request in exchange for State Funds at the Exchange Rate.

      (b) The Secretary shall reimburse the City, with State Funds, for one hundred percent (100%) of costs incurred pursuant to this Agreement, in an amount not to exceed the

Exchange Rate multiplied by the Exchanged Funds. All costs incurred in excess of the fund exchange amount will be the sole responsibility of the City.

(c) The City understands that the Secretary may use the retained Federal Funds exchanged by the City for any federally eligible purpose or project within the State.

(d) The Secretary will make partial payments to the City for amounts not less than $1,000 and no more frequently than monthly. Such payments will be made after receipt of proper billing showing costs paid by the City and any reimbursement form required by KDOT.

6. Attachment A of the Original Master Agreement, is null and void, and is replaced by the attached Revised Attachment A.

THIS SUPPLEMENTAL AGREEMENT shall not be construed to alter, modify, or void the terms, provisions or conditions of the Original Agreement, incorporated herein by reference, except as herein specifically provided.

IN WITNESS WHEREOF, the Parties have caused this Supplemental Agreement to be signed by their duly authorized officers.

ATTEST:

THE CITY OF JUNCTION CITY, KANSAS

_____
CITY CLERK

_____
MAYOR

(SEAL)

Kansas Department of Transportation
Secretary of Transportation

BY:_____
Catherine M. Patrick, P.E. (date)
State Transportation Engineer

Attachment A

Kansas
Department of Transportation
Bureau of Local Projects

REQUEST TO EXCHANGE FEDERAL FUNDS
under the Federal-Aid Fund Exchange Master Agreement

Date:

County/City:

Federal Funds to Be Exchanged:

Exchange Rate for 2XXX: $0.XX State Funds/$1.00 Federal Funds

The Secretary of Transportation is hereby requested to make available to the city/county State Funds in exchange for the city's/county's allotment of Federal Funds in the amount stated above. The Exchange will be made under the Terms and Conditions as set forth in the city/county's Federal Fund Exchange Master Agreement previously executed between the city/county and the Secretary. This request shall be attached to and become a part of the city/county's Federal Funds Exchange Agreement.

Contact Person:_____ Title: _____

Address: _____

Phone:_____ Email: _____

_____
Signature* ***Date***

_____
Typed or Printed Name

_____
Title
****The representative signing this request must be authorized by law to bind the city/county to an agreement.***

Junction City Federal Fund Exchange

	Distribution Amount	Total Available	Available to Exchange	75% (starting 2018)	Reimbursed	Remaining Available to Exchange
2011	$369,401.03	$369,401.03	$369,401.03	$332,460.93	$332,460.93	($0.00)
2012	$219,904.74	$219,904.74	$219,904.74	$197,914.27	$0.00	$197,914.27
2013	$226,059.10	$226,059.10	$226,059.10	$203,453.19	$0.00	$203,453.19
2014	$274,771.92	$274,771.92	$274,771.92	$247,294.73	$0.00	$247,294.73
2015	$271,845.84	$271,845.84	$271,845.84	$244,661.26	$893,323.44	($648,662.18)
2016	$274,973.39	$274,973.39	$274,973.39	$247,476.05	$247,476.05	$0.00
2017	$268,869.39	$268,869.39	$268,869.39	$241,982.45	$78,644.27	$163,338.18
2018		$0.00	$0.00	$0.00		$0.00
				Total State Funds Available		**$163,338.18**

Backup material for agenda item:

j. Consider the Release of Mortgage for Rothwell Property Management, L.C.

City of Junction City

City Commission

Agenda Memo

02/06/2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: **Release of Mortgage for Rothwell Property Management, L.C.**

Objective: Release of Mortgage for Rothwell Property Management, L.C.

Explanation of Issue: In 2007 Junction City Abstract & Title Co., Inc. (JCAT) paid off a mortgage that Rothwell Property Management, L.C., had with the City of Junction City. A copy of the mortgage is attached. The mortgage covered three tracts of land. A partial release was filed covering only one tract of land in 2002. We need to complete a full release on the other two tracts of land.

Budget Impact: None.

Staff Recommendation: Approve the Release of Mortgage.

Attachments: Release of Mortgage, Partial Release of Mortgage and Real Estate Mortgage.

RELEASE OF MORTGAGE

STATE OF KANSAS, COUNTY OF GEARY, ss:

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned, Pat Landes, Mayor of the **City of Junction City**, Kansas, a municipal corporation located in Geary County, Kansas, hereby certified that a certain Mortgage dated January 7, 2000, made and executed by **ROTHWELL PROPERTY MANAGEMENT, L.C.**, of Geary County, Kansas, as Mortgagor, to the **City of Junction City**, Kansas, as Mortgagee, and recorded in the Office of the Register of Deeds of Geary County, Kansas, in Mortgage Book 127, at pages 1157-1168, on the 10th day of January 10, 2000, encumbering the following described real estate:

Tract 1: Tract Three (3), Four (4) and Five (5), Replat of Subdivision One (1), West Acres Subdivision to Geary County, Kansas

Tract 2: Tracts Twenty-two (22), Twenty-three (23) and Twenty-four (24), Subdivision Two (2), West Acres Subdivision to Geary County, Kansas

Is herby paid, satisfied, released and discharged.

Executed this 6th day of February, 2018.

CITY OF JUNCTION CITY, KANSAS

By:_____
Pat Landes, Mayor

The foregoing Release of Mortgage was acknowledged before me on this 6th day of February, 2018, by Pat Landes, Mayor of CITY OF JUNCTION CITY, a municipal corporation for and on behalf of said CITY OF JUCNTION CITY, Kansas.

_____
Shawna Settles, City Clerk & Notary Public
Notary Expiration: _____

Misc. Book 61 Page 758

PARTIAL RELEASE OF MORTGAGE

In Consideration of monies received in partial payment of the debt secured by a certain Mortgage made by

ROTHWELL PROPERTY MANAGEMENT, L.C., a Kansas limited liability company

in favor of

THE CITY OF JUNCTION CITY, KANSAS, a municipal corporation

dated the 7th day of May, 2000 which is recorded

in Volume 127 Mortgages, on Pages 1157-1168 of the records of

Geary County, Kansas, and covering the following described real estate, viz:

Lots Fifteen (15) and Sixteen (16), Block Thirty (30), Junction City, Geary County, Kansas

partial satisfaction of said Mortgage is acknowledged and the same is hereby released.

Dated this 7th day of May, 2002.

DAVID O. BOSSEMEYER, MAYOR

ACKNOWLEDGMENT FOR CORPORATION

STATE OF KANSAS , GEARY COUNTY, ss:

Be it remembered that on this 7th day of May, 2002

before me, the undersigned, a notary public in and for the County and State aforesaid,

came DAVID O. BOSSEMEYER, MAYOR OF JUNCTION CITY, KANSAS who is personally known to me to be the same person who executed the within instrument of writing, and such person duly acknowledged the execution of the same as the act and deed of said municipal corporation.

My Commission Expires: 3-7-06

Notary Public

ILENE WRIGHT
Notary Public State of Kansas
My Appt. Expire: 03-07-06

STATE OF Kansas
Geary County
This instrument was filed for record on the 8 day of May 2002 at 3:05 o'clock P M and duly recorded in book 61 of Misc page 758

Register of Deeds

Deputy

FEE : $5.00

LOC

M/R

Mortgage Book 127 Page 1157

REAL ESTATE MORTGAGE

THIS INDENTURE, made this 7th day of January, 2000, by **ROTHWELL PROPERTY MANAGEMENT , L.C.**, a Kansas limited liability company with its principal offices in Riley County, Kansas, (the "Mortgagor") in favor of **THE CITY OF JUNCTION CITY, KANSAS** of Geary County, Kansas, (the "Mortgagee).

That the Mortgagor, in consideration of the sum of **One Hundred Thousand Dollars ($100,000.00)**, loaned and advanced on this date by Mortgagee to Rothwell Nurserymen, Inc., a Kansas corporation, the receipt whereof is hereby acknowledged, does by these presents GRANT, BARGAIN, SELL, CONVEY, WARRANT AND MORTGAGE unto the Mortgagee, its successors and assigns, all of the following described real estate, situated in the County of Geary and the State of Kansas, to-wit:

Tract 1: Tract Three (3), Four (4) and Five (5), Replat of Subdivision One (1), West Acres Subdivision to Geary County, Kansas

Tract 2: Tracts Twenty-two (22), Twenty-three (23) and Twenty-four (24), Subdivision Two (2), West Acres Subdivision to Geary County, Kansas

Tract 3: Lots Fifteen (15) and Sixteen (16), Block Thirty (30), Junction City, Geary County, Kansas

(collectively, the "Real Estate").

To have and to hold, with all and singular the hereditaments and appurtenances thereunto belonging or in anywise appertaining, and together with all easements, rights,

rents, royalties, profits, improvements and fixtures now or hereafter attached thereto or existing (the Real Estate, together with all of the foregoing, being hereinafter referred to as the "Mortgaged Property"), unto the said Mortgagee and its successors and assigns, forever. Mortgagor warrants that it is the owner of marketable fee simple title to the Mortgaged Property, free and clear from any and all liens and encumbrances (except for existing Leases), and that with the exception of prior mortgages in favor of First State Bank of Junction City, Kansas recorded in Mortgage Book 127, at pages 1145-1150, and in Mortgage Book 127, at pages 1151-1156, in the Office of the Register of Deeds, Geary County, Kansas, this Mortgage is a first and prior lien to secure to Mortgagee, its successors and assigns, the repayment of the above sum with interest thereon, together with all extensions, renewals, and further advances of all the sums that may be due and payable to Mortgagee, all in accordance with a certain note of even date herewith (the "Note") and secured hereby, executed by the Mortgagor to the Mortgagee, such principal and interest being payable as expressed in the Note, and as the same may hereafter be modified. The terms and provisions of the Note are incorporated herein by reference.

Provided, Always, and these presents are upon the following agreements, covenants and conditions, to-wit:

1. **PAYMENT OF PRINCIPAL AND INTEREST.** Time is of the essence of this Mortgage. Mortgagor shall promptly pay when due, the principal of and interest on the

therefrom during the pendency of such foreclosure. All rents and profits due and owing upon initiation of foreclosure or thereafter becoming due and owing is hereby assigned by the Mortgagor to the Mortgagee. All rents and profits collected by the receiver shall be applied first to payment of the cost of management of the Mortgaged Property and connection of rents and profits, including, but not limited to, receiver's fees and premiums of receiver's bonds, and then to the sum secured by this Mortgage.

13. INVALID PROVISIONS TO AFFECT NO OTHERS. If any one or more of the covenants, agreements, terms, or provisions contained in this Mortgage or in the Note shall be invalid, illegal or unenforceable in any respect, the validity of the remaining covenants, agreements, terms and provisions contained herein and in the Note shall in no way be affected.

14. NOTICES. Except for any notice required by law to be given in another manner, (a) any notice to the Mortgagor shall be given by delivering or mailing such notice to the following address: c/o Jason F. Rothwell, 2516 W. Highway K-18, Junction City, Kansas 66441, or at such other address designated by the Mortgagor by written notification to the Mortgagee, and (b) any notice to the Mortgagee shall be given at the following address: City of Junction City, Municipal Building, 700 N. Jefferson Street, Junction City, Kansas 66441, ATTN: City Manager, or to such other address as the Mortgagee may designate by written notification to the Mortgagor.

15. FUTURE ADVANCES. Upon the request of the Mortgagor, the Mortgagee, at its option, prior to release of this Mortgage, may make future advances to the Mortgagor.

Such future advances with interest thereon as specified by promissory notes to be executed by the Mortgagor, shall be secured by this Mortgage. At no time shall the principal amount of the indebtedness secured by this Mortgage, not including such sums as may be advanced by the Mortgagee under the preceding provisions of this Mortgage, exceed the original amount.

16. **ACCELERATION UPON SALE**. The Mortgagor acknowledges that the Mortgagee has advanced sums secured by this Mortgage to Mortgagor personally in reliance upon Mortgagor's particular credit rating and history. The Mortgagor further acknowledges and agrees that performance of Mortgagor's obligations under this Mortgage and under the Note may not be directly or indirectly delegated or assigned to any other person.

At the option of the Mortgagee, all sums secured by this Mortgage shall become immediately due and payable and this Mortgage may be foreclosed, if Mortgagor sells by outright conveyance or by entering into a contract for deed, all or any part of the Mortgaged Property or Mortgagor's interest in the Mortgaged Property to any other person, corporation or entity without the written consent of the Mortgagee or if by operation of law, title to all or any part of the Mortgaged Property becomes vested in any person, corporation or entity other than the Mortgagor in any manner whatsoever, except (a) upon a transfer by law to a surviving Mortgagor upon the death of the other or (b) if the Mortgagor, without giving any option to purchase, lease all or any part of the property for not more than 3 years.

The direct or indirect acceptance of one or more payments on the indebtedness

or of the sums secured by this Mortgage from anyone other than the Mortgagor shall not constitute the Mortgagee's consent to or approval of any sale of all or any part of the Mortgaged Property or of the Mortgagor's interest therein, nor shall such acceptance constitute the waiver by the Mortgagee of its right to terminate the Mortgage.

17. WAIVER OF REDEMPTION. Mortgagor hereby wholly waives any statutory or equitable period of redemption in the event of a foreclosure of this Mortgage.

IN WITNESS WHEREOF, the Mortgagor has hereunto set its hand the day and year first above written.

STATE OF KANSAS } SS
GEARY COUNTY

This instrument was filed for record on the 10 day of January A.D. 2000 at 10:50 o'clock A.M. and duly recorded in Book 127 page 1157-1168
Fee $ 28.00
Register of Deeds

ROTHWELL PROPERTY MANAGEMENT, L.C.,
a Kansas limited liability company

By: _____
Jason F. Rothwell, Manager Member

"Mortgagor"

REGISTRATION FEES
AMOUNT OF INDEBTEDNESS $100,000.00
MTG. REG. TAX FEE $260.00
PAID THIS 10 DAY OF January 2000 NO. 5354
REGISTER OF DEEDS, GEARY COUNTY, KANSAS

STATE OF KANSAS, COUNTY OF GEARY, ss:

The foregoing instrument was acknowledged before me this 7TH day of January, 2000, by Jason F. Rothwell, as Managing Member of ROTHWELL PROPERTY MANAGEMENT, L.C., a Kansas limited liability company.

NOTARY PUBLIC - State of Kansas
VANESSA R. LORENZEN
My Appt. Exp. 2-4-2003

Notary Public

WARRANTY DEED

THIS DEED, Made 11th day of April, 2007, between

ROTHWELL PROPERTY ~~MANAGMENT~~ Management, L.C., a Kansas limited liability company

duly organized and existing and by virtue of the laws of the state of Kansas, grantor, and

OUT WEST INVESTMENTS, LLC, a Kansas limited liability company

duly organized and existing under and by virtue of the laws of the State of Kansas grantee:

WITNESSETH, that the grantor, for and in consideration of the sum of $1.00 Dollars the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold, and conveyed and, by these presents does grant, bargain, sell, convey and confirm unto the grantee, its successors and assigns forever, all the real property, together with improvements, if any, situate, lying and being in the County of Geary and State of Kansas described as follows:

Tracts Three (3), Four (4) and Five (5), Replat of Subdivision One (1), West Acres Subdivision to Geary County, Kansas; and Tracts Twenty-two (22), Twenty-three (23) and Twenty-four (24), Subdivision Two (2), West Acres Subdivision to Geary County, Kansas

TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and reversion and reversions, remainder and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, claim and demand whatsoever, of the grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances:

TO HAVE AND TO HOLD the said premises above bargained and described, with the appurtenances, unto the grantee, its successors and assigns forever. And the grantor, for itself, its successors and assigns, does covenant and agree to and with the grantee, its successors and assigns, that at the time of ensealing and delivery of these presents, it is well seized of the premises above conveyed, has good, sure, perfect, absolute and indefeasible estate of inheritance, in law, in fee simple, and has good right, full power and lawful authority to grant, bargain, sell and convey the same in manner and form aforesaid, and that the same are free and clear from all other grants, bargains, sales, liens, taxes, assessments, encumbrances and restrictions of whatever kind or nature soever, AND EXCEPT GENERAL TAXED FOR THE CURRENT YEAR AND SUBSEQUENT YEARS, AND EXCEPT EASEMENTS, CONVENANTS, RESERVATIONS, RESTRICTIONS, AND RIGHTS OF WAY, IF ANY OF RECORD.

The grantor shall and will WARRANT AND FOREVER DEFEND the above bargained premises in the quiet and peaceable possession of the grantee, its successors and assigns, against all and every person or persons lawfully claiming or to claim the whole or any part thereof.

IN WITNESS WHEREOF, The grantor has caused its name to be hereunto subscribed the day and year first Written.

Entered in the Transfer Record in my office, this 1 day of June 2007 Rebecca Bossemeyer County Clerk by T. Kauffman Deputy

ROTHWELL PROPERTY ~~MANAGMENT~~ Management, L.C.

By: Member
Jason Rothwell
Managing Member

STATE OF KANSAS }ss.

COUNTY OF GEARY

BE IT REMEMBERED, That on this 12th day of APRIL, 2007, before me the undersigned, a notary public in and for the County and State aforesaid, came JASON ROTHWELL Managing Member of ROTHWELL PROPERTY ~~MANAGMENT~~ Management, L.C. duly organized and existing under the laws of the state of Kansas, who is personally known to me to be the same person who executed the foregoing instrument of writing on behalf of said limited liability company, and such person duly acknowledged the execution of the same to be the act and deed of said limited liability company.

Witness my hand and official seal.

My commission expires:

Jon E. Hill, Notary Public

JON E. HILL Notary Public - State of Kansas My Appt. Expires

STATE OF KANSAS GEARY COUNTY} SS
This instrument was filed for record on the 1 day of June 2007 A.D. at 2:53 o'clock P. M. and duly Recorded in Book 103 Page 117-5

WD 767 CORP TO CORP Tech. Fee $ 2.00 Filing Fee $ 6.00 Total Fee $ 8.00

Janelynn Bredenkoky
Register of Deeds

JON E. HILL Notary Public - State of Kansas My Appt. Expires 05-28-10

J-CAT 23390

153-7G REV.-73

GRANT OF RIGHT-OF-WAY

For and in consideration of the sum of One Dollar ($1.00), receipt of which is hereby acknowledged, and the further consideration of ..... per rod for each line, to be paid when and as each line shall be laid therein, the undersigned Grantor(s) do hereby grant, convey and warrant unto the said THE KANSAS POWER AND LIGHT COMPANY (Grantee), its successors, assigns and lessees, the right and easement to lay, operate, maintain, alter, remove and relay approximately parallel pipe lines, and other equipment appurtenant thereto, for the transportation and distribution of oil or gas in, on, over and through certain lands owned by Grantor(s) situated in.....Geary..... County, State of .....Kansas..... described as follows:

Tract No. 24, West Acres Subdivision No. Two (2), located in South One-half (S½) of Southeast Quarter (SE¼) of Section 4, Township 12, Range 5 East of the 6th Principal Meridian, Geary County, Kansas, as shown in the Plat recorded in Plat Book "C" at Page 20 in the office of the Register of Deeds, Geary County, Kansas,

STATE OF KANSAS } SS
GEARY COUNTY }
This instrument was filed for record on the 29 day of October A.D. 19 81, 4:00 o'clock PM and duly Recorded in Book 30 at page 811
Fee $ 5.00
Muriel (Katy) Smith
Register of Deeds
Helen C. Miller, Deputy

together with the right of ingress to, and egress from such lands for, and the right to remove such shrubbery, bushes, roots, and other obstacles as may interfere with the safe, proper and expeditious laying, operation, maintenance, alteration, removal and relaying of said pipe line or lines, or any part thereof.

Said pipeline shall enter the above described Tract No. 24, 2 feet North of Southwest corner of above described tract, proceeding Easterly, leaving 2 feet North of the Southeast corner of above described Tract No. 24.

Such pipe lines shall be laid at a minimum depth of...three (3)...feet below the surface of said lands of Grantor(s); and said Grantor(s) reserve(s) the right to use and enjoy the said lands subject to the uses and purposes thereof herein granted to Grantee.

Grantee, shall repair any damage to property of Grantor(s), or pay any substantial damages which may be caused to property of Grantor(s) by the laying, operation, maintenance, alteration, removal or relaying of said pipe line or lines. Such damages, if not mutually agreed upon, shall be ascertained by three disinterested persons, one of whom shall be selected by each, Grantor(s) and Grantee, their heirs or successors, assigns or lessees, and the third by the two so selected. The damages determined by such persons, or a majority of them, shall be conclusive as to the facts.

Grantor(s) agree not to construct or cause to be constructed, any building or other structure directly over or within.....fifty (50).....feet of said pipe line or lines.

This grant shall be binding upon the heirs, successors and assigns of the undersigned.

WITNESS the hand of the Grantor(s), this...26th.....day of.....October.....,19..81...

Bruce E. Rose

Bruce E. Rose

Carolyn R. Rose

Carolyn R. Rose

STATE OF.....Kansas.....
COUNTY OF.....Geary..... } ss.

On this...26th.....day of...October.....19..81.., before me, a Notary Public in and for said County in the State aforesaid, personally appeared

Bruce E. Rose and Carolyn R. Rose, his wife,

to me known to be the person(s) described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free and voluntary act for the uses and purposes therein set forth.

KEITH R. HENRY NOTARY PUBLIC STATE OF KANSAS MY APPOINTMENT EXPIRES 9-11-82

Keith R. Henry Notary Public

My Commission expires:.....

GRANT OF RIGHT-OF-WAY

For and in consideration of the sum of One Dollar ($1.00), receipt of which is hereby acknowledged, and the further consideration of ..... per rod for each line, to be paid when and as each line shall be laid therein, the undersigned Grantor(s) do hereby grant, convey and warrant unto the said THE KANSAS POWER AND LIGHT COMPANY (Grantee), its successors, assigns and lessees, the right and easement to lay, operate, maintain, alter, remove and relay approximately parallel pipe lines, and other equipment appurtenant thereto, for the transportation and distribution of oil or gas in, on, over and through certain lands owned by Grantor(s) situated in.....Geary..... County, State of .....Kansas..... described as follows:

Tracts No. 22 and 23, West Acres Subdivision No. Two (2), located in South One-Half (S 1/2) of Southeast Quarter (SE¼) of Section 4, Township 12, Range 5 East of the 6th P.M., Geary County, Kansas, as shown in the Plat recorded in Plat Book "C", page 20, in the office of the Register of Deeds, Geary County, Kansas,

STATE OF KANSAS } SS
GEARY COUNTY
This instrument was filed for record on the 29 day of October A.D. 1981 at 4:00 o'clock P.M. and duly Recorded in Book 30 page 812-813
Fee $ 6.00
Muriel Katy Inbmith
Register of Deeds
Helen C. Miller, Deputy.

together with the right of ingress to, and egress from such lands for, and the right to remove such shrubbery, bushes, roots, and other obstacles as may interfere with the safe, proper and expeditious laying, operation, maintenance, alteration, removal and relaying of said pipe line or lines, or any part thereof.

Said pipeline shall enter the above described Tract No. 22, 2 feet North of the Southwest corner of said tract, proceeding Easterly, leaving said Tract 22, 2 feet North of the Southeast corner. Said pipeline shall enter said Tract No. 23, 2 feet North of the Southwest corner of said tract, proceeding Easterly, leaving said Tract 23, 2 feet North of the Southeast corner.

Such pipe lines shall be laid at a minimum depth of...three.(3)... feet below the surface of said lands of Grantor(s); and said Grantor(s) reserve(s) the right to use and enjoy the said lands subject to the uses and purposes thereof herein granted to Grantee.

Grantee, shall repair any damage to property of Grantor(s), or pay any substantial damages which may be caused to property of Grantor(s) by the laying, operation, maintenance, alteration, removal or relaying of said pipe line or lines. Such damages, if not mutually agreed upon, shall be ascertained by three disinterested persons, one of whom shall be selected by each, Grantor(s) and Grantee, their heirs or successors, assigns or lessees, and the third by the two so selected. The damages determined by such persons, or a majority of them, shall be conclusive as to the facts.

Grantor(s) agree not to construct or cause to be constructed, any building or other structure directly over or within.....fifty.(50)..... feet of said pipe line or lines.

This grant shall be binding upon the heirs, successors and assigns of the undersigned.

WITNESS the hand of the Grantor(s), this....26th.....day of.....October....., 19..81...

Bruce E. Rose

Carolyn R. Rose

STATE OF.....Kansas.....
COUNTY OF.....Geary.....} ss.

On this....26.....day of...October..... 19.81.., before me, a Notary Public in and for said County in the State aforesaid, personally appeared

Bruce E. Rose and Carolyn R. Rose, his wife,

to me known to be the person(s) described in and who executed the foregoing instrument, and acknowledged that they, executed the same as their free and voluntary act for the uses and purposes therein set forth.

KEITH R. HENRY NOTARY PUBLIC STATE OF KANSAS EXPIRES 8-1-82

Keith R. Henry, Notary Public

My Commission expires.....

ORDER

On the **6th day of December, 1999**, the Board of County Commissioners conducted a hearing upon the petition of several owners of property abutting a public travel easement known as "Shoffner Road", said petition requesting the vacation of said platted public travel easement sixty (60) feet in width, abutted on the North by Tracts 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24 of Subdivision Two (2), West Acres Subdivision and on the South by Tracts 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13, Replat of Subdivision One (1) of West Acres Subdivision to Geary County, Kansas. The Board made findings that notice of the hearing upon said petition for vacation was duly published in the Junction City Daily Union, the official county newspaper, as required by law and as ordered by this Board. The Board finds that pursuant to said notice for a public hearing, Steven Struebing, attorney for petitioners, appeared in support of the petition; no one appeared in opposition. The Board, having reviewed the evidence in support of the petition and that no one was in opposition, thereafter determined that no private rights will be injured or endangered, and that the public would not suffer any loss or inconvenience by approving the petition and ordering the vacation of the above described platted travel easement, also noting that it had not been used as a public utility. This Board does hereby enter a formal Order approving the Vacation of the platted travel easement as requested in the petition, and the travel easement described as sixty (60) feet in width, abutted on the North by Tracts 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24 of Subdivision Two (2), West Acres Subdivision and on the South by Tracts 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13, Replat of Subdivision One

(1) of West Acres Subdivision to Geary County, Kansas, is Vacated; further this Order shall be entered upon the records of the proceedings of the Board and a copy shall be recorded in the Office of the Register of Deeds.

THE BOARD OF COUNTY COMMISSIONERS
OF GEARY COUNTY, KANSAS

Florence C. Whitebread
FLORENCE WHITEBREAD, Chairman

Eldon Hoyle
ELDON HOYLE, Commissioner

William R. Merson
WILLIAM R. MERSON, Commissioner

SEAL OF GEARY COUNTY KANSAS

Attest:

Rebecca Bossemeyer
REBECCA BOSSEMEYER, County Clerk

STATE OF KANSAS
GEARY COUNTY } SS

This instrument was filed for record on the 14 day of December A.D. 1999 at 2:35 o'clock P. M. and duly Recorded in Book 58 page 408-409
Fee $ 8.00
Diane Lynn Brilstensky
Register of Deeds
By Teresa K. Marien, deputy

Backup material for agenda item:

k. Executive Session for Non-Elected Personnel.

City of Junction City

City Commission

Agenda Memo

12/14/2017

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: **Executive Session – Non-Elected Personnel**

Recommended Motion: I move that the Commission recess for an executive session to include the City Attorney and City Manager for ___ minutes at _____p.m. to discuss an individual employee's performance. The justification for the executive session is to protect the privacy of the employee's personnel record and is provided by KSA 75-4319(b)(1). The open meeting is to resume in this room at _____p.m.

Backup material for agenda item:

I. Executive Session-Attorney Client Privilege.

City of Junction City

City Commission

Agenda Memo

02/01/2018

From: Allen J. Dinkel, City Manager

To: Governing Body

Subject: **Executive Session – Attorney Client Privilege**

Recommended Motion: I move to enter into an executive session for Attorney-Client Privilege to include the City Manager and the City Attorney and to return into open session at ____ P.M. (I am recommending 10 minutes)