



## **COMMUNITY DEVELOPMENT COMMITTEE**

**WEDNESDAY, FEBRUARY 7, 2024 at 6:30 p.m.**

**MISSION CITY HALL  
6090 Woodson Street**

### **Meeting In Person and Virtually via Zoom**

*This meeting will be held in person at the time and date shown above. This meeting will also be available virtually via Zoom (<https://zoom.us/join>). Information will be posted, prior to the meeting, on how to join at <https://www.missionks.org/calendar.aspx>. Please contact the Administrative Offices, 913-676-8350, with any questions or concerns.*

### **PUBLIC COMMENTS**

#### **PLANNING COMMISSION ACTION ITEMS**

*(items will be included on the next legislative agenda for Council action)*

### **PUBLIC PRESENTATIONS / INFORMATIONAL ONLY**

#### **ACTION ITEMS**

1. Acceptance of the January 10, 2024 Community Development Committee Minutes – Robyn Fulks ([page 4](#))

Draft minutes of the January 10, 2024 Community Development Committee meeting are included for review and acceptance.

2. Mohawk Playground Phase II – Penn Almoney ([page 11](#))

These playground components for the Mohawk Park Phase II project will complete the total order to be installed by Cunningham Recreation, the preferred vendor for the playground. The primary components were ordered in October 2023 to take advantage of a large discount. This order includes smaller pieces that have a shorter manufacturing lead time and will be onsite in time to install this summer 2024. The total cost for the playground, surface and shade components and installation will not exceed \$583,020.40. Funds have been budgeted as part of the 2024 Parks + Recreation Capital Improvement Plan with revenues provided from the Parks & Recreation Sales Tax Fund and 2022A Bond proceeds.

3. Solar Picnic Table (Water Works Park) – Penn Almoney ([page 25](#))

Completion of Water Works Park construction will deliver restrooms, water fountain/bottle filler, 10 foot wide trail, a new parking lot and a pavilion/shelter with seating for 50+. There is one solar powered table/work station that will be installed at the north end of the park

for small classroom gatherings or waiting parents. Staff is recommending the purchase of a solar powered picnic table through Sunbolt for an amount not to exceed \$20,015 to be paid from the Parks + Recreation Sales Tax Fund.

4. Super Pool Pass Agreement/ Letter of Understanding – Penn Almoney ([page 31](#))

The Mission Family Aquatic Center (MFAC) Super Pool Pass (SPP) program is an Interlocal Agreement between three NE Johnson County cities for the use of outdoor swimming pool facilities within each community during the summer season. This program has been in place for the past fifteen years and generates additional revenues for attendance at the MFAC from participating communities. The SPP provides an affordable recreation program that benefits users of all ages and abilities, especially families with children.

5. Johnson Drive II Design Contract (Metcalf to Lamar) – Brent Morton ([page 41](#))

The Johnson Drive Phase II project (Metcalf to Lamar) is included in the City's Capital Improvement Program (CIP) and 5-year CARS Program for construction in 2026 at an estimated cost of \$12,609,901. The scope of work includes full depth pavement reconstruction, sidewalk and retaining walls, stormwater improvements, traffic signal buyout and replacement of streetlights, installation of a HAWK pedestrian signal at Riggs and various streetscape improvements. In order to keep the project moving forward to meet KDOT review requirements, Staff is recommending a task order with Olsson for design services for Johnson Drive Phase II project (Metcalf to Lamar) in an amount not to exceed \$862,210.00

6. Safe Streets for All Obligation of Grant Funds – Stephanie Boyce ([page 63](#))

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The city was notified in December 2023 that it was selected for a \$200,000 project award (\$160,000 in Federal funding/\$40,000 local match) to develop a TSAP. The next step in this process includes executing an agreement with the US Department of Transportation to formally obligate the City's local cost share/match.

7. Bike Share Program Obligation of Grant Funds – Stephanie Boyce ([page 63](#))

The Carbon Reduction Program through the Mid-America Regional Council (MARC) funds projects designed to reduce transportation emissions. This program, established under the Bipartisan Infrastructure Law, provides \$6.4 billion dollars over five years to states and metropolitan planning organizations, like MARC, to then be distributed to eligible applicants like the City of Mission. The City submit a joint application with Roeland Park for expansion of the bike share program in northeastern Johnson County to add 30 bikes in Mission and 20 bikes in Roeland Park. The City was notified in October 2023 that it was selected for an award of \$628,810.00 with a total local match of \$125,760 (\$75,456 for Mission and \$40,304 for Roeland Park).

## DISCUSSION ITEMS

### 8. 55th Street Multi-Way Stop Request – Laura Smith ([page 69](#))

In the fall of 2023, a constituent requested consideration of the installation of stop signs at the following intersections: 55th Street and Glenwood Street and 55th Street and Riggs Avenue. A task order with Olsson was initiated for a review and analysis of the request. Their analysis included a review of MUTCD criteria, existing conditions, speed, traffic count and crash data, and intersection sight distances. Staff will briefly review the study and recommendations with the Committee and answer any questions.

## OTHER

### 9. Department Updates - Laura Smith

**Lea Loudon, Chairperson**  
**Ben Chociej, Vice-Chairperson**  
***Mission City Hall, 6090 Woodson St***  
***913.676.8350***

<b>City of Mission</b>	Item Number:	1.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>Administration</b>	From:	Robyn Fulks

Action items require a vote to recommend the item to the full City Council for further action.

**RE:** January 10, 2024 Community Development Committee minutes.

**RECOMMENDATION:** Review and accept the January 10, 2024 minutes of the Community Development Committee.

**DETAILS:** Minutes of the January 10, 2024 Community Development Committee meeting are presented for review and acceptance. At the committee meeting, if there are no objections or recommended corrections, the minutes will be considered accepted as presented.

Draft minutes are linked to the City Council agenda packet so that the public may review the discussion from the committee meeting in advance of the Council action on any particular item.

**CFAA CONSIDERATIONS/IMPACTS:** N/A

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA



## **MINUTES OF THE MISSION COMMUNITY DEVELOPMENT COMMITTEE**

January 10, 2024

The Mission Community Development Committee met at Mission City Hall and virtually via ZOOM on Wednesday, January 10, 2024. The following Committee members were present: Sollie Flora, Hillary Thomas, Cheryl Carpenter-Davis, Lea Loudon, Debbie Kring, Mary Ryherd, and Brian Schmid. Councilmember Chocie joined via Zoom. Councilmember Boultinghouse was absent. Councilmember Loudon called the meeting to order at 6:30 p.m.

The following staff were present: City Administrator Laura Smith, Deputy City Administrator Emily Randel, City Clerk Robyn Fulks, Parks and Recreation Director Penn Almoney, Public Works Director Stephanie Boyce, and Chief Dan Madden.

### **Revised Agenda**

Councilmember Loudon noted that there was a revised agenda for the meeting and asked City Administrator Laura Smith to please explain the revisions. Ms. Smith explained that the revision reflects an update to the caption for the traffic signal light contract which incorrectly reflected that the contract would be awarded to Total Electric, when it should have stated the contract award to Black & McDonald. The agenda was revised to reflect the correct company name.

### **Public Comments**

Councilmember Loudon reminded the public they can participate via the chat feature on Zoom. All comments would be visible to the group.

There were no public comments.

### **Public Presentations/Informational Items**

There were no public presentations on the agenda.

### **Planning Commission Items**

There were no Planning Commission items on the agenda.

### **Action Items**

## **Acceptance of the December 13, 2023 Community Development Committee Minutes**

Minutes of the December 13, 2023 Community Development Committee were provided to the Committee.

Councilmember Carpenter-Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

### **Black & McDonald Contract**

Public Works Director Stephanie Boyce presented to the Committee a recommended traffic signal maintenance contract with Black and McDonald for an annual cost of \$48,162.78. Ms. Boyce provided some background for the item, that the City owns and operates eight traffic signals and four pedestrian beacons, and maintenance of these devices is provided through a third-party contractor. The traffic signal maintenance service contract establishes a preventative maintenance program, as well as on-call services for traffic signal maintenance and emergency repairs. Work is performed on a monthly, quarterly, semi-annual, and annual basis with specific duties outlined in the contact documents. Reports are provided monthly to document all activities. The contract has an initial two-year term with two one-year renewal options. There were two responsive bidders, Black & McDonald submitting the lowest and most responsive bid. Black & McDonald has been the City's streetlight contractor for fifteen years and Staff has confidence in their work on this contract as well.

Councilmember Loudon asked who has performed the work previously. Ms. Boyce responded that Total Electric was the previous contractor.

Councilmember Thomas recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

### **Public Works Consulting Contract – Katigon Consult, LLC**

Ms. Smith noted that Katie Horner-Gonzalez from Katigon Consult, LLC was online for questions.

During the recruitment process for a new Public Works Director in 2023, Staff noted that a couple of large projects including the Johnson Drive and Metcalf project along with the Johnson Drive Street Rehabilitation Project, needed continued progress while the Director's position was vacant. Ms. Smith had met Ms. Horner-Gonzalez earlier in the year and approached her regarding a consulting contract to work on these project. The initial contract with Katigon Consult, LLC was initiated under Ms. Smith's expenditure authority and has been working well for the last several months. As Ms. Boyce continues to acclimate to her new role and take on projects, Staff is recommending the relationship with Katigon Consult, LLC be continued for an amount not to exceed \$20,000.00. These funds would come from the Public Works general budget, where sufficient budget for the contract exists.

Ms. Smith noted that Ms. Boyce came to the Midwest from California when Ms. Horner-Gonzalez offered her a position, so they have a good working relationship and history already established. Ms. Smith also noted that the contract will be on an hourly basis, with no specific term listed. Staff will use the contract for support as long as funds last, or until it is determined that the support should be extended or is no longer needed.

Councilmember Carpenter-Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

### **MFAC Splashpad Refresh**

Parks and Recreation Director Penn Almoney presented his first action item of the night for a refresh of the splashpad elements at the Mission Family Aquatic Center. The areas are used for recreational swimming, rentals and events in the swim season. The elements were installed in 2014 and typically require are periodic refresh due to the exposure to outside elements. This refresh will be the first for these features since their installation. There are some hairline cracks and weathering, along with deteriorating waterproofing. All of those issues will be resolved as a part of this project. Staff recommends approval of a contract with Splashtacular in an amount not to exceed \$22,460 with funding from the Parks + Recreation Sales Tax Fund. Upon contract approval, the restoration work will be scheduled in early February and take 2-4 weeks for pick up, paint, waterproof and delivery. This will allow staff time to get them installed and tested prior to the opening of the Mission Family Aquatic Center's for the 2024 swim season.

Councilmember Kring recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

### **MFAC Picnic Table Replacement**

Mr. Almoney's second action item of the evening was for consideration of replacement picnic tables at the Mission Family Aquatic Center. Mr. Almoney stated that the tables are used frequently during the swim season. In some less supervised areas of the MFAC, the tables can endure a lot of use. Tables need to be heavy, accessible for everyone, have a ten-year warranty, and be rated to support at least 1,000 lbs. Based on a review and evaluation of the costs and specifications, staff recommends purchase of twelve picnic tables (10 standard and 2 ADA accessible) from Belson Outdoors in an amount not to exceed \$20,000 to be paid from the Parks + Recreation Sales Tax Fund. The current pricing of \$18,685.57 is based on shipping/handling rates as of the first week of January 2024. Belson Outdoors told staff that those costs could escalate as more orders get processed in January.

Councilmember Kring asked if the tables would be stored outdoors, and Mr. Almoney confirmed they will be. He also stated that they have a PVC coating that will help with the outdoor elements. Councilmember Kring asked where the previous tables came from. Mr. Almoney provided that they were from Wabash, however that company is very difficult to get ahold of now.

Councilmember Kring recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the regular agenda.

### **Water Works Park Inspection Services**

Mr. Almoney's final action item of the evening was for consideration of inspection services at Water Works Park. Mr. Almoney noted that although the park groundbreaking had to be rescheduled due to weather earlier in the week, crews will begin the project in the next week or so. Stantec, who is designing the park, has some inspection services as part of their scope of work, however they require some third-party testing. Four engineering firms were solicited for bids. Terracon was the only bidder to submit a bid. Two firms couldn't handle the services and one didn't respond. Staff recommends approval of a testing and inspection services contract for the Water Works Park Improvements



Project with Terracon in an amount not to exceed \$19,905. This amount is under the originally budgeted amount of \$25,000. The scope of work will include special inspection and testing for Earthwork, Lab Soil, Shallow Foundation Bearing Soil, Cast-in-Place Concrete Reinforcing Steel, Structural Masonry, Hot-Mix Asphalt and other testing. Mr. Almoney reported that Terracon will do all reporting, and that he worked with them on the Mohawk Park Phase I project and was very happy with the work and reporting.

Councilmember Loudon thanked Mr. Almoney for the information that he had worked with the company with good results previously.

Councilmember Carpenter-Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the regular agenda.

### **Discussion Items**

There were no discussion items for the Committee.

### **Department Updates**

Ms. Smith welcomed the Committee back and wished them a Happy New Year. She gave kudos to the Public Works Staff and snow crews who have done an excellent job with keeping roads clean during the snowstorm this week. She reminded the Committee that Evergy will be presenting at the City Council Meeting next week on the regular agenda. She anticipates a 30-minute presentation followed by a question-and-answer session for the Council and then the opportunity for residents to give feedback as well, and that meeting has been communicated via several channels.

Ms. Smith also noted that the Planning Commission will not be meeting in January or February as they have no business to discuss. She also noted that the Mission Vale Townhome project developer came in and pulled a building permit so progress should begin on that soon. Ms. Smith also noted that Staff is working through final background and reference checks for a new Deputy City Administrator and she hopes to share more about that in the near future.

### **Meeting Close**

There being no further business to come before the Committee, the meeting of



the Community Development Committee adjourned at 6:50 p.m.

Respectfully submitted,

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Robyn L. Fulks, City Clerk

<b>City of Mission</b>	Item Number:	2.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PARKS &amp; RECREATION</b>	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

**RE:** Mohawk Playground Phase II

**RECOMMENDATION:** Approve a contract with Cunningham Recreation for Mohawk Park inclusive playground equipment partial order in an amount not to exceed \$583,020.40.

**DETAILS:** During the conceptual design process, the stakeholder group and the larger public were educated on Mission’s Communities for All Ages goals. An important consideration in all future park improvements, was making inclusive playgrounds a priority. Considerations for users with varying abilities (physical, mental, auditory and visual) were to be incorporated, along with Universal Design principles such as equitable use, flexibility in use, simple and intuitive use, perceptible information, tolerance for error, low physical effort, size and space for approach and use. These principles educated and enabled staff, stakeholders and the public, and formed the foundation of ensuring that Mission’s first inclusive playground exceeded the standard as well as expectations.

The existing design of the Mohawk Park playground does not meet the higher standard of ‘All Abilities’ or inclusive design. Great strides have been made in playground design and materials that significantly enhance the experience for all users. A universally designed, sensory-rich playground creates an environment that enables children to develop physically, socially and emotionally. In these environments, there is very little segregation based on ability or disability. These spaces create engaging areas that provide the optimal level of challenge and plentiful access points to help creativity thrive and abundant opportunities to succeed. Inclusive play areas have far-reaching benefits, not just for users but also for caregivers. They are also a welcome resource for parents with disabilities or aging caregivers who may want to interact with children on the amenities.

As the final design of Phase II improvement evolved, cost estimates for inclusive playgrounds began at \$600,000 for the play features alone, not including the poured in place rubber surfacing and shade systems. This exceeded initial budget projections and estimates by approximately \$200,000, and initiated staff to pursue discussions about addressing this gap through potential fundraising or grant funding opportunities.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$649,000

<b>City of Mission</b>	Item Number:	2.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PARKS &amp; RECREATION</b>	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

Staff discussed the associated costs with Cunningham Recreation representatives along with the need to generate additional funding and was educated about a unique 'grant' program that Game Time runs each fall. City Council saw the value in saving \$216,744 by ordering some of the playground features in October 2023 and storing it at Mission Public Works prior to installation. This allowed the playground installation to proceed as planned. Staff is now ready to order the remaining play features along with the poured in place rubber, remaining shade sails and the corresponding installation costs. This will complete the playground order portion of Phase II and engage Cunningham Recreation as the contractor for this work. Mission was able to take advantage of an \$8,936.01 discount for the remaining freestanding amenities. The total remaining costs can be seen in the table below:

Freestanding Playground Features	\$157,164.80
Poured In Place Surfacing	\$205,235
Installation	\$220,620.60
<b>TOTAL</b>	<b>\$583,020.40</b>

The October 2023 order for the larger playground units and shade for \$226,428 and the remaining \$583,020.40 brings the total playground, shade and surfacing total to \$809,448.40. The estimated costs for all three components was \$875,000.00.

In addition to the Game Time grant savings, staff applied to the Land and Water Conservation Fund (LWCF) for a grant to fund the Phase II improvements at Mohawk Park for \$566,285. A LWCF coordinator was on site the last week of September 2023 to review the layout and improvement locations. The grant decision for Phase II is pending. A grant of approximately \$400,000 was secured from the LWCF for Phase I improvements.

Staff recommends approval of a contract with Cunningham Recreation for inclusive playground pieces, poured in place surfacing and installation in an amount not to exceed \$583,020.40.

This portion of the Mohawk Phase II Improvement project is approved in the 2024 CIP with funding coming from the Parks + Recreation Sales Tax Fund and 2022A Bond

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$649,000

<b>City of Mission</b>	Item Number:	2.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PARKS &amp; RECREATION</b>	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

proceeds. Installation is estimated for Summer 2024. Mission Public Works has agreed to store the playground equipment at their outdoor space south of the shop. According to Game Time, the equipment is wrapped and packaged so the outdoor elements will not damage it.

**CFAA CONSIDERATIONS/IMPACTS:** This work will help ensure that park patrons of all ages and abilities will be able to enjoy the playgrounds for many years to come. Playgrounds are an amenity that visually establishes a perception of the park and impacts children and families use. Parks and playgrounds provide social benefits by connecting people and neighborhoods. In addition, they serve as a physical and emotional release that builds strength and restores resiliency. Parents and guardians depend on safe and inviting playgrounds which allow their children the opportunity to explore without highly interactive supervision.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$649,000



# Mohawk Park Mission, KS

Design • Build • PLAY!



Color Palette: Ocean | Purple HDPE

**PROBABLE CONSTRUCTION COST OPINION**

**Preliminary**

The amounts stated herein are our best estimate of probable construction costs based on current information. Because costs are influenced by market conditions, changes in project scope, and other factors beyond our control, we cannot ensure that actual construction costs will equal this cost opinion.

**Mohawk Park - Phase II**

Mission, Kansas

23093

9/13/2023

Project Summary		Remarks
Phase 2 - Description	\$ 1,806,754.56	
<b>Total Anticipated Project Cost</b>	<b>\$ 1,806,754.56</b>	

AC = acre (43,560 sf) / ALW = allowance / EA = each / LF = linear foot / LB = pound / LS = lump sum / MSF = 1,000 sf / SF = square foot / SY = square yard / TON = 2,000 pounds

**Site Improvements**

Demolition	Qty	Unit	Unit Cost	Item Total	Remarks
Wood Fence Demolition	370	LF	\$ 1.50	\$ 555.00	
Metal Fence Demolition	1,430	LF	\$ 1.50	\$ 2,145.00	
Vegetation Removal	1	LS	\$ 10,000.00	\$ 10,000.00	
Construction Fence	3,560	LF	\$ 16.00	\$ 56,960.00	
Silt Fence	1,964	LF	\$ 2.00	\$ 3,928.00	
<b>Subtotal</b>				<b>\$ 73,588.00</b>	

Site Amenities	Qty	Unit	Unit Cost	Item Total	Remarks
Grading & Earthwork	1	LS	\$ 75,000.00	\$ 75,000.00	
Concrete Walks	31,510	SF	\$ 7.00	\$ 220,570.00	
Asphalt Paving	248	SY	\$ 45.00	\$ 11,160.00	
Concrete Curb and Gutter	390	LF	\$ 22.00	\$ 8,580.00	
Basketball Court Surfacing	2261	SF	\$ 14.00	\$ 31,654.00	
Playground	1	LS	\$ 600,000.00	\$ 600,000.00	
Playground Surfacing	1	LS	\$ 125,000.00	\$ 125,000.00	
Shade Sails (Over Playground)	1	LS	\$ 100,000.00	\$ 100,000.00	
Benches	8	EA	\$ 1,500.00	\$ 12,000.00	
Trash Cans	1	EA	\$ 1,250.00	\$ 1,250.00	
Signage	1	LS	\$ 10,000.00	\$ 10,000.00	
Paint Striping	1	LS	\$ 5,000.00	\$ 5,000.00	
<b>Subtotal</b>				<b>\$ 1,200,214.00</b>	

Landscape Elements	Qty	Unit	Unit Cost	Item Total	Remarks
Overstory Trees	40	EA	\$ 500.00	\$ 20,000.00	
Understory Trees	18	EA	\$ 300.00	\$ 5,400.00	
Evergreen Trees	26	EA	\$ 300.00	\$ 7,800.00	
Turf Re-Seed	80,000	SF	\$ 0.20	\$ 16,000.00	
Native Grass	1	AC	\$ 13,000.00	\$ 13,000.00	
<b>Subtotal</b>				<b>\$ 59,600.00</b>	

<b>Subtotal - Project Total</b>	<b>\$ 1,333,402.00</b>
General Conditions	8% \$ 106,672.16
Overhead and Profit	10% \$ 133,340.20
Contingency	10% \$ 133,340.20
Design and Engineering Fees	\$ 100,000.00
<b>Total - Project Total</b>	<b>\$ 1,806,754.56</b>



GameTime c/o Cunningham Recreation  
 PO Box 240981  
 Charlotte, NC 28224  
 800.438.2780  
 704.525.7356 FAX

01/17/2024  
 Quote #  
 164948-02-03

## Mohawk Park - Freestanding Updated

Mission Parks and Recreation  
 Attn: Penn Almoney  
 6649 Lamar Avenue  
 Mission, KS 66202  
 Phone: 913-722-8210  
 Fax:913-722-8208  
 palmoney@missionks.org

Ship to Zip 66202

Quantity	Part #	Description	Unit Price	Amount
1	81754	GameTime - Music Time [Accent:_____][Basic:_____][Roto Plastic:_____]	\$2,335.00	\$2,335.00
1	4677	GameTime - Melody Chimes [Accent:_____][Basic:_____][HDPE 2:_____]	\$7,931.00	\$7,931.00
1	4680	GameTime - Jazz Combo [Accent:_____][Basic:_____][HDPE 2:_____]	\$8,616.00	\$8,616.00
1	3259	GameTime - Concert Trio [Basic:_____][HDPE:_____]	\$6,019.00	\$6,019.00
1	6258	GameTime - Sensory Cove Climber - Triangle [Basic:_____][Roof:_____][Roof 2:_____]	\$3,356.00	\$3,356.00
1	6300	GameTime - Stargazer	\$2,619.00	\$2,619.00
1	0431LD	GameTime - F/S Custom Communication Board - 45 Symbols on Each Side	\$7,040.00	\$7,040.00
1	5979SP	GameTime - VistaTwist Tower 1 [Accent:_____][Basic:_____][Basic 2:_____][Netting:_____]	\$72,533.00	\$72,533.00
1	RDU	GameTime - PrimeTime Swings [Basic:_____] [RotoPlastic:_____]	\$6,551.00	\$6,551.00
		(1) 12583 -- Ada Primetime Swing Frame, 3 1/2" Od		
		(1) 12584 -- Ada Primetime Swing Aab, 3 1/2" Od		
		(1) 5128 -- Expression Swing 3 1/2" X 8'		
		(1) 8552 -- 3 1/2" Zero-G Chair (5-12)-Galv Chain		
		(2) 8910 -- Belt Seat 3 1/2"Od(8910)		
1	5208	GameTime - Saucer Swing (Galv) [Basic:_____][Roto Plastic:_____]	\$7,399.00	\$7,399.00
6	28009	GT-Site - 6' P/S Bench W/Back Inground [Basic:_____][Coated Site:_____]	\$1,025.00	\$6,150.00
3	QRI434	GT-Shade - HYU121208IG HYPERBOLIC UMB 12X12X8 [Basic:_____][Fabric 1:_____]	\$4,849.00	\$14,547.00
1	QRM459	GT-Shade - IS25253512 ISOSCELES SAIL 25X25X35X12 [Basic:_____][Fabric 1:_____]	\$11,981.00	\$11,981.00
Contract: OMNIA #2017001134			<b>Sub Total</b>	\$157,077.00
			<b>Discount</b>	(\$8,936.01)
			<b>Freight</b>	\$9,023.81
			<b>Total</b>	<b>\$157,164.80</b>





GameTime c/o Cunningham Recreation  
PO Box 240981  
Charlotte, NC 28224  
800.438.2780  
704.525.7356 FAX

01/17/2024  
Quote #  
164948-02-03

## Mohawk Park - Freestanding Updated

### Comments

\***MATERIALS ONLY:** Quotation does not include any site work, off-loading, storage, safety surfacing, or installation.

\*Taxes, if applicable, will be applied at the time of invoice. Please provide a copy of your tax exempt certificate to avoid the addition of taxes.

Vista Rope freight lead time: 12-18 weeks.

### GAMETIME - TERMS & CONDITIONS:

- **PRICING:** Due to volatile economic demand, pricing is valid for 30 days. Pricing is subject to change. Request updated pricing when purchasing from quotes more than 30 days old.
- **TERMS OF SALE:** For equipment & material purchases, Net 30 days from date of invoice for governmental agencies and those with approved credit. All others, full payment for equipment, taxes and freight up front. Balance for services & materials due upon completion or as otherwise negotiated upon credit application review. Pre-payment may be required for equipment orders totaling less than \$5,000. Payment by VISA, MasterCard, or AMEX is accepted (**If you elect to pay by credit card, GameTime charges a 2.50% processing fee that is assessed on the amount of your payment. This fee is shown as a separate line item and included in the total amount charged to your credit card. You have the option to pay by check, ACH or Wire without any additional fees.**). Checks should be made payable to Playcore Wisconsin, Inc. d/b/a GameTime unless otherwise directed. **Any order exceeding \$300,000 will require progress payments during the course of completion.**
- **CREDIT APPLICATION:** Required for all non-governmental agencies and those entities who have not purchased from GameTime within the previous twelve calendar months.
- **FINANCE CHARGE:** A 1.5% monthly finance charge (or maximum permitted by law) will be added to all invoices over 30 days past due.
- **CASH WITH ORDER DISCOUNT:** Orders for GameTime equipment paid in full at time of order via check or electronic funds transfer (EFT) are eligible for a 3% cash-with-order (CWO) discount.
- **ORDERS:** All orders shall be in writing by purchase order, signed quotation or similar documentation. Purchase orders must be made out to Playcore Wisconsin, Inc. d/b/a GameTime.
- **FREIGHT CHARGES:** Shipments shall be F.O.B. destination. Freight charges prepaid and added separately.
- **SHIPMENT:** **Standard Lead time is 10-12 weeks** (some items may take longer) after receipt and acceptance of purchase order, credit application, color selections and approved drawings or submittals.
- **PACKAGING:** All goods shall be packaged in accordance with acceptable commercial practices and marked to preclude confusion during unloading and handling.
- **RECEIPT OF GOODS:** Customer shall coordinate, receive, unload, inspect and provide written acceptance of shipment. Any damage to packaging or equipment must be noted when signing delivery ticket. If damages are noted, receiver must submit a claim to Cunningham Recreation within 15 Days. Receiver is also responsible for taking inventory of the shipment and reporting any concealed damage or discrepancy in quantities received within 60 days of receipt.
- **RETURNS:** Returns are only available on shipments delivered within the last 60 days. A 25% (min.) restocking fee will be deducted from any credit due. Customer is responsible for all packaging & shipping charges. Credit is based on condition of items upon return. All returns must be in unused and merchantable condition. GameTime reserves the right to deduct costs associated with restoring returned goods to merchantable condition. Uprights & custom products cannot be returned.
- **TAXES:** Sales tax is shown as a separate line item when included. A copy of your tax exemption certificate must be submitted at time of order or taxes will be added to your invoice.

### SUPPLY ONLY:

- All items are quoted supply only.
- Installation services are not included.
- Customer is responsible for coordinating delivery, receipt, unloading, and inventory equipment.
- Missing or damaged equipment must be reported within 60 days of delivery.



GameTime c/o Cunningham Recreation  
PO Box 240981  
Charlotte, NC 28224  
800.438.2780  
704.525.7356 FAX

01/17/2024  
Quote #  
164948-02-03

## Mohawk Park - Freestanding Updated

**ACCEPTANCE OF QUOTATION:**

*Acceptance of this proposal indicates your agreement to the terms and conditions stated herein.*

Accepted By (printed): \_\_\_\_\_ Title: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

P.O. Number: \_\_\_\_\_ Date: \_\_\_\_\_

Purchase Amount: **\$157,164.80**

SALES TAX EXEMPTION CERTIFICATE #: \_\_\_\_\_

(PLEASE PROVIDE A COPY OF CERTIFICATE)

\_\_\_\_\_  
Salesperson's Signature

\_\_\_\_\_  
Customer Signature

**BILLING INFORMATION:**

Bill to: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City, State: \_\_\_\_\_ Zip: \_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

**SHIPPING INFORMATION:**

Ship to: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City, State: \_\_\_\_\_ Zip: \_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_



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01/17/2024  
 Quote #  
 164948-03-02

## Mohawk Park - Surfacing Updated

Mission Parks and Recreation  
 Attn: Penn Almoney  
 6649 Lamar Avenue  
 Mission, KS 66202  
 Phone: 913-722-8210  
 Fax: 913-722-8208  
 palmoney@missionks.org

**Ship to Zip** 66202

Quantity	Part #	Description	Unit Price	Amount
1	PIP	GT-Impax - Poured in Place Rubber Surfacing-  <ul style="list-style-type: none"> <li>8,620 SF Surfacing Coverage</li> <li>Price includes materials, shipping, installation at standard wages, and trash removal.</li> <li>2935 SF @ 5.25" Thick for 12' CFH</li> <li>5685 SF @ 3.75" Thick for 8' CFH</li> <li>50/50 Black/Standard Color: _____</li> <li>Aromatic binder included. Selected colors may amber.</li> <li>Includes 4-Square &amp; Hopscotch graphics</li> <li>5 year standard warranty</li> <li>Subbase provided by others</li> <li>Site security by others.</li> </ul>	\$205,235.00	\$205,235.00
Contract: OMNIA #2017001134			<b>Sub Total</b>	\$205,235.00
<b>Total</b>				<b>\$205,235.00</b>

**Comments**

\***INSTALLATION:** Site must be clear, level, free of obstructions, and accessible. Site should permit installation equipment access. Purchaser shall be responsible for unknown conditions such as buried utilities, tree stumps, bedrock or any concealed materials or conditions that may result in additional costs.

\*Taxes, if applicable, will be applied at the time of invoice. Please provide a copy of your tax exempt certificate to avoid the addition of taxes.



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01/17/2024  
Quote #  
164948-03-02

## Mohawk Park - Surfacing Updated

### GAMETIME - TERMS & CONDITIONS:

- **PRICING:** Due to volatile economic demand, pricing is valid for 30 days. Pricing is subject to change. Request updated pricing when purchasing from quotes more than 30 days old.
- **TERMS OF SALE:** For equipment & material purchases, Net 30 days from date of invoice for governmental agencies and those with approved credit. All others, full payment for equipment, taxes and freight up front. Balance for services & materials due upon completion or as otherwise negotiated upon credit application review. Pre-payment may be required for equipment orders totaling less than \$5,000. Payment by VISA, MasterCard, or AMEX is accepted (**If you elect to pay by credit card, GameTime charges a 2.50% processing fee that is assessed on the amount of your payment. This fee is shown as a separate line item and included in the total amount charged to your credit card. You have the option to pay by check, ACH or Wire without any additional fees.**). Checks should be made payable to Playcore Wisconsin, Inc. d/b/a GameTime unless otherwise directed. **Any order exceeding \$300,000 will require progress payments during the course of completion.**
- **CREDIT APPLICATION:** Required for all non-governmental agencies and those entities who have not purchased from GameTime within the previous twelve calendar months.
- **FINANCE CHARGE:** A 1.5% monthly finance charge (or maximum permitted by law) will be added to all invoices over 30 days past due.
- **CASH WITH ORDER DISCOUNT:** Orders for GameTime equipment paid in full at time of order via check or electronic funds transfer (EFT) are eligible for a 3% cash-with-order (CWO) discount.
- **ORDERS:** All orders shall be in writing by purchase order, signed quotation or similar documentation. Purchase orders must be made out to Playcore Wisconsin, Inc. d/b/a GameTime.
- **FREIGHT CHARGES:** Shipments shall be F.O.B. destination. Freight charges prepaid and added separately.
- **SHIPMENT: Standard Lead time is 10-12 weeks** (some items may take longer) after receipt and acceptance of purchase order, credit application, color selections and approved drawings or submittals.
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- **TAXES:** Sales tax is shown as a separate line item when included. A copy of your tax exemption certificate must be submitted at time of order or taxes will be added to your invoice.

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- **ACCESS:** Site should be clear, level and allow for unrestricted access of trucks and machinery.
- **STORAGE:** Customer is responsible for providing a secure location to off-load and store the equipment during the installation process. Once equipment has delivered to the site, the owner is responsible should theft or vandalism occur unless other arrangements are made and noted on the quotation.
- **FOOTER EXCAVATION:** Installation pricing is based on footer excavation through earth/soil only. Customer shall be responsible for unknown conditions such as buried utilities (public & private), tree stumps, rock, or any concealed materials or conditions that may result in additional labor or materials cost.
- **UTILITIES:** Installer will contact 811 to locate all public utilities prior to layout and excavation of any footer holes. Owner is responsible for locating any private utilities.
- **ADDITIONAL COSTS:** Pricing is based on a single mobilization for installation unless otherwise noted. Price includes ONLY what is stated in this quotation. If additional site work or specialized equipment is required, pricing is subject to change.



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01/17/2024  
Quote #  
164948-03-02

## Mohawk Park - Surfacing Updated

**ACCEPTANCE OF QUOTATION:**

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Accepted By (printed): \_\_\_\_\_ Title: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

P.O. Number: \_\_\_\_\_ Date: \_\_\_\_\_

Purchase Amount: **\$205,235.00**

SALES TAX EXEMPTION CERTIFICATE #: \_\_\_\_\_

(PLEASE PROVIDE A COPY OF CERTIFICATE)

\_\_\_\_\_  
Salesperson's Signature

\_\_\_\_\_  
Customer Signature

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Contact: \_\_\_\_\_

Address: \_\_\_\_\_

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City, State: \_\_\_\_\_ Zip: \_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

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E-mail: \_\_\_\_\_



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01/22/2024  
 Quote #  
 164948-04-02

## Mohawk Park - Installation

Mission Parks and Recreation  
 Attn: Penn Almoney  
 6649 Lamar Avenue  
 Mission, KS 66202  
 Phone: 913-722-8210  
 Fax: 913-722-8208  
 palmoney@missionks.org

**Ship to Zip** 66202

Quantity	Part #	Description	Unit Price	Amount
1	INSTALL	MISC - Installation of Units- (2) Units Included in Quote 164948-01-03	\$128,615.00	\$128,615.00
1	INSTALL	MISC - Installation of Freestanding Equipment Above	\$10,365.00	\$10,365.00
1	INSTALL	MISC - Installation of VistaTwist Tower 1	\$22,390.00	\$22,390.00
1	INSTALL	MISC - Installation of Swings Above	\$3,700.00	\$3,700.00
6	INSTALL	MISC - Installation of Benches Above	\$310.00	\$1,860.00
3	INSTALL	MISC - Installation of Single Post Shades Above	\$2,040.00	\$6,120.00
1	INSTALL	MISC - Installation of Shade Above- To be installed over 2-5 unit included in quote 164948-01-03	\$4,015.00	\$4,015.00
8620	INSTALL	MISC - Supply/Install 4" Stone Base for PIP	\$4.63	\$39,910.60
1	INSTALL	MISC - Drainage	\$2,160.00	\$2,160.00
1	INSTALL	MISC - Ancillary Services - Final grade work, Seed/Straw Disturbed Areas	\$1,485.00	\$1,485.00
Contract: OMNIA #2017001134			<b>Sub Total</b>	<b>\$220,620.60</b>
			<b>Total</b>	<b>\$220,620.60</b>

**Comments**

**\*INSTALLATION:** Site must be clear, level, free of obstructions, and accessible. Site should permit installation equipment access. Purchaser shall be responsible for unknown conditions such as buried utilities, tree stumps, bedrock or any concealed materials or conditions that may result in additional costs.

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01/22/2024  
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## Mohawk Park - Installation

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01/22/2024  
Quote #  
164948-04-02

## Mohawk Park - Installation

**ACCEPTANCE OF QUOTATION:**

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Accepted By (printed): \_\_\_\_\_ Title: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

P.O. Number: \_\_\_\_\_ Date: \_\_\_\_\_

Purchase Amount: **\$220,620.60**

SALES TAX EXEMPTION CERTIFICATE #: \_\_\_\_\_

(PLEASE PROVIDE A COPY OF CERTIFICATE)

\_\_\_\_\_  
Salesperson's Signature

\_\_\_\_\_  
Customer Signature

**BILLING INFORMATION:**

Bill to: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City, State: \_\_\_\_\_ Zip: \_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

**SHIPPING INFORMATION:**

Ship to: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City, State: \_\_\_\_\_ Zip: \_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_



<b>City of Mission</b>	Item Number:	3.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>Parks + Recreation</b>	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

**RE:** Solar Picnic Table Water Works Park

**RECOMMENDATION:** Approve the purchase of one solar picnic table as part of Water Works Park improvements in an amount not to exceed \$20,015.

**DETAILS:** The 2024 Water Works Park Improvement Project is officially underway with improvements that include:

- Shelter to accommodate 50+
- Two ADA accessible restrooms
- 10-foot-wide sidewalk/trail connections
- All-abilities playground/ amenities, shade system and rubber surfacing
- Water fountain/ bottle filler
- Trash and recycling receptacles
- Benches and picnic tables
- Landscaping
- New parking lot along 53rd Street
- Bike racks, EV charging port
- Educational sign boards

Purchase of the solar picnic table was carved out from the general contractor’s scope of work with the hope of eliminating any “middleman markup” and finding the best product for the best price. Staff studied advances in manufacturing and sustainable inputs and considered the following when determining the appropriate solution with the best long-term value for Mission's park system:

- Table and panels meet outdoor temperature, weather and use extremes
- Standard design/style that can easily be made ADA accessible
- Powder coated steel and pre-wired
- Sustainable productivity
- 25-year warranty; 5-year warranty on electronics/wiring
- Rated to 1,000 lbs

Staff solicited bids from the two companies that have regional installations which include universities, libraries and business parks/corporate campuses. Their

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$20,000

<b>City of Mission</b>	Item Number:	3.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>Parks + Recreation</b>	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

sustainability, warranty and commercial weight rating (1,000 lbs.) standards are industry leaders. Sunbolt and Lumos both submitted bids with Sunbolt determined to be the lowest and most responsive bidder as shown in the table below:

<b>Solar Picnic Table</b>	<b>Bid</b>	<b>Shipping</b>	<b>Total Bid</b>
<b>Stantec Estimate</b>	<b>\$18,000</b>	<b>\$2,000</b>	<b>\$20,000</b>
Sunbolt	\$18,450	\$1,265	\$19,715
Lumos	\$20,850	\$2,500	\$23,350

There may be shipping increases on the horizon due to seasonal demand, so staff recommends increasing the amount budgeted for shipping by \$300 if it is needed. Staff recommends the purchase of one solar picnic table from Sunbolt in an amount not to exceed \$20,015 to be paid from the Parks + Recreation Sales Tax Fund.

Manufacturing and delivery takes 10-12 weeks with anticipated arrival in late May or early June 2024.

**CFAA CONSIDERATIONS/IMPACTS:** The project includes improvements to park amenities and sidewalks to promote mobility and provide infrastructure that maximizes use and safety for all users, including sidewalk/ADA ramp improvements.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$20,000



725 County Line Road Unit H  
 Huntingdon Valley, PA United States 19006

**Quote**

**Quote #:** Q 2539

<b>Bill To</b>	<b>Ship To</b>	<b>Date</b>	Jan 31, 2024
<b>Penn Almony City of Mission, KS</b>	<b>Water Works Park - City of Mission, KS</b>	<b>Valid Through</b>	Mar 1, 2024
		<b>Sunbolt Contact</b>	Vanessa Branco

Item & Description	List Price	Qty	Amount
<b>Workstation - CampusXL with Ipe Wood</b> 1.3 kW Solar Array; 200 Ah Battery Bank; (1) GFCI; (2) 120V Outlets; (12) 12V-USB Outlets; (2) Qi Wireless Chargers; Ipe Natural Wood Table and Bench Tops; Custom Powder Coat Color TBD	\$ 18,450.00	1	\$ 18,450.00
<b>Shipping</b>	\$ 1,265.00	1	\$ 1,265.00
	Sales Tax		\$ 0.00
<b>Grand Total</b>			<b>\$ 19,715.00</b>

**Terms & Conditions**

Pricing Assumptions and Terms

- Customer will provide installation services.
- All product pricing detailed in the table above is valid for 30 days from the date of this Quote. The shipping estimate is based on our lowest-price shipping method at the time. The actual shipping cost will be calculated closer to the ship date at which time it may be more or less than this estimate. The final invoice will reflect any freight adjustment for the actual cost.
- A deposit of 50% of the total purchase price is due upon receipt of Customer Purchase Order or Signed Sales Order to secure a final production date.
- The final balance is due upon delivery, net 15 days from date of receipt of invoice.
- Unpaid balance shall accrue interest at the rate of the greater of (i) 10%, or (ii) the highest rate allowable under the laws of the Commonwealth of Pennsylvania and the Customer shall be responsible for all costs of collection.
- \* A 3% convenience fee will be assessed to each payment made using a Credit Card and will be added to the invoice prior to payment authorization.

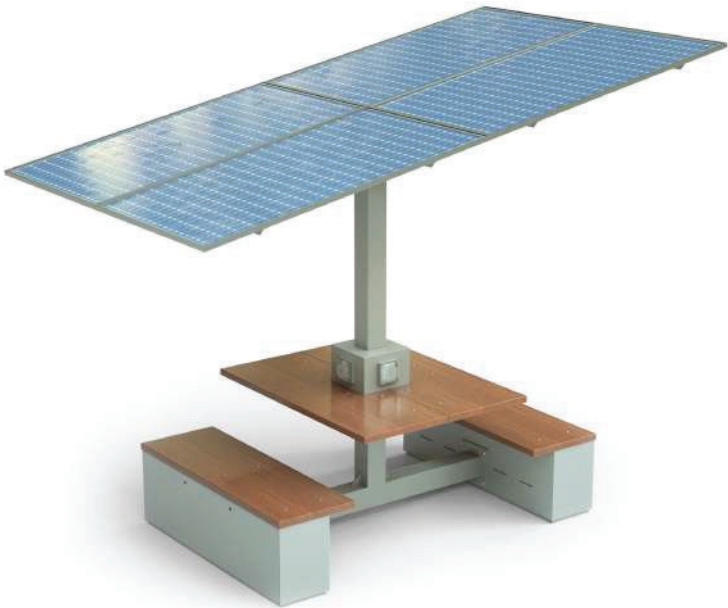
Warranties

- Warranties for structure and components are included in the Installations and Operations Manual.
- Sunbolt is not responsible for any damage related to subsequent product alterations, misuse, or abuse once received by Customer. Component manufacturers reserve the right to change their warranty terms.

Additional Terms

- This Quote shall be governed by, and construed in accordance with, the laws of the Commonwealth of Pennsylvania, and the parties hereto hereby consent to the in personam jurisdiction of the Commonwealth of Pennsylvania and the arbitration noted below in connection with all matters relating to the Quote.
- In the event that a dispute arises between the parties in connection with this Quote, the parties hereto agree that said dispute shall be resolved through binding arbitration in accordance with the rules of the American Arbitration Association, with the arbitration to be held in Montgomery County, Pennsylvania. The parties shall each bear their costs of the arbitration; provided, however, that the prevailing party shall be entitled to reimbursement of its costs of the arbitration, including arbitration fees and reasonable attorneys' fees, from the non-prevailing party.
- With regard to any dispute that arises between the parties under this Quote, the liability of SUNBOLT hereunder shall be limited to the total price to be paid by the Customer for the products and services being furnished to the Customer under this Quote and in no event, shall Customer be entitled to consequential, special or punitive damages or lost profits.





# SOLAR. WORK. STATION.

The CampusXL is a fully engineered true off-grid solar powered charging station integrated into an innovative 3/16" structural steel package. With the highest solar power capacity of any charging station on the market – this workstation is extremely robust and resilient to all weather conditions.

## OVERVIEW

- A highly reliable, long endurance solar powered charging station
- A powerful 1kW DC solar array and 225 amp hour gel cell battery
- Architectural design, and a fully engineered commercial grade structure
- Supports up to 75-150 hand held mobile device charges/day (typical use)
- Supports charging for tablets, laptops, cameras, and other electronic devices
- True off-grid solar power design that delivers dependable year round charging power even in worst case weather conditions
- Optimized system design includes high quality UL listed solar power components for safe and trouble-free performance
- Attractive non-glare LED table top lighting system for nighttime use
- 90mph wind speed rated self-ballasted structural steel construction
- Low maintenance with a ten to twenty year expected service life
- ADA compliant design
- Seats four comfortably with room for additional seating



120Volt and USB Outlets



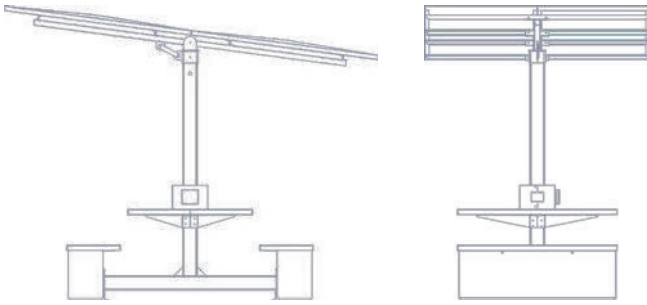
ADA Compliant



Powerful Solar Array

## BENEFITS

- Reduces carbon footprint
- A high-visibility green symbol with tangible benefits for your community
- Provides off-grid electronic device power in a convenient and attractive way
- Provides continuous electronic device charging even during extended grid power outages
- Complements a wide range of landscapes and architectural aesthetics
- A green infrastructure problem solver for any outdoor public space; improves traffic flow and attracts positive interaction
- Connects users to the value of green power and your organization's concrete commitment to sustainability



## DIMENSIONS

- Canopy height: 8' 3 1/2" (high side)
- Canopy head clearance height: 6' 11 3/4" (low side)
- Bench seat: 14 1/2" W x 4'6" L
- Table top: 40" W x 4'6" L
- Overall footprint: 78 3/4" W x 131 5/8" L (including solar canopy)
- Bench & table footprint: 78 3/4" W x 131 5/8" L

## STRUCTURE

- 100% powder coated structural steel
  - ASTM A-500 Grade B structural steel: horizontal tube, vertical tube, and solar canopy supporting tube; thickness: 3/16"
  - ASTM A-36 structural steel: bench enclosures, miscellaneous supporting components; thickness: 3/16"
  - A1011 CS Type B steel sheet: bench enclosure access panel; thickness: 1/8"
- Wood table & bench tops: ipe and perforated steel
- Wind speed rating: 90 mph self-ballasted (no surface attachment required)
- Durable industrial strength construction with easy to clean surfaces
- Seats four comfortably with a minimum 24" centerline distance between any two parallel seats
- Total weight: 1,580 lbs (including electrical components and concrete ballast block)

## MONITORING & METERING

- User monitoring/meter: MidNite Solar battery capacity meter
- Includes RM2 meter systems for current parameters
- Optional upgrade for comprehensive charge controller monitoring and control via ethernet port and manufacturer's web portal
- Customized external ethernet port available

## SECURITY

- Robust ballast mount system minimizes movement
- Additional "anti-vandal" surface attachment options
- Robust, heavy gauge steel components; inherently vandal-proof
- Tamper resistant hardware and fasteners

## WARRANTY

- One year warranty on installation
- Twenty-five year warranty on solar panel power output
- See individual component warranties

1. PV Array Daily Energy Production with average irradiance for Philadelphia, PA in June.  
 2. Consultation with a tax advisor recommended.  
 3. [http://www.dsireusa.org/incentives/incentive.cfm?Incentive\\_Code=US02F](http://www.dsireusa.org/incentives/incentive.cfm?Incentive_Code=US02F)  
 4. [http://www.dsireusa.org/incentives/incentive.cfm?Incentive\\_Code=US06F](http://www.dsireusa.org/incentives/incentive.cfm?Incentive_Code=US06F)

## SOLAR CHARGING SYSTEM

- Solar array capacity: 1kW DC
- Four 120V traditional electrical receptacles
- Eight USB charging ports
- Battery: 225 amp-hour sealed gel valve regulated lead acid (VRLA)
- Battery bank voltage: 12.0 volts DC
- Inverter: Morningstar SureSine300
- Charge controller: Morningstar TS-MPPT- 45 (maximum power point tracking)
- Battery replacement cycle: five years/1000 cycles (typical)
- All electrical and structural steel components bonded to NEC compliant earth grounding electrode (ground rod)

## SOLAR POWER SYSTEM

- Design autonomy: three days
- Design depth of discharge: 50%
- Daily energy production: 3,800Wh<sup>1</sup>
- Design location: Philadelphia, PA

## OPTIONS

- Table and bench top material and colors
- Wide range of steel powder coat colors
- User logos or advertiser/sponsor branding
- Plug load monitoring system<sup>5</sup>

- Ask us about quantity discounts
- Sunbolt qualifies for a 30% Federal Business Energy Investment Tax Credit (ITC) for tax paying individuals<sup>2,3</sup>
- Sunbolt qualifies for Federal MACR accelerated depreciation for a tax paying business entity<sup>4</sup>
- Financing available

<b>City of Mission</b>	Item Number:	4.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>Parks + Recreation</b>	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

**RE:** Super Pool Pass Agreement and Letter of Understanding

**RECOMMENDATION:** Authorize the Mayor to execute the Interlocal Agreement indicating Mission’s participation in the Super Pool Pass program for 2024 and approve the Swim Meet Letter of Understanding.

**DETAILS:** Mission has participated in the Super Pool Pass (SPP) program since 2009, with the exception of the 2020 and 2021 outdoor swim seasons because of COVID-19 closures or concerns. This program offers residents and non-residents who qualify (those purchasing a membership the previous year), the opportunity to attend participating cities pools if they purchase a membership to the pool in their home community along with a Super Pool Pass.

The Super Pool Pass program was designed to increase attendance at local outdoor aquatic facilities and to provide members access to new or different amenities at various pools for a reasonable price. Through the years, Fairway, Leawood, Merriam, Mission, Prairie Village, Roeland Park and Johnson County Parks & Recreation District (JCPRD) have participated in the program; however, in 2024, Fairway, Mission and Prairie Village will be the only Super Pool Pass participants. are participating.

Super Pool Pass memberships are differentiated by affixing a unique, not-easily-produced sticker to the regular pool membership card, and are priced as follows for the 2024 season:

Resident Individual SPP	\$20
Non-resident Individual SPP	\$25

Super Pool Pass membership fees are collected by each city. Half of the revenue is kept by the host city and the other half is kept in account until the conclusion of the summer season. The shared revenues are then tabulated, minus the costs associated with producing the Super Pool Pass stickers, and the net revenue is divided among cities based upon the Super Pool Pass usage counts divided by total usage counts from every participating entity.

Total revenue generated for Mission from the Super Pass Pool program since its inception is \$89K+, with the highest revenue being generated during the 2019 season (5,990 visits to Mission from other partner entities).

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

<b>City of Mission</b>	Item Number:	4.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>Parks + Recreation</b>	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

There were no revenues associated with the Super Pass Pool program during the 2020 and 2021 season closures due to COVID-19 mitigation strategies. A six-year summary of the Super Pool Pass activity is included in the table below.

<b>Year</b>	<b>Passes sold (Mission)</b>	<b>Visits to Mission from partner entities</b>	<b>Mission Revenue</b>
2018	132	6000	\$ 9,666.79
2019	117	5990	\$15,325.43
2020	N/A	N/A	N/A
2021	N/A	N/A	N/A
2022	117	3093	\$10,199.68
2023	136	3752	\$11,186.02

In order to participate in the program, each city executes the Interlocal Agreement and a Swim Meet Letter of Understanding annually. The Letter of Understanding allows for pass holders of a host-city free admission to any of the other entities' pools on days when swim meets result in closure of a particular facility.

Staff recommends approval of the Interlocal Agreement and Letter of Understanding for the 2024 season. These documents have been reviewed and approved by the City's legal counsel.

**CFAA CONSIDERATIONS/IMPACTS:** The Super Pool Pass provides an affordable recreation program that benefits users of all ages, especially families with children and reflects programming consistent with the desire to provide opportunities and respect the needs and interests of diverse populations.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A



## **AGREEMENT FOR USE OF SWIMMING POOL FACILITIES**

THIS AGREEMENT FOR USE OF SWIMMING POOL FACILITIES (“Agreement”) is made and entered into as of the last date of signature indicated below (the “Effective Date”) by and among the City of Fairway, Kansas (“Fairway”), the City of Mission, Kansas (“Mission”), and the City of Prairie Village, Kansas (“Prairie Village”), (each a “City” and collectively the “Cities”).

### **RECITALS**

A. Each of the Cities operate the public outdoor swimming pool facilities within such City (“Pool Facilities”) described on the attached Exhibit A.

B. The Cities desire to enter into this Agreement to allow the residents of each City the option to use all of the Pool Facilities during the 2024 Swim Season, (defined below,) with the purchase of a special pass.

C. K.S.A. § 12-2908 authorizes the Cities to enter into this Agreement.

NOW, THEREFORE, pursuant to, and in accordance with, the statutory authority invested in the Cities, and in consideration of the mutual advantage received by each party, the Cities hereby enter into this Agreement upon, and subject to, the following terms and conditions:

#### **I. PURPOSE AND INTENT.**

The purpose of this Agreement is to establish cooperation among the Cities by making all of the Pool Facilities available for use by the Qualified Patrons (defined below) of all the Cities with the purchase of a special pass during or for the 2024 swim season, which commences approximately May 25, 2024 and ends approximately September 2, 2024 (“2024 Swim Season”).

#### **II. EFFECTIVE DATE AND TERM.**

This Agreement shall become effective upon the Effective Date and shall remain in full force and effect for a term of one (1) year from and after the Effective Date.

#### **III. COOPERATION USE OF POOL FACILITIES.**

As part of its program for use of its Pool Facilities during the 2024 Swim Season, each City shall establish and authorize a category of pool pass entitled “Super Pool Pass” with the following features:

a. The Super Pool Pass will be offered by each City as an additional option to Qualified Patrons, who are purchasing a family or individual season pass to that City’s Pool Facilities. As to

each City, the term “Qualified Patron” means (a) residents of the City, and (b) non-residents of the City who have purchased a pool membership in the City for the immediately preceding year.

b. For Qualified Patrons who are residents of a City, the cost of a Super Pool Pass will be \$20 per individual. For Qualified Patrons who are non-residents of a City, the cost of a Super Pool Pass will be \$25 per individual.

c. Qualified Patrons who are residents of a City may only purchase Super Pool Passes from the City in which they reside, after purchasing a city pool membership from the City in which they reside.

d. The Super Pool Pass fee will be collected by each City in the same manner as standard seasonal pool passes.

e. The Super Pool Pass will be designated with a high quality, not easily reproducible sticker added to the seasonal pass card of qualified patrons. The Cities will agree in advance on the form and cost of the sticker. Cities without seasonal pass cards will need to produce a form of season pass card on which to affix the sticker. The cost of the stickers will be funded by the pooled dollars described below.

f. The Super Pool Pass will authorize the holders access to any of the Pool Facilities described on the attached Exhibit A during the 2024 Swim Season.

g. Each City will keep track of (i) the sales of Super Pool Passes by category, and (ii) the number of times each day a Super Pool Pass is used to enter any of its Pool Facilities; and report these counts by email at the end of the season to the Assistant City Administrator at Prairie Village. Prairie Village will email the tally to all of the Cities promptly upon receipt of the tallies from all Cities.

h. Revenue received by each City for the Super Pool Pass shall be referred to herein as the “Total Revenue.” Each City shall set aside its Total Revenue and hold the same in trust for the other Cities until the end of the 2024 Swim Season, pending a determination as to whether such City has operated on a full-time basis as described below.

i. Each City shall use its best efforts to operate its respective Pool Facilities on a full-time basis, and generally the same schedule from May 25, 2024 through July 31, 2024, outside of emergency closures. Closures due to staffing issues or construction projects are not considered emergency closures. Each City shall be entitled to retain a portion of such City’s Total Revenue (the “Retained Revenue”) based on whether the City’s Pool Facilities have or have not operated

on a full-time basis during the 2024 Swim Season. Any balance of the Total Revenue, after accounting for the allowed Retained Revenue, shall be deemed “Shared Revenue” and shared with the other Cities as set forth below:

Dates Open	Retained Revenue	Shared Revenue
90% – 100%	50% of Total Revenue	50% of Total Revenue
80% - 89%	40% of Total Revenue	60% of Total Revenue
70% - 79%	25% of Total Revenue	75% of Total Revenue
Fewer than 70%	0% of Total Revenue	100% of Total Revenue

j. Each City’s individual Shared Revenue will be summed to reach a total of pooled Shared Revenue, and such pooled Shared Revenue will be used initially to pay for the cost of the stickers. The remaining pooled Shared Revenue will then be distributed proportionally to each City based on the Super Pool Pass use count at the City’s Pool Facilities divided by the total number of Super Pool Pass use count. The calculation will be used to determine the transfer of funds among Cities based on money collected and due each entity. For example, if at the end of the 2024 Swim Season Super Pool Passes were used on 500 occasions at all Pool Facilities, and on 100 occasions at the Mission Pool Facilities, then Mission would be credited 1/5th of the remaining Shared Revenue. This number will be compared to dollars collected in Mission to determine transfer in or out of funds.

#### **IV. POOL SAFETY STANDARDS**

Each City agrees to operate and maintain its Pool Facility in compliance with safety standards generally applicable to municipal pool facilities in Kansas, including, but not limited to, the following practices:

a. All Pool Facilities must comply with federal regulations contained in the Virginia Graeme-Baker Act.

b. All Pool Facilities must be municipally owned and either (a) operated by municipal staff, or (b) operated by a professional pool management company engaged by the City.

c. All Pool Facilities must meet facility standards in regard to proper placement of guards, number of guards on duty and facility readiness standards as published by the American Red Cross, Ellis and Associates, or Starguard.

d. All lifeguards must receive lifeguard certification from an accredited association.

e. All Pool Facilities must comply with the Kansas Amusement Ride Act, K.S.A. 44-1601 et seq., and amendments thereto.

## **V. LIABILITY**

The purpose of this Agreement is only to set forth the rights and duties of the parties with regard to the cooperative use of Pool Facilities described above. This Agreement does not create any right, benefit, or cause of action for any third party. By executing this Agreement, none of the parties waives, nor shall be deemed hereby to waive, any immunity or defense that would otherwise be available to it against claims arising in the exercise of governmental powers and functions. Each party shall be solely responsible for any loss, damage, injury, or death to a third party (parties) arising out of or related to the acts or omissions of its employees or agents and not those of any other party.

[Signature pages follow]

**SIGNATURE PAGE TO  
AGREEMENT BY FOR USE OF SWIMMING POOL FACILITIES**

IN WITNESS WHEREOF, the above and foregoing Agreement has been executed on the day and year indicated below.

CITY OF FAIRWAY, KANSAS

By \_\_\_\_\_  
Melanie Hepperly, Mayor

Attest:

\_\_\_\_\_  
City Clerk

Approved as to Form:

\_\_\_\_\_  
City Attorney

CITY OF MISSION, KANSAS

By \_\_\_\_\_  
Solana Flora, Mayor

Attest:

\_\_\_\_\_  
City Clerk

Approved as to Form:

\_\_\_\_\_  
City Attorney

CITY OF PRAIRE VILLAGE, KANSAS

By \_\_\_\_\_  
Eric Mikkelson, Mayor

Attest:

\_\_\_\_\_  
City Clerk

Approved as to Form:

\_\_\_\_\_  
City Attorney

**Exhibit A**

<b>CITY</b>	<b>OUTDOOR POOL FACILITIES</b>
Fairway	6136 Mission Road Fairway, KS 66205
Mission	6090 Woodson Road Mission, KS 66202
Prairie Village	7711 Delmar Street Prairie Village, KS 66208

## Letter of Understanding

This UNDERSTANDING (“Understanding”) is made and entered into this day of \_\_\_\_\_, 2024 by and between the **Cities of Fairway, Prairie Village, and Mission**, (individually referred to as “Hosting Agency and collectively as “Hosting Agencies”), for the following arrangement (the "Arrangement"): On days when an agency hosts a swim or dive meet, all other non-hosting agencies will honor host agency memberships.

### RECITALS

1. The Hosting Agencies recognize the importance of cooperation for the purposes of providing high quality services to their constituents; and
2. Each of the Hosting Agencies is involved in the Johnson County Swim and Dive League or the MOKAN Swim and Dive League.

### CONDITIONS

1. This Arrangement shall only apply to the 2024 swim and dive team season from the beginning of June to the end of July.
2. This Arrangement is only applicable on days when a Hosting Agency must be closed during regular business hours to host a meet.
3. Members of the Hosting Agencies may gain admission, at no cost, to any non-Hosting Agency’s outdoor swimming pool facilities by providing agency issued membership identification.
4. Each City will keep track of the number of times a visiting member from each city enters any of its pool facilities and report these counts in their Super Pool Pass reporting by email at the end of the season to the Assistant City Administrator at Prairie Village.
5. Non-Hosting Agencies will honor host agency memberships during ALL regular business hours on meet days.
6. Any Hosting Agency may “opt out” of this Arrangement by providing written notice to each other Hosting Agency. Hosting Agencies shall meet at the end of the season to evaluate the success of the Arrangement and determine participation for the 2024 season.
7. The purpose of this Agreement is only to set forth the rights and duties of the parties with regard to the cooperative use of Pool Facilities described above. This Agreement does not create any right, benefit, or cause of action for any third party. By executing this Agreement, none of the parties waives, nor shall be deemed hereby to waive, any immunity or defense that would otherwise be available to it against claims arising in the exercise of governmental powers and functions. Each party shall be solely responsible for any loss, damage, injury, or death to a third party (parties) arising out of or related to the acts or omissions of its employees or agents and not those of any other party.

**[Signatures]**

CITY OF FAIRWAY, KANSAS

By: \_\_\_\_\_  
Melanie Hepperly, Mayor

Attest: \_\_\_\_\_

CITY OF MISSION, KANSAS

By: \_\_\_\_\_  
Solana Flora, Mayor

Attest: \_\_\_\_\_

CITY OF PRAIRIE VILLAGE, KANSAS

By: \_\_\_\_\_  
Eric Mikkelsen, Mayor

Attest: \_\_\_\_\_



<b>City of Mission</b>	Item Number:	5.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>Public Works</b>	From:	Brent Morton

Action items require a vote to recommend the item to full City Council for further action.

**RE:** Johnson Drive Phase II (Metcalf to Lamar) Design Services

**RECOMMENDATION:** Approve a task order with Olsson for engineering services for design work associated with the Johnson Drive Phase II (Metcalf to Lamar) project in an amount not to exceed \$862,210.00

**DETAILS:** The Johnson Drive Phase II project (Metcalf to Lamar) is included in the City's Capital Improvement Program (CIP) and 5-year CARS Program for construction in 2026 at an estimated cost of \$12,609,901. The scope of work includes full depth pavement reconstruction, sidewalk and retaining walls, stormwater improvements, traffic signal buyout and replacement of streetlights, installation of a HAWK pedestrian signal at Riggs and various streetscape improvements.

The stormwater and sidewalk improvements will require the City to acquire easements or additional right-of-way. Survey work to determine the necessary easements and right-of-way was authorized as a separate Task Order in 2023 (\$75,000). Once the survey work is complete, the acquisition of the additional right-of-way and easements will be handled by an outside appraiser/consultant in 2025 due to the Federal requirements and guidelines associated with this project.

In May 2023, the Mission Johnson Drive Rehabilitation project was programmed through MARC-STP for 2026 construction with funds at 80/20 for construction and construction inspection up to the maximum of \$6,000,000. Due to the timeline provided through the Kansas Department of Transportation, The City is required to have a design contract executed no later the April 1, 2024, to keep this project on track to advertise for bids in December 2025. The attached task order with Olsson includes design services for the roadway and stormwater infrastructure. The design services also include utility coordination, project management, public engagement and bid and construction phase services.

The construction costs of the project will exceed what the city can cash flow in any given year, and staff will be bringing financing options forward at a later date for Council consideration, including proposals to secure additional outside funding.

**CFAA CONSIDERATIONS/IMPACTS:** The project includes improvements to street and sidewalks to promote mobility and provide infrastructure that maximizes use and safety for all users.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	Capital Improvement Fund
Available Budget:	\$875,000

## Exhibit "A" – Task Order

### TASK ORDER: Johnson Drive – Metcalf to Lamar

This Task Order is made as of this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, under the terms and conditions established in the MASTER AGREEMENT FOR PROFESSIONAL SERVICES, dated January 1, 2019 (the Agreement), between the City of Mission, Kansas (Owner) and OLSSON. This Task Order is made for the following purpose, consistent with the Project defined in the Agreement:

This task order is related to providing design services (plans and specifications) for the street reconstruction of Johnson Drive – from Metcalf to Lamar.

#### Section A. - Scope of Services

A.1. OLSSON shall perform the following Services as outlined in **EXHIBIT C "Scope of Services"**

#### Section B. - Schedule

OLSSON shall perform the Services and deliver the related Documents starting in September 2023 and ending in November 2026.

#### Section C. - Compensation

C.1. In return for the performance of the foregoing obligations, Owner shall pay to OLSSON the estimated amount of \$862,210.00, payable according to the following terms:

Client shall pay to Olsson for the performance of the Basic Services the actual time of personnel performing such Services Reimbursable Expenses, unless otherwise agreed to by both parties. Reimbursable expenses will be invoiced in accordance with the Schedule contained in Item C.2. Olsson's Services will be provided on a time and expense basis. Olsson shall submit invoices on a monthly basis, are due upon presentation and shall be considered past due if not paid within 30 calendar days of the due date.

C.2. Owner shall pay to OLSSON in accordance with the Schedule of Fees described in Exhibit B attached to the Master Agreement for Professional Services. Adjustments to the above Schedule of Fees will be presented to the Owner annually for approval.

**Section D. - Owner's Responsibilities** Owner shall perform and/or provide the following in a timely manner so as not to delay the Services of OLSSON. Unless otherwise provided in this Task Order, Owner shall bear all costs incident to compliance with the following:

#### Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Task Order:

IN WITNESS WHEREOF, the Owner and OLSSON have executed this task order.

City of Mission, Kansas (Owner)

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

OLSSON

By: Paul B. Moore

Name: Paul B. Moore, P.E.

Title: Vice President

Date: 01/25/2024

## **Exhibit “C” – SCOPE OF SERVICES:**

### **JOHNSON DRIVE – METCALF TO LAMAR ROADWAY RECONSTRUCTION**

**Mission, Kansas**

#### **FURTHER DESCRIPTION OF BASIC ENGINEERING SERVICES:**

This project includes preparation of design documents and project specifications for the design of a four-lane curb and gutter roadway reconstruction and associated turn lanes, storm sewer, sidewalks, and infrastructure for Johnson Drive, Metcalf to Lamar. In addition, restoration, landscaping plans, phased traffic control and construction phasing plans will be provided. Supporting services will be provided including surveying, geotechnical services, Landscape Architecture, permitting, and public involvement. The plans will follow KDOT Local Projects requirements as they will be administering the STP funding for the project. The schedule will also follow Local Projects procedures.

The project will be one bid package that will be slated for construction in by or before early 2026. The schedule will be in accordance with all Kansas Department of Transportation (KDOT) specifications and Mid America Regional Council’s (MARC) funding cycles.

#### **GENERAL DESIGN REQUIREMENTS**

All plan development stages shall be completed no later than the current project schedule’s due dates, exclusive of delays beyond the consultant’s control.

The Consultant shall design the Project in conformity with the following: A Policy on Geometric Design of Highways and Streets (AASHTO Green Book) 2018, the current version of the Road Design Manual, Volume I, Road Section, Part C, KDOT, the current version of the Manual on Uniform Traffic Control Devices (MUTCD), the current version of the Roadside Design Guide (AASHTO), ADA guidelines and standards (various publications including PROWAG and ADAAG, United States Access Board, current addition), the current version of the Basehor Design Manual and Technical Specifications for Public and Private Improvement Projects, The Kansas City Metropolitan APWA Standard Specifications and Design Criteria Section 5600, Storm Drainage Systems & Facilities, the Manual of Best Management Practices for Stormwater Quality (MARC and APWA 2012), and the current version of the AASHTO Guide to Bicycle Facilities.

The Design plans shall be signed and sealed by the licensed professional engineer responsible for the preparation of the design plans. Geological investigations or studies shall be signed and sealed by the licensed Geologist responsible for the preparation of the geological investigations or studies. Rights of way descriptions shall be signed and sealed by the licensed land surveyor responsible for the preparation of the rights of way descriptions.

#### **SCOPE OF SERVICES**

##### **Task I. Geotechnical Investigation**

###### **1.01 Geotechnical Investigation**

###### **Field Exploration**

- A. Olsson to contact Kansas One Call to locate underground utilities. To ensure the safety of the crew on site, Owner must inform Olsson of the location of all private utilities and private utility service connections. The cost of locating private utility lines and private service connections is the Owner's responsibility. Olsson is not responsible or liable for damage to any private utilities or private service connections.
- B. All boring locations must be readily accessible. Any fees resulting from the use of mud-matting or clearing operations to achieve access to boring locations is Owner's responsibility and not included in this scope of work. Olsson cannot perform field work until access to boring locations is satisfactory to Olsson.
- C. Drilling and Cone Penetration Testing equipment may cause disturbance to natural surroundings including but not limited to soil indentations, concrete cracking, and damage to underground sprinkler systems. Olsson will not be liable or responsible for any site disturbance that may occur as a result of bringing equipment on site. The Owner accepts full responsibility for site disturbance.
- D. Traffic control, city right-of-way occupation permitting, street use permitting, etc. may be necessary to complete the field exploration. Coordination time for these services is included in this proposal. Traffic control will be performed by others. The fee for these services is included as a line item in this proposal.
- E. We propose to use a truck-mounted drill rig to complete the following soil test borings for the geotechnical exploration:
  - 1. Ten (6) soil test borings to a depth of 15 feet eachThe soil borings will be advanced to the depths proposed, or to refusal, whichever is shallower. This proposal is based on a total drilling footage of 90 linear feet.
- F. A pavement core sample will be obtained at each location. Split spoon and thin-walled samples shall be collected from the soil test borings.
- G. We will obtain groundwater levels in the test borings at the time of drilling and upon completion of the drilling operations.
- H. After obtaining groundwater level readings, we will backfill the borings with soil cuttings and patch pavements, as necessary.

### **Laboratory Services**

- A. At our laboratory, unconfined compressive strength, moisture content, and in-place unit weight tests will be performed on representative portions of selected Shelby tube samples. Moisture content tests will be performed on all samples. Atterberg limits tests will also be performed upon representative samples of typical subsurface conditions encountered across this site.

### **Engineering Analysis and Report**

- A. A geotechnical engineering report will be prepared under the direction of a registered professional engineer based on the findings of the field

and laboratory programs. The report will include a boring location plan, computer-generated boring logs, results of the laboratory testing program and a description of the surface and subsurface conditions encountered at the site. In addition, the report will present our opinions and recommendations regarding the following items:

1. Generalized geotechnical site preparation concerns addressing fill subgrade preparation, earthwork placement, fill compaction criteria, excavatability of any bedrock, and suitability of on-site materials for use as structural fill.
2. Generalized subsurface drainage requirements for fill and the reconstructed pavement.
3. Pavement subgrade preparation in conjunction with city specifications or an alternative method.
4. Pavement section thicknesses in conjunction with city specifications or an alternative method.

**Task II. Preliminary Design (60%)**

**2.01 Data Collection** – The Consultant will provide the following services:

- A. Develop design criteria for the roadway and storm sewer. Provide Design Criteria Memo to be reviewed at the predesign meeting.
- B. Compile photos of the area
- C. Develop project schedule

**2.02 Develop preliminary plans 60%:**

- A. Cover sheet
- B. General notes
- C. General layout
- D. Alignment layout sheet
  1. Includes horizontal and vertical control information
  2. Alignment tables
- E. Demo sheets
- F. Typical sections
- G. Plan and profile sheets
  1. Plan scale 1" = 20'
  2. Profile scale H = 1" = 20' V = 1" = 5'
- H. Subsurface drainage design
  1. Hydraulic grade calculations
  2. Storm pipe profiles
- I. Surface drainage design
  1. Drainage area map

- 2. Pavement spread calculations
- 3. Pipe and structure hydrologic and hydraulic design
- J. Length of tapers and storage lanes for turn lanes
- K. Side road profiles (assume 8) and driveway details and elevations (assume 26)
- L. Intersection layouts
- M. Curb return profiles
- N. Sidewalk ADA ramp layout (assume 66)
- O. Integral Sidewalk Retaining wall design. Layout and profile of top of bottom of wall included. (Assume 14 walls)
- P. Provide cross-sections every 25 feet derived from a proposed surface model created for the project
- Q. Define right of way and easement limits
- R. Public meeting exhibits curb return
- S. Check sight distance at all intersections and driveways
- T. Culvert layout and profile (two locations)
- U. Preliminary pavement marking and signing plans
  - 1. Layout pavement markings and signing complying with the MUTCD and applicable City of Mission Standards
- V. Preliminary traffic signal and HAWK layout
  - 1. Layout traffic signal (Johnson Dr. & Barkley) and one HAWK signal (exact location to be determined): poles, pull boxes, conduit, cabinet, etc. per City standards.
- W. Preliminary street lighting plans
  - 1. Define design parameters.
  - 2. Photometric design will be completed for the corridor will consider roadway, sidewalk, and intersections to be lit to applicable criteria. Decorative LED streetlights that match existing streetlights along the corridor will be used for design.
  - 3. Layout streetlights and controller locations with coordination with the City and Evergy.
- X. Preliminary construction sequencing
  - 1. Layout of construction sequences required to complete project. A plan sheet will be developed showing the phases hatched out to show how the project can be constructed.
- Y. Stormwater BMP Evaluation and Preliminary Design
  - 1. Based on the concept project layout and available right-of-way, potential stormwater BMP locations will be identified. BMPs will be evaluated on the initial construction cost, the magnitude and extents of the facilities required, and the associated long-term maintenance cost and level of effort for city staff. Concept

exhibits of the recommended BMP locations that meet the intent of the city's goal to incorporate BMPs into this project will be prepared and submitted to the city for review and discussion. Following clear direction from the city on the selection and location, the BMPs will be moved forward into design and included in the preliminary plans.

Z. Preliminary landscape plan

1. Olsson will assemble base maps from existing plans for use in public engagement meetings and development of preliminary design. Site analysis will be used to identify opportunities for location of pedestrian and bicyclist amenities such as benches and bicycle racks, street trees and BMPs, and for conducting a site inventory to identify properties with existing irrigation along the corridor.
2. Based on existing plans Olsson shall prepare a preliminary design plan focused on overall landscape enhancement, appropriateness of materials / massing, contextual fit, themes, and reinforcement of pedestrian scale throughout the site, including pedestrian and bicyclist amenities, landscape and BMP areas along the streetscape.
3. Olsson will prepare preliminary site landscape and amenity plans and existing irrigation plans. Preliminary landscape plans will identify locations, sizes, and types of major components, and existing irrigation plans will identify irrigation systems that will be affected by project construction. Olsson will prepare the following preliminary plans:
  - a. Landscape and amenity plan including plant masses and individual overstory, understory, and groundcover materials; and will include a preliminary planting schedule indicating suitable species and sizes. BMP design within the landscape plans will be guided by feedback from the BMP evaluation and will serve as a basis for the overall landscape scheme for the streetscape. The plan shall also develop preliminary design of amenity areas and features and begin to detail amenity elements to a level of detail for preliminary engineering and opinion of probable cost estimating purposes. Amenities include site furnishings such as benches, bicycle racks, and litter receptacles.
  - b. Existing irrigation plan identifying areas of existing irrigation within properties that will be affected by project construction.

AA. 3-Dimensional Model and Presentation Graphics

1. Olsson will develop 3Dimensional modeling of project area. The model will be updated based on feedback from preliminary design plan review for use during presentations and public meetings. Olsson will provide perspective images of key locations and fly through video. Olsson will also develop an



illustrative site plan of the streetscape and compile improvements into a color rendered plan.

- 2.03** Submit two (2) full-size sets of preliminary plans (paper) as well as a PDF copy to City for review. Meet with the City at the time of delivery to discuss project and point out any concerns that may have resulted from data collection, design, etc.
- 2.04** Preliminary cost estimate shall be furnished based on standardized itemized units of work and the experience and qualifications of Olsson's judgment as an experienced and qualified design professional, familiar with the construction industry and advise the City if, in its opinion, the amount budgeted for construction is not sufficient to adequately design and construct the improvement as requested.
- 2.05** Utility coordination throughout the design process. This includes the following:
  - 1. Send notification letters to all utilities.
  - 2. Submit FC plans to utilities with utility lines in color
  - 3. Identify conflicts and develop relocation solutions that help all utilities that need to relocate have a space to do it
  - 4. Determine utilities that need potholes
  - 5. Email and phone correspondence with utilities
  - 6. Provide electronic base maps to all utilities for their use in developing relocation plans
  - 7. Create and maintain utility conflict form (KDOT 1304). The form documents the known utility conflicts and shows what dates they are anticipated to be relocated. This form will be available for KDOT prior to plans being processed for PS&E.
  - 8. Submit one (1) full-size set of preliminary plans to each utility company for preparation of relocation along with a PDF copy
  - 9. Request utility companies provide schedule for relocation in order to be done prior to bidding

**2.06 Permitting**

- A. Prepare the necessary plans and application for permit submission to and approval of:
  - 1. KDHE NOI

**Task III Final Design (90%)**

- 3.01** Prepare detailed plans and specifications: Address Field Check comments from the city and KDOT.
  - A. Typical sections
  - B. Drainage design

1. Drainage area maps
  2. Pavement spread calculations
  3. Inlet calculations
- C. Plan and profile sheets (scale as stated in preliminary design)
- D. Intersection details
- E. Curb return information
- F. Sidewalk ramp locations designed for ADA compliance including spot elevations (assume 66)
- G. Final retaining wall plans and profiles
- H. Driveway and side road profiles as needed (assume 26 entrances and 8 side roads)
- I. Final demo plans
- J. Compile necessary standard details
- K. Final pavement marking and signing plans
- L. Final traffic signal and HAWK signal plans
- M. Final streetlighting plans
- N. Final phasing and traffic control plans
1. Phase layouts based on construction sequencing plans. Plans anticipated to accommodate two phases of traffic and sign a pedestrian detour for each phase. Layouts will comply with the MUTCD and City of Mission Standards.
  2. Coordinate with City of Overland Park as traffic control will stretch into Overland Park.
- O. Final BMP design
1. The preliminary BMP design will be updated to address any city comments and incorporated into the final design plans.
- P. Final landscape and amenity plans
1. Olsson will prepare final landscape plans for bidding and construction of the proposed design plan elements, based on approved preliminary landscape plans. Olsson will prepare the following final landscape plans and necessary specifications for the following improvements.
    - a. 3D Model shall be updated based on feedback from preliminary design phase. Revisions of 3D model after preliminary design phase feedback are not included and shall be considered additional services.
    - b. Landscape and Amenity Plans - Olsson will prepare landscape and amenity construction documents identifying location, species and variety, quantity, planting sizes, and any special requirements or

conditions for plant materials within landscape beds, BMPs, and areas of seed or sod. Final landscape planting details are also included. The landscape plans will be prepared at a scale of 1-inch = 30-feet minimum. Landscape construction specifications are also included.

- c. Existing Irrigation Plans – Olsson will prepare existing irrigation plans for use by the city’s contractor to repair existing irrigation systems that will be affected by project construction.

Q. Existing and proposed right-of-way limits

R. Final cross sections every 25 feet

S. Erosion control plan sheets for contractor to mark up when developing their SWPPP document.

T. Develop final quantity recapitulation of bid items including break out tables for each bid item

**3.02** Utility coordination plan during final design the Consultant shall prepare a utility coordination plan that would include gathering the proposed relocation plans for all utility companies involved with the project and graphically inputting the information into one plan to assist in determining potential conflicts. Electronic base files will be available in AutoCAD for utilities to design from.

**3.03** Utility Relocation Observation and Verification. This task includes providing onsite inspection of utilities that are relocating underground facilities the cross proposed storm sewer and sanitary sewer.

A. An inspector will be present during the relocation of an underground utility when they are working in a location that will be a crossing of the proposed storm or sanitary sewer. Once the new utility is installed an elevation will be shot to verify that the utility was placed deep enough to avoid the proposed storm or sanitary sewer. This service will only be provided at conflict points with proposed storm or sanitary sewer and not for the rest of a given utilities relocation. The exact number of conflicts are not known at this time. Therefore, a \$17,125 budget will be established with this contract. If additional budget is required, then a supplemental agreement can be agreed to cover this effort.

B. Surveyors will establish hubs near each conflict location in order to provide a means to check elevation requirements for the relocated utility.

C. Olsson is providing a verification of a utility’s relocation at critical locations relative to proposed storm locations. Olsson does not accept responsibility for the placement of the relocated utility or for the contractor if they harm the utility when re-exposing it to install the new sewer. Olsson is not responsible for unforeseen construction issues

that may cause a deviation from the planned location of the proposed storm or sanitary sewer.

- 3.04** Provide a detailed opinion of probable cost (including appropriate contingency)
- 3.05** Provide office check plans to the City & KDOT
- 3.06** Upon receipt of City comments on office check submittal, make necessary modifications and submit final PDF plans
- 3.07** Provide plan modifications based on 100% review comments received from City & KDOT
- 3.08** Submit PS&E Plans to City & KDOT
- 3.09** Provide plan modifications based on PS&E comments from KDOT.
- 3.10** At the completion of the bid process, furnish to the City the CAD drawings of the project in AutoCAD format for the City's future use. The record contract documents for the project will be the original sealed drawings.
- 3.11** Develop project special provisions for contract documents. Olsson will prepare special provisions to the specs as needed.

#### **Task IV. Project Meetings & Project Management**

##### **4.01 Meetings**

- A. Attend pre-design meeting
- B. Coordination meetings with the city by phone
- C. Field check to be performed with representatives of the City and KDOT, at the project site with appropriate detailed plan.
- D. Utility coordination meetings (assume 3)

##### **4.02 Project Management**

- A. Coordination with City & KDOT
- B. Filling out and submitting KDOT 1307 form (list of permits)
- C. Filling out and submitting KDOT 1306 form (list of ROW and Easements)
- D. Monitor scope, schedule, and fee
- E. QAQC Ensure the Olsson QAQC procedures are being followed at all milestones

##### **4.03. Public Engagement**

- A. Public Engagement Management. Olsson will actively manage the public engagement process by coordinating with Client via emails, phone calls, and meetings. Olsson will manage the timing of public engagement events and communicate upcoming events and deadlines with Client on a weekly basis, as part of the weekly progress reports. Client shall designate public engagement contact person(s) for Olsson

public engagement team members to coordinate with. Olsson will prepare all public engagement materials, detailed as follows.

B. Project Outreach and Marketing

1. Project Branding Plan – Olsson will prepare a Project branding plan that details logo, colors, fonts, and theming for Project, to be integrated into all print and digital materials, with Client’s final approval. Olsson will host one (1) branding meeting with Client to discuss the brand during the brand creation process. Note that the Project branding plan only applies to marketing, outreach, and public engagement efforts for the Project to ensure a unified and consistent visual identity for Project materials.

2. Project Website – Olsson will prepare a dedicated Project website for Project information. This website will allow interested participants to view and provide feedback and learn how to get involved in the planning process. Olsson will fully develop the website and maintain website operations, updates, monitoring, and maintenance throughout the Project, and will transfer all website operations and update authority to Client once Project is complete.

3. Marketing Materials

a. Social Media. Project will utilize the city’s existing social media accounts and the city’s website to encourage engagement in Project. Olsson will manage the timing of social media posts, coordinate with Client, and develop branded social media graphics (Facebook, Twitter, and Instagram) with appropriate sizing and caption lengths. Client will be responsible for posting the social media posts to the appropriate accounts. Olsson will prepare and schedule up to twenty-four (24) social media posts, which include a graphic and caption for Facebook, Twitter, and Instagram.

b. Press Releases. Olsson will manage the timing of up to eight (8) press releases throughout the Project. Olsson will develop the press releases and then send to Client for review. Client is responsible for distributing press releases to local media outlets.

c. Postcard Mailer. Olsson will create a postcard-size mailer to send to adjacent property owners. Mailer will include a Project overview, a link to the Project website, and list of ways to get involved in the Project. Olsson will be responsible for printing, printing and postage costs, and mailing the mailer. The mailer will not be sent to the entire city.

C. Public Open Houses (2). To provide the general public an opportunity to learn about the Project and provide feedback, Olsson will host two (2) public open houses throughout the Project timeline. Olsson will prepare and supply all materials (e.g., exhibits, sign-in sheets, posters, sticky dots, post-its, pens, etc.) to facilitate the public open houses. Open

houses can be designed for in-person. Client will attend each public open house to help answer questions from the public. Client shall provide an open house venue space and pay required reservation fees for the public open houses. Space requirements include:

- Walls without art and other attached materials
  - Walls that painters' tape may be affixed to
  - Tables that can be moved into various arrangements
  - Chairs for the tables
  - Electrical outlets
  - Wi-Fi
1. Public Open House #1 – Design Stage (60% design): This two-hour public open house will include visuals of design documents in a digestible format appropriate for a general member of the public. The public open house will be setup in a true open house format with no formal presentations and will include both informational stations and feedback stations. Stations will, at a minimum, include the following stations: project overview and goals; preliminary designs; property acquisition; design and construction process and schedule; and ways to stay involved in the Project.
  2. Public Open House #2 – Final Stage (100% design): This two-hour public open house will include visuals of final design documents and well as information on what can be expected during construction and once the Project is fully implemented. The public open house will be setup in a true open house format with no formal presentations and will include informational stations. Stations will, at a minimum, include the following stations: project overview and goals; final designs; property acquisition; construction process and schedule; and ways to stay involved in the Project.

## **Task V. Bidding**

### **5.03. General Services during Bidding**

- A. Prepare written addenda to the bidding documents
- B. Attend and prepare for the pre bid meeting
- C. Answer Contractor questions during the bid period
- D. Answer KDOT questions during the bid period

## **Task VI. Construction Period Services**

### **6.01 General services during construction**

- A. Prepare for and attend the preconstruction meeting as a design and engineering professional, not as an inspector
- B. Shop drawing & material submittal review
- C. Respond to contractor's request for information
- D. Complete minor plan revisions
- E. Field visits to resolve issues
- F. Attend weekly progress meetings as a design and engineering professional, not as an inspector. (Assumes 2 hours per meeting including drive time for 10 months of construction activity)
- G. Participate in final walk through
- H. Compile as built plans at the end of construction and submit to the city in PDF format

**Compensation**

<b>Task I – Geotechnical Investigation</b>	<b>\$9,148.00</b>
<b>Task II – Preliminary Design 60%</b>	<b>\$415,322.00</b>
<b>Task III – Final Design 90%-100%</b>	<b>\$305,302.00</b>
<b>Task IV – Project Management &amp; Meetings</b>	
<b>Public Engagement</b>	<b>\$9,416.00</b>
<b>Project Management and Meetings</b>	<b>\$56,940.00</b>
<b>Task V – Bidding</b>	<b>\$5,892.00</b>
<b>Task VI – Construction Period Services</b>	<b>\$45,426.00</b>
<b>Total Fee</b>	<b>\$847,446.00</b>
<b><u>Expenses</u></b>	
<b>Pothole Sub</b>	<b>\$5,000.00</b>
<b>Traffic Control for Drilling</b>	<b>\$4,000.00</b>
<b>Milage, Public Meeting Exhibits</b>	<b>\$5,764.00</b>
<b>TOTAL PROJECT FEE</b>	<b><u>\$862,210.00</u></b>

### **Assumptions**

1. Any retaining walls needed will be combined sidewalk retaining walls that will not require special structural design.
2. Special design drainage inlets and junction structure will not be required. This is a case where an inlet or junction box within the storm sewer system exceeds the design of the standard detail structurally. An example would be a very large inlet that is very deep and wide such that the length plus the depth exceeds 20'. If it did it would require a structural engineer to design as a special case. This is rare on a project like this that will not have deep fill sections. If encountered would be a signification design effort and additional fee. The purpose of this is to explain that this scope and fee developed did not account for this type of large structure that is not anticipated.
3. Asphalt pavement will be used for the roadway.
4. The contractor will be responsible for resetting property pins that are disturbed during construction.
5. The project will be bid by KDOT through their statewide bidding system.
6. Stormwater Pollution Prevention Plan (SWPPP) will be prepared by the Contractor selected by KDOT.
7. The contractor will develop erosion control plans from blank plan sheets provided by Olsson. Olsson is not required to develop erosion control plans showing the locations of erosion control measures for the project. A quantity estimate will be provided with the plans only.
8. Streetlights will be decorative and will match the lights from Lamar to Nall
9. The storm sewer main on this project will not connect to the existing storm system that runs behind the Planet Fitness building that is not in an easement. Instead, the system will be designed to connect to the Johnson Dr. Interceptor built with the Lamar to Nall Project.
10. The Metcalf Bridge over Johnson Drive will remain in place.

### **City Responsibilities**

1. The City shall provide record drawings of the existing roadway and sewer mains, if available.
2. The City shall be responsible for all mailings informing the public of surveying, public meetings, etc.
3. The City shall be responsible for coordinating and scheduling the time and location of the public meetings.
4. The City shall arrange the time and location of the pre-bid and pre-construction meetings.
5. The City shall provide as-built irrigation drawings, if available.

### **Exclusions**

1. A CLOMR and LOMR will not be performed with this contract
2. Fiber interconnect or utility relocation design is not included with the project.



This statement is saying Olsson will not design for example a waterline relocation for a utility. They will have to produce plans that can be bid for a waterline contractor to have relocated prior to our bid. Olsson will facilitate utility coordination with our design and be involved advising them on areas they should not relocate to, or where we suggest they relocate to, but will not be designing their plans. Olsson will help identify conflicts with the new road design and attempt to design around them if possible.

3. Septic system design is not included.
4. Environmental permitting does not include 4f or 6f parkland permits. These permits would be needed only if land was being taken from a park to be repurposed for a road or sewer project.
5. Lawn irrigation design.
6. Detention pond design is not anticipated with this project.
7. Construction observation and testing of construction
8. Permit fees
9. Construction staking for the contractor selected for construction
10. Sanitary sewer design
11. Property acquisition and appraisal services

<b>City of Mission</b>	Item Number:	6.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PUBLIC WORKS</b>	From:	Stephanie Boyce

Action items require a vote to recommend the item to full City Council for further action.

**RE:** Resolution Obligating Grant Funds for Safe Streets and Roads for All grant

**RECOMMENDATION:** Approve a resolution obligating \$40,000 in local match for the Safe Streets and Roads for All (SS4A) grant which was awarded to the City of Mission in December 2023.

**DETAILS:** The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years (2022-2026). The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

In Spring of 2023, the Notice of Funding Opportunity was advertised for two types of grants: Planning and Demonstration and Implementation.

- **Planning and Demonstration Grants** provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan. The Department encourages including demonstration activities in an application.
- **Implementation Grants** provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants. The Department encourages including demonstration activities in an application.

One of the key features of the City’s recently updated “Tomorrow Together” Comprehensive Plan is analysis of the transportation network to identify opportunities to support multimodal transportation. Emphasizing walking, driving, bicycling, and public transit will improve transportation options for all users regardless of ability or preferred

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	

<b>City of Mission</b>	Item Number:	6.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PUBLIC WORKS</b>	From:	Stephanie Boyce

Action items require a vote to recommend the item to full City Council for further action.

method of transportation. Safe streets encourage multimodal transportation by offering safe, attractive, and convenient alternatives.

The city worked closely with its consultant, Kimley Horn, to put together a grant application which included a comprehensive outline for completing a Transportation Safety Action Plan (TSAP). The TSAP will carry forward the priorities of the Comprehensive Plan and publicly commit to a goal of zero traffic fatalities and injuries.

The City of Mission intends to develop a TSAP tailored to the safety-related needs and opportunities identified in its 2023 comprehensive plan. This includes:

- In the Data Collection and Analysis phase, the TSAP will emphasize data collection and improvement of the City-wide transportation asset dataset, including roadway/roadside conditions, presence of sidewalks/bicycle facilities, and updated traffic volumes to support Citywide crash risk analysis. This updated dataset will feed a City-wide analysis of high-crash and high-crash-risk intersections and corridors.
- In the Policy and Process Review phase, the TSAP will assess City Street design guidelines for new street construction and reconstruction, bicycle and pedestrian accommodations, traffic signal equipment, all-way stop sign control, and traffic calming.
- Given the City's committed focus on safety for all users, the Identification of Strategies and Projects phase will focus on the best strategies for calming traffic, crosswalks, upgrading intersection control, and how to safely accommodate bicycle and pedestrian traffic.
- Finally, the Prioritization and Scoping of Projects phase will identify key catalyst projects in priority locations that will maximize safety for all users and carry forward the safety-related goals and objectives from the comprehensive plan.

The city was notified in December 2023 that it was selected for a total grant project in the amount of \$200,000 (\$160,000 in Federal funding/\$40,000 cost share) to develop a TSAP. The next step in this process includes executing an agreement with the US Department of Transportation and obligating \$40,000 in a local cost share/match.

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	

<b>City of Mission</b>	Item Number:	6.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PUBLIC WORKS</b>	From:	Stephanie Boyce

Action items require a vote to recommend the item to full City Council for further action.

Once the agreement is submitted, it is anticipated to take 4-6 months for the project to be let by the US Department of Transportation and then the project can be bid. Information from the bike/pedestrian development study and the Rock Creek Corridor study both currently in progress will be integrated into the TSAP.

**CFAA CONSIDERATIONS/IMPACTS:** This planning and demonstration grant will enable the City of Mission to adopt a Traffic Safety Action Plan that will carry forward the priorities of the comprehensive plan and advance roadway safety for all users.

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	

**CITY OF MISSION, KANSAS  
RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OBLIGATING \$40,000 OF LOCAL MATCH FOR THE SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT AWARDED TO THE CITY OF MISSION, KANSAS IN DECEMBER 2023 AS PART OF THE BIPARTISAN INFRASTRUCTURE LAW.**

**WHEREAS**, the Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years (2022-2026) to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

**WHEREAS**, The City of Mission applied for a Safe Streets and Roads for All (SS4A) planning and demonstration grant in July 2023; and,

**WHEREAS**, the City was notified in December 2023 that it was selected as an award recipient of an SS4A grant in the total amount of \$200,000; and

**WHEREAS**, the SS4A grant is a federal grant with a 20% local match; and

**WHEREAS**, the local match for the SS4A grant is \$40,000.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS**

**Section 1.** Obligates \$40,000 as the local match for the SS4A grant.

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MISSION** on this 21st day of February 2024.

**APPROVED BY THE MAYOR** on this 21st day of February 2024.

\_\_\_\_\_  
Solana Flora, Mayor

ATTEST:

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Robyn L. Fulks, City Clerk

<b>City of Mission</b>	Item Number:	7.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PUBLIC WORKS</b>	From:	Stephanie Boyce

Action items require a vote to recommend the item to full City Council for further action.

**RE:** Resolution Obligating Grant funds for a Carbon Reduction Program Grant for the Northeast Johnson County RideKC Bike Share Project

**RECOMMENDATION:** Approve a resolution obligating \$125,760 in local match for the NE Johnson County RideKC Bike Share Project

**DETAILS:** The City of Mission, in collaboration with Roeland Park, has submitted a joint application for the Bike Share Program extension in Northeastern Johnson County. This initiative aligns with the Carbon Reduction Program facilitated by the Mid-America Regional Council (MARC) under the Bipartisan Infrastructure Law, which allocates \$6.4 billion over five years (2022-2026) to states and metropolitan planning organizations.

The Carbon Reduction Program focuses on mitigating carbon dioxide emissions from on-road transportation sources. According to the most recent Johnson County Greenhouse Gas Emissions Inventory, on-road transportation accounts for 30% of carbon emissions in our area. To address this concern, the City of Mission is actively seeking sustainable transportation options for residents, commuters, and city employees.

In mid-2023, the City of Mission and Roeland Park jointly applied for the Bike Share Program extension to introduce 30 e-bikes in Mission and 20 e-bikes in Roeland Park. This initiative aims to enhance mobility options, especially in northeast Johnson County, and integrate electric bikes (e-bikes) into our community. The application covers the cost of e-bikes, batteries, bike racks, wayfinding signage, promotional materials, and operation expenses for a period of five years.

The City of Mission is committed to "leading by example" in reducing carbon emissions. By incorporating e-bikes into our transportation infrastructure, we are taking proactive steps towards a sustainable and environmentally friendly future.

This is a joint application with Roeland Park and Mission is the lead agency and project sponsor. The total project cost, including equipment, signage, promotional materials, and operations, is \$628,810. The local match required is \$125,760. Operation costs will be paid quarterly over five years. The City of Mission will enter into an interlocal agreement

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	

<b>City of Mission</b>	Item Number:	7.
<b>ACTION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>PUBLIC WORKS</b>	From:	Stephanie Boyce

Action items require a vote to recommend the item to full City Council for further action.

with Roeland Park for project reimbursements and an agreement with RideKC for the maintenance and operations of the e-bikes. Below is a summary of the grant allocation per agency.

<b>Bikes Share Grant Allocation</b>				
	Mission - Match	Mission - Grant	Roeland - Match	Roeland - Grant
Equipment	\$23,000.00	\$92,000.00	\$15,100.00	\$60,400.00
<b>TOTAL - EQUIPMENT</b>	<b>\$23,000.00</b>	<b>\$92,000.00</b>	<b>\$15,100.00</b>	<b>\$60,400.00</b>
Operations - year 1	\$9,600.00	\$38,400.00	\$6,400.00	\$25,600.00
Operations - year 2	\$9,984.00	\$39,936.00	\$6,656.00	\$26,624.00
Operations - year 3	\$10,383.36	\$41,533.44	\$6,922.24	\$27,688.96
Operations - year 4	\$10,798.69	\$43,194.78	\$7,199.13	\$28,796.52
Operations - year 5	\$11,230.65	\$44,922.57	\$7,487.09	\$29,948.38
<b>TOTAL - OPERATIONS</b>	<b>\$51,996.70</b>	<b>\$207,986.79</b>	<b>\$34,664.46</b>	<b>\$138,657.86</b>
Other	\$459.30	\$1,843.21	\$539.54	\$2,162.14
<b>TOTAL - OTHER</b>	<b>\$459.30</b>	<b>\$1,843.21</b>	<b>\$539.54</b>	<b>\$2,162.14</b>
<b>GRAND TOTAL</b>	<b>\$75,456.00</b>	<b>\$301,830.00</b>	<b>\$50,304.00</b>	<b>\$201,220.00</b>

**CFAA CONSIDERATIONS/IMPACTS:** This bike share grant will add an additional transportation option for all users while reducing carbon emissions in the city and region.

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	



**CITY OF MISSION, KANSAS**  
**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OBLIGATING \$125,760 OF LOCAL MATCH FOR THE CARBON REDUCTION PROGRAM GRANT IN THE AMOUNT OF \$628,810 AWARDED TO THE CITY OF MISSION, KANSAS AS PART OF THE BIPARTISAN INFRASTRUCTURE LAW.**

**WHEREAS**, The Carbon Reduction Program funds projects designed to reduce transportation emissions, defined as carbon dioxide emissions, from on-road sources. This program, established under the Bipartisan Infrastructure Law, provides \$6.4 billion dollars over five years (2022-2026) to states and metropolitan planning organizations, to then be distributed to eligible applicants like the City of Mission; and,

**WHEREAS**, The City of Mission applied jointly with the City of Roeland Park for a Carbon Reduction grant for the RideKC Bike Share in Northeast Johnson County in June 2023; and,

**WHEREAS**, the City was notified in October 2023 that it was selected as an award recipient of a Carbon Reduction Program grant in the amount of \$628,810; and,

**WHEREAS**, the Carbon Reduction Program grant is a federal grant with a 20% local match; and,

**WHEREAS**, the local match for the Carbon Reduction Program grant is \$125,760 with \$75,456 the responsibility of the City of Mission and \$50,304 the responsibility of the City of Roeland Park; and,

**WHEREAS**, the City of Mission will seek reimbursement of \$50,304 from the City of Roeland through an Interlocal Agreement;

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS**

**Section 1.** The City of Mission obligates \$125,760 as the local match for the Carbon Reduction Program grant.

**Section 2.** The City will enter into an Interlocal Agreement with the City of Roeland Park for reimbursement of their portion of the local match.

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MISSION** on this 21st day of February 2024.

**APPROVED BY THE MAYOR** on this 21st day of February 2024.

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Solana Flora, Mayor

ATTEST:

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Robyn L. Fulks, City Clerk

# NON-INFRASTRUCTURE PROJECT REQUEST

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amend Existing Project	
<b>Program Year:</b>	2024	<b>Funding Program:</b>	CRPM-KS

<b>KDOT District</b>	<b>MPO</b>	<b>MPO TIP #</b>
2	MARC	347016

<b>County</b>	<b>City</b>	<b>Desired Start Date:</b>
Johnson	Mission	June 1, 2024

Project Sponsor / Lead Agency (LPA)		
City of Mission		
<b>Project Mgr / Contact</b>	<b>Phone</b>	<b>E-mail Address</b>
Stephanie Boyce	913-676-8381	<a href="mailto:sboyce@missionks.org">sboyce@missionks.org</a>

<b>Project Title:</b>	Bike Share in Northeast Johnson County
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**WHEREAS**, the Secretary of Transportation, Kansas Department of Transportation and the Local Public Authority (LPA) are empowered by the laws of Kansas to enter into agreements for the improvement of roads, streets and congestion mitigation activities, and upon approval by the Secretary, intend to enter into an Agreement for \_\_\_\_\_ Bike Share in Northeast Johnson County \_\_\_\_\_ (project Title) and,”

**WHEREAS**, the Federal-Aid Highway Act of 1956, as amended, and subsequent acts and amendments, provides Federal-Aid funds to assist the counties, cities, and other political sub-divisions in improving their roads and streets and congestion mitigation activities that provide air quality benefits, and,

**WHEREAS**, The above-noted county/city desires to improve a certain portion of their road or street system or other related project, now, therefore,

**WHEREAS**, \_\_\_\_\_ City of Mission \_\_\_\_\_ requests the Secretary program the following project:

The City of Mission, jointly with the City of Roleand park applied for the Carbon Reduction program grant for RideKC Bike share in Northeast Johnson County. This project will add three hubs with 10 bikes each in Mission and two hubs with 10 bikes each in Roeland Park. The 50 bikes would be supplied, managed and maintained by BikeWalkKC.

Project Cost Estimate			
<i>Funding</i>	<i>Participating</i>	<i>Non-Participating</i>	<i>Total</i>
Federal Funds	\$ 503,050.00	\$ -	\$ 503,050.00
Local Funds	\$ 125,760.00	\$ -	\$ 125,760.00
<b>Project Totals</b>	<b>\$ 628,810.00</b>	<b>\$ -</b>	<b>\$ 628,810.00</b>

# NON-INFRASTRUCTURE PROJECT REQUEST

**BE IT RESOLVED:** That sufficient funds from City of Mission

are now, or will be, available and are hereby pledged to the Secretary in the amount and at the time required for the supplementing of federal funds available for the completion of this project. Prior to Federal Authorization, any project expenditures made by the LPA are ineligible for federal funding and remain the responsibility of the LPA. Upon cancellation of the project by the LPA, the LPA shall reimburse the Secretary within thirty (30) days after receipt of statement of cost incurred by the Secretary prior to cancellation.

Day: \_\_\_\_\_ Month: \_\_\_\_\_ Year: \_\_\_\_\_

*Please sign below in accordance with your local policy.*

Recommended for Approval:

Appropriate Local Official(s)

\_\_\_\_\_  
Laura Smith

\_\_\_\_\_  
City Administrator  
Title

ATTEST:

\_\_\_\_\_  
Title

\_\_\_\_\_  
Robyn L. Fulks

\_\_\_\_\_  
City Clerk  
Title

**Include a copy of the TIP with the submission of this form.**

<b>City of Mission</b>	Item Number:	8.
<b>DISCUSSION ITEM SUMMARY</b>	Date:	February 7, 2024
<b>Administration</b>	From:	Laura Smith

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

**RE:** Review of Multi-Way Stop Request – 55th Street

**DETAILS:** In the fall of 2023, a constituent requested consideration of the installation of stop signs at the following intersections:

- 55th Street and Glenwood Street
- 55th Street and Riggs Avenue

A task order with Olsson was initiated for a review and analysis of the request. Their analysis includes a review of MUTCD criteria, existing conditions, speed, traffic count and crash data, and intersection sight distances.

Based on the analysis, Olsson’s study determined that neither intersection satisfies multiway stop control installation criteria. Thus, multiway stop control is not recommended at either of the study intersections. After review of the roadway segment, the 85th-percentile speed data collected indicates that users are driving within 5 mph of the posted speed limit, traffic volumes along W 55th Street and at the study intersections are low, and there are no sight distance obstructions at the study intersections. A complete copy of the study is included in the packet.

Staff will briefly review the study and recommendations with the Committee and answer any questions.

**CFAA IMPACTS/CONSIDERATIONS:** Designing and maintaining streets and roadways in conformance with established traffic engineering standards helps to ensure safe and predictable driving experiences for drivers and pedestrians of all ages and abilities.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

# MEMO



<b>To:</b>	Brent Morton City of Mission, Kansas
<b>From:</b>	Shannon Jeffries, PE; Tom Fulton, Vice President
<b>RE:</b>	Multi-Way Stop Review - W 55 <sup>th</sup> Street at Glenwood Street and W 55 <sup>th</sup> Street at Riggs Avenue Mission, Kansas
<b>Date:</b>	October 20 <sup>th</sup> , 2023
<b>Olsson Project #:</b>	018-03593

## **Introduction and Objective**

At the request of City staff, Olsson reviewed intersection traffic control and evaluated potential multi-way stop control at the following study intersections in Mission, Kansas:

- W 55<sup>th</sup> Street at Glenwood Street
- W 55<sup>th</sup> Street at Riggs Avenue

The study area is illustrated in **Figure 1**, attached to this memorandum.

## **Existing Conditions**

W 55<sup>th</sup> Street is a two-lane east/west roadway with curb and gutter and a posted speed limit of 25 mph. The roadway width is approximately 22-feet and the terrain is primarily level within the study area. Access to single-family residential properties is provided along the roadway. Sidewalk is provided along the south side of the roadway within the study limits. W 55<sup>th</sup> Street terminates at Broadmoor Street, approximately 640 feet west of Glenwood Street. To the east of the study area at Walmer Street, a speed feedback sign is provided for westbound drivers.

Per the City of Mission municipal code, W 55<sup>th</sup> Street is identified as a main trafficway connection whose "...primary function is to provide adequate connections with or between main trafficways of the City for the purpose of relieving traffic congestion at certain points on said main trafficways..."

Glenwood Street is a two-lane north/south roadway with curb and gutter and a posted speed limit of 25 mph. The roadway width is approximately 24-feet, terrain is primarily level, and access to single-family residential properties is provided along the roadway. There is not sidewalk provided along this segment of roadway, although pedestrian ramps are provided to cross the southern intersection leg of W 55<sup>th</sup> Street at Glenwood Street. The northern terminus of Glenwood Street is W 55<sup>th</sup> Street and the southern terminus is W 57<sup>th</sup> Street. W 55<sup>th</sup> Street and Glenwood Street is a T-intersection with northbound stop-control for Glenwood Street and free-flow movement for W 55<sup>th</sup> Street.



Riggs Street is a two-lane north/south roadway with curb and gutter and a posted speed limit of 25 mph. The roadway width is approximately 24-feet, terrain is primarily level, and access to single-family residential properties is provided along the roadway. There is no sidewalk provided along this roadway. Riggs Street terminates at W 55<sup>th</sup> Street as a T-intersection with southbound stop-control for Riggs Street and free-flow movement for W 55<sup>th</sup> Street.

Glenwood Street and Riggs Street are not identified in the municipal code; both roadways are assumed to operate as local roadways.

### **Speed, Count, and Crash Data**

Turning movement counts were collected from 6:00 AM to 7:00 PM at the study intersections on September 19, 2023. Intersection peak hours are summarized in **Table 1**.

**Table 1: Intersection Peak Hour Periods**

Intersection	AM Peak Hour	Midday Peak Hour	PM Peak Hour
W 55 <sup>th</sup> Street at Glenwood Street	8:00 – 9:00	11:30 – 12:30	4:15 – 5:15
W 55 <sup>th</sup> Street at Riggs Street	8:00 – 9:00	11:00 – 12:00	4:15 – 5:15

A 24-hour traffic count and speed data was collected along W 55<sup>th</sup> Street between Riggs Street and Glenwood Street on September 19, 2023. The daily traffic data and 85<sup>th</sup> percentile speed is summarized in **Table 2**.

**Table 2: 24-Hour Tube Count and 85<sup>th</sup>% Speed Data**

Data Collection Location	Daily Traffic (24-Hour)	85 <sup>th</sup> Percentile Speed
W 55 <sup>th</sup> Street between Glenwood Street and Riggs Street	256	27.7

The reported 85<sup>th</sup> percentile speed along W 55<sup>th</sup> Street slightly exceeded the posted speed limit of 25 mph. The 85<sup>th</sup>-percentile speed represents the speed at which 85 percent of vehicles are traveling at or below.

Per information provided by City staff, no crashes have occurred at the study intersections within the past five years (since 2018).

Traffic count and speed data is shown in **Figure 2**. Data collection sheets are provided with this memorandum.

### **Intersection Sight Distance**

The American Association of State Highway and Transportation Officials (AASHTO) A Policy On Geometric Design of Highway and Streets was used to determine the sight distance needed for vehicles turning from the north/south approaches onto W 55<sup>th</sup> Street. Intersection sight distance, case B1 and B2, was reviewed. Case B1 considers the left-turn movement from the minor street approach. Case B2 considers the right-turn movement from the minor street approach. Field measured and AASHTO required sight distances can be found in **Table 3**. The AASHTO required sight distance listed is based on a speed data collection and the posted speed limit of 25 miles on W 55<sup>th</sup> Street.

**Table 3: Intersection Sight Distance**

Roadway	Intersection Approach	Case B1 (ft)	Case B2 (ft)
Glenwood Street at 55 <sup>th</sup> Street	Northbound	630	615
Riggs Street at 55 <sup>th</sup> Street	Southbound	525	295
<b>AASHTO Recommended Intersection Sight Distance</b>		<b>280</b>	<b>240</b>
<b>Minimum Sight Distance Provided</b>		<b>Yes</b>	<b>Yes</b>

Field measurements indicate intersection sight distance is provided for cases B1 and B2 at the study intersections.

### **Multiway Stop Control Evaluation**

The Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition (with Revisions) was referenced for criteria regarding assignment of right-of-way at an intersection. Referencing the MUTCD, multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Multiway stop control criteria and evaluation is presented below:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

***Traffic signals are not planned at the study intersections. Existing volumes would not be expected to warrant signalization.***

- B. A crash history, as indicated by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

***Per City staff, five or more crashes have not been reported in a 12-month period.***



C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

***The current volumes do not meet the above criteria. See attached traffic volume data.***

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

***There have been no crashes at the study intersections since 2018. Thus, this criterion is not applicable.***

The MUTCD further suggests the following addition be considered when evaluating multiway stop control:

- A. The need to control left-turn conflicts;

***Left turn conflicts are not a significant factor at the study intersections.***

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

***The study intersections do not have high pedestrian volumes. Pedestrian count data is attached to this memo.***

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and

***Intersection sight distance is adequate at the study intersections.***

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

***No significant operational issues were identified at the study intersections that are expected to be mitigated by installation of stop control along W 55<sup>th</sup> Street.***



## **Conclusions and Recommendations**

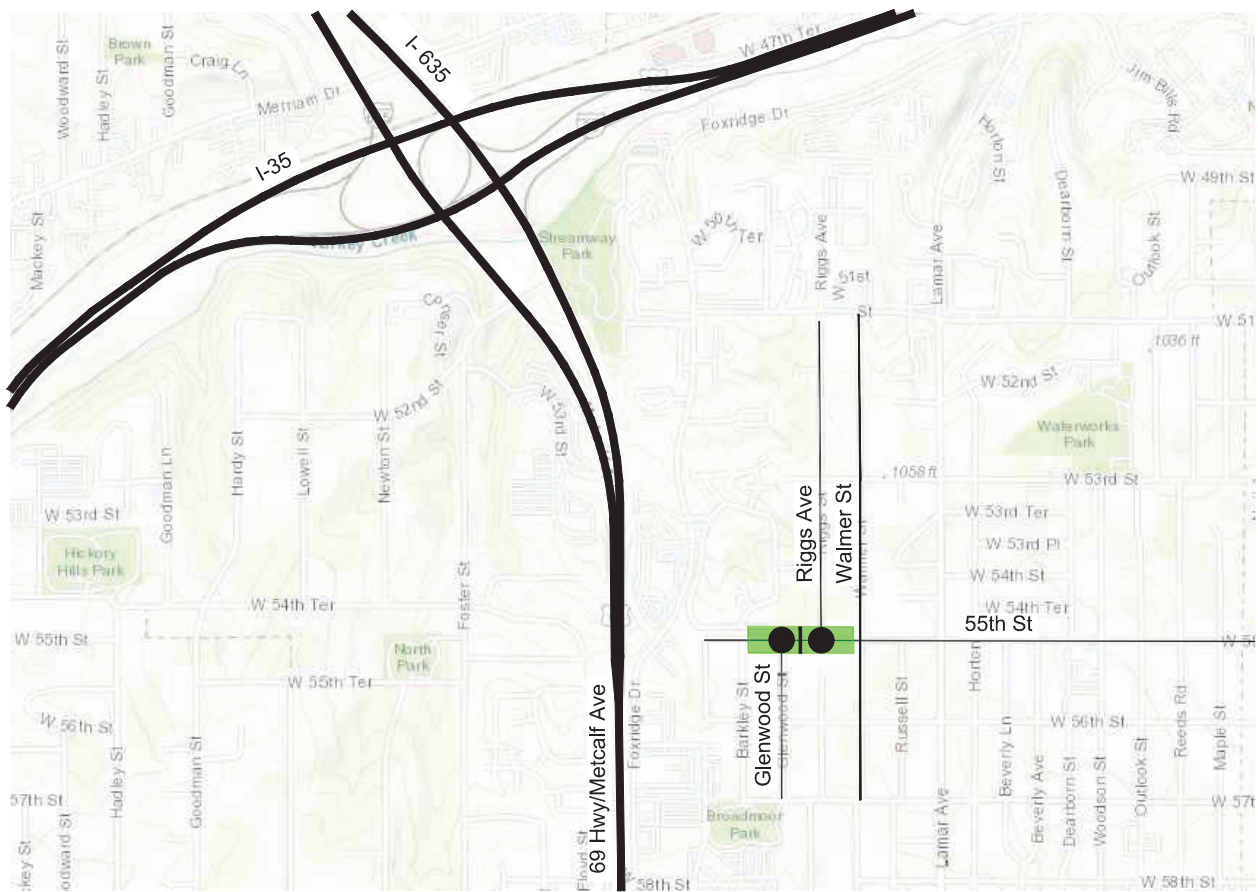
The intersections of W 55<sup>th</sup> Street at Glenwood Street and W 55<sup>th</sup> Street at Riggs Street were evaluated for multiway stop control per the request of City Staff. From an evaluation of the MUTCD criteria, neither intersection satisfies multiway stop control installation criteria. Thus, multiway stop control is not recommended for installation at either of the study intersections. After review of the roadway segment, the 85th-percentile speed data collected indicates that users are driving within 5 mph of the posted speed limit, traffic volumes along W 55<sup>th</sup> Street and at the study intersections are low, and there are no intersection sight distance obstructions at the study intersections.

Attachments:

- A. Traffic and Speed Data




# FIGURE 1

## Mission, KS Vicinity Map



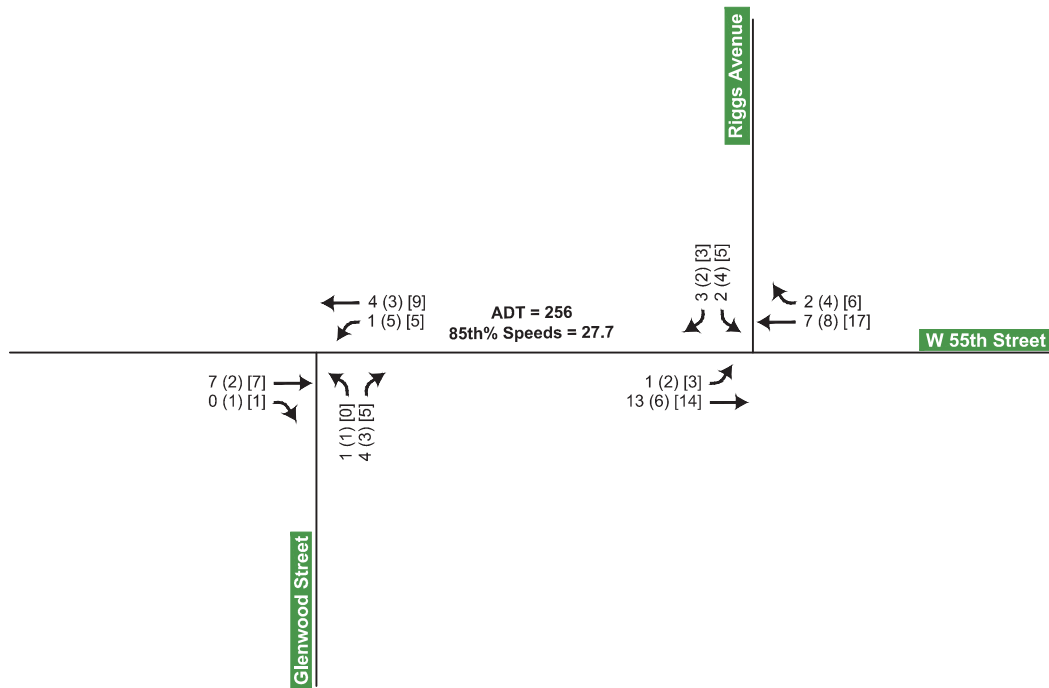
Copyright Disclaimer: This image may contain projection, simulation, or fictional content.

### LEGEND

-  Study Corridor
-  Study Intersection
-  Speed Data Location

# FIGURE 2

Existing Conditions  
Peak Hour Volumes



### LEGEND

AM(MD)(PM) Peak Hour Volumes

Turning movement counts @ 55th Street and Glenwood Street  
9/19/2023

TIME	WBT	WBL	WBU	Hourly Total SB	NBR	NBL	NBU	Hourly Total WB	EBR	EBT	EBU	Hourly Total EB
600	0	0	0		0	0	0		0	2	0	
615	0	0	0		0	0	0		0	2	0	
630	0	0	0		0	0	0		0	0	0	
645	0	0	0	0	0	0	0	0	0	1	0	5
700	0	0	1	1	0	0	0	0	0	0	0	3
715	1	0	0	2	0	0	0	0	0	1	0	2
730	0	1	0	3	1	0	0	1	1	4	0	7
745	0	1	0	4	0	0	0	1	0	1	0	7
800	1	1	0	5	2	0	0	3	0	2	0	9
815	0	0	0	4	0	0	0	3	0	3	0	11
830	2	0	0	5	1	0	0	3	0	2	0	8
845	1	0	0	5	1	1	0	5	0	0	0	7
900	1	0	0	4	1	0	0	4	0	1	0	6
915	2	0	0	6	0	0	0	4	0	2	0	5
930	1	0	0	5	0	0	0	3	0	1	0	4
945	0	0	0	4	0	1	0	2	0	3	0	7
1000	3	0	0	6	1	0	0	2	1	2	0	9
1015	1	0	0	5	0	0	0	2	0	2	0	9
1030	1	0	0	5	1	0	0	3	1	2	0	11
1045	4	2	0	11	3	0	0	5	0	0	0	8
1100	0	0	0	8	1	0	0	5	0	1	0	6
1115	0	0	0	7	0	0	0	5	0	0	0	4
1130	2	3	0	11	0	0	0	4	0	1	0	2
1145	0	0	0	5	2	0	0	3	0	1	0	3
1200	0	0	0	5	1	1	0	4	0	0	0	2
1215	1	2	0	8	0	0	0	4	1	0	0	3
1230	0	2	0	5	1	0	0	5	0	1	0	3
1245	1	0	0	6	3	0	0	6	0	1	0	3
1300	0	0	0	6	0	0	0	4	0	0	0	3
1315	0	0	0	3	0	0	0	4	1	1	0	4
1330	1	0	0	2	2	0	0	5	1	0	0	4
1345	1	0	0	2	2	0	0	4	0	2	0	5
1400	0	1	0	3	0	0	0	4	0	0	0	5
1415	0	0	0	3	1	0	0	5	1	0	0	4
1430	1	0	0	3	0	0	0	3	0	0	0	3
1445	1	0	0	3	0	1	0	2	0	2	0	3
1500	1	0	0	3	0	0	0	2	0	1	0	4
1515	2	2	0	7	0	0	0	1	0	0	0	3
1530	0	0	0	6	1	0	0	2	1	3	0	7
1545	1	0	0	6	0	0	0	1	0	3	0	8
1600	0	0	0	5	1	0	0	2	0	0	0	7
1615	4	0	0	5	1	0	0	3	0	3	0	10
1630	2	2	1	10	1	0	0	3	0	1	0	7
1645	2	0	0	11	2	0	0	5	0	2	0	6
1700	1	3	0	15	1	0	0	5	1	1	0	8
1715	1	2	0	14	1	0	0	5	0	0	0	5
1730	6	3	0	18	2	0	0	6	0	0	0	4
1745	3	1	0	20	0	0	0	4	0	2	0	4
1800	0	0	1	17	0	0	0	3	0	1	0	3
1815	2	2	0	18	0	0	0	2	0	2	0	5
1830	1	0	0	10	1	0	0	1	1	2	0	8
1845	3	2	0	11	1	0	0	2	0	0	0	6

Turning movement counts @ 55th Street and Riggs Avenue  
9/19/2023

TIME	SBR	SBL	SBU	Hourly Total SB	WBR	WBT	WBU	Hourly Total WB	EBT	EBL	EBU	Hourly Total EB
600	0	0	0		0	0	0		2	0	0	
615	0	0	0		0	0	0		2	0	0	
630	1	0	0		0	0	0		0	0	0	
645	1	2	0	4	0	1	0	1	1	0	0	5
700	0	0	0	4	1	0	0	2	1	0	0	4
715	0	2	0	6	1	1	0	4	1	0	0	3
730	1	1	0	7	1	1	0	6	5	0	0	8
745	1	2	0	7	0	2	0	7	2	0	0	9
800	1	2	0	10	0	2	0	8	5	0	0	13
815	0	0	0	8	0	0	0	6	3	0	0	15
830	1	1	0	8	0	3	1	8	3	1	0	14
845	0	0	0	5	2	2	0	10	2	0	0	14
900	0	2	0	4	0	1	0	9	2	0	0	11
915	1	2	0	7	0	4	0	13	1	0	0	9
930	0	0	0	5	0	1	0	10	2	0	0	7
945	0	1	0	6	2	1	0	9	4	0	0	9
1000	0	1	0	5	0	4	0	12	2	0	0	9
1015	1	1	0	4	0	1	0	9	2	0	0	10
1030	2	3	0	9	1	1	0	10	2	1	0	11
1045	1	1	0	10	1	4	0	12	2	2	0	11
1100	0	1	0	10	2	0	0	10	2	1	0	12
1115	0	1	0	9	0	1	0	10	0	0	0	10
1130	1	1	0	6	2	5	0	15	1	0	0	8
1145	1	1	0	6	0	2	0	12	3	1	0	8
1200	0	0	0	5	0	1	1	12	1	1	0	7
1215	2	0	0	6	1	1	0	13	0	0	0	7
1230	1	0	0	5	1	0	0	7	3	0	0	9
1245	0	0	0	3	0	1	0	6	1	2	0	8
1300	0	0	0	3	1	0	0	5	0	0	0	6
1315	0	1	0	2	0	0	0	3	1	0	0	7
1330	1	0	0	2	1	0	0	3	1	1	0	6
1345	0	0	0	2	0	1	0	3	2	0	0	5
1400	0	0	0	2	2	1	0	5	1	0	0	6
1415	0	2	0	3	2	0	0	7	0	0	0	5
1430	0	1	0	3	0	1	0	7	0	0	0	3
1445	0	2	0	5	2	1	0	9	2	0	0	3
1500	1	0	0	6	2	0	0	8	1	0	0	3
1515	1	0	0	5	1	5	0	12	1	0	0	4
1530	1	1	0	6	1	0	0	12	3	1	0	8
1545	1	0	0	5	0	3	0	12	2	1	0	9
1600	0	0	0	4	0	2	0	12	1	1	0	10
1615	2	0	0	5	2	5	0	13	3	1	1	14
1630	1	2	0	6	1	3	0	16	3	0	0	13
1645	0	1	0	6	0	3	0	16	3	2	0	15
1700	0	2	0	8	3	6	0	23	5	0	0	18
1715	1	1	0	8	1	2	0	19	0	0	0	13
1730	1	1	0	7	4	9	0	28	1	1	0	12
1745	1	0	0	7	1	3	0	29	2	0	0	9
1800	1	0	0	6	0	0	0	20	1	0	0	5
1815	0	3	0	7	3	3	0	23	2	0	0	7
1830	0	1	0	6	2	1	0	13	3	0	0	8
1845	0	0	0	5	0	6	0	15	1	0	0	7

# Basic Axle Classification Report: 2023.587 S3 WB (2)

Station ID : 2023.587 S3 WB (2)

Info Line 1 : 55TH ST W OF RIGSS ST

Info Line 2 : 48061

GPS Lat/Lon :

DB File : 2023587 S3 WB (2).DB

Last Connected Device Type : Omega-G

Version Number : 2.09

Serial Number : G48061

Number of Lanes : 2

Posted Speed Limit : 25.0 mph

## Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	West		Ax-Ax	4.0 ft	6.0 ft	

## Lane #1 Basic Axle Classification Data From: 00:00 - 09/19/2023 To: 23:59 - 09/19/2023

(FHWA14_A)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	6A-MT	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A+MT	Other
9/19/2023	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	06:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	07:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	07:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
	08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2

(FHWA14_A)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	6A-MT	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A+MT	Other	Total
9/19/2023	08:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Tue	09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	10:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	10:30	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	10:45	1	4	1	0	1	1	0	0	0	0	0	0	0	0	8
	11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30	1	4	1	0	0	1	0	0	0	0	0	0	0	0	7
	11:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	15:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	16:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	16:45	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
	17:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
	17:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	17:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
	17:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	18:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	18:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	20:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1



(FHWA14_A)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	6A-MT	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A+MT	Other	Total
9/19/2022	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		3	116	34	0	4	3	0	0	0	0	0	0	0	0	160
<b>Percent :</b>		2%	73%	21%	0%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Average :</b>		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

### Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	East		Ax-Ax	4.0 ft	6.0 ft	

### Lane #2 Basic Axle Classification Data From: 00:00 - 09/19/2023 To: 23:59 - 09/19/2023

(FHWA14_A)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	6A-MT	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A+MT	Other	
9/19/2023	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
	07:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	08:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	10:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	10:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2

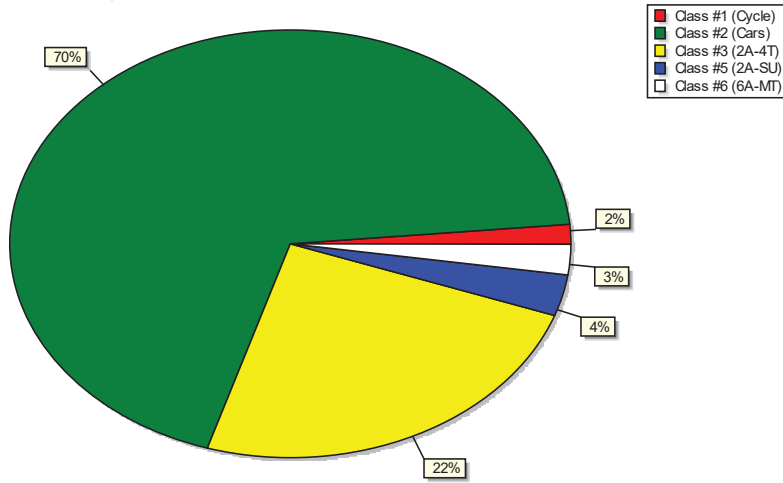
(FHWA14_A)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	6A-MT	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A+MT	Other	Total
9/19/2022	10:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
	12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	12:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	13:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
	15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	16:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	17:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(FHWA14_A)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	6A-MT	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A+MT	Other	Total
9/19/202	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		1	64	22	0	5	4	0	0	0	0	0	0	0	0	96
<b>Percent :</b>		1%	67%	23%	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Average :</b>		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

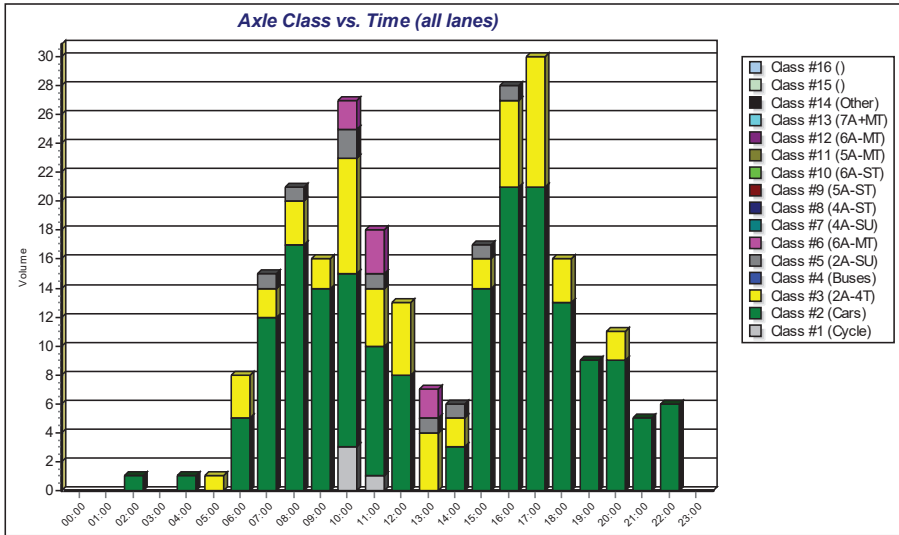
# Basic Axle Class Summary: 2023.587 S3 WB (2)

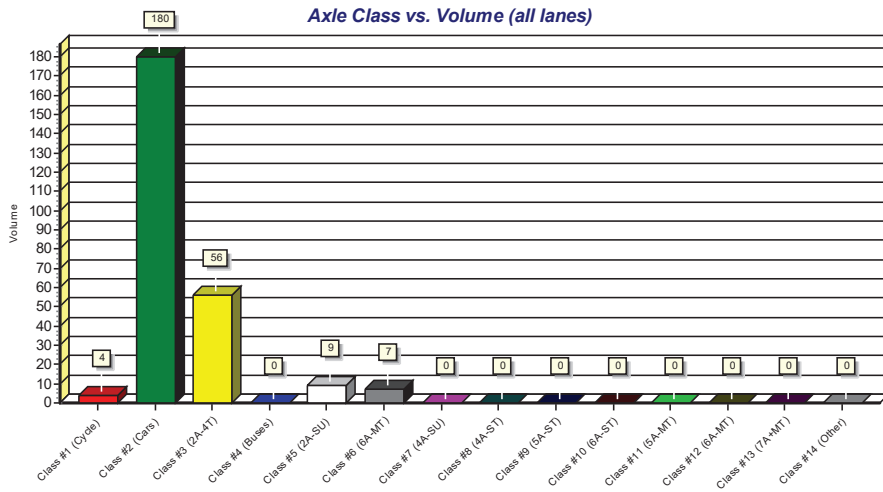
<small>(FHWA14_A)</small>		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	6A-MT	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A+MT	Other	
TOTAL COUNT : #1.		3	116	34	0	4	3	0	0	0	0	0	0	0	0	160
#2.		1	64	22	0	5	4	0	0	0	0	0	0	0	0	96
		4	180	56	0	9	7	0	0	0	0	0	0	0	0	256
Percents : #1.		2%	73%	21%	0%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	63%
#2.		1%	67%	23%	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	38%
		2%	70%	22%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
Average : #1.		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
#2.		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Days & ADT : #1.		1.0	160													
#2.		1.0	96													
		1.0	256													

**Axle Class Percentages:**



**Axle Class vs. Time (all lanes)**





# Basic Speed Classification Report: 2023.587 S3 WB (2)

## Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	West		Ax-Ax	4.0 ft	6.0 ft	

## Lane #1 Basic Speed Classification Data From: 00:00 - 09/19/2023 To: 23:59 - 09/19/2023

(DEFAULTX)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
		0.0 -	20.0 -	25.0 -	30.0 -	35.0 -	40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	75.0 -	80.0 -	85.0 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total	
9/19/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:45	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:15	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1



(DEFAULTX)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 74.9	75.0 - 79.9	80.0 - 84.9	85.0 - 89.9	Other	Total
Date	Time																	
9/19/202	10:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Tue	10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:45	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	16:15	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:30	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:45	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:30	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:45	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:45	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

(DEFAULTX)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	25.0 -	30.0 -	35.0 -	40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	75.0 -	80.0 -	85.0 -		
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
9/19/2023	22:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		40	71	32	17	0	0	0	0	0	0	0	0	0	0	0	0	160
<b>Percent :</b>		25%	44%	20%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Average :</b>		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Speeds - Average: 21.4	50% : 22.8	67% : 24.5	85% : 28.1	10mph Pace: 20.3 - 30.2 (64.4%)
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### Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	East		Ax-Ax	4.0 ft	6.0 ft	

### Lane #2 Basic Speed Classification Data From: 00:00 - 09/19/2023 To: 23:59 - 09/19/2023

(DEFAULTX)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
Date	Time	0.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 74.9	75.0 - 79.9	80.0 - 84.9	85.0 - 89.9	Other	Total
9/19/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

(DEFAULTX)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Date	Time	0.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 74.9	75.0 - 79.9	80.0 - 84.9	85.0 - 89.9	Other	
9/19/202	10:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(DEFAULTX)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	25.0 -	30.0 -	35.0 -	40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	75.0 -	80.0 -	85.0 -		
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
9/19/202	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		22	59	11	4	0	0	0	0	0	0	0	0	0	0	0	0	96
<b>Percent :</b>		23%	61%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Average :</b>		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Speeds - Average: 20.6    50% : 22.3    67% : 23.3    85% : 24.4    10mph Pace: 20.7 - 30.6 (72.9%)																		

# Basic Speed Class Summary: 2023.587 S3 WB (2)

(DEFAULT)

Description	Lane	#1 0.0 - 19.9	#2 20.0 - 24.9	#3 25.0 - 29.9	#4 30.0 - 34.9	#5 35.0 - 39.9	#6 40.0 - 44.9	#7 45.0 - 49.9	#8 50.0 - 54.9	#9 55.0 - 59.9	#10 60.0 - 64.9	#11 65.0 - 69.9	#12 70.0 - 74.9	#13 75.0 - 79.9	#14 80.0 - 84.9	#15 85.0 - 89.9	#16 Other	Total
<b>TOTAL COUNT :</b>																		
	#1.	40	71	32	17	0	0	0	0	0	0	0	0	0	0	0	0	160
	#2.	22	59	11	4	0	0	0	0	0	0	0	0	0	0	0	0	96
		<u>62</u>	<u>130</u>	<u>43</u>	<u>21</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>256</u>
<b>Percents :</b>																		
	#1.	25%	44%	20%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	63%
	#2.	23%	61%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%
		<u>24%</u>	<u>51%</u>	<u>17%</u>	<u>8%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	
<b>Average :</b>																		
	#1.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	#2.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
		<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>Days &amp; ADT :</b>																		
	#1.	1.0	160															
	#2.	1.0	96															
		<u>1.0</u>	<u>256</u>															
<b>Avg,50,67,85% :</b>																		
	#1.	21.4	22.8	24.5	28.1	20.3	- 30.2	64%										
	#2.	20.6	22.3	23.3	24.4	20.7	- 30.6	73%										
		<u>21.1</u>	<u>22.6</u>	<u>23.9</u>	<u>27.7</u>	<u>20.1</u>	<u>- 30.0</u>	<u>68%</u>										

