

ITEM #4. SEWER FACILITY SITE PROPOSAL

Engineer Cecil Kingsley presented the Council with an outline of items they need to consider before selecting a site, present costs, operation & maintenance costs and financial base for debt retirement. Kingsley gave a brief synopsis of each line item.

Engineer Pat Cox explained that it is impossible to give a present worth analysis within a two week period because he would have to analyze each location for rock formation, easements, elevations and land mass. KDHE requires the facility be located 1,000 ft. from any resident and not be located within a flood plan. Cox reminded the Council the cost figures presented does NOT include land acquisition and easements to get to the interceptor and plant.

Cox presented a map that showed four additional sites along with the original site (Site A). Cox stated he would automatically rule out Site F (54 acres) because it would meet the twenty year requirement but not the fifty year requirement.

Citizen, Burl Gratny, questioned if a package sewage treatment plant would suffice at the present lagoon locations. Cox noted he did not feel the State would accept it since they are wanting a consolidated treatment facility. With a package plant, the City would not be able to add onto the system, therefore, stifling growth.

Cox and Kingsley reiterated that it will cost more to renovate the existing lagoons than to build a new system. Anytime you incorporate pumping into a system, it is there forever.

Joe Scherer questioned Cox as to his preference on site locations. Cox reported his preference is still Site A with his second choice being Site B (north of 171st & Leavenworth Rd.). The engineer stated he did not feel it was in the best interest of the City to go all the way to Stranger Creek. Site E & F should both be eliminated.

Thompson explained the process and time involved in condemning land for Site A. During condemnation proceedings, the court will appoint appraisers. Based on the appraisal, the City will put money into an account with the court at which time the land owner can choose to accept or reject. If the owner rejects the offer, the city will have to litigate the matter.

Real estate agent, Virginia Williams, noted it would be better to pick another site and to commence as soon as possible, time is money.

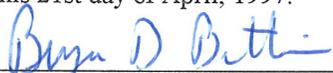
Councilman Vervaecke requested the engineers develop a worth analysis on Site E by running a gravity flow main south into the drainage basin to the existing south lagoon connection and gravity flow everything from the north lagoon, north to 163rd street, pumping only that flow to the plant.

ITEM #5. EMPLOYEE HEALTH INSURANCE

Tabled to the April 21st meeting due to time restraints.

There being no further business to discuss the work session was adjourned.

Submitted for Council approval with without corrections this 21st day of April, 1997.



Mayor Bryce D. Bettin



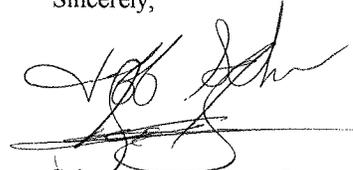
Mary A. Mogle, CMC

Dear Mayor and Council Members.

Scherer Construction Inc. would like to present its self at the March 17th Council meeting to receive a written commitment from the Council to hook on to the present sewer system. Full cooperation between ourselves, the Council, city Engineers, and KDHE is fully understood. With a little previous leg work with KDHE and the City Engineers, so they would have an opportunity to review and discuss our request and see if this was a feasible idea, without wasting valuable time of the Council. We have received positive response from both organizations and feel this is a solid idea to bring forth.

We are asking for a written commitment for 50 sewer hook-ups so that we may proceed with development of a new subdivision, already within the city limits, with a total of over 100 lots. This commitment will help defray the cost of the new facility for all other users and gives us the assurance that our investment will be able to move forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey Scherer', written over a horizontal line.

Scherer Construction Inc.
Jeffrey Scherer
Joseph Scherer

**BASEHOR TREATMENT FACILITY
BUDGET CONSIDERATIONS**

CURRENT OR CAPITAL IMPROVEMENT COSTS (PRESENT COSTS)

1. ENGINEERING
2. CONSTRUCTION
3. LAND/EASEMENTS

OPERATION & MAINTENANCE (SHOULD EQUATE TO PRESENT WORTH)

1. EMPLOYEES
2. ELECTRICAL (PUMPING, TREATMENT, ETC.)
3. FACILITIES MAINTENANCE (PIPE, GROUNDS, EQUIPMENT)

BENEFICIARIES - FINANCIAL BASE FOR DEBT RETIREMENT

1. CITY OF BASEHOR *Plus Growth Areas*
2. AREA AROUND CITY ~~PLUS GROWTH AREAS~~
 - A. VAST POSSIBILITIES TO WEST
 - B. POSSIBILITIES TO SOUTH W/PUMPING
 - C. MAKE IT AVAILABLE BUT REQUIRE NO ONE TO PARTICIPATE
3. LIMITING COST EFFECTIVE HOOK ONS WILL:
 - A. DELAY OR ELIMINATE PLANNED GROWTH
 - B. REDUCE AVAILABILITY OF COST EFFECTIVE GROWTH
 - C. REDUCE FINANCIAL BASE FOR DEBT RETIREMENT

CECIL M. KINGSLEY, P.E.
CITY ENGINEER



Also

Emporia, Ks. • Manhattan, Ks. • Hutchinson, Ks.

**BASEHOR, KANSAS
ALTERNATE WASTEWATER TREATMENT PLANT
LOCATIONS
STRANGER CREEK BASIN
COST COMPARISON
MARCH 31, 1997**

Ranking in order of least cost of construction only.

1. Location (F)	\$ 2,826,616.00	
2. Location (E)	\$ 2,860,858.00	
3. Location (A)	\$ 2,947,051.00	(Original Site)
4. Location (B)	\$ 3,085,631.00	
5. Location (D)	\$ 3,149,611.00	
6. Location (C)	\$ 3,229,974.00	

20 year present worth should also take into account varying pumping costs, ease of future expansion, access of future user's to facility, facility service basin size, and projected number of user's in the future for debt repayment.

BASEHOR, KANSAS
ALTERNATE WASTEWATER TREATMENT PLANT
LOCATIONS
STRANGER CREEK BASIN
MARCH 31, 1997

LOCATION (A): Original Site

Facility Cost	\$ 1,628,962.00
Gravity sewer	\$ 368,000.00
Pump station	\$ 175,000.00
Force Main	\$ 60,000.00
Land Cost	\$ 35,000.00
Contingency(30)	\$ 680,089.00

Estimated Cost \$ 2,947,051.00

LOCATION (B):

Facility Cost	\$ 1,628,962.00
Gravity Sewer	\$ 454,600.00
Pump Station	\$ 175,000.00
Force Main	\$ 80,000.00
Land Cost	\$ 35,000.00
Contingency(30)	\$ 712,069.00

Estimated Cost \$ 3,085,631.00

LOCATION (C): *(Hog Creek/Stranger Creek)*

Facility Cost	\$ 1,628,962.00
Gravity Sewer	\$ 585,633.00
Pump Station	\$ 175,000.00
Force Main	\$ 60,000.00
Land Cost	\$ 35,000.00
Contingency(30)	\$ 745,379.00

Estimated Cost \$ 3,229,974.00

LOCATION (D): *eliminated*

Facility Cost	\$ 1,628,962.00
Gravity Sewer	\$ 434,083.00
Pump Station	\$ 175,000.00
Force Main	\$ 60,000.00
Land Cost	\$ 35,000.00
Contingency(35)	\$ 816,566.00

Estimated Cost \$ 3,149,611.00

LOCATION (E):

Facility Cost	\$ 1,628,962.00
Gravity Sewer	\$ 284,698.00
Pump Station	\$ 175,000.00
Force Main	\$ 77,000.00
Land Cost	\$ 35,000.00
Contingency(30)	\$ 660,198.00

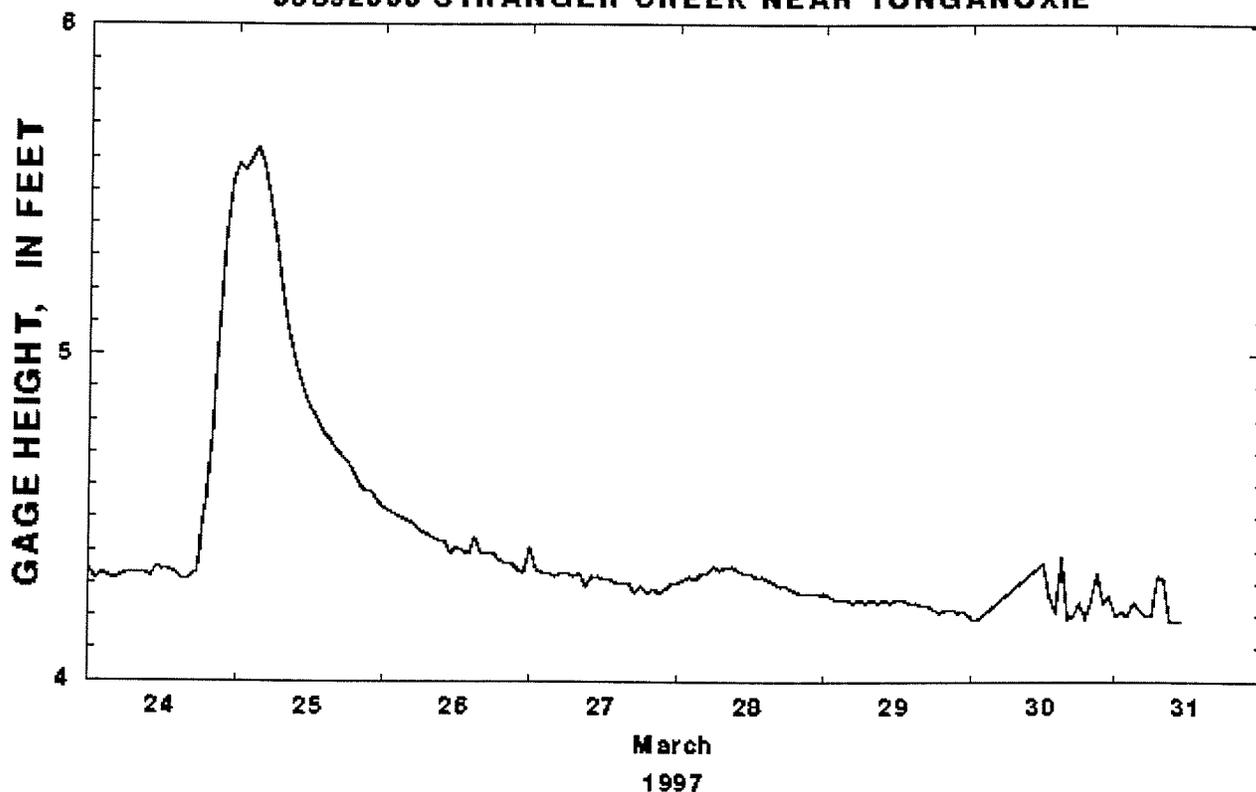
Estimated Cost \$ 2,860,858.00

LOCATION (F): *eliminated - does not meet 50 yr. criteria*

Facility Cost	\$ 1,628,962.00
Gravity Sewer	\$ 293,358.00
Pump Station	\$ 175,000.00
Force Main	\$ 42,000.00
Land Cost	\$ 35,000.00
Contingency(30)	\$ 652,296.00

Estimated Cost \$ 2,826,616.00

**U.S. GEOLOGICAL SURVEY
PROVISIONAL DATA SUBJECT TO REVIEW
06892000 STRANGER CREEK NEAR TONGANOXIE**



— GAGE HEIGHT, via satellite

NOTE: Gage Height information may be adversely affected by backwater from ice during cold periods.
Call (913) 832-3536 for more information.

Updated: 03/31/97 15:35:11 CST

06892000 STRANGER CREEK NEAR TONGANOXIE, KS

- [Streamflow hydrograph](#)
- [Complete station data](#) from the 1995 Water Resources Data Report
- [Historical and Peak Flow Data](#)
- [Map of region surrounding station](#)

06892000 STRANGER CREEK NEAR TONGANOXIE, KS

LOCATION

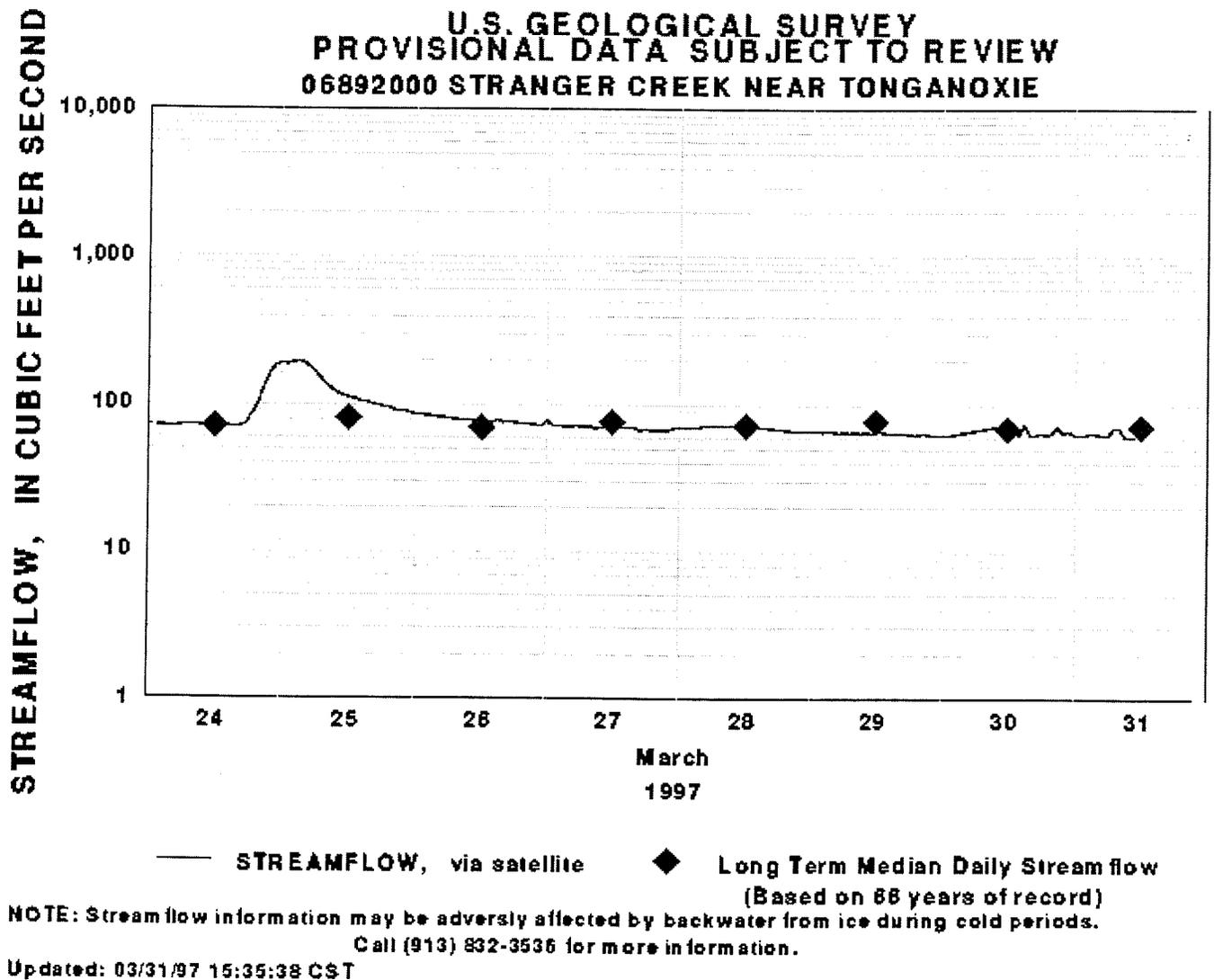
Lat 39°06'59", long 95°00'39", in NE¼ NE¼ NW¼ sec.7, T.11 S., R.22 E., Leavenworth County, Hydrologic Unit 10270104, on left bank at downstream side of bridge on U.S. Highway 40, 2.0 mi upstream from Tonganoxie Creek, 4.0 mi east of Tonganoxie, and at mile 18.1.

DRAINAGE AREA

406 sq mi.

PERIOD OF RECORD

April 1929 to current year.



06892000 STRANGER CREEK NEAR TONGANOXIE, KS

- [Stage hydrograph](#)
- [Complete station data from the 1995 Water Resources Data Report](#)
- [Historical and Peak Flow Data](#)
- [Map of region surrounding station](#)

[Water Resources of Kansas home page](#) || [Current Streamflow Conditions for Kansas](#)

[USGS home page](#) || [USGS Water Information](#) || [On-line Help](#)

The URL for this page is <<http://www-ks.cr.usgs.gov/Kansas/rt/html/06892000.p00060.html>>

Requests for information: info@maildkslwr.cr.usgs.gov

Comments and suggestions: webmaster@maildkslwr.cr.usgs.gov

Last modification: 11/15/1996

06892000 STRANGER CREEK NEAR TONGANOXIE, KS

LOCATION.--Lat 39°06'59", long 95°00'39", in NE¼ NE¼ NW¼ sec.7, T.11 S., R.22 E., Leavenworth County, Hydrologic Unit 10270104, on left bank at downstream side of bridge on U.S. Highway 40, 2.0 mi upstream from Tonganoxie Creek, 4.0 mi east of Tonganoxie, and at mile 18.1.

DRAINAGE AREA.--406 sq mi.

PERIOD OF RECORD.--April 1929 to current year.

REVISED RECORDS.--WSP 1440: 1929, 1936(M), 1940, 1942(M), 1949. WSP 1710: 1951.

GAGE.--Water-stage recorder. Datum of gage is 801.95 ft above sea level (levels by U.S. Army Corps of Engineers). Apr. 30, 1929, to June 1, 1939, nonrecording gage and June 2, 1939, to June 1, 1960, water-stage recorder, both at site 1.3 mi downstream at datum 5.00 ft lower.

REMARKS.--Satellite telemeter at station.

PEAK DISCHARGES GREATER THAN BASE FOR CURRENT YEAR.--Peak discharges greater than base discharge of 2,600 ft³/sec and maximum (*):

Date	Time	Discharge (ft ³ /sec)	Gage height (ft)	Date	Time	Discharge (ft ³ /sec)	Gage height (ft)
May 15	0915	3,270	16.64	June 10	0545	3,780	17.94
May 17	1830	5,750	22.39	July 6	1200	2,870	15.53
May 25	2400	*7,860	*24.80	July 20	0600	2,730	15.14
June 6	1645	3,370	16.90	Aug. 18	0100	2,900	15.63

DISCHARGE, CUBIC FEET PER SECOND, WATER YEAR OCTOBER 1994 TO SEPTEMBER 1995 DAILY MEAN VALUES

DAY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MA
1	1.9	e13	18	12	e55	e13	24	
2	1.8	e12	15	12	e48	e13	23	
3	2.0	e13	15	9.9	e38	e14	22	
4	2.1	e17	15	8.1	e32	e16	19	
5	22	e21	14	7.0	e26	e18	17	
6	9.9	e17	47	6.9	e21	e17	17	
7	5.0	e16	326	6.9	e19	e15	17	
8	3.5	e15	209	6.8	e17	e20	17	
9	2.0	e15	120	6.9	e17	e25	17	
10	1.5	e15	57	7.2	e16	e28	18	
11	1.8	e14	29	8.3	e16	e40	25	
12	1.7	e14	23	12	e16	e45	27	

13	1.7	e14	20	16	e15	e52	32
14	1.4	e14	19	22	e15	57	34
15	1.5	e13	19	27	e15	61	27
16	1.8	e13	20	31	e15	75	22
17	2.1	e13	20	32	e15	51	68
18	2.4	e13	19	e26	e17	37	277
19	2.3	e13	18	e23	e19	31	331
20	2.0	184	18	e21	e20	27	210
21	e2.4	153	17	e19	e19	24	94
22	e3.1	141	16	e18	e18	22	89
23	e3.6	71	14	e16	e17	21	70
24	e4.9	39	13	e15	e15	19	52
25	e5.9	25	12	e13	e14	19	43
26	e6.1	17	12	e13	e14	30	38
27	e6.5	22	12	e13	e13	58	39
28	e6.4	47	12	379	e13	73	36
29	e7.1	26	13	166	---	46	39
30	e10	20	12	88	---	31	35
31	e13	---	12	e65	---	26	---
MEAN	4.50	34.0	38.3	35.7	20.5	33.	
MAX	22	184	326	379	55	75	
MIN	1.4	12	12	6.8	13	13	
AC-FT	276	2020	2350	2200	1140	203	

e Estimated

06892000 STRANGER CREEK NEAR TONGANOXIE, KS--Continued

STATISTICS OF MONTHLY MEAN DATA FOR WATER YEARS 1929 - 1995, BY WATER YEAR (WY)

MEAN	191	161	113	94.5	166	273
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MAX		2060		1734		942		579		1071		2013
(WY)		1986		1932		1945		1973		1962		1973
MIN		.000		.013		.12		.10		.54		2.85
(WY)		1954		1957		1957		1957		1957		1954

SUMMARY STATISTICS	FOR 1994 CALENDAR YEAR		FOR 1995 WATER YEAR	
ANNUAL MEAN	109		287	
HIGHEST ANNUAL MEAN				
LOWEST ANNUAL MEAN				
HIGHEST DAILY MEAN	4530	Apr 28	6730	May 26
LOWEST DAILY MEAN	1.4	Oct 14	1.4	Oct 14
ANNUAL SEVEN-DAY MINIMUM	1.6	Oct 10	1.6	Oct 10
INSTANTANEOUS PEAK FLOW			7860	May 25
INSTANTANEOUS PEAK STAGE			24.80	May 25
INSTANTANEOUS LOW FLOW			1.3	Oct 10
ANNUAL RUNOFF (AC-FT)	78870		207800	
10 PERCENT EXCEEDS	198		556	
50 PERCENT EXCEEDS	36		25	
90 PERCENT EXCEEDS	3.3		9.9	

STRANGER CREEK US40 BRIDGE

MAX	2060	1734	942	579	1071	2013
(WY)	1986	1932	1945	1973	1962	1973
MIN	.000	.013	.12	.10	.54	2.85
(WY)	1954	1957	1957	1957	1957	1954

SUMMARY STATISTICS

FOR 1994 CALENDAR YEAR

FOR 1995 WATER YEAR

ANNUAL MEAN	109		287
HIGHEST ANNUAL MEAN			
LOWEST ANNUAL MEAN			
HIGHEST DAILY MEAN	4530	Apr 28	6730 May 26
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10 PERCENT EXCEEDS	198		556
50 PERCENT EXCEEDS	36		25
90 PERCENT EXCEEDS	3.3		9.9

* DISCHARGE IN
CUBIC FEET PER SECOND

NOTE: 7.4 GAL PER CUBIC FOOT



March 7, 1997

To: City of Basehor, Kansas

Citizens Savings and Loan, FSB do hereby request to be put on the agenda for the City Council meeting scheduled for March 17, 1997.

The purpose of this request is to hopefully receive permission to tie into the new sewer main.

As you may know, Citizens Savings and Loan is in the process of expanding our facilities at the Basehor branch and those plans are contingent upon being able to tie into the new sewer main.

Additionally, it is requested that we be provided with the cost for said hook-up.

Your approval of this request will be greatly appreciated as we are anxious to get started with our expansion.

Should you have any questions, please feel free to contact me.

Respectfully Submitted

William W. Hooker
Mortgage Loan Officer

cc: D. Littell

Leavenworth Area Development

1298 Eisenhower Rd. • P.O. Box 151 • Leavenworth, KS 66048
(913) 727-6111 • FAX (913) 727-5515
E-Mail: lad@kc.grapevine.com
Internet: <http://www.grapevine.com.lad>



January 27, 1997

Chuck Wilderson, President
Basehor City Council
14820 Parallel
Basehor, Kansas 66007

RE: LAD Funding 1997

Dear Mr. Wilderson:

This letter is to request the financial support for LAD in 1997.

There have been many accomplishments this past year as a result of the activities initiated, assisted or supported by LAD. Enclosed are some of the highlights and accomplishments toward LAD's 1996 Program of Work. However, many of the LAD activities are only part of an ongoing continuous process to prepare for the opportunities for new and expanded business and industrial development. The building of an industrial "spec" building, to be completed in May 1997, in partnership with the Leavenworth County Port Authority, is just one example.

LAD is excited about our potential for continued success with economic development growth and activity in Leavenworth County for 1997 and beyond. LAD's efforts continue to produce significant interest in our area. LAD now has a comprehensive data base of information available through our web site on the Internet available to the world. LAD has established strong partnerships through our membership in the Kansas City Area Development Council, coordination with the Kansas Department of Commerce, local chambers of commerce, other organizations and business leaders interested in development of our area.

We appreciate the support you have provided for 1996. As we initiate our Program of Work for 1997, we ask for your continued support of LAD and its activities for the continuing growth and development of the greater Leavenworth County area. As always, please don't hesitate to contact the LAD office if we can be of assistance to you.

Sincerely,

Gary E. Carlson, CED, EDFP
Executive Director

cc: MARY ANN MOGEE

CHECKLIST AND INSTRUCTIONS FOR CITIES AND COUNTIES GRANTING PROPERTY TAX EXEMPTIONS

LEGAL AUTHORITY AND REQUIREMENTS

Section 13, Article 11, Constitution, State of Kansas
K.S.A. 12-147 Agreements for payment of in-lieu-of taxes
K.S.A. 79-213 Exemption applications to the Board of Tax Appeals
K.S.A. 79-251 Limitations of authority to grant property tax exemptions
K.S.A. 79-252 Conditions for granting personal property tax exemptions

PRIOR TO APPROVING EXEMPTIONS BY A CITY OR COUNTY

Develop and adopt (by resolution) policies and procedures for the granting of property tax exemptions. A city or county may establish an application form. The policies must include:

- A. The preparation of an analysis of the cost and benefits of each exemption including the effect on state revenues. (If it is an existing business and the exemption is only granted for person property, then the city must make a factual determination that the exemption is required to retain jobs.)
- B. A procedure for monitoring the compliance of a business with the terms and conditions established by the city or county for granting the property tax exemption.

APPROVING EXEMPTIONS BY A CITY OR COUNTY

Typically a project is proposed in which a tax exemption is requested by an industry. At this stage the city or county usually issues a non-binding resolution of intent to approve an exemption without a public hearing. The resolution contains a general description of the project, value of improvements, jobs, and value of equipment.

If the industry selects the city or county and proceeds with a project based on the resolution of intent to approve an exemption, only after the project is complete (building improvements and machinery and equipment) can a city pass an ordinance or for a county a resolution approving the exemption. It is because the ordinance (for a city) or resolution (for a county) must contain a specific detailed description of the property (real estate and machinery/equipment) that is to be granted an exemption.

When it is time to grant the exemption (by ordinance or resolution) a public hearing must be held and the following steps must be completed:

- A. Notice published at least seven (7) days prior to the public hearing in the official newspaper including the purpose, time and place.
- B. Notify in writing the other local governments (city, county and unified school district) of the public hearing.
- C. Conduct a public hearing.

FINAL APPROVAL BY THE STATE

When the building improvements are completed and/or all of the personal property is purchased and at least one job is created, and the city/county has approved the exemption (ordinance or resolution), the business must then make application for exemption with the County Appraiser on the forms provided by the state and include the required attachments from the city's or county's approval.

- A. The county appraiser makes a recommendation and forwards all information to the State Board of Tax Appeals (BOTA).
- B. The State Board of Tax Appeals holds a hearing and approves or rejects the application.

PREPARED BY THE LEAVENWORTH AREA DEVELOPMENT CORPORATION

Leavenworth Area Development

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(913) 727-6111 • FAX (913) 727-5515
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Internet: <http://www.grapevine.com/lad>



March 5, 1997

David A. Warm, Executive Director
Mid-America Regional Council
600 Broadway, 300 Rivergate Center
Kansas City, Kansas 64105-1554

Dear Mr. Warm:

Having a desirable system of highways is vital to the future growth and development of the region including the Leavenworth area. To address this need LAD has established a Transportation Committee with specific activities to identify and promote the development of identified highway projects.

The Transportation Committee has developed a mission, activities and identified projects which have been approved by the LAD Board of Directors, the cities of Basehor (Resolution #96-03 on November 18, 1996), Lansing (Resolution #B-10-96 on October 3, 1996), Leavenworth (Resolution # B-1460 on September 24, 1996) and Tonganoxie (Resolution #10-96-1 on October 14, 1996) as well as Leavenworth County (Resolution #96-22 on September 23, 1996). Enclosed is copy of the approved Leavenworth County resolution with Attachment "A" containing the mission, activities and identified projects of the LAD Transportation Committee.

Buchanan, Clay and Platte County in Missouri, immediately to the east of Leavenworth are becoming more economically interdependent because of the growth north of Kansas City. The new Harley-Davidson plant is now under construction, the several river boat casinos north of Kansas City, the expanding KCI and the possible location of a 2000 acre NASCAR race track are just a few examples.

The highest priority is an improved direct connection to Kansas City International (KCI) Airport at I-435 and Platte County Route D and the Leavenworth Centennial Bridge (K-92). This would also provide a better connection to I-29 and I-35. Enclosed is a map showing the proposed road between M-45 and I-435.

It is felt the new road to connect Leavenworth with I-435 near KCI is critical to the growing needs of the entire region. Also, the new route could easily be justified because of the most significant increase in traffic to I-29/I-435/KCI and the high population growth in Leavenworth County. Enclosed are two graphs that illustrate first the increase in traffic in just the last ten years, from 5420 to 9660 vehicles per day, using the two lane Centennial bridge. Second, the U.S. Census Bureau, for 1990 and population estimates for 1995, document a decennial population growth rate of approximately 17 percent. It is interesting to note that Leavenworth now exceeds the official population projection for the year 2000 by the Mid-America Regional Council. In the year 2020, based on the current trend Leavenworth will have a population nearing 100,000 and 26,000 more than current projections by MARC. MARC's planning will fall short of meeting the transportation needs in Leavenworth and in the northern

Missouri area since MARC's planning is based on population projections that have already been exceeded.

The current road, M-92, because of its narrow, hilly and winding two-lanes poses an increasingly unsafe route for passenger vehicles and especially for goods movement. The situation exists for the current and will only get worse with the growing traffic volume and congestion. With Fort Leavenworth being the second largest single user of KCI, a safe, convenient and dependable highway to KCI is critical. The flood in 1993 closed the road and required everyone to make a trip of more than 40 miles to get to KCI.

The project is included in the Missouri 15 year highway improvement plan. With the increases in traffic and population growth already documented and the realization that a 15 year plan may not be completed even in 30 years, the "business as usual" transportation planning is not acceptable. The proposed new connection between Leavenworth and I-29/I-435/KCI is critical. Transportation planning needs to be able to respond to the current demands.

If I can be of any additional assistance, don't hesitate to give me a call at 727-6111 or Ed Chapman, Jr., Chair of the LAD Transportation Committee at 682-4255.

Sincerely,



Gary E. Carlson, CED, EDFP
Executive Director

Enclosure

cc: Georgia Erickson, Kansas Co-Chair, MARC TTPC
Brian Mills, Missouri Co-Chair, MARC TTPC
Bill Derrick, MARC Transportation Director
Steven McDonald, MO Dept. of Transportation
Mayors/City Managers/City Administrators
Leavenworth County Commissioners
LAD Board of Directors
Quad County Coalition

Attachment "A"

LAD TRANSPORTATION COMMITTEE

MISSION

Identify and advocate the transportation improvements needed in and connections to Leavenworth County to support growth and development.

ACTIVITIES

The following activities shall be undertaken by the Committee:

1. Coordinate and assist Platte County MO-KAN Military Highway Task Force for the improvement of Route D between I-29/I-435 and Leavenworth County.
2. Participate in transportation planning efforts to incorporate identified transportation improvements in state, regional, county and local comprehensive and long range plans, including:
 - a. Mid-America Regional Council Total Transportation Policy Committee, Transportation Improvement Committee, Outer Belt Committee and other special committees of MARC.
 - b. Kansas Department of Transportation.
 - c. Federal Highway Administration.
 - d. Leavenworth County Planning Commission.
 - e. City planning in Basehor, Lansing, Leavenworth, and Tonganoxie.
3. Advocate identified projects.
4. Support efforts to gain support for federal, state and local funding for identified projects.
5. Seek broad business support for each identified project.
6. Seek broad public support for each identified project.
7. Obtain approval and endorsement from the governing bodies of Leavenworth County, City of Basehor, City of Lansing, City of Leavenworth and City of Tonganoxie in support of the mission and activities of the LAD Transportation Committee.

PRIORITY IDENTIFIED TRANSPORTATION IMPROVEMENT NEEDS

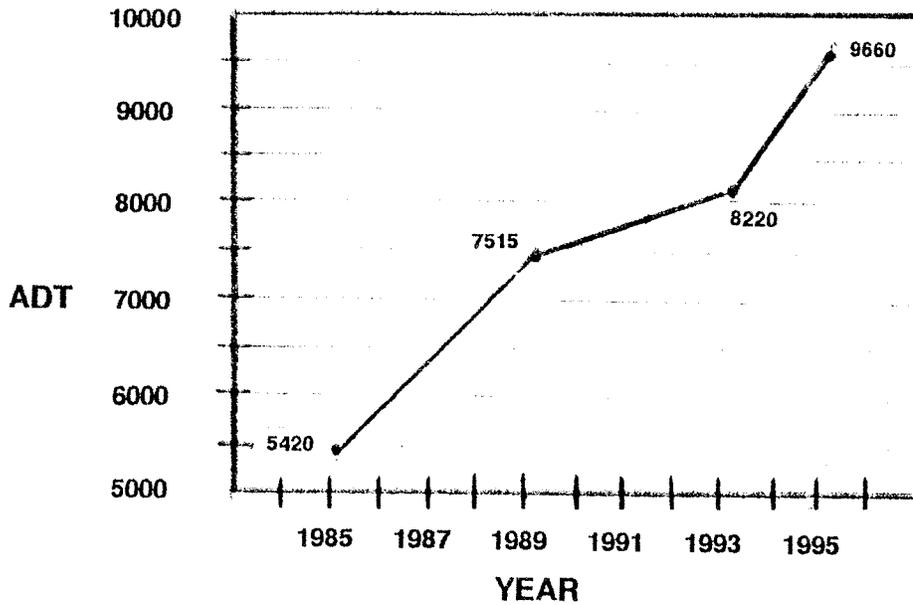
PRIMARY NEEDS

- <> Direct access to Kansas City International Airport at I-435 and Route D and the Leavenworth Centennial Bridge.

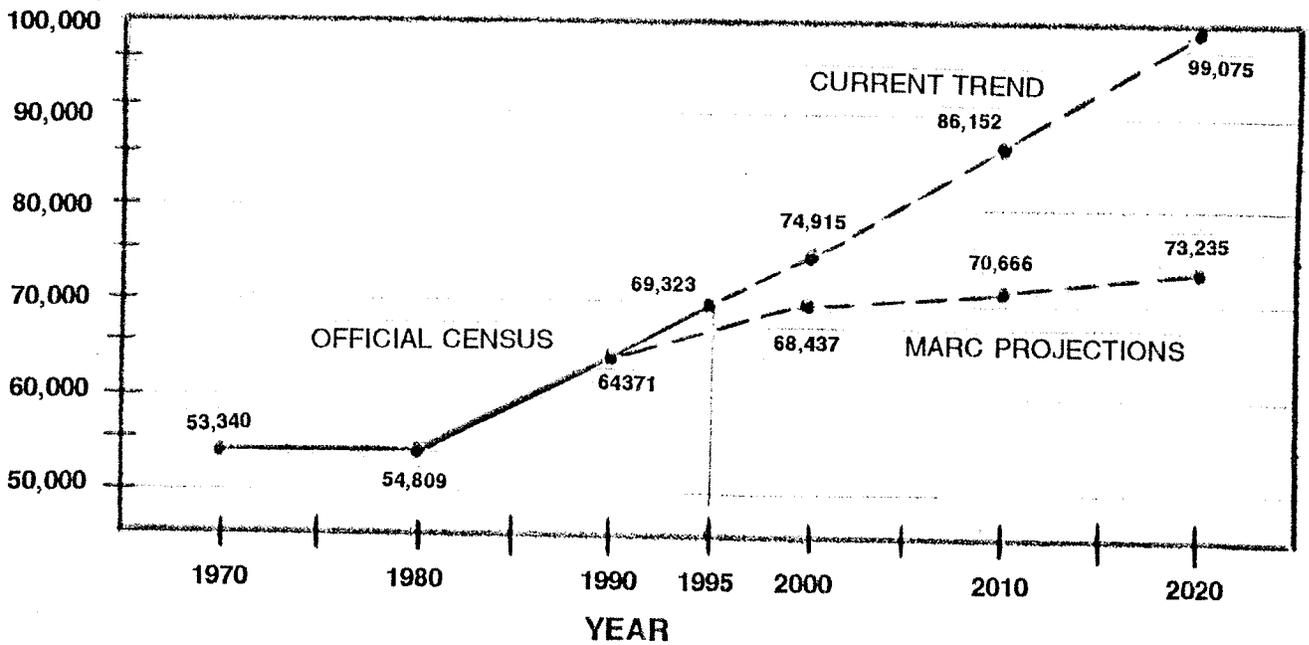
OTHER PRIORITY NEEDS

- <> Widening of Eisenhower Road from Shrine Park Road to the new West Leavenworth Trafficway.
- <> Create inter-county access between Leavenworth County and Interstate Highways I-435 and I-70 and Kansas Highway 10 in Johnson County.
- <> Improve or replace County Road 5 between Leavenworth and Tonganoxie.
- <> Improve traffic circulation within Leavenworth County.

**AVERAGE DAILY TRAFFIC (ADT)
K-92 AT CENTENNIAL BRIDGE
LEAVENWORTH, KANSAS**

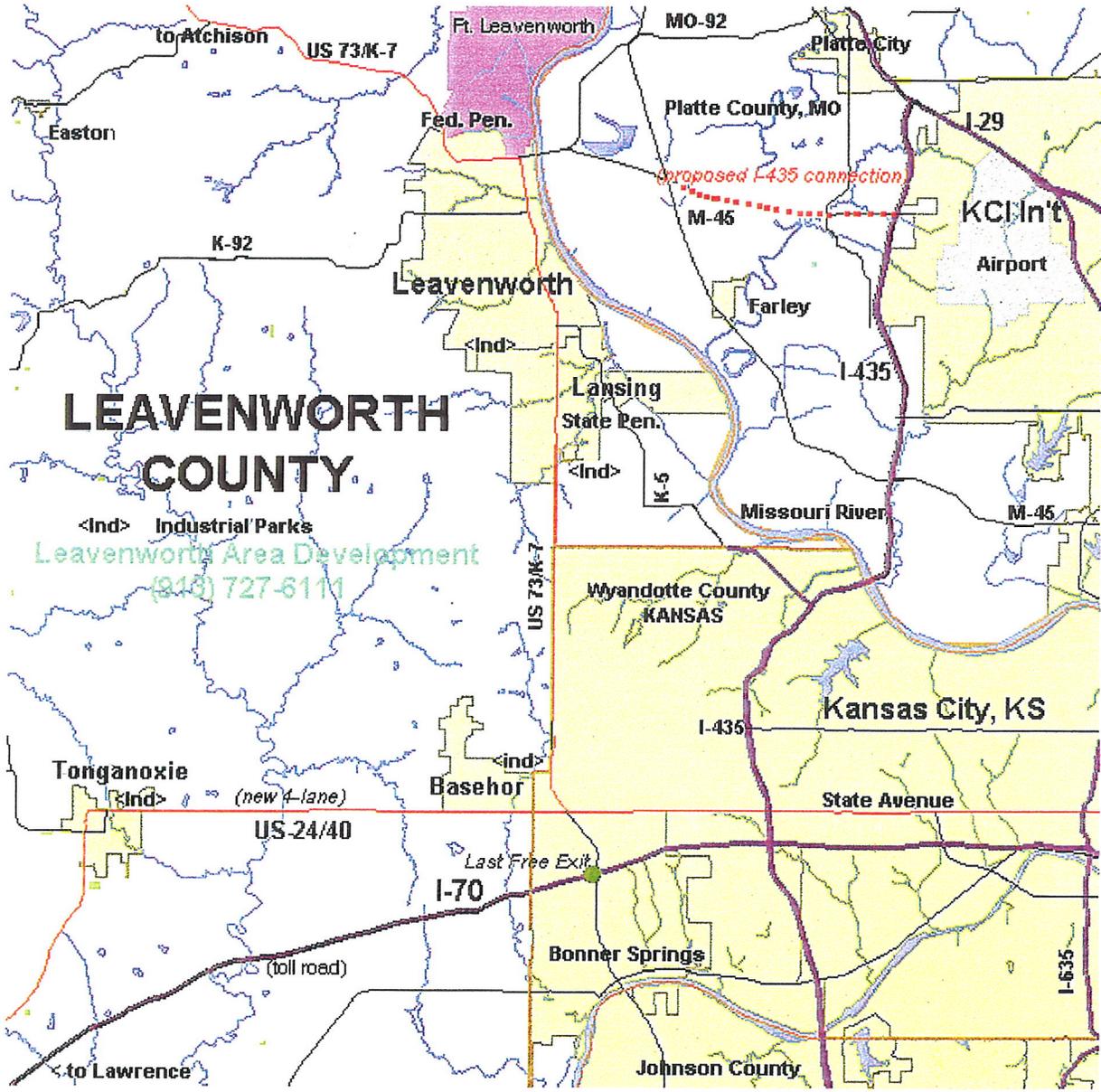


**LEAVENWORTH COUNTY POPULATION
OFFICIAL U.S. CENSUS 1970, 1980, 1990, 1995
MID-AMERICA REGIONAL COUNCIL (MARC) POPULATION PROJECTIONS
CURRENT TREND POPULATION PROJECTIONS**



PREPARED BY THE LEAVENWORTH AREA DEVELOPMENT CORPORATION

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LEAVENWORTH COUNTY

<Ind> Industrial Parks
 Leavenworth Area Development
 (913) 727-6111



An Emerging Metropolitan Frontier