

Board of Crawford County Commissioners

Commissioners' Journal

2015, FORTY-FIRST MEETING

CRAWFORD COUNTY COURTHOUSE, COMMISSIONERS' BOARD ROOM
Girard, KS Friday, June 5, 2015, 10:00 AM

The Crawford County Board of Commissioners met pursuant to Kansas Statutes

Annotated Chapter 19, Article 2, Section 18 in due and regular session with open doors.

Commissioner Carl Wood served as the presiding officer.

Commissioners Jeff Murphy and Tom Moody were in attendance.

County Clerk Don Pyle and County Counselor Jim Emerson were seated with the Board.

Chairman Wood led the pledge of allegiance.

UNDER THE HEADING BUSINESS FROM A PREVIOUS MEETING

CONSENT AGENDA

On motion (15-165) of Commissioner Moody and the second of Commissioner Murphy that the consent agenda be approved including:

1. Approval of the June 2, 2015 minutes of the Board of Commissioners, and
2. Authorizing the Chairman to sign the previous week's vouchers.

Yeas: Commissioners Moody, Murphy and Wood

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed and the consent agenda was approved.

SIGNING OF MOTIONS

The County Clerk presented the following motions for Commissioners' signatures:

Motion 15	156	That the consent agenda be approved including: Approval of the May 26, 2015 minutes
Motion 15	157	To close the public hearing on closing and vacating a portion of platted Maple Street in the Original Town of Opolis, Crawford County, Kansas
Motion 15	158	To adopt Resolution #2015-017, a Resolution closing and vacating a portion of platted Maple Street in the Original Town of Opolis, Crawford County, Kansas described as a portion of Maple Street located adjacent to and east of Lots 1-4, Block 27 and adjacent to and west of Lots 14-26, Block 28 in the Original town of Opolis, Crawford County, Kansas according to the recorded plat thereof
Motion 15	159	To close the public hearing on closing and vacating Mine Street in the Original Town of Alston, Crawford County, Kansas

Board of Crawford County Commissioners

Motion 15	160	To adopt Resolution #2015-018, a Resolution closing and vacating Mine Street in the Original Town of Alston, Crawford County, Kansas described as Mine Street located South of and adjacent to Lots 41-45 in the Original Town of Alston, Crawford County, Kansas, according to the recorded plat thereof
Motion 15	161	To adopt Resolution #2015-019, a Resolution declaring a State of Local Disaster Emergency in Crawford County, Kansas
Motion 15	162	To approve the May 2015 Clerk's Report
Motion 15	163	To Cereal Malt Beverage Permit Fees as presented by the Crawford County Clerk
Motion 15	164	To recess this open session and go into a closed executive session for a period of not more than 30 minutes to discuss matters that could be deemed to privileged in the Attorney-Client Relationship and to include the Board of County Commissioners, Attorney Terrelle Mock and County Counselor Jim Emerson

UNDER THE HEADING NEW BUSINESS

CRAWFORD COUNTY BOARD OF HEALTH

PUBLIC HEARINGS AND OPENING OF ANNOUNCED BIDS

MESSAGES FROM THE PUBLIC

Item One: Mr. Brian Coomes, PEC Engineering, regarding information on the High Risk Rural Roads Grant application. Randy Chiartano, County Asphalt Foreman, also stated that he had worked with Mr. Coomes on identifying specific sections of county roads that have safety issues. Mr. Coomes explained that under this program, the applicant is to prepare documents as if the project was to be bid out. The program can be funded over 3 years of applications, but the state is not sure that they will have enough funds for all 4 years. It was discussed that this is a 90% - 10% rate of funding versus local match. There was a discussion of how the entire program works and that the county should have PEC prepare a countywide local road safety inventory.

Mr. Coomes discussed the section of 200th Street that has been identified and that the primary focus would be to clear brush and trees that are close to the roadway and then to make the slope of the transition from the roadway to the ditch less severe. They discussed clearing of brush and digging the ditch farther from the road and to use that material to improve the transition from the road to the ditch. There was a discussion of the cost for the county to perform this work versus the cost of a contractor. After further discussion the Commissioners agreed that they want to submit the proposal for 200th Street.

Mr. Coomes also discussed the proposed work on 230th Street which would only include the striping on the edge of the asphalt, improving the aggregate edge of the road and the removable of brush along that road. The Commissioners agreed with this proposal.

Mr. Coomes also discussed the proposed work on 260th Street which includes improvements in the aggregate edge along this road and the renewal of the striping along the edge of the asphalt.

Board of Crawford County Commissioners

2016-2018 HIGH RISK RURAL ROADS

Project Funding Application

County Crawford County, KS

Local Route or Road Name County-Wide Local Road Safety Plan

Federal Route Number (if applicable) _____

Route Type: Major collector Minor Collector Local Road

Location description (Attach map showing project location):

Crawford County, KS

Application Type: Systemic Site-Specific Local Road Safety Plan

Please provide at least 3 years of crash data for site-specific project locations.

Current ADT: N/A Vehicles/Day (current) Projected ADT: N/A Vehicles/Day (Year _____)

	2014	2013	2012	2011	2010	2009
Number of Fatal Crashes						
Number of Fatalities						
Number of Disabling Injury Crashes						
Number of Disabling Injuries						
Number of Injury Crashes						
Number of Injuries						
Number of Property Damage Only Crashes						

Data available from _____ to _____
mm/yyyy mm/yyyy

If an engineering study has been conducted, please attach a copy. Date: N/A

Board of Crawford County Commissioners

2016-2018 HIGH RISK RURAL ROADS

Project Funding Application

(Continued)

Brief Description of Situation:

Crawford County is a mostly rural county in the southeast corner of the state. The total county population was 39,134 in 2010. The most populous city is Pittsburg, which had a 2010 population of 20,233. The City of Pittsburg is contiguous with the City of Frontenac, which with a population of 3,437 creates an urban area with a total population of 23,670. Girard, the next largest City in the County as well as the County Seat, has a population of 2,789. The County has a capable road and bridge maintenance crew. County crews currently maintain approximately 480 lane-miles of paved roadways and an additional 1,360 lane-miles of gravel roadways. The Road & Bridge personnel, with the full support of the County Commissioners, would like to pursue the creation of a Local Road Safety Plan under this program. The County would like to know what safety issues exist throughout its road network. This will allow the local maintenance crews to address issues within their capabilities and pursue funding for any potentially larger issues with future program options. The County would like to ensure a safe road network for all of its rural motorists.

Proposed Countermeasures:

To Be Determined by the LRSP.

Proposed letting date N/A 20 (no later than October 2018)

Project Cost Estimate (please attach a detailed estimate if available):

	Participating	Non-Participating	
PE (Design)	\$40,000		
Utilities			
ROW			
Construction			
CE (Inspection)			
			Project Total
TOTAL	\$40,000		\$40,000

Board of Crawford County Commissioners

ESTIMATE OF PROBABLE COST

HIGH RISK RURAL ROAD FUNDING APPLICATION
For 200th St - From 570th (Atkinson Rd) to 590th (Gooding Rd)

CRAWFORD COUNTY, KANSAS

Professional Engineering Consultants, P.A.

May 29, 2015

BMC

ITEM	DESCRIPTION	UNIT	NO. OF UNITS	UNIT PRICE	TOTAL
1	Mobilization	Lump Sum	1	\$ 28,000.00	\$ 28,000.00
2	Clearing & Grubbing	Acres	5.8	\$ 3,200.00	\$ 18,560.00
3	Common Excavation	Cu. Yd.	8,150	\$ 3.00	\$ 24,450.00
4	Embankment	Cu. Yd.	6,100	\$ 5.00	\$ 30,500.00
5	** HMA Commercial Grade (Class A)	Tons	3,410	\$ 85.00	\$ 289,850.00
6	Aggregate Safety Edge (AB-3)	Tons	1,120	\$ 25.00	\$ 28,000.00
7	Erosion Control	Lump Sum	1	\$ 15,000.00	\$ 15,000.00
8	Permanent Seeding	Acres	5.8	\$ 500.00	\$ 2,900.00
9	Mulching	Acres	5.8	\$ 500.00	\$ 2,900.00
10	Pavement Marking (Paint)(Yellow)(4")	Ln. Ft.	21,120	\$ 0.35	\$ 7,392.00
11	Pavement Marking (Paint)(White)(6")	Ln. Ft.	21,120	\$ 0.50	\$ 10,560.00
12	Traffic Control	Lump Sum	1	\$ 3,500.00	\$ 3,500.00

** = Non-Participating Item

Prepared By Brian Coomes, P.E.
Professional Engineering Consultants, P.A.

Total Construction Cost = \$ 461,612.00
Contingencies (+/- 20%) = \$ 88,388.00

Total Project Cost = \$ 550,000.00

Board of Crawford County Commissioners

2016-2018 HIGH RISK RURAL ROADS

Project Funding Application

(Continued)

Brief Description of Situation:

- See Attached Project Narrative.

Proposed Countermeasures:

- See Attached Project Narrative, Improvement Exhibit, and Cost Estimate.

Proposed letting date June 1 2016 (no later than October 2018)

Project Cost Estimate (please attach a detailed estimate if available):

	Participating	Non-Participating	
PE (Design)	\$0	\$15,000	
Utilities	\$0	\$0	
ROW	\$0	\$0	
Construction	\$200,000	\$350,000	
CE (Inspection)	\$0	\$0	
			Project Total
TOTAL	\$200,000	\$365,000	\$565,000

Board of Crawford County Commissioners

HIGH RISK RURAL ROAD FUNDING APPLICATION

SYSTEMIC IMPROVEMENTS TO 200TH STREET (LONE STAR ROAD) FROM 570TH RD (ATKINSON) TO 590TH RD (GOODING)

CRAWFORD COUNTY, KANSAS

PROJECT NARRATIVE

Brief Description of Situation:

This two-mile stretch of asphalt roadway is approximately 23-24' in width. The current posted speed limit is 45 mph. The primary safety concerns with this roadway include an edge drop off, steep ditch foreslopes, and heavy brush cover at the backslope of the ditch. The tree cover also contributes to rapid deterioration of the paved surface. Severe rutting and shearing of the paving surface has historically caused additional unsafe conditions for motorists.

Proposed Countermeasures:

The primary countermeasures of this project will be to perform tree removal and ditch grading adjacent to the traveled way. The brush clearing will remove roadside obstructions. The ditch grading will 'cut' material from the existing backslope of the ditch and 'fill' the same material adjacent to the roadway, providing for a wider and safer foreslope. Once the ditch excavation and embankment are complete, a 2' wide aggregate safety edge will be installed for the length of the roadway. The final safety measure will be to install yellow centerline and white edge line pavement markings. Excavations will be restored to adequate vegetation cover by seeding and mulching. An exhibit is attached to this application packet illustrating the project limits and general locations of brush clearing.

If funded, the County pledges to commit additional funding and resources to resurface (asphalt overlay) the entire 2 mile stretch of roadway as a non-participating project item.

Crawford County operates a very capable road and bridge maintenance crew. If this project is selected for funding, the County would like to pursue the work via Force Account. The County crews have performed this exact scope of work on another hazardous section of road within the past year. Pictures of this improvement are attached for reference to demonstrate their capabilities.

The Cost Estimate provided is based on expected unit prices should a 3rd party contractor bid the scope of work. Crawford County is very confident their crews could perform the work for an amount significantly less than the dollar figure shown in the estimate, essentially consisting of material and equipment costs.

The east half of the roadway between 570th and 580th is maintained by the City of Pittsburg, as it is adjacent to Atkinson Airport. The County is proposing to perform the work for this section of roadway, as well, if funded for the project. Work items will be coordinated with the City of Pittsburg.

Since the work is being proposed to be performed via Force Account, the Construction Engineering required will also be performed by County personnel, therefore this cost is listed as \$0 on the application form.

The layout and associated estimate are based on aerial photography and were performed by Professional Engineering Consultants, P.A. in June 2015.

Board of Crawford County Commissioners

ESTIMATE OF PROBABLE COST

HIGH RISK RURAL ROAD FUNDING APPLICATION

For 230th St - From 600th to 640th

CRAWFORD COUNTY, KANSAS

Professional Engineering Consultants, P.A.

May 29, 2015

BMC

ITEM	DESCRIPTION	UNIT	NO. OF UNITS	UNIT PRICE	TOTAL
1	Mobilization	Lump Sum	1	\$ 15,000.00	\$ 15,000.00
2	Clearing & Grubbing	Acres	8.5	\$ 3,200.00	\$ 27,200.00
3	Common Excavation	Cu. Yd.	12,000	\$ 3.00	\$ 36,000.00
4	Embankment	Cu. Yd.	9,000	\$ 5.00	\$ 45,000.00
5	Aggregate Safety Edge (AB-3)	Tons	3,650	\$ 25.00	\$ 91,250.00
6	Fence (Barbed Wire)	Ln. Ft.	3,480	\$ 2.50	\$ 8,700.00
7	Erosion Control	Lump Sum	1	\$ 20,000.00	\$ 20,000.00
8	Permanent Seeding	Acres	8.5	\$ 500.00	\$ 4,250.00
9	Mulching	Acres	8.5	\$ 500.00	\$ 4,250.00
10	Pavement Marking (Paint)(White)(6")	Ln. Ft.	42,830	\$ 0.50	\$ 21,415.00
11	Traffic Control	Lump Sum	1	\$ 5,000.00	\$ 5,000.00

Prepared By Brian Coomes, P.E.
Professional Engineering Consultants, P.A.

Total Construction Cost = \$ 278,065.00
Contingencies (+/- 20%) = \$ 51,935.00

Total Project Cost = \$ 330,000.00

Board of Crawford County Commissioners

2016-2018 HIGH RISK RURAL ROADS Project Funding Application

County Crawford County, KS

Local Route or Road Name 230th Street

Federal Route Number (if applicable) MCS 01933

Route Type: Major collector Minor Collector Local Road

Location description (Attach map showing project location):

*See Attached Vicinity Map and Exhibit illustrating proposed improvements.
- 230th Street from 600th Ave to 640th Ave*

Application Type: Systemic Site-Specific Local Road Safety Plan

Please provide at least 3 years of crash data for site-specific project locations.

Current ADT: +/-1100 Vehicles/Day (current) Projected ADT: N/A Vehicles/Day (Year _____)

	2014	2013	2012	2011	2010	2009
Number of Fatal Crashes						
Number of Fatalities						
Number of Disabling Injury Crashes						
Number of Disabling Injuries						
Number of Injury Crashes						
Number of Injuries						
Number of Property Damage Only Crashes						

Data available from _____ to _____
mm/yyyy mm/yyyy

If an engineering study has been conducted, please attach a copy. Date: N/A

Board of Crawford County Commissioners

2016-2018 HIGH RISK RURAL ROADS Project Funding Application

(Continued)

Brief Description of Situation:

- See Attached Project Narrative.

Proposed Countermeasures:

- See Attached Project Narrative, Improvement Exhibit, and Cost Estimate.

Proposed letting date March 1 2017 (no later than October 2018)

Project Cost Estimate (please attach a detailed estimate if available):

	Participating	Non-Participating	
PE (Design)	\$0	\$18,000	
Utilities	\$0	\$0	
ROW	\$0	\$0	
Construction	\$330,000	\$0	
CE (Inspection)	\$0	\$0	
			Project Total
TOTAL	\$330,000	\$18,000	\$348,000

Board of Crawford County Commissioners

HIGH RISK RURAL ROAD FUNDING APPLICATION

SYSTEMIC IMPROVEMENTS TO 230TH STREET FROM 600TH AVE TO 640TH AVE

CRAWFORD COUNTY, KANSAS

PROJECT NARRATIVE

Brief Description of Situation:

This four-mile stretch of asphalt roadway is approximately 19'-20' in width. The current posted speed limit is 45 mph. The primary safety concerns with this roadway include an edge drop off, steep ditch foreslopes, and heavy brush cover at the backslope of the ditch. The edge drop off in certain locations along this stretch of roadway exceeds 8". In addition to these items, open strip-mine pits are adjacent to the roadway in several locations. KDHE has performed various safety improvements in this area over the years. The proposed improvements to be funded by the HRRR program would only serve to greater improve the safety of this corridor.

Proposed Countermeasures:

The primary countermeasures of this project will be to perform tree removal and ditch grading adjacent to the traveled way. The brush clearing will remove roadside obstructions. The ditch grading will 'cut' material from the existing backslope of the ditch and 'fill' the same material adjacent to the roadway, providing for a wider and safer foreslope. Once the ditch excavation and embankment are complete, a 2' wide aggregate safety edge will be installed for the length of the roadway. The final safety measure will be to install white edge line pavement markings. Excavations will be restored to adequate vegetation cover by seeding and mulching. An exhibit is attached to this application packet illustrating the project limits and general locations of brush clearing.

Crawford County operates a very capable road and bridge maintenance crew. If this project is selected for funding, the County would like to pursue the work via Force Account. The County crews have performed this exact scope of work on a 1-mile section of this same roadway, from 590th to 600th. Pictures of this improvement are attached for reference to demonstrate their capabilities.

The Cost Estimate provided is based off of expected unit prices should a 3rd party contractor bid the scope of work. Crawford County is very confident their crews could perform the work for an amount significantly less than the dollar figure shown in the estimate, essentially consisting of material and equipment costs.

Since the work is being proposed to be performed via Force Account, the Construction Engineering required will also be performed by County personnel, therefore this cost is listed as \$0 on the application form.

The layout and associated estimate are based on aerial photography and were performed by Professional Engineering Consultants, P.A. in June 2015.

Board of Crawford County Commissioners

ESTIMATE OF PROBABLE COST

HIGH RISK RURAL ROAD FUNDING APPLICATION
For 260th St - From KS Hwy 171 to KS Hwy 126

CRAWFORD COUNTY, KANSAS

Professional Engineering Consultants, P.A.

May 29, 2015

BMC

ITEM	DESCRIPTION	UNIT	NO. OF UNITS	UNIT PRICE	TOTAL
1	Mobilization	Lump Sum	1	\$ 7,500.00	\$ 7,500.00
2	Aggregate Safety Edge (AB-3)	Tons	3,000	\$ 25.00	\$ 75,000.00
3	Pavement Marking (Paint)(Yellow)(4")	Ln. Ft.	52,800	\$ 0.35	\$ 18,480.00
4	Pavement Marking (Paint)(White)(6")	Ln. Ft.	52,800	\$ 0.50	\$ 26,400.00
5	Traffic Control	Lump Sum	1	\$ 6,000.00	\$ 6,000.00

Prepared By Brian Coomes, P.E.
Professional Engineering Consultants, P.A.

Total Construction Cost = \$ 133,380.00
Contingencies (+/- 20%) = \$ 26,620.00

Total Project Cost = \$ 160,000.00

Board of Crawford County Commissioners

2016-2018 HIGH RISK RURAL ROADS Project Funding Application

(Continued)

Brief Description of Situation:

- See Attached Project Narrative.

Proposed Countermeasures:

- See Attached Project Narrative, Improvement Exhibit, and Cost Estimate.

Proposed letting date March 1 2017 (no later than October 2018)

Project Cost Estimate (please attach a detailed estimate if available):

	Participating	Non-Participating	
PE (Design)	\$0	\$8,000	
Utilities	\$0	\$0	
ROW	\$0	\$0	
Construction	\$160,000	\$0	
CE (Inspection)	\$0	\$0	
			Project Total
TOTAL	\$160,000	\$8,000	\$168,000

Board of Crawford County Commissioners

HIGH RISK RURAL ROAD FUNDING APPLICATION

SYSTEMIC IMPROVEMENTS TO 260TH STREET (LEE HURT ROAD) FROM KS HWY 171 TO KS HWY 126

CRAWFORD COUNTY, KANSAS

PROJECT NARRATIVE

Brief Description of Situation:

This five-mile stretch of asphalt roadway is one of the most heavily traveled routes in the county, as it serves as a primary connection between Pittsburg and Joplin. The roadway width is approximately 23'-24', and the current posted speed limit is 55 mph. The primary safety concern with this corridor is an edge drop off. County forces have performed prior work on this corridor to widen the ditches and improve the foreslope.

Proposed Countermeasures:

The primary countermeasure of this project is to install a 2' wide aggregate safety edge for the entire length of the corridor. In addition to this, yellow centerline and white edge line pavement markings will be installed. An exhibit is attached to this application packet illustrating the project limits.

Crawford County operates a very capable road and bridge maintenance crew. If this project is selected for funding, the County would like to pursue the work via Force Account. County crews have installed safety edges in numerous locations on the road network, and they are also capable of installing pavement markings.

The Cost Estimate provided is based off of expected unit prices should a 3rd party contractor bid the scope of work. Crawford County is very confident their crews could perform the work for an amount significantly less than the dollar figure shown in the estimate, essentially consisting of material and equipment costs.

Since the work is being proposed to be performed via Force Account, the Construction Engineering required will also be performed by County personnel, therefore this cost is listed as \$0 on the application form.

The layout and associated estimate are based on aerial photography and were performed by Professional Engineering Consultants, P.A. in June 2015.

On motion (15-166) of Commissioner Moody and the second of Commissioner Wood to approve the 2016 – 2018 High Risk Rural Roads Project Funding Applications and Authorize the Chairman to Sign.

Yeas: Commissioners Wood, Moody and Murphy

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed.

Item Two: Mr. Caleb Thurman of Boy Scout Troop 84 in Girard was present at the commission meeting so that he could earn an additional merit badge. Mr. Thurman stated that he is a Life Scout and that he is working on his Eagle Scout Requirements. The Commissioners thanked him for attending the meeting and wished him well.

Item Three: Mr. Tyler Harrell of 191 Deer Creek Court regarding the roads in the Deer Creek subdivision 2 miles north of Frontenac. Mr. Harrell stated that their homeowners association is interested in having the county help them make improvements to the road for those homes. There was a discussion of the merits of either improving this road with an asphalt overlay or with a chip & seal coating. There was a discussion of the condition of the road and the different methods of improving this road. The Commissioners stated that if the homeowners want the county to assume the responsibility for the maintenance

Board of Crawford County Commissioners

on this road, the road would need to be brought up to county specifications first. There was a discussion of the procedures for setting up a benefit district which would allow the homeowners to pay for the improvements through special assessments on their property tax statements over a period of years. Commissioner Moody asked that Jim Emerson and Randy Chiartano work with the homeowners association to develop some plans for this road. Mr. Moody stated that he would have a grader smooth out the rock on this road which will help until we have more heavy rains.

MESSAGES FROM OTHER GOVERNMENTAL ENTITIES

MESSAGES FROM APPOINTED OFFICIALS

Item One: Mr. Eldon Bedene, Emergency Management Director, addressing grant funding for computer purchases. Mr. Bedene stated that as a result of attending a meeting hosted by the Kansas Pipeline Association his office had applied for a grant. Mr. Bedene stated that they had received a \$1,000 grant for the purchase of a Windows Surface tablet/computer that will be used by the office as a mobile system for viewing maps and other needs of the office. Mr. Bedene also stated that the actual computer will cost \$1,223 and that the additional funds will come out of his budget. The Commissioners all thought that this would be a good addition to the equipment for his office. Mr. Bedene also discussed that he had filed the resolution declaring a state of emergency along with the paperwork on the estimated damage to infrastructure in the county. Mr. Bedene discussed the different types of materials and work that will qualify for reimbursement through a federal disaster declaration. There was a discussion of the need to document any additional work that might be done later in clearing brush from bridges or other work that is linked to the storms. Mr. Bedene also stated that his assistant had submitted her resignation and that he would work with the Commissioners to decide how to address this need.

Item Two: Mr. Greg Hite regarding the tractor and mower that are being looked at by the county. Mr. Hite contacted people with Schulte mowers and there was a discussion of some of the problems that other counties and KDOT have experienced with John Deere mowers. Commissioner Murphy had contacted a Schulte representative and he had gotten a quote on a mower deck from him. It was discussed that the Schulte mowers are the best built mower decks and that even though they are more expensive they could be the best choice for the county for a pull behind mower deck. Mr. Hite discussed that his mechanics were doing a rebuild on a Sheriff's Dept. vehicle. There was a discussion of the county shop performing oil changes and other mechanic work on the vehicles for the Sheriff's Department. It was discussed that this could be a good way to save taxpayer money.

MESSAGES FROM ELECTED OFFICIALS

PROCLAMATIONS AND ORDERS OF THE BOARD

NEW BUSINESS

Item One: County Clerk Don Pyle regarding an invitation received from the Kansas Crossing Casino to attend an informational meeting that they were hosting at 5:00 PM on Tuesday, June 9, 2015, at the Holiday Inn Express in Pittsburg.

Board of Crawford County Commissioners



June 2, 2015

Crawford County Kansas
PO Box 249
Girard, KS 66743

Dear Neighbor:

Please join us for an informational meeting regarding the proposed Kansas Crossing Casino and Hotel project. Our architect, engineer, general contractor, and development coordinator will be at the meeting to address your questions or concerns regarding the following topics:

- Traffic
- Crime
- Flood plain
- Proposed conservation easement

Where: Holiday Inn Express, 4011 Parkview Dr., Pittsburg, KS 66762

When: Tuesday, June 9 at 5 p.m.

We look forward to seeing you there.

Sincerely,

A handwritten signature in black ink that reads "Bruce Christenson".

Bruce Christenson
Lead Investor and Developer

Item Two: County Counselor Jim Emerson regarding a letter from Angie Hadley, Program Coordinator at the Restorative Justice Authority, to reappoint several members of the Juvenile Corrections Advisory Board until June 30, 2018. Mr. Emerson stated that Ms. Hadley had asked him to present this to the Commissioners for their approval.

Board of Crawford County Commissioners

The Restorative Justice Authority



665 S. 69 Highway Pittsburg, KS 66762
(620) 235-7118 x 102 Phone (620) 235-7107 Fax

May 29, 2015

Board of Crawford County Commission
Crawford County Courthouse
Girard, Ks. 66743

RE: Board Extension

Dear Mr. Wood,

The following Juvenile Corrections Advisory Board (JCAB) members have agreed to extend their term for another three years:

Kristy McKechnie	General Representative	6-30-18
Rick Pfeiffer	Mental Health Representative	6-30-18
Lori Fleming	Judiciary Representative	6-30-18
Mendy Hulvey	Law Enforcement	6-30-18
Jerry Waltrip	General Representative	6-30-18

If you have any questions, please feel free to contact me at the number and extension above.

Thank you,

Angie Hadley
Program Coordinator

This appointment is through the Board of County Commissioners, Carl Wood, Chairperson.

Carl Wood, Chair

Date

cc: Juvenile Services

On motion (15-167) of Commissioner Moody and the second of Commissioner Wood to reappoint Kristy McKechnie, Rick Pfeiffer, Lori Fleming, Mendy Hulvey and Jerry Waltrip to the Juvenile Corrections Advisory Board through June 30, 2018, and authorize the Chairman to sign.

Yeas: Commissioners Wood, Moody and Murphy

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed.

Board of Crawford County Commissioners

Item Three: Commissioner Murphy regarding drainage on county roads and the need to keep ditches cleaned out. Mr. Murphy stated that he had done some research on this and had received some information on a paddwheel side arm ditcher that attaches to a tractor and can be used to clean out and dig ditches. The Commissioners were interested in seeing one of these work to better understand how they operate.

Item Four: Commissioner Wood felt that the Commissioners needed to make a decision on the tractor and mower unit to purchase. All of the Commissioners felt that the John Deere Tractor was the best option but that they might want to research the mower purchase a little more to decide between the John Deere and Schulte mower decks.

On motion (15-168) of Commissioner Moody and the second of Commissioner Murphy to approve the purchase of a John Deere Tractor through the State of Kansas Lease Purchase Program.

Yeas: Commissioners Wood, Moody and Murphy

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed.

Item Five: Commissioner Wood regarding a visit to the radio tower sites in the county. Mr. Wood stated that he felt that it would be good to see the condition of the towers and to start addressing any problems that are found. Mr. Wood asked Troy Graham, County Zoning Officer, to set this up with the Sheriff and the Emergency Management Director.

Item Six: Commissioner Wood regarding the speed limit on 190th Street between 510th and 520th Streets. Mr. Wood stated that he feels that traffic is moving too fast in this area. It was discussed that the Sheriff needs to conduct a traffic study on this road and come back to the Commissioners with recommendations.

UNDER THE HEADING OLD BUSINESS

Item One: County Clerk Don Pyle regarding creation of a county wide equipment reserve fund. Mr. Pyle gave the Commissioners some additional information that he had received from the Wilson County Coordinator in regards to their Equipment Reserve Fund. Mr. Pyle wanted the Commissioners to be able to review that information prior to the Work Session on June 9 at 9:00 AM with Department Heads to discuss this issue.

Item Two: County Clerk Don Pyle mentioned that the amendment to the Kansas Senate Tax Bill that created a local city and county tax lid had been removed from that bill in the latest version. It was discussed that it could be reinserted prior to final passage.

Board of Crawford County Commissioners

County Revenue Lid Out of Tax Package (for Now)

House and Senate Tax Committee conferees agreed to a package today that does not include the county revenue property tax lid. Rep. Marvin Kleeb said this in reference to the floor amendment in the Senate-passed bill:

“The city/county elections for certain property taxes is truly problematic for us to consider without hearings. There are election timing issues with valuations and budgets being set. We’ve all received information that the Property Valuation Division of the Kansas Department of Revenue is predicting that oil and gas property valuations in the state are expected to have declined \$1 billion over the past year due to the drop in oil prices.”

Here is the document that Rep. Kleeb is referring to detailing property tax revenue losses due to the drop in oil prices: [Oil and Gas Assessed Valuation Swings](#). This document shows all of the counties that have oil and gas producing wells: [Oil and Gas Producing Counties in Kansas](#).

House conferees made the first offer at 11 AM and Senate conferees counter-offered at 1 PM. In the Senate’s counter-offer, Rep. Kleeb specifically asked to make sure that the county revenue lid was not included and Senate Tax Chair Les Donovan confirmed that it was not.

There are many parts to the tax plan that the House and Senate agreed to, but it basically follows an outline of the plan that Governor Brownback introduced over the weekend. This is the plan that the House and Senate agreed to, with some minor changes: [Senate’s First Tax Conference Offer](#).

Many legislators are expected to have a hard time swallowing a 6.65% sales tax, even with the food sales tax being eventually lowered next January. Conferees discussed closing the business tax exemption loophole as a way to buy down part of the sales tax increase, but at this point, any repeal of the business income tax exemption is not a part of the package.

This plan will go before the House for a vote this evening once the Conference Committee Report is printed and signed. If it passes, it will be considered in the Senate, which is adjourned until tomorrow morning. If it does not pass, negotiations will return to conference. Notwithstanding Rep. Kleeb’s comments, the county revenue lid could still come up in a final package if it is seen as a linchpin for 63 votes in the House and 21 votes in the Senate.

Item Three: County Counselor Jim Emerson regarding the proposed signage that would be installed on some county roads for the Live Well Crawford County group. Mr. Emerson discussed that there had been some concern about the potential liability of the county on these roads if they are marked for bicycle traffic. Mr. Emerson stated that he had been reviewing the Manual on Uniform Traffic Control Devices and that it appears that the best defense would be that the county follow the recommendations in this manual. There was a discussion of several of the signs that are recommended in the manual. Mr. Troy Graham mentioned that the City of Pittsburg had been concerned about liability issues and that picking out proper signage is important. There was a discussion of how traffic laws apply to bicycles on roadways. Mr. Murphy stated that he was under the impression that the Live Well Crawford County group was going to attend a commission meeting to present a proposal to the Commissioners.

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or W2-8 symbol sign.

Support:

12 Figure 2A-4 shows the typical placement of an Intersection Warning sign.

Section 2C.47 Two-Direction Large Arrow Sign (W1-7)

Standard:

01 The Two-Direction Large Arrow (W1-7) sign (see Figure 2C-9) shall be a horizontal rectangle.

02 If used, it shall be installed on the far side of a T-intersection in line with, and at approximately a right angle to, traffic approaching from the stem of the T-intersection.

03 The Two-Direction Large Arrow sign shall not be used where there is no change in the direction of travel such as at the beginnings and ends of medians or at center piers.

04 The Two-Direction Large Arrow sign directing traffic to the left and right shall not be used in the central island of a roundabout.

Guidance:

05 The Two-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the intersection configuration.

Section 2C.48 Traffic Signal Signs (W25-1, W25-2)

Standard:

01 At locations where either a W25-1 or a W25-2 sign is required based on the provisions in Section 4D.05, the W25-1 or W25-2 sign (see Figure 2C-9) shall be installed near the left-most signal head. The W25-1 and W25-2 signs shall be vertical rectangles.

Section 2C.49 Vehicular Traffic Warning Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a)

Option:

01 Vehicular Traffic Warning (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a) signs (see Figure 2C-10) may be used to alert road users to locations where unexpected entries into the roadway by trucks, bicyclists, farm vehicles, emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck Crossing (W11-10) symbol sign.

Figure 2C-10 Vehicular Traffic Warning Signs and Plaques



Support:

02 These locations might be relatively confined or might occur randomly over a segment of roadway.

Guidance:

03 Vehicular Traffic Warning signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.

04 If the condition or activity is seasonal or temporary, the Vehicular Traffic Warning sign should be removed or covered when the condition or activity does not exist.

Option:

05 The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL

<http://mutcd.fhwa.dot.gov/hm/2009/part2/part2c.htm>

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01 The CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (see [Figure 2C-9](#)) may be used in combination with a STOP sign when engineering judgment indicates that conditions are present that are causing or could cause drivers to misinterpret the intersection as an all-way stop.

02 Alternative messages (see [Figure 2C-9](#)) such as TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) may be used when such messages more accurately describe the traffic controls established at the intersection.

Guidance:

03 Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP or ONCOMING TRAFFIC DOES NOT STOP should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Standard:

04 If a W4-4P plaque or a plaque with an alternative message is used, it shall be mounted below the STOP sign.

Section 2C.60 SHARE THE ROAD Plaque (W16-1P)

Option:

01 In situations where there is a need to warn drivers to watch for other slower forms of transportation traveling along the highway, such as bicycles, golf carts, horse-drawn vehicles, or farm machinery, a SHARE THE ROAD (W16-1P) plaque (see [Figure 2C-12](#)) may be used.

Standard:

02 A W16-1P plaque shall not be used alone. If a W16-1P plaque is used, it shall be mounted below either a Vehicular Traffic Warning sign (see [Section 2C.49](#)) or a Non-Vehicular Warning sign (see [Section 2C.50](#)). The background color of the W16-1P plaque shall match the background color of the warning sign with which it is displayed.

Section 2C.61 Photo Enforced Plaque (W16-10P)

Option:

01 A Photo Enforced (W16-10P) plaque or a PHOTO ENFORCED (W16-10aP) word message plaque (see [Figure 2C-12](#)) may be mounted below a warning sign to advise road users that the regulations associated with the condition being warned about (such as a traffic control signal or a toll plaza) are being enforced by photographic equipment.

Standard:

02 If used below a warning sign, the Photo Enforced (W16-10P or W16-10aP) plaque shall be a rectangle with a black legend and border on a yellow background.

Section 2C.62 NEW Plaque (W16-15P)

Option:

01 A NEW (W16-15P) plaque (see [Figure 2C-12](#)) may be mounted above a regulatory sign when a new regulation takes effect in order to alert road users to the new traffic regulation. A NEW plaque may also be mounted above an advance warning sign (such as a Signal Ahead sign for a newly-installed traffic control signal) for a new traffic regulation.

Standard:

02 The NEW plaque shall not be used alone.

03 The NEW plaque shall be removed no later than 6 months after the regulation has been in effect.

Section 2C.63 Object Marker Design and Placement Height

Support:

01 Type 1, 2, and 3 object markers are used to mark obstructions within or adjacent to the roadway. Type 4 object markers are used to mark the end of a roadway.

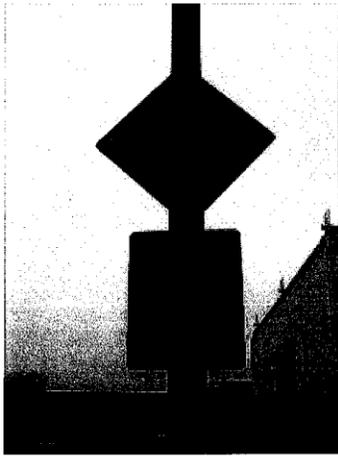
Standard:

<http://mutcd.fhwa.dot.gov/html/2009/part2/part2c.htm>

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Bicycling Matters

"SHARE THE ROAD" sign



<https://bicyclingmatters.files.wordpress.com/2008/05/stlouis-own-the-road-sign1.jpg>

Bicycle drivers "own" the road to the same extent as motorists. The driver in front is supposed to have the right-of-way and lane control whether the driver is on a bicycle or another vehicle. Photo courtesy of Karen Karabell, St. Louis.

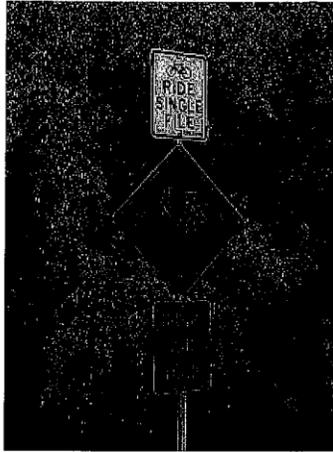
According to the *Manual on Uniform Traffic Control Devices (MUTCD)* the SHARE THE ROAD plaque is supposed to warn motorists that bicyclists are traveling along the highway. So why doesn't it say that or something similar? Why the ambiguous SHARE THE ROAD message?

The W11-1 bicycle icon warning sign as a stand alone sign is sufficient to alert motorists to downstream bicyclists. Adding the W16-1 SHARE THE ROAD plaque results in a message that can be used and mis-interpreted the opposite of its officially intended meaning. If a supplemental plaque is to be used, there are better options than SHARE THE ROAD to warn motorists of bicycle users ahead.

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"SHARE THE ROAD" sign | Bicycling Matters



(<https://bicyclingmatters.files.wordpress.com/2008/04/share-the-road-ride-single-file1.jpg>)

The authorities in California show their hand with this installation with a regulatory sign instructing bicyclists to RIDE SINGLE FILE. Photo courtesy of Lee V. Milon and Davis Bike Club.

The SHARE THE ROAD plaque is sometimes mis-interpreted by both motorists and bicyclists to mean that bicycle users are to SHARE THE *LANE* by riding far right. The plaque implies the falsehood that motorists control the lane, and can choose to share some of it with bicycle users.

X The SHARE THE ROAD plaque is typically misplaced on narrow roads whose lanes are not amenable for sharing side-by-side. It does not fulfill 3 of the 5 requirements of a traffic control device as described in the *MUTCD*.

X In contrast, the new R4-11 BICYCLES MAY USE FULL LANE regulatory sign is unambiguous. It is the evolution, and supersedes the SHARE THE ROAD warning sign as the preferable message to motorists and bicyclists. A CHANGE LANES TO PASS supplemental plaque would provide added direction.

The Share The Road Sign paper HERE (<https://bicyclingmatters.files.wordpress.com/2008/04/the-share-the-road-sign3.pdf>) discusses this combination sign, and provides a rationale for dispensing with the "SHARE THE ROAD" placard.

12 Responses to "'SHARE THE ROAD' sign"

[steve magas](#) Says:

[February 9, 2012 at 12:15 pm](#)

<https://bicyclingmatters.wordpress.com/infrastructure/critique-of-the-share-the-road-sign/>

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Section 9B.04 Bike Lane Signs and Plaques (R3-17, R3-17aP, R3-17bP)

Standard:

01 **The Bike Lane (R3-17) sign and the R3-17aP and R3-17bP plaques (see Figure 9B-2) shall be used only in conjunction with marked bicycle lanes as described in Section 9C.04.**

Guidance:

02 *If used, Bike Lane signs and plaques should be used in advance of the upstream end of the bicycle lane, at the downstream end of the bicycle lane, and at periodic intervals along the bicycle lane as determined by engineering judgment based on prevailing speed of bicycle and other traffic, block length, distances from adjacent intersections, and other considerations.*

Section 9B.05 BEGIN RIGHT TURN LANE YIELD TO BIKES Sign (R4-4)

Option:

01 Where motor vehicles entering an exclusive right-turn lane must weave across bicycle traffic in bicycle lanes, the BEGIN RIGHT TURN LANE YIELD TO BIKES (R4-4) sign (see Figure 9B-2) may be used to inform both the motorist and the bicyclist of this weaving maneuver (see Figures 9C-1, 9C-4, and 9C-5).

Guidance:

02 *The R4-4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation.*

Section 9B.06 Bicycles May Use Full Lane Sign (R4-11)

Option:

01 The Bicycles May Use Full Lane (R4-11) sign (see Figure 9B-2) may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

02 The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.

03 Section 9C.07 describes a Shared Lane Marking that may be used in addition to or instead of the Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane.

Support:

04 The Uniform Vehicle Code (UVC) defines a "substandard width lane" as a "lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the same lane."

Section 9B.07 Bicycle Wrong Way Sign and RIDE WITH TRAFFIC Plaque (R5-1b, R9-3cP)

Option:

01 The Bicycle WRONG WAY (R5-1b) sign and RIDE WITH TRAFFIC (R9-3cP) plaque (see Figure 9B-2) may be placed facing wrong-way bicycle traffic, such as on the left side of a roadway.

02 This sign and plaque may be mounted back-to-back with other signs to minimize visibility to other traffic.

Guidance:

03 *The RIDE WITH TRAFFIC plaque should be used only in conjunction with the Bicycle WRONG WAY sign, and should be mounted directly below the Bicycle WRONG WAY sign.*

Section 9B.08 NO MOTOR VEHICLES Sign (R5-3)

Option:

<http://mutcd.fhwa.dot.gov/html/2009/part9/part9b.htm>

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Item Four: Commissioner Murphy wanted the Commissioners to be aware that he had spoken with Phil Dreshert of the Bukaty Company and that he was coming to the June 9 commission meeting to make a presentation in regards to a pooled risk group that was being organized to help keep rates lower on stop loss insurance.

Item Five: Commissioner Murphy regarding the Museums Task Force. Mr. Murphy stated that this group was discussing holding a town hall type meeting to allow any

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groups or individuals to discuss their interest in helping with the museum. Mr. Murphy stated that Mr. Harris had thought that a Sunday afternoon would be a good time to hold an open house and a public meeting for input. Mr. Murphy stated that he wanted to try to keep moving forward with finding new volunteers for the museum. Commissioner Wood stated that he also wants to move quickly to get the museum reopened to the public as soon as possible. Commissioner Moody thought that it would be good to have Mr. Harris discuss his thoughts with the full commission. There was a discussion of the plans to try to find a person to assist with the running of all 3 museums in the county. Commissioner Murphy was going to try to get Mr. Harris to a commission meeting.

EXECUTIVE SESSION

Item One: County Counselor Jim Emerson requested an executive session with County Appraiser Ryan Varsolona to discuss personnel issues with non-elected personnel

On motion (15-169) of Commissioner Moody and the second of Commissioner Murphy to recess this open session and go into a closed executive session for a period of not more than 15 minutes to discuss Personnel Issues Related to Non-Elected Personnel and to include the Board of County Commissioners, County Appraiser Ryan Varsolona and County Counselor Jim Emerson.

Yeas: Commissioners Moody, Murphy and Wood

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed.

The Commissioners went into Executive Session at 11:57 AM and reconvened the Open Session at 12:12 PM with no action taken except to go back into open session.

Item Two: County Counselor Jim Emerson requested an executive session with County Appraiser Ryan Varsolona to discuss personnel issues with non-elected personnel.

On motion (15-170) of Commissioner Moody and the second of Commissioner Wood to recess this open session and go into a closed executive session for a period of not more than 30 minutes to discuss Personnel Issues Related to Non-Elected Personnel and to include the Board of County Commissioners, County Appraiser Ryan Varsolona and County Counselor Jim Emerson.

Yeas: Commissioners Moody, Murphy and Wood

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed.

The Commissioners went into Executive Session at 12:13 PM and reconvened the Open Session at 12:43 PM with no action taken except to go back into open session.

Item Three: County Counselor Jim Emerson requested an executive session to discuss items that could be deemed privileged in the attorney-client relationship.

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On motion (15-171) of Commissioner Moody and the second of Commissioner Wood to recess this open session and go into a closed executive session for a period of not more than 10 minutes to discuss matters that could be deemed to privileged in the Attorney-Client Relationship and to include the Board of County Commissioners and County Counselor Jim Emerson.

Yeas: Commissioners Moody, Murphy and Wood

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed.

The Commissioners went into Executive Session at 12:45 PM and reconvened the Open Session at 12:55 PM with no action taken except to go back into open session.

UNDER THE HEADING FUTURE BUSINESS AND ANNOUNCEMENTS FUTURE BUSINESS:

Item One: June 9, 2015 – 9:00 AM Work Session with Elected Officials and Department Heads to discuss the proposed Equipment Reserve Fund.

Item Two: June 9, 2015 – Mr. Phil Dreshert with Bukaty addressing health insurance.

ANNOUNCEMENTS:

UNDER THE HEADING MOTION TO ADJOURN MOTION TO ADJOURN

Item One: Adjournment

On the motion of Commissioner Moody and the second of Commissioner Murphy to adjourn the [June 5, 2015](#) meeting of the Board of Crawford County Commissioners at 12:57 PM and to reconvene at the next regularly scheduled time with open doors.

Yeas: Commissioners Moody, Murphy and Wood

Nays:

Present but not voting:

Absent or not voting:

The motion prevailed.

In Testimony whereof, I have hereunto set my hand and caused to be affixed my official seal and submitted these minutes for the approval of the Board of Crawford County Commissioners:

Don Pyle
County Clerk

Board of Crawford County Commissioners



This submission completed at the Crawford County Courthouse in Girard.

[Taken by DPP 06/05/2015 at 12:57 PM, Amended by DPP 06/08/2015 at 3:40 PM/amended BKW06/08/2015 4:44 PM](#)