CITY OF GREENSBURG
REGULAR CITY COUNCIL MEETING
300 SOUTH MAIN GREENSBURG, KANSAS
MONDAY, OCTOBER 15, 2018
6:00 PM

A) CALL TO ORDER

B) PLEDGE OF ALLEGIANCE AND INVOCATION

C) ROLL CALL & APPROVAL OF THE AGENDA

D) CITIZEN COMMENTS
   All comments are limited to a maximum of three minutes for each speaker. In accordance with the Open Meetings Act, City Council members may not discuss or take action on any item that is not on the Agenda.

E) CONSENT AGENDA
   These items are routine and enacted by one motion. There will be no separate discussion of these items unless a Council member so requests. Any consent agenda item can be removed and placed on the agenda as an item of business.
   1. Approval of Minutes
      a. Regular Meeting – October 1, 2018
   2. Appropriation Ordinance
      a. Ordinance #1134

F) ITEMS OF BUSINESS
   1. Authorize Purchase of a commercial lawn mower for the Public Works Department, to replace a 2004 mower.
   2. Consider Authorizing the purchase of a 20’ x 40’ shelter to be located at the park where the swimming pool is located.
   3. Consider approval of applications for State funding of improvement of the Greensburg Municipal Airport.
   4. Convene to Executive Session to discuss matters of non-elected personnel.

G) CITY STAFF REPORTS

H) GOVERNING BODY COMMENTS

I) ADJOURNMENT

NOTICE: SUBJECT TO REVISIONS

It is possible that sometime between 5:30 and 6:00 pm immediately prior to this meeting, during breaks, and directly after the meeting, a majority of the Governing Body may be present in the council chambers or lobby of City Hall. No one is excluded from these areas during those times.

To be placed on future agendas please contact Interim City Administrator Jay Newton at administrator@greensburgks.org or call City Offices at 620-723-2751.
Greensburg City Council
October 1, 2018
City Hall

A) CALL TO ORDER
Mayor Robert Dixson called the October 1, 2018 meeting to order at 6:00 p.m.

B) PLEDGE OF ALLEGIANCE & INVOCATION
The Pledge of Allegiance was said. The invocation was given by Dixson.

C) ROLL CALL & APPROVAL OF THE AGENDA
Trummel made a motion to approve the agenda as presented. The motion was seconded by Christenson and passed 5-0.

D) CITIZEN COMMENTS
There were no comments from citizens.

E) CONSENT AGENDA
Trummel made a motion to approve the Consent Agenda as presented. Jungemann seconded. Motion passed 5-0.

F) ITEMS OF BUSINESS
1. Discuss a request for funding assistance from PAC for the Aurora sculpture and additional landscaping to be placed at Starlight Park.
   At the last Council meeting, Judi Kirk presented a request from PAC for funding assistance to purchase the Aurora sculpture by artist Rollin Karg and to do additional landscaping to the Starlight Park. Council tabled the discussion until tonight’s meeting.
   Kern voiced that she felt the Council needed to back PAC, to finish the commitment that they made. Christenson felt that the general consensus of the Council was to assist with the cost of the final project and suggested a $4,000 donation. Council briefly discussed which fund to make the donation from. Trummel concurred, reiterating that PAC will need to do additional fundraising for the remainder of the costs. Kern made a motion to donate $4,000 to PAC for the Aurora project, with funds coming from donations made to the City following the 2007 disaster. Christenson seconded. The motion passed 5-0.

2. Consider approval of an engagement letter with Kennedy, McKee & Co. to audit 2018 City of Greensburg revenues and expenditures.
   At the last Council meeting, Jim Kennedy of Kennedy, McKee & Co., submitted for Council’s consideration a letter of engagement to audit the City’s 2018 finances. Reves made a motion, seconded by Jungemann, to approve the letter of engagement as presented. The motion passed 5-0.

3. Consider Ordinance 1082 establishing City of Greensburg water utility rates effective from January 1, 2019.
   Interim City Administrator Jay Newton presented for Council’s consideration Ordinance 1082, which reflects rates for the sale of water to all consumers of the City of Greensburg beginning January 1, 2019, establishes a policy for water leaks on private property, and establishes a rate for the purchase of bulk water from the City. The Ordinance provides for increases over the course of five years, as recommended by Christenson at the last meeting. Newton pointed out the low impact the increases would have on City residents each year, while meeting a long term need for increased revenue in the Water Department. The Ordinance was submitted to the City Attorney for review, with no changes being requested. Trummel asked about the comparison of the proposed rates to those of other cities, to which Newton replied that

1
Greensburg would still be on the softer side of rates in other communities. Christenson confirmed that the Ordinance allows future increases to be made by Resolution. Reves noted that she appreciates not having to discuss the issue each year. Christenson hopes to see the fund stabilize by the end of five years, without the need for additional increases.

Kern made a motion to approve the Ordinance as presented. Jungemann seconded. Dixson called for a roll call vote. Christenson: yes, Trummel: yes; Jungemann: yes; Reves: yes; Kern: yes. The Motion passed 5-0.

4. Consider authorizing the purchase of a commercial lawn mower for the Public Works Department.

Newton asked Council to defer discussion on this agenda item, requesting a continuance to the next Council meeting. Christenson made a motion, seconded by Trummel, to continue discussion of the purchase of a commercial lawn mower for the Public Works Department until the next regular Council Meeting. Motion passed 5-0.

5. Discuss joining other government entities in signing a letter to the Secretary of Interior pertaining to ground water rights.

Dixson was contacted by the Economic Development Director of Stafford County, regarding an ongoing dispute over the method of providing additional water to Quivira National Wildlife Refuge. U.S. Fish and Wildlife Service filed a claim in 2013 to the Kansas Department of Agriculture – Division of Water Resources that the water flowing into the Refuge from Rattlesnake Creek (Rattlesnake Basin) has been negatively impacted by irrigation. A letter has been composed and approved by other area agencies that proposes the drilling of wells at the refuge without taking rights from farmers.

Upon receiving his meeting packet, Christenson researched the topic further. Since 2013 a number of proposals have been suggested, each being denied by the U.S. Fish and Wildlife Service. Dixson was advised that previous recommendations were denied by the Denver office. The current proposal would be sent directly to the Department of the Interior, asking The Honorable Ryan Zinke for his consideration of the resolution. Dixson stated that the Refuge is not in the Ogallala Aquifer. Water is being piped out of the Rattlesnake Basin. Those who have signed the proposal believe that a reallocation of water rights would be catastrophic to the local economy. Christenson would like clarification on which proposal Council would be supporting, as he says that there have been a number of solutions proposed over the past 5 years. Kern recommended the group requesting support be allowed to present to Council if they would like.

G) CITY STAFF REPORTS

Newton reported on the following items:

- **Swimming Pool Park Shelter House**
  A proposal for a shelter house to be constructed at the swimming pool park will be on the next meeting agenda. In the course of looking for funding options, Newton examined legal documents supporting certain City funds. 20 years ago, the City entered into an agreement with the County regarding the construction of a landfill. The agreement required the City to accumulate up to $100,000 in a fund, to assist with landfill closer costs. Newton stated that the City is not required to keep the money in the fund past 20 years, and is free to utilize the funds appropriately. Newton will recommend utilizing these funds to construct the shelter house. Christenson believes that the funds are required to be set aside to assist with closure costs of the landfill, as do the County Commissioners. Newton is willing to discuss the document with the County Attorney.

- **Lochner – Greensburg Airport Development**
  Newton and City Clerk Christy Pyatt had a phone conference with Lochner regarding the future opening of the new airport and additional grant applications that are being made for continued development. KDOT has notified the City that they are extending the current application period thru October 31st and allowing amendments to those applications that have already been submitted. KDOT Aviation has a new
director who is interested in economic development potential created by airports applying for funds. Lochner will review the current applications (2), make suggested changes, and return the application to Council for approval at the next meeting. The current grant has funds remaining after RJA’s completion of over seeding. Lochner will explore the possibilities of utilizing those funds for additional infrastructural improvements that will be needed. Trummel discussed updating parties interested in locating at the new airport about the planned opening date of April 1, 2019 and additional construction that is planned. Pyatt noted that Lochner was contacted by the state FAA project planner, regarding the City’s project and what we need to do next to start applying for 2020 FAA funds. Lochner will also begin assisting the City with creating a set of basic business practices for the airport.

- **Building Controls**
  BCS has notified the City that the software used to control mechanical systems at City Hall, the Incubator, and Public Works will no longer be supported by the software provider as of today. Staff has explored the option of combining software systems with the school and county. Unfortunately, this is something that the other entities are no longer interested in because each entity would still have to purchase a software package. The quote for the City’s package was just over $21,000. The City will also need to purchase a new server. Council asked if the City should consider a different provider. Christenson explained that unless they can find another firm that is an authorized dealer, in our area, for our software, all controller boards would have to be replaced, which could possibly be an additional $200,000. Newton suggested investigating converting the systems to conventional controls that would still allow the use of the current groundwater internal system. Christenson explained that the potential of having to purchase a software package again would be slim. The new software service model package offered requires a monthly fee, which allows the user to always have the latest version of the software. Newton suggested consulting with PEC, to examine a long term solution. Christenson advised that the School and County have already approved purchasing the upgraded software.

**H) GOVERNING BODY COMMENTS.**

Christenson advised that the City’s fiber internet appears to be working great; however, the name assigned to the WiFi connection is misspelled.

Kern asked about the pumping of water out of the sewer lagoon that was mentioned at the last meeting. Newton reported that the process is ongoing. Once low enough, the lagoon walls will be examined for structural issues.

Jungemann reported that she had made contact with the County Commissioners, regarding the big ditch on East Grant. They have made the determination that the ditch is the city’s responsibility, stating that there is an agreement between the County and the City that says that once the ditch was constructed the City would maintain it. Newton will investigate the matter further.

**I) ADJOURNMENT**

With no additional items to be addressed, Dixson declared the meeting adjourned at 7:01 p.m.
### APPROPRIATION ORDINANCE 1134

10.15.18

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I requested the City Council to table authorizing purchase of a 72” riding mower at the meeting of October 1st in order to do further investigation and discuss the matter with Mike Hayse and Danny Trent. It is not my intent that I should second guessed them in determining the needs they feel necessary to carry out their duties as city employees. They have recommended the purchase of a Grasshopper 400 Diesel at a discounted price of $14,715.00 and I support that recommendation. They feel the durability of the diesel and the ease of maintenance will provide the best long term service to the city. The following information is from my previous memorandum where I attempted to provide an “apples-to-apples” comparison of the type of equipment they were recommending.

Purchasing equipment in the public sector can be difficult at best. Once the need is determined it is necessary to acquire the equipment that meets that need in a fair and competitive process. That has been done in this process.

Background
I have been approached by Mike Hayes, Public Works Superintendent, proposing the City replace the 2004 John Deere riding mower that is totally used and requiring constant repair to keep running. Since mowing has become a primary function of the City since the tornado that is no surprise. Mike is seeking a mid-mount 72” mowing decked, zero turn, riding mower. Using that criteria specifications and prices from three dealer have been prepared. The equipment brands selected are Grasshopper, John Deere and Kubota. Basic specifications are shown, followed by the specs and price by each item of equipment:

<table>
<thead>
<tr>
<th>Min. Requirements</th>
<th>Grasshopper 400 Diesel</th>
<th>John Deere 997R Diesel</th>
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<tbody>
<tr>
<td>Mowing Width-72”</td>
<td>72”</td>
<td>60” with 72” available</td>
</tr>
<tr>
<td>Engine: 3 cylinder</td>
<td>3 Cyl., 77 cu. In., 1.3 L</td>
<td>3 Cyl., 100 cu. In., 1.6L</td>
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<tr>
<td>Min. Requirements</td>
<td>Kubota 2690 Diesel</td>
<td>Kubota 3990 Diesel</td>
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<tr>
<td>Mowing Width</td>
<td>72&quot;</td>
<td>72&quot;</td>
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<tr>
<td>Engine: 3 cylinder.</td>
<td>3 Cyl, 66.6 Cu.In.1.1 L</td>
<td>4 Cyl., 91 Cu.In.,1.5L</td>
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1 L or better

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<th>Deck: 7 gage or better</th>
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<th>7 gage</th>
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<td>Diesel</td>
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<td>Mowing Blades:</td>
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<td>3-25 inch</td>
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<td>Tires: 24” 4 ply Turf</td>
<td>24” 4 ply Turf</td>
<td>24” 4 Ply</td>
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<td>Total List Price:</td>
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Recommendation

The purchase of the Grasshopper mower is recommended. The city is using one Grasshopper mower that has been in use for three years. City Mechanic, Danny Trent advises maintenance and repair cost have been minimal and the machine has performed well. Funds are available in the Equipment Reserve Fund to pay for this item of equipment. However, the Tornado Insurance Fund could also be used to pay for the equipment since the equipment will be used to mow and maintain property left vacant by the tornado.
To: Mayor and City Council  
From:  Jay Newton, Interim City Administrator  
Subject:  Purchase of a pavilion for park adjacent to swimming pool

I have been told a City Council priority is the completion of the one block area around the city swimming pool as a city park. One major element of that project is the construction of a shelter that would accommodate a large family or group gathering. I have contacted ATHCO, the supplier of the smaller (20’x20’) shelter behind the Big Well to request a proposal for a 20’ X 40’ shelter pavilion. The appearance would be like the small shelter, green metal roof, poured concrete floor and stone work supporting the columns. Additionally, a water fountain, electrical outlets and lights would be included for evening use. A copy of the framing plan and front/side elevations is attached for your review.

The specifications and a cost proposal are also attached for your review. The cost, including freight, is $26,750. By contrast, the 20’x20’ shelter was $10,540 when purchased in 2013. However, because the proposed building is larger, the structural elements are also larger and heavier. For example the support columns for the 20’x20’ were 5x5x3/16 when the 20’x40’ structure has support columns of 7x7/3/1/6 with purlins being 6” rather than 5”. The weight would be closer to 9,000 pounds as compared to the 4,026 pounds of the earlier purchase.

Funding. Funding is available for this project without any impact on property taxes, sales tax revenues or bonding. The City has $100,000.00 available from the Non-budgeted Business Funds (see page 29, Independent Auditor’s Report for year ended December 31, 2017) Sanitation Capital Reserve Fund. The City has been accumulating $5,000 a year for twenty years in this fund that become available for City use after March 17, 2018 “for any lawful purpose it may determine” in accordance with the attached agreement between the City of Greensburg and Kiowa County dated March 16, 1998.

Recommendation. It is recommended that the City Council purchase the proposed shelter facility. Any required concrete work, stone work, electrical and plumbing would be provided by additional contract. Assembly of the shelter structure would be accomplished by City employees.
TO: Jay Newton
   City Administrator
   City of Greensburg, KS

Prepared By | Regarding | Payment Terms | Exp. Date
-------------|-----------|---------------|---------------
Matt Cline   | Coverwox Shelter | Net 30 days     | 30 days from signed Proposal

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<th>Qty.</th>
<th>Description</th>
<th>Unit Price</th>
<th>Line Total</th>
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<td>1</td>
<td>20' x 40' Steelwox Hip End Shelter with 7'6&quot; Eave Height and Vent Top; 4:12 Roof Pitch, Polyester Powder Coated Top, and Sealed Drawings</td>
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<td>$26,750.00</td>
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All the above for the sum of $26,750.00

**REMARKS:**

Current "Tax Exemption Certificates" required when placing orders for materials only

To accept this quotation, sign here and return:

Thank you!

ATHCO LLC 13500 W. 108th St., Lenexa, KS 66215 Phone 800-255-1102 Fax 913-469-8134
PRE-CUT 24 GA. STEEL PANELS & TRIM

FRONT ELEVATION
SCALE: 1/8" = 1'-0"

SIDE ELEVATION
SCALE: 1/8" = 1'-0"

FRAMING PLAN
SCALE: 1/8" = 1'-0"

Steelworx Hip Shelter w/ Vented Top - 20' x 40'
Model: HP-2040-SW-VT

DESIGN SPECIFICATIONS
Model: Steelworx Hip Shelter w/ Vented Top, 20' x 40'
Model # HP-2040-SW-VT

Manufacturing Mission: To provide all prefabricated components and installation instructions for a 20' wide by 40' long (measured from eave to eave) free standing bolt together, tubular steel constructed shelter kit.

Design Criteria: Structure is typically designed for a 25 lb live load and a 90 mph wind load capacity, but can be designed based on specific site requirements upon request. All structural members are ASTM A-500 U.S. grade B steel. Welded connection plates shall be ASTM A-36 hot rolled steel. All fabrication performed to latest AISC standards by AWS Certified welders. All framing connections are done using A325 grade bolts within concealed access openings from above and will later be concealed by the roofing. All roof framing shall be flush against the roof decking to eliminate the possibility of bird nesting.

Tubular Steel Columns and Beams: Standard column dimension shall be 7" x 7" x 3/16" tubular steel welded to 5/8" base plates. Main support beams are 7" x 5" x 3/16" and purlins are 6" x 4" x 1/8". Steel sizes are preliminary and may change due to ongoing review and final engineering.

Roofing: 24 Ga. pre-cut steel Multi-Rib panels with Kynar 500 finish in a variety of colors with white underside. Standard roof slope is a 4/12 pitch with a eave height of 8'-0". Attached to structural framing with exposed self tapping screws painted to match roof color. Matching 24 Ga. trim included.

Frame Finish: All steel framework will receive a corrosion protective TGIC Polyester powder coat, electro-statically applied and cured at 400°F. A large selection of standard colors are available.

Foundation: All columns need to be anchored to concrete footings (footing design provided separately). Columns can be surface mounted with anchor bolts at or below finish slab elevation or they can be embedded directly into the footing. Anchor bolts and bracing templates included. Optional base plate covers are available at an additional cost.

Hardware: All structural hardware and roofing fasteners shall be provided.

Warranty: 10 years against manufacturer defects.

Not Included: Concrete work of any kind, unloading of product and installation.

Additional Options:
- Flexibility of Design
  Such as: Height and Pitch
- Additional Engineering
- Variety of Colors
- Decorative Railings, Lattice, Braces, Trim, etc.
- Cupolas and Rooftop Accs.
- Column Style Variations
- Provisions for Electrical
- Lexan Wind Screens
- Tongue & Groove Roof Decking
- Asphalt Shingles, Standing Seam, Cedar Shake, or Clay Tile Roofing
- Composite Finished Ceiling
- Sits Furnishings and Accs.
- Solar Panels & Solar Lighting
AGREEMENT TO CONVEY REAL ESTATE

THIS AGREEMENT made and entered as of the 16 day of March, 1998 by and between the City of Greensburg, by the City Council and Mayor of Greensburg, Kiowa County, Kansas, First Party, and Kiowa County, Kansas by the Board of County Commissioners of Kiowa County, Kansas, Second Party.

WITNESSETH: Whereas the First Party owns the hereafter described real estate, which location has been used as a landfill site and dump. And whereas Second Party has for a number of years operated said under KDHE permit. And whereas the parties have agreed to a conveyance of the said described real estate upon the terms and provisions contained in this Agreement, the parties agree as follows:

1) CONVEYANCE

First Party agrees to convey by Quit Claim Deed to Second Party the hereafter described real estate, including all mineral rights owned by First Party and all rights to receive First Party’s share of current mineral production and royalty. Second Party agrees to accept conveyance and transfer of said real estate.

REAL ESTATE DESCRIPTION

SE/4NE/4 Section 6-28-18 Kiowa County, Kansas

2) CONSIDERATION

In consideration of First Party’s conveyance, Second Party agrees to undertake, perform, and complete the following:
a) Second Party shall fully comply with all applicable laws and regulations pertaining to the said landfill site including all KDHE, EPA, or other governmental authority requirements.

b) Second Party shall prepare and execute all necessary KDHE, EPA, or other governmental compliance documentation including but not limited to restrictive covenants and closure plans.

c) Second Party shall undertake all necessary action and fully fund all financial requirements, responsibilities, and liability incident to any applicable permit, restrictive covenant, closure plan or any other governmental requirement pertaining to said real estate, and Second Party shall indemnify and hold First Party harmless from any such necessary action and all financial requirements, responsibilities, and liability.

d) Second Party shall undertake all necessary funding, costs and action to clean up or remediate any contamination, pollution, or removal of any substance or matter in, on, around, or related to the said real estate whether on or off the premises as directed by any applicable governmental entity, court decree or private settlement. Second Party shall indemnify and hold First Party harmless from any such necessary fundings, costs, or action and liability therefor.

e) Second Party shall be fully responsible for any and all damages, cost, fine, or penalty owed to any private party and/or governmental entity for contamination, pollution, or removal of any substance or matter in, on, under, around, or related to the said real estate, whether on or off the premises as directed by any
applicable governmental entity, court decree, or private settlement, and Second Party shall indemnify and hold First Party harmless therefore.

f) Second Party releases First Party from any and all matters otherwise responsible to the First Party as contained above, and Second Party assumes all such responsibilities.

3) CLOSING

Closing and delivery of deed shall take place on or before March 16, 1998, 1998.

The Parties specifically agree that the terms, covenants, obligations, and undertakings hereunder are continuing, notwithstanding closing and delivery of deed.

4) MISCELLANEOUS

The Parties agree to adopt all necessary ordinances, resolutions, or actions necessary to give effect to this Agreement.

5) DEFAULT

In the event of default, the parties shall have all remedies the law may allow.

IN WITNESS whereof, the Parties have set their hands as of March 16, 1998.

1998.

FIRST PARTY

Betty Hamilton
City of Greensburg, Kansas
By Betty Hamilton, Mayor

Attest: ____________________________
Approved by City Council on February 9, 1998

SECOND PARTY

Kiowa County by
Manfred Clark, Chairman
Kiowa County Commissioners

Attest: ____________________________
Approved by County Commission on March 16, 1998
AGREEMENT
(Pursuant to K.S.A. 12-2908)

THIS AGREEMENT made and entered into as of the 16th day of MARCH, 1998 by and between the City of Greensburg, by the City Council and Mayor of Greensburg, Kiowa County, Kansas, First Party and Kiowa County, Kansas by the Board of County Commissioners of Kiowa County, Kansas, Second Party.

WITNESSETH: Whereas the parties hereto are separate municipalities as contemplated by K.S.A. 12-2908 and are thereby authorized to contract governmental services activities, and undertakings. And whereas by separate agreement the hereafter described real estate has been conveyed to Second Party and Second Party has assumed all responsibility therefore. And whereas the parties hereto have agreed that it would be in the best interest of the City of Greensburg and of Kiowa County to undertake, to the extent permitted by law, to obtain capital reserve funding for the purposes of providing for unknown future environmental cleanup costs at the said landfill site as may be mandated or directed by applicable law or court decree.

REAL ESTATE DESCRIPTION:

SE/4NE/4 Section 6-28-18 Kiowa County, Kansas

THEREFORE in consideration of the premises, the Agreement hereafter set forth, and for the purposes contemplated by K.S.A. 12-2908, the parties hereto agree as follows:

1) First party to the extent permitted by law and subject to the ongoing agreement and ratification of future governing bodies of the City of Greensburg, agrees to provide a capital reserve fund for the purpose of providing a cost share for future unknown, legally mandated, environmental
clean-up costs as are accurately determined to be primarily caused wastes, materials, and substances dumped or stored on the said landfill site prior to July 1, 1976. Consistent with the foregoing and as approved by the said future governing bodies First Party shall designate $5,000.00 to said capital reserve fund annually for a period of 20 years and shall permit the unexpended balance to accumulate interest earnings. First party may permit release of all or part of said funds, to fund 50% share of said cleanup costs, subject to Second Party funding the remaining costs. At no time shall First Party authorize expenditure of any amount greater than funds on hand for the purposes contemplated herein and lawfully budgeted therefore. At the end of 10 years or such earlier date as either party may withdraw from this Agreement, then and in such event all amounts remaining in its capital reserve fund shall be expended by First Party for any lawful purpose it may determine.

When the First Party’s designated funding to the said capital reserve fund shall accumulate to $100,000.00 inclusive of interest, then First Party may cease the annual $5,000.00 designation of funding without withdrawing from or terminating this Agreement.

2) Second Party to the extent permitted by law and subject to the ongoing Agreement and ratification of future governing bodies of Kiowa County, Kansas agrees to provide a capital reserve fund for the purpose of funding future unknown, legally mandated, environmental cleanup costs associated with the landfill site. Second Party agrees to maintain funds on hand for such
purposes in an amount at least equal to the balance on hand and maintained by First Party. At no time shall Second Party authorize expenditures of any amount greater than funds on hand for the purposes contemplated herein and lawfully budgeted therefore. At the end of 10 years or such earlier date as either party may withdraw from this Agreement, then and in such event all amounts remaining in its capital reserve fund shall be expended by Second Party for any lawful purpose it may determine.

3) Either party may withdraw from this Agreement as of January 1st of each year. Further the failure to budget and fund the amounts required hereunder on an annual basis shall constitute withdrawal from this Agreement. Withdrawal, as provided herein, shall terminate this Agreement, otherwise this Agreement shall be for a term of 20 years.

4) The provisions of this Agreement shall not create rights in third parties. Any expenditure of funds provided for herein shall require appropriate action of the party authorizing expenditure from its said capital reserve fund and notice to the other party. The terms of this Agreement shall not be modified or amended except by written Agreement of the parties.

5) This Agreement shall be construed and interpreted in a manner consistent with the Kansas Cash Basis Law and all applicable budget legal requirements, and either party may withdraw from this Agreement in the event it may appear that any provision of this Agreement may contravene any applicable legal requirement.
6) Second Party agrees to immediately notify First Party of any anticipated cleanup costs at the landfill site that may involve expenditures of the funds contemplated herein. Second Party shall at least annually advise First Party of ongoing developments at the landfill site.

WITNESS our hands as of the date set forth above.

FIRST PARTY

Betty Hamilton
City of Greensburg, Kansas
By Betty Hamilton, Mayor

Attest: [Signature]

Approved by City Council
February 9, 1998

SECOND PARTY

[Signature]
Kiowa County by
Manfred Clark, Chairman
Kiowa County Commissioners

Attest: [Signature]

Approved by County Commission
March 16, 1998
Kansas Airport Improvement Program
Application Form

Date 10/10/2018

Indicate by checking the corresponding box below for:
   a) Grant Application (indicate the Fiscal Year (FY) the application is to be considered); or
   b) Emergency Grant Application.

Each State Fiscal Year (FY) runs from July 1 – June 30. The Fiscal Year is designated by the upcoming calendar year in which the Fiscal Year will end. Applications are due by September 30th of the current calendar year and reviewed for the new Fiscal Year that begins July 1 in the new calendar year, but it is known by the subsequent calendar year. EXAMPLE: Applications dated by 9/30/2012 are within FY ’13 (ends 6/30/13), so they must be reviewed for FY ’14 (7/1/13 – 6/30/14).

☐ FY 20 20
☐ EMERGENCY

Applicant/Sponsor: City of Greensburg, Kansas

Airport Identifier: New Airport (9KS)

Project Category: ☑ Modernization ☐ Equipment ☐ Design/Planning
See KAIP Program Guidelines for category descriptions

Project Description:
This grant is for edge lighting and NAVAID installation for the New Greensburg Airport. Constructing this runway will allow residents of Greensburg and Kiowa County to have emergency medical care transport within close proximity. According to LifeTeam, a LIGHTED, hard-surface runway at least 3,000’ in length and 60’ in width is necessary for med-evac operations. There is currently a gap of service for air ambulance in Kiowa County, and Greensburg is the best candidate to eliminate this gap and serve local communities. See attached cost estimate and economic benefit discussion.

Total Project Costs .......................................................... $ 700,000

We understand that if the project is approved, the Kansas Department of Transportation will participate in the project cost at the rate identified in the KAIP Program Guidelines as published on the KDOT Aviation website (http://www.ksdot.org/divAviation), not to exceed $800,000 of state funds ($1,600,000 for new primary runways; $1,200,000 for full-depth reconstruction of existing primary runway). The Sponsor will be responsible for letting the contract for bids and supervising construction. Construction engineering is an eligible cost on construction contracts. Design is not an eligible cost except through a separate design grant.

Sponsor’s Contact Person  Jay Newton  Title  Interim City Administrator
Address  300 S. Main, Greensburg, KS 67054
Phone (620) 723-2751  Fax (620) 723-2644  E-mail administrator@greensburgks.org

Sponsor’s Signature ...................................................... Title  Interim City Administrator

~ Additional information attached ~
ADDITIONAL INFORMATION

Attach any information or documentation to the application that you wish to be considered in evaluating the request. Such items might include photographs, engineering plans, economic impact statements, in-kind work, local support, situations unique to the project, and benefits derived. These items may be in a narrative form with focus on specifics and avoiding generalities.

It is expected that projects will vary greatly in cost and complexity. Sponsors are encouraged to review the proposed project with the Division of Aviation. Smaller projects may not require engineering or pre-planning that would be required for major runway rehabilitation projects. Sponsors will be responsible for all preliminary engineering and construction activities including plan preparation and letting of a contract. A contractual agreement will be executed between the Sponsor and the Kansas Department of Transportation that encompasses the work to be accomplished.

If requested by KDOT, all sponsors must provide verifiable evidence that activity on the specified project has begun within two (2) years of the agreement's effective date.

Send Applications to:

By Mail:
   Kansas Department of Transportation
   Division of Aviation
   700 SW Harrison
   Topeka, KS 66603-3745
   Phone 785-296-2553

By Fax:
   785-296-3833

By E-mail:
   KDOT.KDOTAviation@ks.gov
INSTALL MEDIUM INTENSITY RUNWAY LIGHTING (MIRL) SYSTEM, ROTATING BEACON AND TOWER, REIL SYSTEMS, & PAPI SYSTEMS

Existing Turf Turnaround

Concrete Runway 18-36
(3,200' x 60')

Install Rotating Beacon

Existing Auto Parking Area

Install PAPI System

Existing Turf Turnaround

Install REIL System

Install PAPI System

Install REIL System

Install Edge Lighting System

Existing Turf Apron and Taxiway

Future Hangar Location (Typ.)
# NEW GREENSBURG AIRPORT
## GREENSBURG, KANSAS

### ELECTRICAL PROJECT

#### PROJECT DESCRIPTION
Install Medium Intensity Runway Lighting (MIRL) System, Rotating Beacon and Tower, REIL Systems, & PAPI Systems

#### ENGINEER’S OPINION OF PROBABLE CONSTRUCTION COST

October 9, 2018

---

### Install Medium Intensity Runway Lighting (MIRL) System, Rotating Beacon and Tower, REIL Systems, & PAPI Systems

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>SPEC. NO.</th>
<th>ITEM DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>COST</th>
<th>TOTAL</th>
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<tr>
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<td>30,000.00</td>
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<td>L.F.</td>
<td>5.00</td>
<td>1,000.00</td>
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<td>L-108</td>
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<td>L.F.</td>
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<td>1,200.00</td>
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<td>L.F.</td>
<td>50.00</td>
<td>15,000.00</td>
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<td>Ea.</td>
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<td>17,600.00</td>
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<td>L-125</td>
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<td>1,100.00</td>
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<td>Ea.</td>
<td>1,100.00</td>
<td>13,200.00</td>
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<td>Install REIL System</td>
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<td>Ea.</td>
<td>15,000.00</td>
<td>30,000.00</td>
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<td>Ea.</td>
<td>25,000.00</td>
<td>50,000.00</td>
</tr>
</tbody>
</table>

**TOTAL CONSTRUCTION COST** $ 360,000

**POWER LINE TO AIRPORT** $ 200,000

**PRE-CONSTRUCTION & CONSTRUCTION SERVICES** $ 140,000

**TOTAL PROJECT COST** $ 700,000
LONG-TERM ECONOMIC SUSTAINABILITY OF THE
NEW GREENSBURG AIRPORT

In 2009 KDOT completed The Economic Benefit of the Kansas Airport System to determine the overall benefits of the Kansas system of public-use airports to the statewide economy. The total economic benefit of aviation activity in Kansas was quantified in terms of employment, payroll and output (economic activity).

The airports were surveyed to measure the direct benefits associated with on-airport businesses and indirect benefits related to visitor expenditures. Direct benefits include the economic activity associated not only with on-airport businesses but airport tenants and governmental entities which support general aviation. Indirect benefits generally occur off-airport and can be attributed to visitor expenditures. Secondary benefits consist of the induced impact of the recirculation of direct and indirect benefits which results in a 'multiplier effect.' The multiplier effect attributed to both direct and indirect economic benefits is calculated to determine the overall economic impact of each airport.

The following discussion highlights each benefit that was measured for the previous airport in Greensburg, Paul Windle Municipal, that was closed by the city in 2008, in terms of employment, payroll and total economic output to the local community.

Employment
Measures the number of people employed as a result of the operation and maintenance of the original Paul Windle Municipal Airport. This also includes citizens employed in the aviation industry and those jobs that support aviation activity. The previous airport was responsible for employing approximately one citizen. This would be a minimal expectation of the new Greensburg Airport as well.

Payroll
Measures the annual wages and benefits paid to employees whose salaries are directly or indirectly attributed to the airport. The total payroll attributed to the operation of the previous airport was estimated to be approximately $56,200.

Total Economic Impact
Measures the dollar value of all aviation and nonaviation related goods and services that exist within the Kiowa County area as a direct result of a new Greensburg Airport providing general aviation goods and services to local and transient airport users. The total economic benefit was approximately $424,000 which is assumed to be the sum of annual gross sales of aviation and non-aviation related activity occurring within the community.

Table 1 provides information regarding the anticipated economic impacts of a new Greensburg Airport to the local economy.

Table 1
Airport Economic Benefit Summary

<table>
<thead>
<tr>
<th>Total Employment</th>
<th>Total Payroll</th>
<th>Total Economic Output</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>$52,400</td>
<td>$424,000</td>
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</tbody>
</table>

**Historic Based Aircraft and Annual Operations**

The historic number of based aircraft, county registered aircraft, and annual operations (local and itinerant) were obtained from the KDOT System Plan. The following data is from 2009, the last full year of data. Although this an estimate of yearly activity, it does provide a base point for further analysis, in particular the based aircraft total. Additionally, it is important to note that at the conclusion of a study to relocate the airport in 1993 there were 8 based aircraft. A summary of previous operational activity at the Paul Windle Municipal Airport is shown in Table 2.

<table>
<thead>
<tr>
<th>Year</th>
<th>Based Aircraft</th>
<th>Single Engine</th>
<th>Multi Engine</th>
<th>Jet</th>
<th>Helicopter</th>
<th>Local Operations</th>
<th>Itinerant Operations</th>
<th>Total Estimated Annual Operations</th>
<th>County Registered Aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>6</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,200</td>
<td>1,500</td>
<td>3,700</td>
<td>13</td>
</tr>
</tbody>
</table>

Based Aircraft – An actively registered general aviation airplane stationed at a select airport.

Aircraft Operation – An aircraft operation is defined as one takeoff or landing. Aircraft operations are identified as either local or itinerant. Local operations consist of those within a 20-mile radius of the airport vicinity and itinerant operations include all other operations, having a terminus of flight from another airport at least 20 miles away.

Ultra-light aircraft and gliders are not included in total based aircraft.

*Source: KDOT 5010 inspection form, 2010.*

The city has already been approached by several individuals that were based at the original airport about relocating to the new Greensburg Airport upon its anticipated opening in April of 2019. As a result of this interest, the city is considering moving forward with developing Minimum Standards and establishing Airport Rules and Regulations.

The establishment of Minimum Standards for commercial activities provides guidelines and requirements for commercial businesses located on an airport. Airport minimum standards include the background, authority and purpose for establishing standards. This document highlights the city’s policy of encouraging the safe and efficient utilization and development of the airport, while also encouraging airport businesses to provide safe and adequate levels of service for airport users.

Airport Rules and Regulations provide guidance for all persons operating aircraft, spectators and visitors to ensure safe and efficient operation of the airport. Unlike minimum standards, the FAA provides minimal information in establishing airport rules and regulations. Therefore, it becomes necessary to refer to existing documents from other airports with similar facilities, service role, tenants, market base and/or location as the new airport. Additionally, rules and regulations can be a stand-alone administrative document or adopted as part of the city’s code of ordinances.

These critical economic measures related to the number of based aircraft and past performance of the Paul Windle Municipal Airport prior to its closing in 2008 demonstrate the keys to sustainability and contribute to enhancing justification for further improvements to the new Greensburg Airport. This can be achieved through the completion of concrete paving and edge lighting systems installation projects as needed to further improve the attractiveness of the airport for itinerant and local guests in order to re-establish economic progress at the airport and within the community.
Kansas Airport Improvement Program
Application Form

Date 10/10/2018

Indicate by checking the corresponding box below for:
a) Grant Application (indicate the Fiscal Year (FY) the application is to be considered); or
b) Emergency Grant Application.

Each State Fiscal Year (FY) runs from July 1 – June 30. The Fiscal Year is designated by the upcoming calendar year in which the Fiscal Year will end. Applications are due by September 30th of the current calendar year and reviewed for the new Fiscal Year that begins July 1 in the new calendar year, but it is known by the subsequent calendar year. EXAMPLE: Applications dated by 9/30/2012 are within FY’13 (ends 6/30/13), so they must be reviewed for FY’14 (7/1/13 – 6/30/14).

☑ FY 20
☐ EMERGENCY

Applicant/Sponsor: City of Greensburg, Kansas

Airport Identifier: New Airport (9KS)

Project Category: ☑ Modernization ☐ Equipment ☐ Design/Planning
See KAIP Program Guidelines for category descriptions

Project Description:
This grant is for concrete paving of Runway 18-36 (3,200'x60') for the New Greensburg Airport. Constructing this runway will allow residents of Greensburg and Kiowa County to have emergency medical care transport within close proximity. According to LifeTeam, a lighted, hard-surface runway at least 3,000' in length and 60' in width is necessary for med-evac operations. There is currently a gap of service for air ambulance in Kiowa County, and Greensburg is the best candidate to eliminate this gap and serve local communities. See attached cost estimate and economic benefit discussion.

Total Project Costs $1,750,000

We understand that if the project is approved, the Kansas Department of Transportation will participate in the project cost at the rate identified in the KAIP Program Guidelines as published on the KDOT Aviation website (http://www.ksdot.org/divAviation), not to exceed $800,000 of state funds ($1,600,000 for new primary runways; $1,200,000 for full-depth reconstruction of existing primary runway). The Sponsor will be responsible for letting the contract for bids and supervising construction. Construction engineering is an eligible cost on construction contracts. Design is not an eligible cost except through a separate design grant.

Sponsor’s Contact Person Jay Newton Title Interim City Administrator
Address 300 S. Main, Greensburg, KS 67054
Phone (620) 723-2751 Fax (620) 723-2644 E-mail administrator@greensburgks.org

~ Additional information attached ~
**ADDITIONAL INFORMATION**

Attach any information or documentation to the application that you wish to be considered in evaluating the request. Such items might include photographs, engineering plans, economic impact statements, in-kind work, local support, situations unique to the project, and benefits derived. These items may be in a narrative form with focus on specifics and avoiding generalities.

It is expected that projects will vary greatly in cost and complexity. Sponsors are encouraged to review the proposed project with the Division of Aviation. Smaller projects may not require engineering or pre-planning that would be required for major runway rehabilitation projects. Sponsors will be responsible for all preliminary engineering and construction activities including plan preparation and letting of a contract. A contractual agreement will be executed between the Sponsor and the Kansas Department of Transportation that encompasses the work to be accomplished.

If requested by KDOT, all sponsors must provide verifiable evidence that activity on the specified project has begun within two (2) years of the agreement's effective date.

**Send Applications to:**

**By Mail:**
Kansas Department of Transportation  
Division of Aviation  
700 SW Harrison  
Topeka, KS 66603-3745  
Phone 785-296-2553

**By Fax:**
785-296-3833

**By E-mail:**
KDOT.KDOTAviation@ks.gov
CONCRETE PAVING FOR RUNWAY 18-36 (3,200' x 60')

- Existing Turf Turnaround
- Construct Concrete Runway (3,200' x 60')
- Existing Turf Apron and Taxiway
- Future Hangar Location (Typ.)
- Existing Auto Parking Area
- Future Hangar Location (Typ.)
- Existing Turf Turnaround
NEW GREENSBURG AIRPORT  
GREENSBURG, KANSAS  

PAVING PROJECT  

PROJECT DESCRIPTION  
Construct Concrete Runway 18-36 (3,200’ x 60’)  

ENGINEER’S OPINION OF PROBABLE CONSTRUCTION COST  

October 9, 2018 

<table>
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<tr>
<th>ITEM NO.</th>
<th>SPEC. NO.</th>
<th>SPEC.</th>
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<th>UNIT</th>
<th>COST</th>
<th>TOTAL</th>
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<td>Mobilization</td>
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TOTAL CONSTRUCTION COST $1,550,000 
PRE-CONSTRUCTION & CONSTRUCTION SERVICES $200,000 
TOTAL PROJECT COST $1,750,000
LONG-TERM ECONOMIC SUSTAINABILITY OF THE NEW GREENSBURG AIRPORT

In 2009 KDOT completed The Economic Benefit of the Kansas Airport System to determine the overall benefits of the Kansas system of public-use airports to the statewide economy. The total economic benefit of aviation activity in Kansas was quantified in terms of employment, payroll and output (economic activity).

The airports were surveyed to measure the direct benefits associated with on-airport businesses and indirect benefits related to visitor expenditures. Direct benefits include the economic activity associated not only with on-airport businesses but airport tenants and governmental entities which support general aviation. Indirect benefits generally occur off-airport and can be attributed to visitor expenditures. Secondary benefits consist of the induced impact of the recirculation of direct and indirect benefits which results in a ‘multiplier effect.’ The multiplier effect attributed to both direct and indirect economic benefits is calculated to determine the overall economic impact of each airport.

The following discussion highlights each benefit that was measured for the previous airport in Greensburg, Paul Windle Municipal, that was closed by the city in 2008, in terms of employment, payroll and total economic output to the local community.

Employment
Measures the number of people employed as a result of the operation and maintenance of the original Paul Windle Municipal Airport. This also includes citizens employed in the aviation industry and those jobs that support aviation activity. The previous airport was responsible for employing approximately one citizen. This would be a minimal expectation of the new Greensburg Airport as well.

Payroll
Measures the annual wages and benefits paid to employees whose salaries are directly or indirectly attributed to the airport. The total payroll attributed to the operation of the previous airport was estimated to be approximately $56,200.

Total Economic Impact
Measures the dollar value of all aviation and nonaviation related goods and services that exist within the Kiowa County area as a direct result of a new Greensburg Airport providing general aviation goods and services to local and transient airport users. The total economic benefit was approximately $424,000 which is assumed to be the sum of annual gross sales of aviation and non-aviation related activity occurring within the community.

Table 1 provides information regarding the anticipated economic impacts of a new Greensburg Airport to the local economy.

Table 1
Airport Economic Benefit Summary

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Paul Windle Municipal Airport Operational Activity Summary, 2009

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<th>Multi Engine</th>
<th>Jet</th>
<th>Helicopter</th>
<th>Local Operations</th>
<th>Itinerant Operations</th>
<th>Total Estimated Annual Operations</th>
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<td>6</td>
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Ultra-light aircraft and gliders are not included in total based aircraft.


The city has already been approached by several individuals that were based at the original airport about relocating to the new Greensburg Airport upon its anticipated opening in April of 2019. As a result of this interest, the city is considering moving forward with developing Minimum Standards and establishing Airport Rules and Regulations.

The establishment of Minimum Standards for commercial activities provides guidelines and requirements for commercial businesses located on an airport. Airport minimum standards include the background, authority and purpose for establishing standards. This document highlights the city’s policy of encouraging the safe and efficient utilization and development of the airport, while also encouraging airport businesses to provide safe and adequate levels of service for airport users.

Airport Rules and Regulations provide guidance for all persons operating aircraft, spectators and visitors to ensure safe and efficient operation of the airport. Unlike minimum standards, the FAA provides minimal information in establishing airport rules and regulations. Therefore, it becomes necessary to refer to existing documents from other airports with similar facilities, service role, tenants, market base and/or location as the new airport. Additionally, rules and regulations can be a stand-alone administrative document or adopted as part of the city’s code of ordinances.

These critical economic measures related to the number of based aircraft and past performance of the Paul Windle Municipal Airport prior to its closing in 2008 demonstrate the keys to sustainability and contribute to enhancing justification for further improvements to the new Greensburg Airport. This can be achieved through the completion of concrete paving and edge lighting systems installation projects as needed to further improve the attractiveness of the airport for itinerant and local guests in order to re-establish economic progress at the airport and within the community.
Kansas Airport Improvement Program
Application Form

Date 10/10/2018

Indicate by checking the corresponding box below for:
   a) Grant Application (indicate the Fiscal Year (FY) the application is to be considered); or
   b) Emergency Grant Application.

Each State Fiscal Year (FY) runs from July 1 – June 30. The Fiscal Year is designated by the upcoming calendar year in which the Fiscal Year will end. Applications are due by September 30th of the current calendar year and reviewed for the new Fiscal Year that begins July 1 in the new calendar year, but it is known by the subsequent calendar year. EXAMPLE: Applications dated by 9/30/2012 are within FY’13 (ends 6/30/13), so they must be reviewed for FY’14 (7/1/13 – 6/30/14).

☑ FY 20 20
☐ EMERGENCY

Applicant/Sponsor: City of Greensburg, Kansas

Airport Identifier: New Airport (9KS)

Project Category: ☑ Modernization ☐ Equipment ☐ Design/Planning

See KAIP Program Guidelines for category descriptions

Project Description:
This grant is for concrete paving work associated with the construction of turnarounds, a connecting taxiway, and aircraft parking apron for the New Greensburg Airport. Constructing these pavements will enable residents of Greensburg and Kiowa County to have emergency medical care transport within close proximity. In addition to a hard-surface runway, paved taxiways and an apron are necessary for safe taxiing and parking for med-evac operations. There is currently a gap of service for air ambulance in Kiowa Co., and Greensburg is the best candidate to eliminate this gap and serve local communities.

Total Project Costs .......................................................... $ 900,000

We understand that if the project is approved, the Kansas Department of Transportation will participate in the project cost at the rate identified in the KAIP Program Guidelines as published on the KDOT Aviation website (http://www.ksdot.org/divAviation), not to exceed $800,000 of state funds ($1,600,000 for new primary runways; $1,200,000 for full-depth reconstruction of existing primary runway). The Sponsor will be responsible for letting the contract for bids and supervising construction. Construction engineering is an eligible cost on construction contracts. Design is not an eligible cost except through a separate design grant.

Sponsor’s Contact Person  Jay Newton  Title  Interim City Administrator
Address  300 S. Main, Greensburg, KS 67054
Phone (620) 723-2751  Fax (620) 723-2644  E-mail administrator@greensburgks.org

Sponsor’s Signature  Title  Interim City Administrator

~ Additional information attached ~
ATTACHMENT INFORMATION

Attach any information or documentation to the application that you wish to be considered in evaluating the request. Such items might include photographs, engineering plans, economic impact statements, in-kind work, local support, situations unique to the project, and benefits derived. These items may be in a narrative form with focus on specifics and avoiding generalities.

It is expected that projects will vary greatly in cost and complexity. Sponsors are encouraged to review the proposed project with the Division of Aviation. Smaller projects may not require engineering or pre-planning that would be required for major runway rehabilitation projects. Sponsors will be responsible for all preliminary engineering and construction activities including plan preparation and letting of a contract. A contractual agreement will be executed between the Sponsor and the Kansas Department of Transportation that encompasses the work to be accomplished.

If requested by KDOT, all sponsors must provide verifiable evidence that activity on the specified project has begun within two (2) years of the agreement’s effective date.

Send Applications to:

By Mail:
Kansas Department of Transportation
Division of Aviation
700 SW Harrison
Topeka, KS 66603-3745
Phone 785-296-2553

By Fax:
785-296-3833

By E-mail:
KDOT.KDOTALiation@ks.gov
CONCRETE PAVING FOR TURNAROUNDS, TAXIWAY, AND APRON

- Construct Concrete Turnaround
- Concrete Runway (3,200' x 60')
- Construct Concrete Apron and Taxiway
- Existing Auto Parking Area
- Future Hangar Location (Typ.)

Drawing Name: I:\AVI\GEN\ACIP DATA SHEETS\Kansas\Greensburg\KAIP\FY2020\Turnaround and Apron Paving Exhibit.dwg Oct 10, 2018 - 12:47pm

CHECKED BY
DESIGNED BY
16105 West 113th Street | Suite 107 | Lenexa, Kansas 66219
P 816.945.5840  |  www.hwlochner.com

SCALE NOT TO SCALE
DRAWING NAME NEW GREENSBURG AIRPORT

LOCHNER
16105 West 113th Street | Suite 107 | Lenexa, Kansas 66219
P 816.945.5840  |  www.twillchner.com
NEW GREENSBURG AIRPORT
GREENSBURG, KANSAS

PAVING PROJECT

PROJECT DESCRIPTION
Construct Concrete Turnarounds, Mid-Connecting Taxiway, and Apron

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

October 9, 2018

Construct Concrete Turnarounds, Mid-Connecting Taxiway, and Apron

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TOTAL CONSTRUCTION COST $775,000

PRE-CONSTRUCTION & CONSTRUCTION SERVICES $125,000

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Source: KDOT 5010 Inspection Form, 2010.

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