

**BOARD OF McPHERSON COUNTY COMMISSIONERS**  
**AGENDA**  
for  
April 27, 2026

**Commission Meetings are being held at the Public Works Dept. Meeting Room  
1115 W. Avenue A, McPherson, KS during the renovation project at the County Building**

9:00 a.m. - The following items will be discussed as time permits -

- A. Approval of Agenda
- B. Approval of Minutes
- C. Approval of Checks and Claims & Payroll
- D. Adds & Abates
- E. Personnel
- F. Purchases for McPherson County Building
- G. General Correspondence

9:00 a.m.      Public Input

9:05 a.m.      Sheriff Montagne -

Non-elected Personnel

9:10 a.m.      Jon Kinsey, Planning/Zoning/Environment Administrator -

HB 2114 Awareness & Discussion

9:20 a.m.      David Bohnenblust, Public Works Director -

- A. Non-elected Personnel
- B. Non-elected Personnel
- C. Non-elected Personnel
- D. Approval to accept the TEAP study as submitted
- E. Department Updates

9:35 a.m.      Jeff Butler, IT Coordinator -

Network switch for McPherson County Building

MCPHERSON COUNTY COMMISSION MEETING MINUTES  
April 20, 2026

April 20, 2026

9:00 a.m. - Regular Commission Meeting

All Present

April 21, 2026

8:00 a.m. - County Department Budget Presentations

All Present

April 25, 2026

11:00 a.m. - Meadowlark Trail Grand Opening

Chairman Becker opened the meeting at 9:00 a.m. One (1) item was added to the agenda for April 20, 2026: Maintenance Department; Elevator repairs at the Law Enforcement Center. Commissioner Kueser made a motion to approve the agenda as amended. Commissioner O'Dell seconded. **All voted aye.**

During Public Input at 9:02 a.m., Sheriff Montagne shared updates on recent arrests, current jail counts, and department activities. He then presented a Personnel Change Notice (PCN) to hire Marvin Roque Jr. as a Deputy effective May 11, 2026, to fill a vacancy. Commissioner O'Dell made a motion for the Chairman to sign the PCN as presented. Commissioner Kueser seconded. **All voted aye.**

At 9:05 a.m. during Public Input, Jon Kinsey, Planning/Zoning/Environment Administrator, reported on his attendance at a recent Prairie Land Realtors Association meeting, and upcoming department activities.

Commissioner Kueser made a motion to approve the minutes for March 30, 2026, as presented. Commissioner O'Dell seconded. **All voted aye.**

Commissioner Kueser made a motion to approve the minutes for April 13, 2026, as presented. Chairman Becker seconded. **Both voted aye. Commissioner O'Dell abstained due to his absence at the April 13, 2026, meeting.**

At 9:09 a.m., Emily Yates, Director of Emergency Management/911 Communications joined the meeting to request approval to purchase four (4) cell phones; three (3) for administration and one (1) for department use. Following discussion, Commissioner O'Dell made a motion to allow the purchase of four (4) new Verizon Cell phones/charges and fees, for a total cost not to exceed \$1,900.00 per year, and to discontinue EM/911 monthly allowances. Commissioner Kueser seconded. **All voted aye.**

At 9:18 a.m., David Bohnenblust, Public Works Director, joined the meeting with three items:

- A. A request to purchase a quantity of 80- 2x2x6 and 72- 2x2x4 concrete blocks. Commissioner Kueser made a motion to approve the purchase for a total amount not to exceed \$9,000.00 as presented. Commissioner O'Dell seconded. **All voted aye.**
- B. A request by Mike Evans, Fleet Maintenance Foreman, to purchase a 2027 Plow/Dump Truck from MHC Kenworth, Salina, KS. Following a review of bids and discussion of specifications, Commissioner O'Dell made a motion to approve the purchase as presented for a total amount not to exceed \$252,686.00. Commissioner Kueser seconded. **All voted aye.**
- C. A request to approve a PCN to hire Brian Little as a Part-time Seasonal Maintenance Worker (12C), effective May 26, 2026, to fill a vacancy. Commissioner Kueser made a motion for the Chairman to sign the PCN as presented. Commissioner O'Dell seconded. **All voted aye.**

At 9:28 a.m., Joshua Pimentel, Maintenance Supervisor, joined the meeting to request approval for elevator repairs at the Law Enforcement Center, including the replacement of packing on hydraulic cylinders. Following

discussion, Commissioner O'Dell made a motion to approve the quote from Schindler Elevator Corporation for a total amount not to exceed \$7,154.46 as presented. Commissioner Kueser seconded. **All voted aye.**

Commissioner Kueser made a motion for the Chairman to sign a Cereal Malt Beverage Notice to Township Board form on behalf of JK Mart LLC/Canton Market, Canton Township. Commissioner O'Dell seconded. **All voted aye.**

Commissioner O'Dell made a motion to appoint John Godfrey, Galva, to fill a vacated position on the McPherson Airport Authority Board due to the resignation of Bev Kavouras. Commissioner Kueser seconded. **All voted aye.** Mr. Godfrey will complete the unexpired term ending December 31, 2028.

Commissioner Kueser made a motion to approve the April 13, 2026, resignation of Stuart Moddelmog, Mound Township Treasurer, and to approve Reed Gleason of Moundridge, KS to fill the position for the remaining term as recommended by the Mound Township Board, effective April 13, 2026. Commissioner O'Dell seconded. **All voted aye.**

At 9:41 a.m. Jeff Butler, IT Coordinator, joined the meeting to request approval for electrical work at the Jail for issues resulting from a power outage. Following discussion Commissioner O'Dell made a motion to approve the rework /refeed project involving the electrical panel ER and UPS system, to be completed by Hedlund Electric Inc. for a total amount not to exceed \$3,484.00, and for the Chairman to sign the agreement as presented. Commissioner Kueser seconded. **All voted aye.**

At 9:48 a.m., Commissioner Kueser made a motion to recess and reconvene at 8:00 a.m. on April 21, 2026 in the Public Works Meeting Room to hear department budget presentations. Commissioner O'Dell seconded. **All voted aye.** At 11:30 a.m., Commissioner Kueser made a motion to recess and reconvene at 11:00 a.m. on April 25, 2026, at the Meadowlark Trail (Quivira Road and Meadowlark Trail entrance) for the Grand Opening event. Commissioner O'Dell seconded. **All voted aye**

Minutes Prepared by Abbey Heidebrecht

\_\_\_\_\_  
Keith Becker, Chairman

\_\_\_\_\_  
David O'Dell, Vice Chairman

\_\_\_\_\_  
Thomas L. Kueser, Commissioner

ATTEST: \_\_\_\_\_  
Hollie D. Melroy, County Clerk

TO: Board of County Commissioners  
FROM: Rick Witte *RW*  
DATE: April 22, 2026  
Re: Purchases for McPherson County Building

**REQUEST FOR ACTION**

Attached are two proposals for additional purchases for the McPherson County Building.

1. There is a design and build proposal for the storage worktable in the Register of Deeds vault. Details on design of the worktable are attached.

Total Cost including installation is \$10,350.

2. The second proposal is for five (5) concrete planter boxes. Two will be placed at the main entrance on Maple Street and three (3) will be placed along the walkway on the east side of the building. Details on the planter boxes and locations are attached.

Total Cost including installation is \$8,200.

Funds are available for the above purchases in the Capital Improvement Reserve Fund.



Fuqua Construction, Inc.

118 South Main, P.O. Box 335  
Inman, Kansas 67546  
Phone: 620-585-2270

www.fuquabuilds.com

McPherson County Office Building  
122 W. Marlin  
McPherson, Ks 67460  
Rick Witte – County Administrator

3-05-2026  
Page 1

Dear Rick:

We have completed a proposal for the Register of Deeds storage worktable System for the McPherson County Building as requested on your existing building at 122 W. Marlin Street in McPherson, Ks.

This would include the following:

1. Register of Deeds worktable in the main vault. Includes locations for Register of Deeds book storage below and solid surface angled top for document viewing.

This worktable and storage system would replace the existing metal worktable and metal storage system that is currently in place in the existing Register of Deeds storage in the courthouse. This doesn't include replacement storage shelving as previously requested.

This proposal is based upon the discussion with staff onsite to determine this work.

We have obtained our bid from Technique Mfg. for all associated materials. We have done a complete take off calculation of all materials, labor, equipment, and misc. supplies to complete the project.

Total proposal.

\$ 10,350.00

Thank you for allowing us to work with you on this exciting project!

Max Fuqua

Fuqua Construction Inc.  
Inman, Kansas.



**Fuqua Construction, Inc.**

118 South Main, P.O. Box 335  
Inman, Kansas 67546  
Phone: 620-585-2270

www.fuquabuilds.com

McPherson County Office Building  
122 W. Marlin  
McPherson, Ks 67460  
Rick Witte – County Administrator

4-22-2026  
Page 1

Dear Rick:

We have completed a proposal for the (5) Exterior Planter Boxes for the McPherson County Building as requested on your existing building at 122 W. Marlin Street in McPherson, Ks.

This would include the following:

1. Five (5) concrete planter boxes 24" x 24" x 28" Perma Stone Finish in Sand color

Please see attachment (1) to this proposal.

The planters would provide protection as shown on the exterior site plan at two different locations. They would be set and fastened down to the existing concrete sidewalks.

This proposal is based upon the discussion with staff onsite to determine this work.

We have obtained our bid from Belson Outdoors for all associated materials. We have completed this proposal of all materials, labor, equipment, and misc. supplies to complete the project.

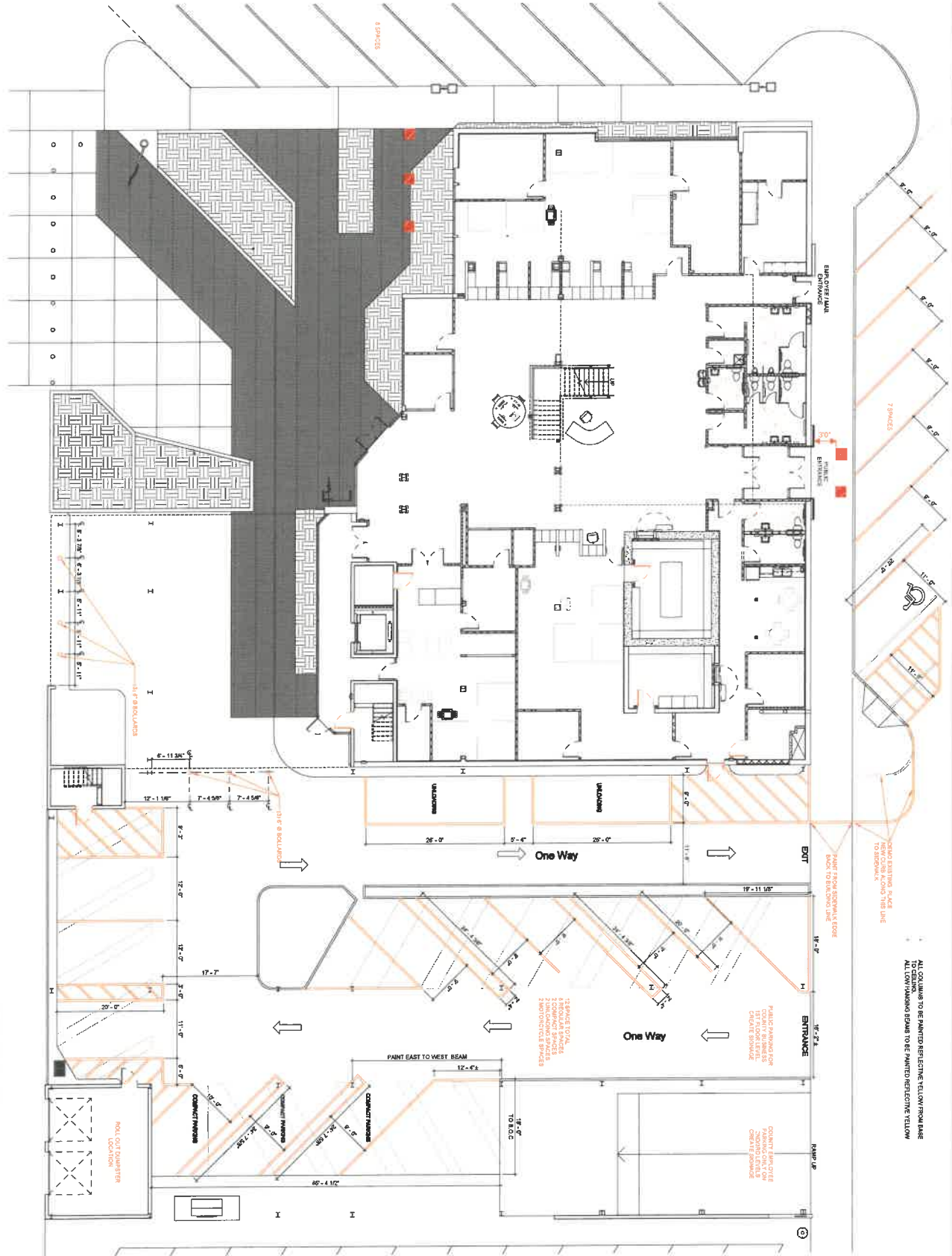
Total proposal. \$ 8,200.00

Thank you for allowing us to work with you on this exciting project!

Bob Griffin

Fuqua Construction Inc.  
Inman, Kansas.

# W Marlin St



FIRST FLOOR PARKING  
1/8" = 1'-0"

SH  
PG.2.1

**RENOVATION TO  
MCPHERSON COUNTY OFFICE BUILDING**  
122 W MARLIN ST, MCPHERSON, KANSAS 67460

**LANDMARK  
ARCHITECTS**  
1020 NORTH MAIN, HUTCHINSON, KANSAS 67501  
620-663-5421 www.landmarkarchitects.net





# McPherson County HB 2114 Implementation Checklist

**Implementation checklist for McPherson County: treat any proposed dam, stream obstruction, channel change, road fill, culvert/crossing replacement, detention feature, or floodplain fill in unincorporated areas as a potential state water-structures review trigger early in the county process. The 2026 changes under Sub. for HB 2114 make 'modification' more explicit, raise permit fees, add post-construction fees and civil penalties, and expand the county relevance of inundation mapping and recorded notices.**

## Quick Action Priorities

Priority	Action
Immediate	Add DWR screening questions to all intake forms.
Immediate	Create HOLD–DWR REVIEW status in permit tracking.
30 days	Issue internal SOP / director memorandum.
30 days	Train staff on 2026 modification triggers.
Before July 1, 2026	Coordinate inundation-zone notice handling with Register of Deeds.

### 1) Immediate county intake screen

- At first contact, require staff to ask whether the proposal involves construction of a dam; modification or addition to an existing dam; a stream obstruction such as a bridge, culvert, low-water crossing, road fill, pipeline crossing, bank protection, or other obstruction in or near a designated stream; any action that may change or diminish the course, current, or cross section of a stream; floodplain fill associated with road, development, drainage, or utility work; detention, retention, or impoundment features that could alter stream hydraulics; or work associated with a subdivision, lot split, rural residence, or access drive that crosses a drainageway.
- County action: add these questions to planning, floodplain, driveway/access, subdivision, and public works intake forms.

### 2) Determine whether the work is in unincorporated county jurisdiction

- Confirm whether the site is in the unincorporated area of McPherson County; inside floodplain jurisdiction administered by the county or within an area affected by a city's extraterritorial floodplain management or subdivision authority; and within or near mapped flood hazard areas.
- County action: at intake, verify parcel location, whether city ETJ applies, FEMA floodplain status, and whether the project touches a drainageway or mapped inundation area.

### 3) Flag the 2026 'modification' issue

- Under 2026 law, 'modification' is expressly defined to include actions the Chief Engineer determines would change the physical dimensions or hydraulic characteristics of a dam, stream obstruction, or channel change.
- County red flags include replacing a culvert with a different size, shape, invert, or capacity; widening or raising a low-water crossing; adding riprap, headwalls, wingwalls, or road embankment fill that alters flow; changing channel alignment, side slopes, or bank geometry; retrofitting an existing detention or impoundment feature; and grading or filling in a manner that constricts conveyance.
- County action: if staff hears 'repair only,' verify whether the work changes dimensions or hydraulics. If yes or uncertain, refer for DWR review before county approval.

#### **4) Determine whether the structure may be treated as a water obstruction rather than a dam**

- The 2026 amendments clarify that certain structures are treated as water obstructions and not a dam, including a dry detention road fill for state, county, or municipal government, and a low head dam whose maximum height is below the lowest stream bank.
- County relevance: many public works and access projects may look like small dams in the field but be regulated as water obstructions instead. That affects permit path, fee level, and submittal expectations.
- County action: do not self-classify conclusively at the counter. Mark as 'possible water obstruction / possible dam—DWR classification needed.'

#### **5) Run the basic exemption screen, but do not treat it as final**

- Kansas law still requires prior written consent or permit for construction, modification, or addition to any dam; construction, modification, or addition to any water obstruction in a designated stream; and changing or diminishing the course, current, or cross section of a designated stream, subject to statutory exceptions.
- Exemptions may apply to some smaller non-dam obstructions, but the Chief Engineer retains authority to require a permit when needed to protect life or property.
- County action: use exemptions only as a screening indicator, not as a county-issued clearance. Require applicant acknowledgement that DWR makes the final state determination.

#### **6) Identify designated stream / drainage context early**

- The permit question often turns on whether the proposal affects a designated stream or otherwise meets state jurisdictional thresholds.
- County action: ask the applicant for legal description and parcel ID; drainage map or topo; watershed/drainage area estimate; existing and proposed culvert/crossing dimensions; photos of the channel and banks; nearest property lines and structures; and whether the stream is blue-line mapped or otherwise identified by engineer or surveyor. If uncertain, refer to DWR before county sign-off.

#### **7) Require a minimum technical submittal package before county action**

- Before county staff issues a local approval, require at least a site plan with property lines and dimensions; location map and aerial exhibit; drainageway/stream identification; existing and proposed grades; section or profile through crossing/obstruction; existing and proposed culvert/bridge/headwall details; estimated drainage area/watershed above the site; floodplain exhibit if mapped flood hazard area is involved; engineer contact information if a PE is preparing plans; and a statement on whether DWR was contacted and what response was given.

#### **8) For floodplain permits, add a mandatory state-permit checkpoint**

- Revise the county floodplain permit checklist to include whether the project requires DWR stream obstruction, dam, or channel change authorization; whether the applicant submitted written DWR determination or permit; and if a watercourse is altered or relocated, whether required notice and coordination has been completed.

#### **9) For subdivisions and lot splits, add drainage and inundation screening**

- County subdivision review should specifically screen for proposed lots in or near a dam inundation zone; access crossings over drainageways; detention or stormwater features that may function as regulated structures; and lot creation that separates land in an inundation area from the dam parcel.

- Add to subdivision and land-split review: Is any part of the parcel within a DWR dam inundation zone? Will any tract transfer trigger inundation-zone recording? Has the applicant provided any required recorded notice or evidence of planned filing?

**10) Do not let county road or access permits bypass DWR review**

- For all road/access permits involving a drainage crossing, require crossing type, drainage area estimate, existing/proposed opening size, and evidence of DWR contact if any stream/channel is affected.
- For county public works projects, establish an internal rule: no bid release and no field work until state-permit status is documented.

**11) Build permit and zoning staff should use a 'hold' code for state water review**

- Create permit status codes such as HOLD–DWR REVIEW REQUIRED, HOLD–DWR DETERMINATION PENDING, CLEARED–DWR NO PERMIT LETTER RECEIVED, and CLEARED–DWR PERMIT RECEIVED.

**12) Update applicant notices to reflect higher fees and penalties**

- Update applicant guidance to warn that after-the-fact permitting is more expensive, starting work before approval can trigger enforcement, and a county permit does not substitute for DWR authorization.

**13) Coordinate with register of deeds on inundation-zone notices**

- Coordinate internally so that planning/subdivision staff know the recorded-notice requirement exists, register of deeds staff recognize the document type, and land division review forms flag when the parcel appears to include inundation-zone land.

**14) Maintain an internal referral list and response template**

- Create a standard referral/contact sheet for Kansas Department of Agriculture, Division of Water Resources; county public works/road and bridge; county emergency management; county floodplain administrator; register of deeds; and county counselor, when enforcement or title issues arise.
- Prepare a standard notice stating that McPherson County review does not determine whether state authorization is required under K.S.A. 82a-301 et seq., and the applicant is responsible for obtaining any required DWR permit or written determination before construction.

**15) Train staff on the most common trigger scenarios**

- Focus training on culvert replacement with changed size or invert; low-water crossing construction or widening; driveway access crossing in a rural drainageway; road embankment fill near a channel; detention/retention basin with outlet structure; bank stabilization that narrows or redirects flow; utility crossing in channel/floodplain; subdivision entrance across a drainage feature; and floodplain fill tied to building site pads or roads.
- Train staff to question statements such as: 'It's just maintenance,' 'It's on private land,' 'The county already approved the driveway,' 'It's a dry structure most of the time,' and 'We can get the permit after construction.'

## 16) Update county forms and checklists now

- Planning/zoning intake form: add yes/no questions on stream, drainageway, floodplain presence; culvert, crossing, fill, berm, impoundment, or channel work; existing dam, levee, detention basin, or low-water crossing; and whether DWR has been contacted.
- Floodplain permit form: add DWR permit number or written no-permit determination; watercourse alteration/relocation question; and inundation zone question.
- Subdivision/lot split form: add whether any lot is in floodplain or inundation zone; whether any proposed or existing drainage crossing exists for access; and whether any stormwater or detention structure is proposed.
- Public works capital project checklist: add preliminary DWR jurisdiction screen at concept stage; final DWR clearance before advertisement/award; and a construction hold point until state authorization is confirmed.

## 17) Recommended internal workflow

- Step 1—Intake: staff screens for stream/floodplain/obstruction indicators.
- Step 2—Mapping: check parcel, ETJ, floodplain maps, known drainage, and any inundation information available to the county.
- Step 3—Technical completeness: obtain minimum drainage/crossing plans and applicant statement.
- Step 4—State referral: if any red flag exists, require DWR contact and hold local approval pending written outcome.
- Step 5—Local permit review: proceed with subdivision, floodplain, driveway, or site review only after the state review issue is resolved.
- Step 6—Recordkeeping: save DWR correspondence in the county project file.
- Step 7—Closeout: for approved projects, verify as-built compliance where county permits depend on the same crossing or floodplain configuration.

## 18) Enforcement posture for the county

- The county should avoid taking responsibility for enforcing the state dam/stream obstruction act itself, but it should enforce its own permits and conditions by refusing final county clearance where state approvals were required and not obtained.
- Recommended county posture: do not issue local approval implying state compliance; place permits on hold when DWR review is unresolved; document applicant responsibility in writing; refer suspected unauthorized work to DWR; and for county-regulated floodplain development, use local permit authority to stop incomplete or noncompliant local approvals.

## 19) Priority items for Director-level implementation in McPherson County

- Revise intake forms across planning, floodplain, subdivision, access, and public works.
- Issue an internal administrative memo that no crossing/fill/channel project proceeds without DWR screening.
- Train front-counter and inspector staff on the new modification concept.
- Coordinate with the register of deeds on inundation-zone notices effective July 1, 2026.
- Add DWR status fields to permit software or paper logs.
- Update public guidance handouts to reflect 2026 fees, penalties, and state-review triggers.

## 20) Practical caution on county resolutions

- This checklist is grounded in the 2026 Kansas statutory amendments, current DWR permit-program guidance, and currently posted McPherson County subdivision and floodplain materials. A separate current county resolution specific to dams/stream obstructions was not independently verified here.

# Director Memorandum

<b>To</b>	Director Jon Kinsey, Planning, Zoning and Environment
<b>From</b>	GovAI
<b>Date</b>	April 23, 2026
<b>Subject</b>	Implementation of 2026 Kansas Dam and Stream Obstruction Changes for Unincorporated McPherson County

## Purpose

This memorandum provides an implementation framework for McPherson County staff in response to 2026 Kansas statutory changes affecting dams, stream obstructions, channel changes, and related review functions in unincorporated areas.

The focus is on county process controls, intake screening, coordination with the Kansas Department of Agriculture Division of Water Resources (DWR), and administrative steps needed to reduce the risk of unauthorized work proceeding under local approvals.

## Key conclusion

County staff should treat any project involving a dam, stream obstruction, channel change, drainage crossing, detention feature, road fill, floodplain fill, or hydraulic alteration in unincorporated McPherson County as a potential DWR review trigger until state jurisdiction is resolved.

County approvals should not be issued in a way that implies DWR compliance unless written state clearance or permit documentation is in the file.

## Primary legal and operational impacts

The 2026 amendments clarify that a 'modification' includes actions that change the physical dimensions or hydraulic characteristics of a regulated structure or channel condition.

Some public works features, including certain dry detention road fills and low-head structures, may be regulated as water obstructions rather than dams, affecting permit pathway and fee treatment.

Permit fees increased, post-construction fees were added for certain work, and civil penalties now apply for violations.

DWR inundation mapping and inundation-zone notice requirements create additional land-use and recordkeeping implications for county review.

## Recommended county directives

1. No county road, access, subdivision, floodplain, or site-development approval involving a drainageway or hydraulic feature should proceed without a DWR screening determination.
2. Intake forms used by Planning, Floodplain Administration, Public Works, and access/driveway review should be revised immediately to flag possible dam and stream obstruction issues.

3. Staff should use a formal permit status hold code for DWR review items.
4. The county should coordinate with the Register of Deeds concerning inundation-zone notices effective July 1, 2026.
5. Public guidance should be updated to state clearly that county approval does not replace DWR authorization.

### **Priority implementation actions within 30 days**

Revise intake and permit forms.

Issue an internal SOP or administrative directive to county staff.

Provide targeted staff training on modification triggers, crossings, and floodplain-related state review points.

Create a referral and documentation workflow for DWR correspondence.

Add DWR review fields to permit tracking logs.

### **Recommended SOP elements**

A front-end screening checklist.

A mandatory hold process pending DWR review.

Minimum technical submittal requirements for crossings, fill, detention, and channel work.

Documentation standards for written no-permit determinations or permits.

Escalation steps for suspected unauthorized work.

### **Risk management note**

The most common compliance error will likely be assuming that a local access permit, floodplain permit, subdivision review, or road project approval is sufficient when the work also changes stream hydraulics or affects a regulated structure.

The county's best protection is an early-screening process, written applicant responsibility language, and a documented hold-until-cleared workflow.

### **Recommended next step**

I recommend adoption of the attached implementation checklist as an internal working document and issuance of a director-level administrative memorandum or SOP to planning, zoning, floodplain, public works, and related staff.

**Attachment: McPherson County HB 2114 Implementation Checklist**

# REQUEST FOR ACTION

## BOARD OF COUNTY COMMISSIONERS McPherson County Kansas

**COMMISSION MEETING DATE:** April 27, 2026

**AGENDA ITEM:** C.

**REQUESTING DEPARTMENT:** Public Works; (620) 241-0466

**STAFF PERSON RESPONSIBLE:** Dave Bohnenblust, Public Works Director

**REQUEST FOR CONSIDERATION:** Non-elected personnel. Approve the request to hire a temporary part-time Maintenance Worker for the summer. The position would be for 6 months or 1000 hours, whichever comes first. The position would fill a vacant Maintenance Worker I position that was previously part-time.

**ALTERNATIVES FOR ACTION:**

1. Approve request.
2. Deny request.
3. Table request.

**STAFF RECOMMENDATION:** Approve the request.

**BUDGET IMPACT:**

**COMMISSION ACTION:**  Approved  Denied

# REQUEST FOR ACTION

## BOARD OF COUNTY COMMISSIONERS McPherson County Kansas

**COMMISSION MEETING DATE:** April 27, 2026

**AGENDA ITEM:** D.

**REQUESTING DEPARTMENT:** Public Works; (620) 241-0466

**STAFF PERSON RESPONSIBLE:** Dave Bohnenblust, Public Works Director

**REQUEST FOR CONSIDERATION:** Request approval for Acceptance of TEAP study as submitted with no changes so that the Study can be submitted to KDOT. The recommendations for the TEAP Study were as follows:

- Converting both intersections to four-way stops.
- Add transverse rumble strips along Old-81 Hwy prior to the intersections; these can be temporary or permanent.
- Continue to monitor crashes at the intersections. If crash rate remains above the critical rate, a roundabout could be installed.

**ALTERNATIVES FOR ACTION:**

1. Approve request.
2. Deny request.
3. Table request.

**STAFF RECOMMENDATION:** Approve the request.

**BUDGET IMPACT:** Roadway Maintenance

**COMMISSION ACTION:**  Approved  Denied



McPherson Co. Intersections  
TEAP Study-  
Arrowhead Rd & Old 81  
22<sup>nd</sup> Ave & Old 81

Moundridge, Kansas

C. W. Harper

Kirkham, Michael & Associates, Inc.

3/30/26



## Memorandum

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## Memorandum

To: Kansas DOT & McPherson County, Kansas  
Subject: McPherson Co. Intersections TEAP Study-  
Arrowhead Rd & Old 81  
22nd Ave & Old 81  
Job Number: 2401805-004

From: C.W. Harper, PE, PTOE  
Date: April 9, 2026

### Study Purpose

This study will assess the intersections of Old-81 with Arrowhead Rd and 22nd Ave in McPherson County, Kansas, near Moundridge. The intersection of Arrowhead and Old-81 experienced a double fatality crash on June 12th, 2025, followed by a similar non-fatal crash two days later on the 14th. This intersection has a history of crashes that led to this TEAP study. The intersection of Old-81 and 22nd Ave, which is near Arrowhead, also has a crash history, though to a lesser extent.

### Roadway Characteristics

The intersection of Old-81 and Arrowhead Rd is just west of the Moundridge city limits, while the intersection with 22<sup>nd</sup> Ave is just south of the city limits. At the Arrowhead intersection, Old-81 angles approximately 15° to the west in the northbound direction; Arrowhead Road travels approximately due east-west. The grade of the intersection is flat. While the sight distance at the intersection appears good, the slight skew places oncoming southbound traffic in line with the roof support column for many vehicles when approaching from the east. At the 22<sup>nd</sup> Ave intersection, Old-81 is skewed clockwise approximately 20° to the south in the eastbound direction, with the road having a gentle curve to the north starting on the west side of the intersection. Both Arrowhead Rd and 22<sup>nd</sup> Ave are stop-controlled with 48-inch Stop Signs. Arrowhead Rd also has signpost reflectors and a "CROSS TRAFFIC DOES NOT STOP" (W4-4P) warning sign and flashing beacons.

### Traffic Volumes and Speeds

Old-81 is a two-lane roadway posted at 45mph in the study area. The width of Old-81 is roughly 25 feet with one-foot shoulders and 11.5-foot lanes. KM collected radar counts north and south of the Arrowhead intersection, and turning movement counts at both intersections. Figure 1 shows the location of the data collection devices. Table 1 provides the average weekday traffic summary for each radar data collector. Figure 2 shows the weekday AM & PM peak for both intersections. The AM peak was approximately 7-8



Figure 1: Data Collection locations



Direction	Location			
	N of Arrowhead Intersection		S of Arrowhead Intersection	
	N-NB	N-SB	S-NB	S-SB
<b>ADT</b>	296	452	205	218
<b>% Trucks</b>	20%	7%	13%	15%
<b>Avg Speed</b>	51.6	47.32	50.2	49.4
<b>85% Speed</b>	62	53	62	61
<b>Max Speed</b>	81	72	90	96
<b>Pace</b>	53-63	41-51	51-61	49-59

AM, with the PM peak being approximately 4:30- 5:30. The stop-controlled side street experiences higher volumes at both intersections. The posted speed limit within the study area is 45mph. The average speed in the area was around 50mph, with the 85% (typically considered free-flow speed) closer to 60mph. The maximum

recorded speeds were over 70mph to the north of Arrowhead Rd and over 90mph between the two intersections. The 85<sup>th</sup> percentile speeds are not unexpected. Old-81 feels like a 65mph highway through the area. The road has a wide clear zone and minimal development.

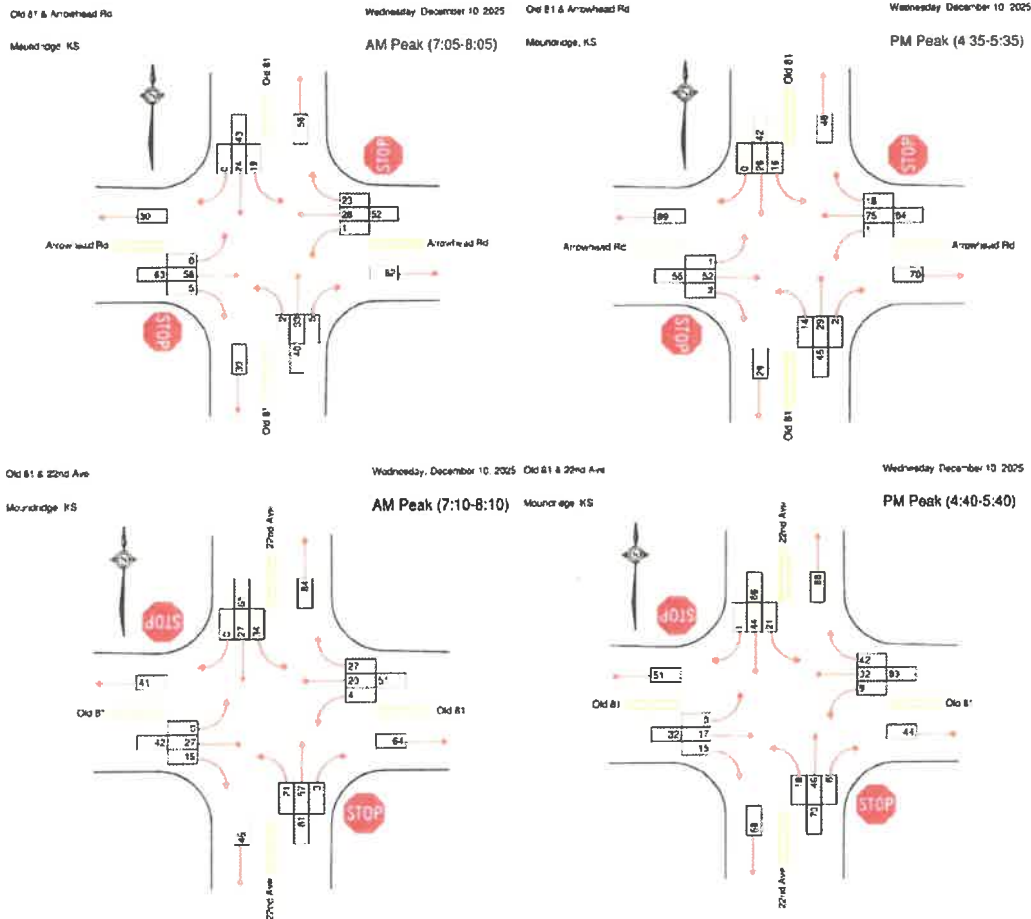


Figure 2: Peak Traffic Diagram



### Geometry and Sight Distances

The intersection of Old-81 and Arrowhead Rd has a slight skew, causing the roadway to align with the roof support column. Combined with the low traffic volumes on Old-81, this makes the intersection dangerous for unfamiliar drivers. Drivers approach the intersection, and it appears to have very good sight distance.

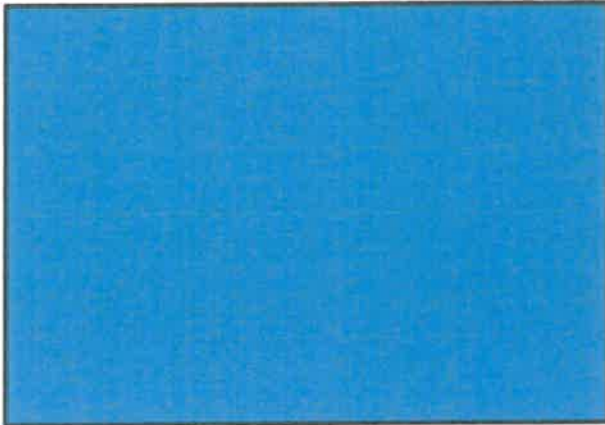


Figure 3: In-cab view at Arrowhead Rd westbound.

low volumes along Old-81, drivers don't expect to see conflicting traffic. Some drivers only glance and go without fully realizing that their vision at the intersection is impaired. The video of the intersection showed almost all traffic "stopping" at the stop sign. Most crash reports make special note that the vehicle stopped at the intersection and then pulled out in front of Old-81 traffic. The only vehicle that ran the intersection during the video collection caused a crash. At 22nd Ave, the skew and curve might seem worse initially, but the curve shifts traffic away from behind the support column.

### Crash Analysis

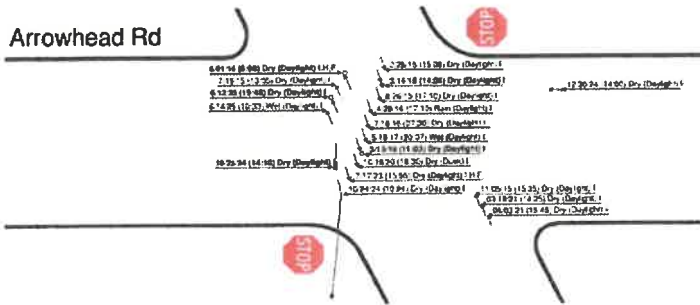


Figure 4: Arrowhead Crash Diagram

nineteen crashes at the Arrowhead intersection since 2015. Seventeen of the crashes were right-angle crashes, one rear-end crash, and one vehicle lost control, avoiding a right-angle crash. Three of the crashes involved fatalities, and two additional crashes resulted in personal injuries. This equates to a crash rate of 200 per hundred million entering vehicles, more than 2.5 times the critical rate. The 22nd Avenue intersection has had eight crashes since 2015, with no fatalities and 2 personal injury crashes. This is a crash rate of almost 80 per 100 million, just slightly above the critical crash rate.

The Highway Patrol has reported

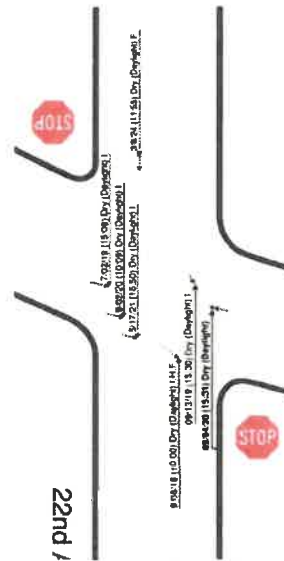


Figure 5: 22nd Ave Crash Diagram



## Public Meeting

A public meeting was held on February 4<sup>th</sup>, 2026. It was well attended by public officials and many individuals who had lost loved ones or had loved ones involved in crashes at the Arrowhead intersection. Attendees largely wanted to see change, with many favoring a roundabout as the ultimate solution. A four-way stop was seen as a good solution, but attendees were cautioned that converting the intersection to a four-way stop could increase crashes if the underlying issue was a lack of compliance with the existing stop signs. Based on the crash reports and the video analysis of the intersection, current compliance appears to be high.

## Future Conditions

While Moundridge is growing, the growth is towards I-135. Currently, there isn't expected to be a significant change in the traffic volumes at these locations in the future.

## Levels of Service (LOS)

In traffic engineering, Level of Service (LOS) is a qualitative measure used to describe the operational conditions of a roadway or intersection. Think of it as a "report card" for traffic flow, ranging from A (best) to F (worst). The LOS grade is typically determined by measuring delay (at intersections) or density/speed (on highway segments). Engineers use LOS to determine whether a road needs widening, whether a new signal is required, or how a new development might affect local congestion. While LOS A is ideal for drivers, it is often too expensive to build; most agencies (like KDOT) aim for LOS C or D in urban areas during peak hours to balance cost and efficiency. At an intersection, Level of Service (LOS) is primarily defined by control delay—the extra time a driver spends slowing down, stopping, and accelerating due to a traffic signal or stop sign. A stop-controlled intersection's LOS is based on the worst movement.

## The LOS Grading Scale

LOS	Unsignalized (Stop Sign)	Description
A	< 10 sec	Little to no delay; you usually clear the light in one cycle.
B	10–15 sec	Short delays; very good progression.
C	15–25 sec	Fair progression; most vehicles clear the light.
D	25–35 sec	Noticeable congestion; you might wait through a full cycle.
E	35–50 sec	At capacity; unstable flow and significant queues.
F	>50 sec	Breakdown; demand exceeds capacity (the "gridlock" zone).

Both intersections operate at a LOS of B during the current AM and PM peak periods, with just over 10 seconds of delay per vehicle on the side roads and a total intersection delay of about 6 seconds per vehicle. A 4-way stop improves LOS at both intersections, with both operating at LOS A. The overall intersection delay increases slightly, but the worst movement is improved. A roundabout would cut the delay in half, but the expense is not



justified based on the delay.

### **Recommendations**

While the sight distances at Arrowhead appear to be ok this is misleading for drivers. The drivers at this intersection generally stop at the stop sign. Based on this, we recommend:

- Converting both intersections to four-way stops will improve the LOS for the intersection, and as long as compliance remains high, the current safety issues should be eliminated.
- Add transverse rumble strips along Old-81 prior to the intersections; these can be temporary or permanent, but will help bring attention to the change in traffic control for familiar drivers on Old-81.
- Continue to monitor crashes at the intersections. If the crash rate remains above the critical rate, a roundabout could be installed.

# REQUEST FOR ACTION

## BOARD OF COUNTY COMMISSIONERS McPherson County Kansas

**COMMISSION  
MEETING DATE:**

April 27, 2026

**AGENDA ITEM:**

E.

**REQUESTING  
DEPARTMENT:**

Public Works; (620) 241-0466

**STAFF PERSON  
RESPONSIBLE:**

Dave Bohnenblust, Public Works Director

**REQUEST FOR  
CONSIDERATION:**

Public Works project updates.

**ALTERNATIVES  
FOR ACTION:**

1. Approve request.
2. Deny request.
3. Table request.

**STAFF  
RECOMMENDATION:**

No request made.

**BUDGET IMPACT:**

**COMMISSION  
ACTION:**

Approved     Denied



# C&C Group®

April 20, 2026

Customer: McPherson County  
Project: Additional Switches

**INCLUDED IN THE PROPOSAL:**

- Qty 1 - 5420F-48P-4XE - ExtremeSwitching 5420F 48 10/100/1000BASET FDX/HDX PoE+ 2 Stacking/SFP-DD 4 10G
  - Subtotal - \$4,750
- Qty 1 - XN-ACPWR-1200W-FB - 1200W AC Power Supply Front to Back Airflow
  - Subtotal - \$650
- Qty 1 - 20G-DACP-SFPDDZ5M - SFPDD to SFPDD 20G DAC 0.5M
  - Subtotal - \$150
- Qty 1 - Extreme Platform One Standard Networking Right-to-Use and EW TAC OS Support for One (1) Device of Tier B per Year **This Term: 1460 Days**
  - Subtotal - \$1,450
- Professional Services – Labor to prepare and install switches.
  - Subtotal - \$1,000

**FOR THE TOTAL AMOUNT OF:**

**EIGHT THOUSAND DOLLARS: ..... \$8,000**

Customer Signature	Customer Printed Name	Date
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By signing this proposal, you are authorizing C&C Group to proceed with the services as described in this proposal for the price listed and per the attached Terms & Conditions.

Thank you for the opportunity to submit this proposal. If you have any questions concerning this proposal, or if I may be of any further assistance, please don't hesitate to contact me at 785-250-7176 or [jleuszler@c-cgroup.com](mailto:jleuszler@c-cgroup.com)

Sincerely,

*Jacob Leuszler*

Jacob Leuszler  
Account Executive  
C&C Group

\*Quotation pricing is valid for a period of 30 days. Contracts are subject to approval of our general office and are contingent upon strikes, fire, flood, lightning strikes, governmental legislation or regulation, any other acts of God, and any delays beyond our control. C&C Group terms and conditions apply.

TO: Board of McPherson County Commissioners  
FROM: Rick Witte, County Administrator/Financial Manager  
DATE: April 27, 2026

April 27 Monday 9:00 a.m. -Meeting of Board of County Commissioners  
April 28 Tuesday 8:00 a.m. -Budget Presentations

\*\*\*\*\*

May 4 **NO COUNTY COMMISSION MEETING THIS WEEK**  
May 8 **FRIDAY - COUNTY HOLIDAY - ALL SCHOOLS DAY**  
May 11 Monday 9:00 a.m. -Meeting of Board of County Commissioners  
May 18 Monday 9:00 a.m. -Meeting of Board of County Commissioners  
10:30 a.m. -Work Session at Public Works  
May 25 **MONDAY - COUNTY HOLIDAY - MEMORIAL DAY**

**\* Commission meetings are being held at the Public Works Office Meeting Room during the renovation project at the County Building**  
**Public Works Office: 1115 W. Avenue A, McPherson, KS**