

ROADS AND HIGHWAYS COMMITTEE MEETING -- FEBRUARY 16, 1971

The Roads and Highways Committee met in room 535 at 2:45 P. M. on February 16, 1971. Chairman Dierdorff called the meeting to order and all members were present except Mr. Ossmann.

Mr. R. L. Peyton, Assistant Highway Director, was the conferee and he spoke on the import of House Bills Nos. 1092, 1136 and 1236.

Mr. Peyton showed two maps, attached, and explained that this is the freeway system that is presently designated by the legislature. He made the following remarks:

Before I speak about these proposed bills, I would like to tell you what engineers mean by freeways and expressways. These are terms to describe geometrics of multi-lane highways. A freeway has complete access control with ingress and egress only at designated points of an interchange -- no grade crossings and no grade entry. An expressway, on the other hand, is a multi-lane highway with partial access control which can range from very little to almost complete, with access to grade with entries and crossovers at designated points.

Now the primary example that I want to cite to you is the interstate system is completely accessible as a freeway, so is a toll road. A toll road in engineering terms is a freeway. An example for an expressway is South Topeka Avenue south of 29th-- multi-lane with access at designated points for crossover.

The cost of this kind of construction, we are estimating now for the current year at an average cost of one million dollars per mile. Now we have miles in the rural areas that range down--

*Except as otherwise noted, the individual remarks recorded herein have not been transcribed verbatim and this record has not been approved by the committee or by the individuals making such remarks*

ward in the area of about one-half million, and miles in the urban areas (Wichita and Kansas City) that can run upward to about twenty million dollars. The average price on which we are basing our estimate on a long range program on the state freeway system right now is about one million dollars per mile.

The current legislation under which we are operating is designated on the small map as the freeway system. Prior to the adoption of this legislation in 1969, the commission had designated a freeway system which was very similar to that one, with some notable omissions and additions. At that time the commission was spending approximately 40% of the total available construction funds other than the interstate funds on that freeway system. Enactment of the legislation in 1969 reversed that and put about 62% or 63% on the freeway corridors and 33% or 34%, roughly  $1/3$  --  $2/3$ , a little more than  $1/3$  and a little less than  $2/3$ , on the remaining 7,000 miles of the system.

The import of this legislation is that you take the 1,234 miles of the freeway system, divide it up into segments not to exceed twenty-five miles in length and determine on a priority basis the process of construction. We have done this. Most of the segments do not come anywhere near 25 miles as that would mean you would have to cough up twenty-five million dollars per project, and we cannot do that. However, each segment of that freeway system competes for its place in the priority rating.

Now these three bills that are before you today propose to add 566.2 route miles to the freeway system, which is more than

one-third addition to what is already designated. Some of the elements in these additions have already been approved to the expressway or freeway standard, and some of them, notably on US 50 near Emporia, will be replaced by being part of the interstate system, so deducting those which have already been improved to expressway standards and deducting the segment of US 50 that will be replaced by a segment of the interstate, we come up with 446 route miles that will be actual additional miles -- 351 on US 50, 43 on US 77, K15 and 52 on K61. The average estimated cost for improvement is \$446 million, and add that to a program that is currently funded by \$32 million dollars and declining. The reason for the decline is because as operations cost go up, 50% of all other funds other than the freeway fund starts to shrink.

The effect of adding route miles to the freeway system has three major impacts. First, let's consider the present system formula of 1,234 miles. Divide it by 30 million dollars. This is something on a 30 or 40 year program. Add mileage to that. It will mean a recomputation with the mileage in it. What we would be doing would be adding approximately 1/3 more miles and have to recompute the priorities which would shift the program.

Second, add to this program another 445 or 450 million dollars that is already on the order of thirty to forty years long and, in my view, this is an impractical thing and it would raise people's hopes.

Third, it accelerates the desire of other people to get in on this program.

A good modern two-lane road will carry up to 4,000 vehicles a day. A multi-lane has to exceed over 4,000 a day.

The Chairman thanked Mr. Peyton for appearing before the committee and Mr. Davis told Mr. Peyton that he made the best presentation of that type that has ever been given to the Roads and Highways Committee.

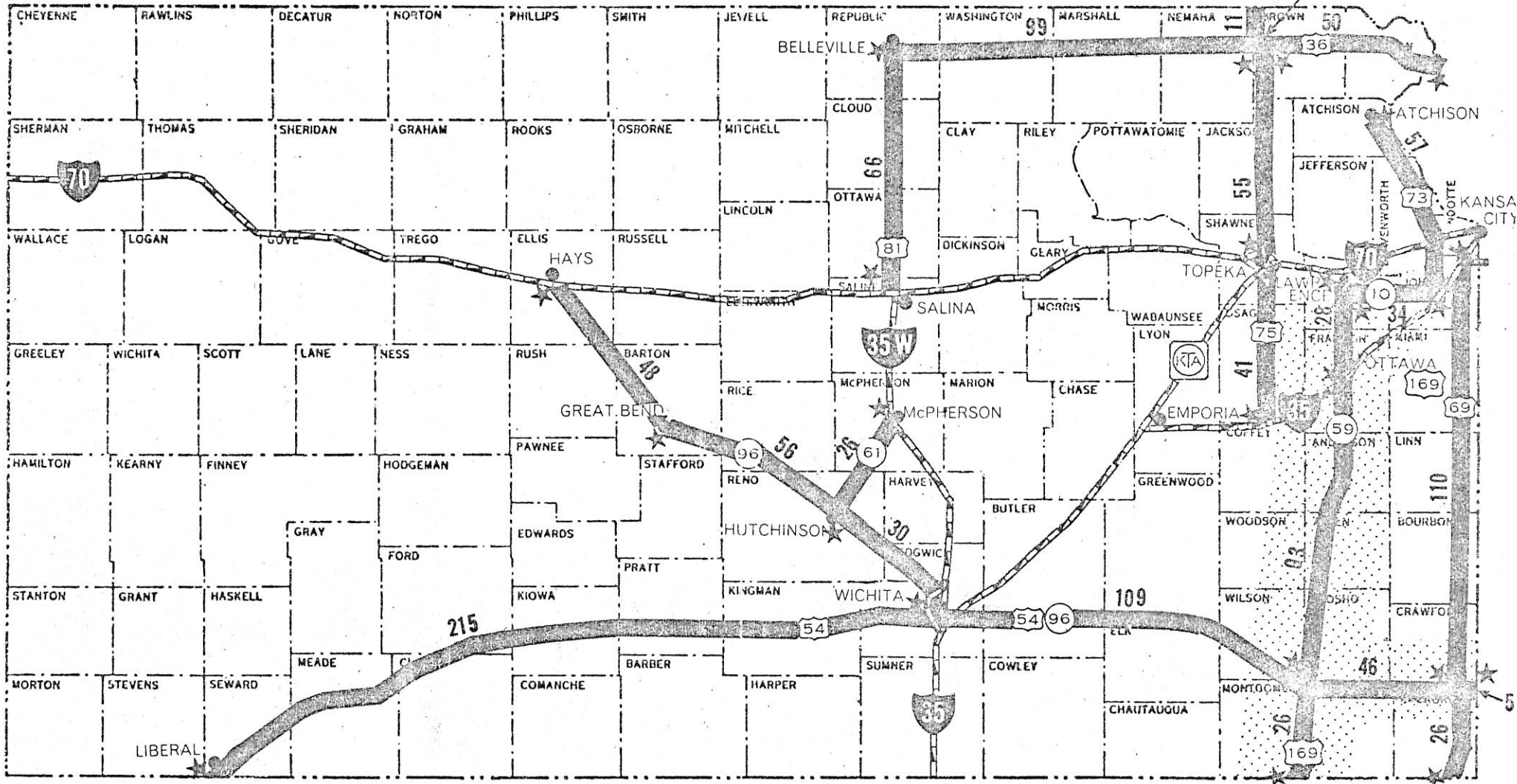
The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED: 2-18-71

Arden Dierdorff  
ARDEN DIERDORFF, CHAIRMAN

# KANSAS

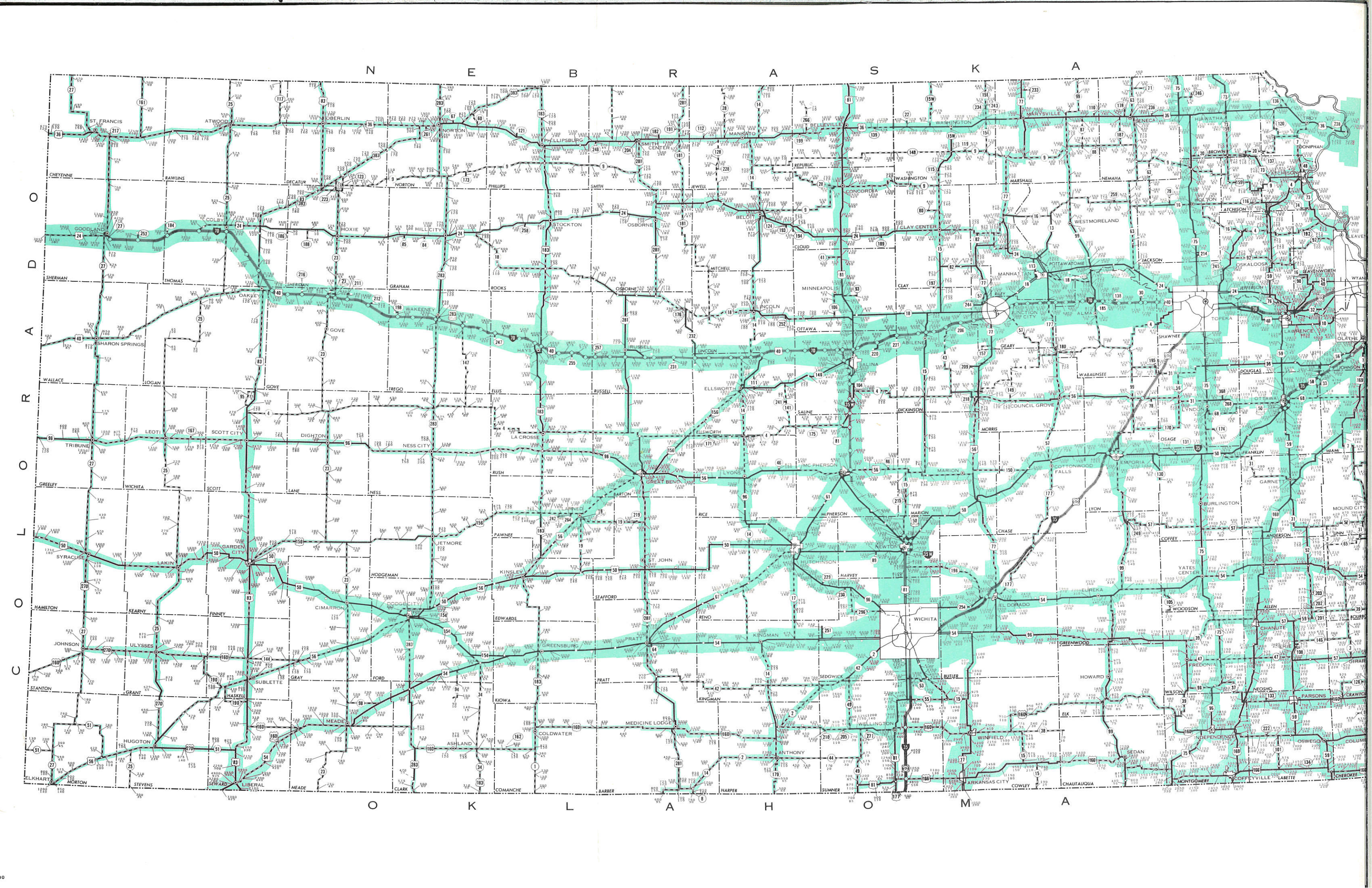


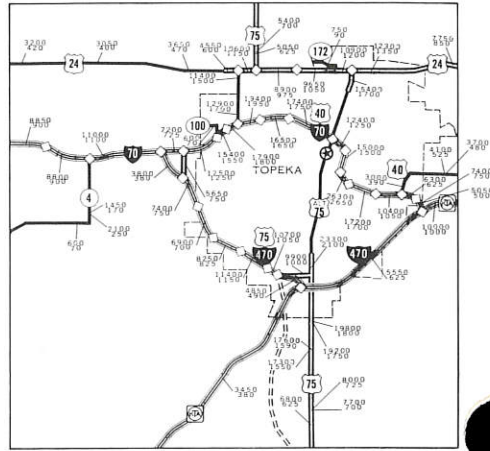
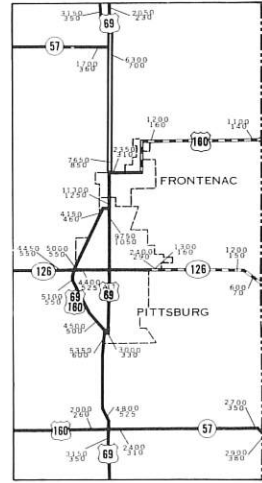
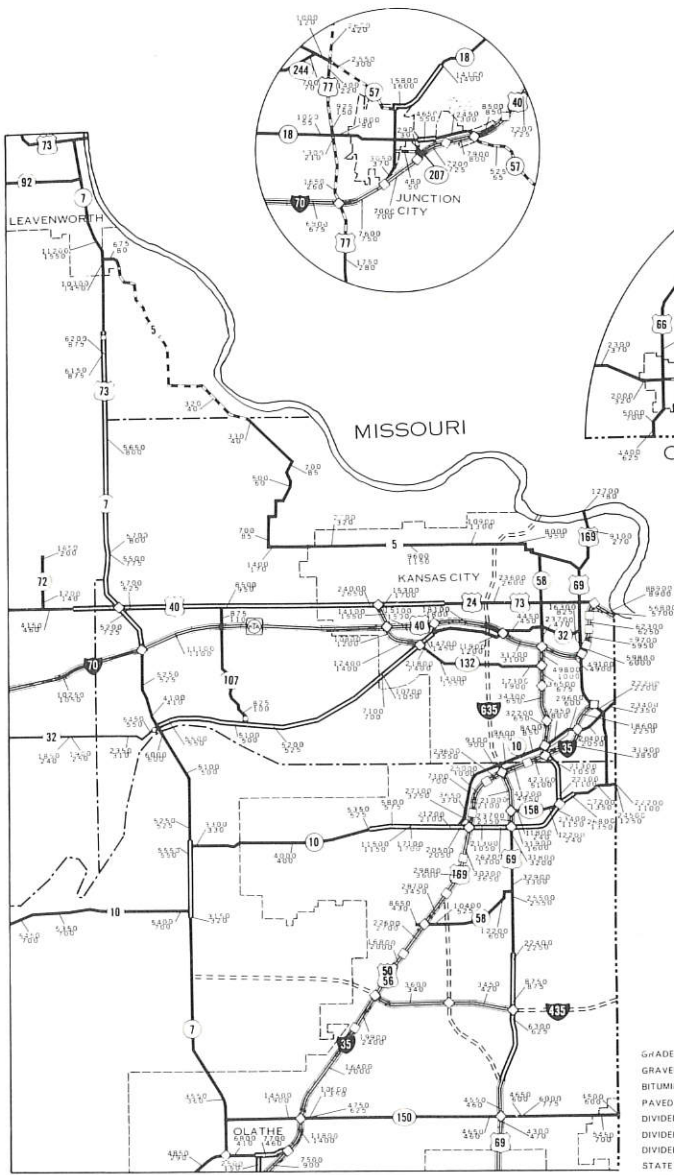
- Corridor No. 1 Kansas-Oklahoma line southwest of Liberal east to Kansas-Missouri border. 375 Miles
- Corridor No. 2 Hays southeasterly to Wichita. 134 Miles
- Corridor No. 3 Hutchinson Northeasterly to McPherson. 26 Miles
- Corridor No. 4 US-75 at the Kansas-Nebraska border southerly to Interstate highway 35. 107 Miles
- Corridor No. 5 US 36 at the Kansas-Missouri border westerly to intersection of US-36 and US-81, then southerly to interstate highway 70. 218 Miles.
- Corridor No. 6 Atchinson southerly to Olathe. 57 Miles
- Corridor No. 7 The intersection of US-69 and interstate 435 southerly to the Kansas-Oklahoma border. 136 Miles
- Corridor No. 8 Lawrence southerly to the Kansas-Oklahoma border. 147 Miles
- Corridor No. 9 Lawrence easterly to intersection of highway US-50, US-163 and interstate 35. 34 Miles

Total Miles of express and freeway hi, 1234



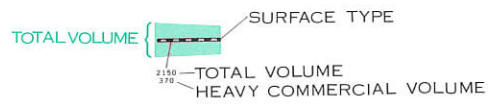
*Roads : Highways*  
2-16-11





**LEGEND**

- |                                                |                                            |
|------------------------------------------------|--------------------------------------------|
| GRADED AND DRAINED ROAD                        | U S NUMBERED HIGHWAY                       |
| GRAVEL OR STONE ROAD                           | STATE NUMBERED HIGHWAY                     |
| BITUMINOUS ROAD-LOW TYPE                       | KANSAS TURNPIKE HIGHWAY                    |
| PAVED ROAD                                     | INTERSTATE HIGHWAY                         |
| DIVIDED HIGHWAY                                | TURNPIKE OR INTERSTATE HIGHWAY INTERCHANGE |
| DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS | STATE CAPITAL                              |
| DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS    | COUNTY SEAT                                |
| STATE BOUNDARY                                 | OTHER CITIES AND VILLAGES                  |
| COUNTY BOUNDARY                                | FBI JECTED HIGHWAYS                        |



# TRAFFIC FLOW MAP STATE HIGHWAY SYSTEM OF KANSAS

PREPARED BY THE  
STATE HIGHWAY COMMISSION OF KANSAS  
DEPARTMENT OF PLANNING AND DEVELOPMENT

IN COOPERATION WITH THE  
U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
BUREAU OF PUBLIC ROADS

SCALE  
0 4 8 16 24 MILES

1 0 1 2 3 MILES

1969  
ANNUAL AVERAGE 24-HOUR TRAFFIC  
YEAR ENDING JUNE 30, 1969

