

ROADS AND HIGHWAYS COMMITTEE MEETING -- MARCH 3, 1971

The Roads and Highways Committee met in room 535 at 2:45 P. M. on March 3, 1971. Chairman Dierdorff called the meeting to order and all members were present except Allison, Lady and Nowlin.

Attached is a list of those attending the meeting.

Conferees were: House Bill 1490 - Representatives Ernest Unruh and Harry Sprague, John Morse, Attorney, State Highway Department; House Bill 1539 - Mary Turkington, Managing Director of the Kansas Motor Carriers Association, R. C. Williams, Russell, R. C. Williams, Inc., John Morse, State Highway Department, Col. William Albott, Highway Patrol

HOUSE BILL 1490 - AN ACT relating to motor vehicles; requiring special permits for the movement of vehicles of excessive size or weight; specifying certain procedure; requiring fees and prescribing disposition thereof; authorizing rules and regulations by the state highway commission; amending KSA 1970 Supp. 8-5,122 and repealing the existing section.

Mr. Unruh explained the bill. He said it is written to accommodate the mobile home industry. He proposes to replace the escort vehicles with revolving amber lights on the house trailers or mobile homes. He feels the cost of the escort vehicles is a burden.

Mr. Dierdorff asked Mr. Unruh if he had talked to the Safety Division of the State Highway about this particular bill and Mr. Unruh said that he had not - he had talked about the problem but not this specific proposal.

Mr. Sprague said that he looks on this proposal as a safety measure.

Mr. Morse, speaking on behalf of the Highway Commission, said that under the present law the Commission makes regulations regarding mobile homes. In the last eighteen months the Commission has had two hearings in regard to these regulations. They notified everyone connected with the industry. Many people appeared and the present regulations were adopted. It is true that these regulations require escort vehicles and perhaps the law is too stringent. Mr. McCammett has said he would recommend to the Highway Commission relaxing of the regulation to do away with a requirement for proceeding on a good four lane type highway. He said that he is sure the Commission is well aware of the importance of this industry and it has been receptive to their needs and will continue to do this. This bill would make it impossible for the Commission to require an escort on any highway. The purpose of an escort is not merely to come along as a warning, but if they find something they cannot pass they can flag the traffic. A fourteen foot mobile home just about has to go through the center of one of the narrow bridges to be safe. He thinks the industry just needs to make a reasonable request and present it to the Commission. The Commission does not want to impose undue hardships on any industry or on other drivers. He feels this would be too strict a law to impose on the Commission.

HOUSE BILL 1539 - AN ACT concerning permits for the operation or movement of a vehicle or combination of vehicles of excess size or weight of vehicle or load on highways; amending KSA 8-5,122, and repealing the existing section.

Mary Turkington appeared in support of House Bill 1539. She said the intent of this bill is to resolve a problem. She introduced Mr. R. C. Williams to outline the provisions of the bill.

Mr. Williams said this proposal would allow an applicant to call the permit department and get authorization to sign a permit. He could fill out the forms when he makes the call. At the present time a telegram serves as a permit. There is not enough time to get a permit by mail. A number of years a telegram was a good method to use but in recent years the service has deteriorated to where they cannot get the permits. In Russell they just operate during certain times of the day, and when they get out in Western Kansas and Southwest Kansas, Western Union is not available and they are having trouble. They were before the Commission last September suggesting some manner whereby they could sign the applications. They offered to buy a bond. The Commission felt it would require a change in the law. The Highway Patrol signed them in some instances. He said they presented the proposal to the Commission rather late but they have voiced no objection. He said they could revoke this privilege if it were abused. Sometimes there are several hours delay while trying to get a permit.

Mr. Williams said that section 1 provides the state can issue permits they are concerned with and control and local authorities can issue all those they control. Many of the local counties do not want to be bothered with this. They are not proposing that the counties not issue permits if they so desire,

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

but that they not be required to.

Mr. Davis said that he was in sympathy with the telegraph problem as he cannot get them delivered in a city.

Mr. Williams has had permits read to him over the phone from the Western Union office.

Mr. Dugan asked if they get continuous permits and Mr. Williams answered that they get them for each load - that a permit covers a specific load for a specific route.

Mr. Morse said they have discussed this at commission meetings and know they have a particular problem because of the variety of loads and the variety of routes. He feels that this is the solution that should be tried, but he is sure the Commission would want to limit this service - not issue telephone permits to just everyone. He feels this is a necessary amendment to the law.

Mr. Morse said that they have some misgivings on section F. He said they try to make a policy with the Commission if a proposed move is in the jurisdiction of both state and local authorities, they like to coordinate with them. It seems to him that a motorist meeting these vehicles needs to be sure he is not meeting anyone oversize unless the vehicle is safely marked and carrying sufficient liability. He feels the local authorities should exercise discretion.

Mr. Williams said there are many counties that do not want to issue permits. He said "John, you say you always check with the local authorities - you do not and neither do we except on oversize loads. We have a \$150,000 bond filed with the state

of Kansas in case we damage a bridge."

Mr. Ratner asked how many times would you have a move where you do not go on a state highway?

Mr. Williams said quite a large percentage of the time they are not on state highways.

Mr. Farmer said that he was speaking for the Mobile Home Industry. The permit problem has been a problem for some time. They get excellent help from the Commission but it seems to him that this bill is a good answer to their problem. This is expensive equipment and ties up people while they are waiting for a telegram. These people that tow these mobile homes are professional drivers - they are not the average home owner.

Col. Albott said he would like to endorse this - that he appreciates the problems of the industry and it would be a great help to the Highway Patrol. Many people have to pull off the road and wait hours before obtaining a permit. This law is well written and he thinks it is a very good piece of legislation.

After the conferees left, there was more discussion on the bills.

Mr. Dierdorff asked Mr. Ratner to check with the Highway Department and see if there has been communication with the mobile home people on House Bill 1490, and to report back to the committee.

It was agreed the committee would look into House Bill 1539 as far as the section Mr. Morse had misgivings about. A note was sent in to the chairman from Mr. Morse with the following

change: On page 4 by striking "and such" on line 2; by striking all of line 3 and line four through "permits,"

Mr. Morse wrote "the foregoing amendment to subsection (f) would substantially meet my objections and looks o.k."

A copy of the note is attached.

HCR 1013 - A CONCURRENT RESOLUTION urging the highway departments of the states of Oklahoma, Nebraska and Kansas to take necessary action in selection of an interstate highway from the city of Omaha, Nebraska to the city of Tulsa, Oklahoma.

Attached information was presented by Mr. Ossmann.

Mr. Hayes made a motion, second by Mr. Bush, that HCR 1013 be adopted. Motion carried. 10 YES - 6 NO. Those voting against the HCR were Davis, Hughes, Steffes, Rosenau, Arbuthnot and Weaver.

Dr. Hughes said he felt the action was unfair without giving people in other portions of the state a chance to be heard and to have the same privilege. He said the damage will be done when the newspapers report the action.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:


ARDEN DIERDORFF, CHAIRMAN

March 4, 1971

GUESTS

| NAME | ADDRESS | FIRM OR CORPORATION REPRESENTED |
|--------------------|-----------------|---------------------------------|
| Marion J. Kaiser | Clifton | Marlette Homes Inc. |
| Loren W. Carter | Gt. Bend, Kans. | Marlette Homes Inc. |
| Bill Lamb | Hutchinson | DMH Co. |
| Jack Jase | WICHITA | KANSAS MOBILE HOUSING INSTITUTE |
| Glenn Haley | Newton | Quendon Ind Inc |
| Lee Mensteds | Newton | Quendon Ind Inc |
| Joseph P. Sarsac | NEWTON | Quendon Ind. |
| John S. Harkman | Parsons | Quince Homes Inc. |
| William H. Ewert | Halstead | Skyline Corp |
| J. B. Barbee | Wichita | U.T.U. |
| J. M. Clifton | Pittsburg | U.T.U. |
| Bryan Whitehead | KC | Bro of Rwy & Aeronautics |
| A. P. Lohrer | Wichita | Continental Trailways |
| Arthur H. Michel | Great Bend | A-C Truck Service |
| Harold Dyer | Hesston | Legislature |
| "C. Ross" Williams | Russell, KS | R.C. Williams Inc |
| Ted Tidwell | LAWRENCE | Fleetwood Homes of Kansas |
| Bill Inebster | LAWRENCE | INEBSTER'S MOBILE HOMES |
| Roy Holwick | Topeka, | Holwick, Inc. |
| Verle O. Burt | Salina, Ks. | Heavy Hauling, Inc. |
| Wm. E. Farmer | Wichita Kan | |
| Earl Lemor | Topeka KS | Kansas Mobile Housing Institute |

Ray W. Lindbergh

N. M. C. A.

Topeka

John H. Morse

State Highway Comm.

Gene Pugh

State Highway Comm.

Don Ottander

Modern Mobile Homes Safety

Dean McCallan

Continental Trailways

Col. W. L. Allen

K. H. P.

M. W. Phipps

Kans. Conservation Contr. Assoc.

Mary Washington

KANSAS MOTOR CARRIERS ASSOCIATION

1 (f) If any local authority does not desire to exercise the powers
 2 conferred on it by this section to issue or deny permits ~~and such~~
 3 ~~desire is evidenced by such local authority following a practice~~
 4 ~~of neither issuing nor denying such written permits,~~ then such a
 5 permit from such local authority shall not be required to operate
 6 any such vehicle or combination of vehicles on highways under the
 7 jurisdiction of such local authority.

8 Sec. 2. K. S. A. 1970 Supp. 8-5,122 is hereby repealed.

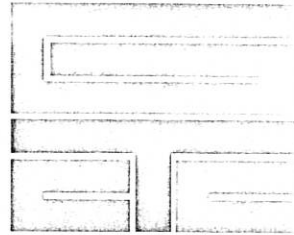
9 Sec. 3. This act shall take effect and be in force from and after
 10 its publication in the statute book.

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*Chairman
 Dierdorf*

*The foregoing
 amendment to subsection
 I would substantially
 meet my objection & looks OK.
 Jack Morse*

GREATER TOPEKA CHAMBER OF COMMERCE



GREATER TOPEKA BLDG.
722 KANSAS AVENUE
TOPEKA, KANSAS 66603
PHONE 913 / 234-2644

Ratner
3-3-71

March 1, 1971

Representative Arden Dierdorff
Chairman, House Roads and Highways Committee
House of Representatives
State Capitol
Topeka, Kansas 66612

Dear Arden:

At a meeting today with Director of Highways, John Montgomery and Assistant Director, Dick Peyton, Vice President Bob Brock and myself discussed the ramifications of HCR 1013 and its passage effect on future work on U.S. 75.

We were given every assurance that its passage would not effect in any way any hearings, projects or future projects anticipated.

In fact, on October 21, 1968 Governor Docking requested a portion of highway U.S. 75 be designated as interstate, as a part of his 900 mile plan.

In addition, the legislature has designated that part from I-35 to the Nebraska line being a priority project.

In view of all these statements, we see no harm whatsoever in the passage of HCR 1013, in fact it is our desire that it be so designated and that we work to that end.

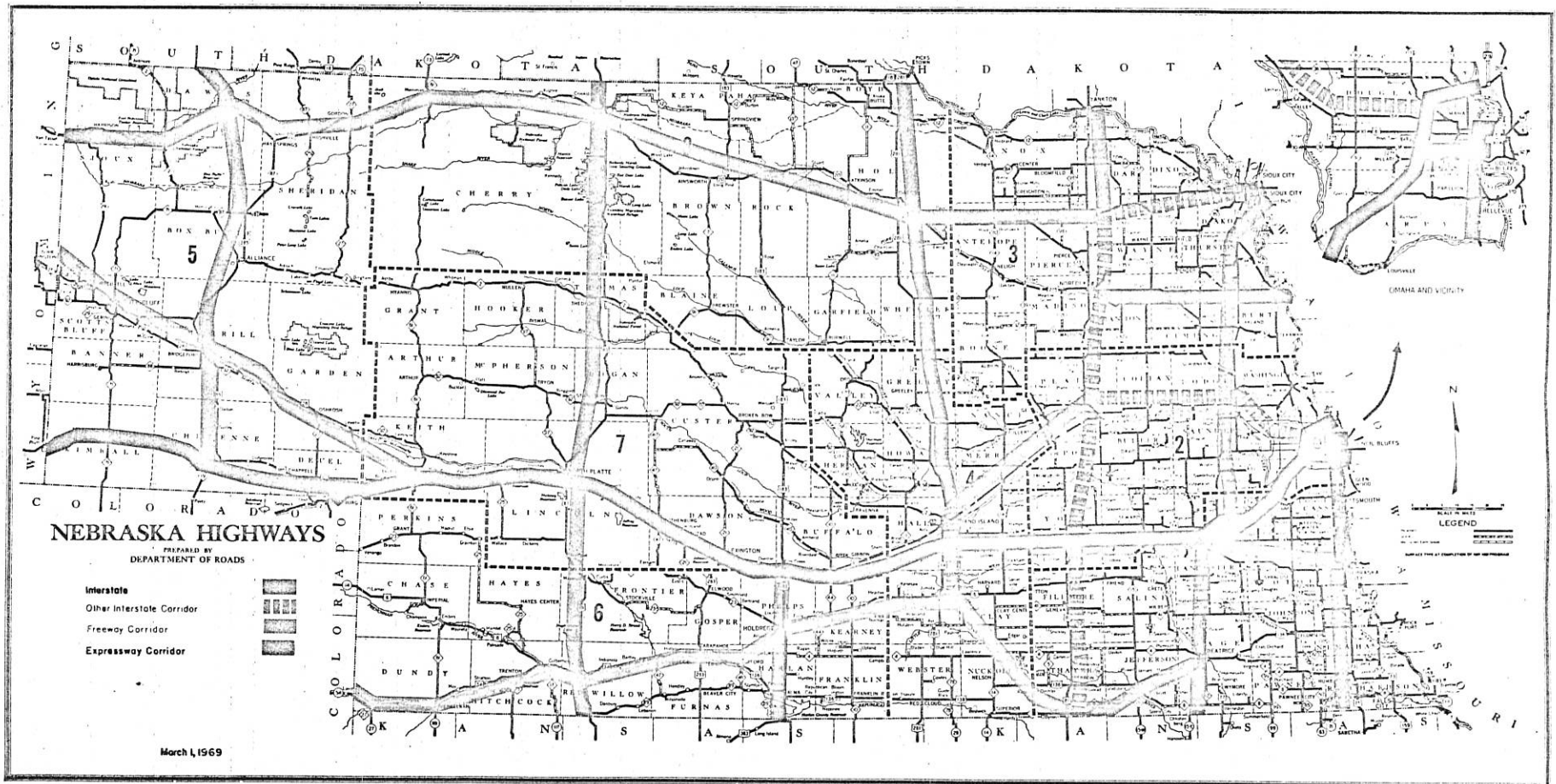
With regards,

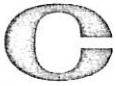
Sincerely,

Donald P. Schnacke
President, Greater Topeka
Chamber of Commerce

DPS:lld

NEBRASKA DEPARTMENT OF ROADS
PROPOSED FREEWAY-EXPRESSWAY PLAN
RELEASED MARCH 16, 1969





OMAHA CHAMBER OF COMMERCE



200 FARNAM BUILDING
TELEPHONE 341-1234
OMAHA, NEBR. 68102

February 25, 1971

Mr. Carl G. Ossmann
Representative
State of Kansas
House of Representatives
1260 Randolph Street
Topeka, Kansas 66604

Mr. Ossmann:

I am writing you and asking that you also convey my message to Representative Nowlin, who was a cosignor of a letter pertaining to H.R. 1025.

Enclosed is a copy of a letter from L. N. Ress, Chairman of the Street and Highway Committee for the Omaha Chamber of Commerce. While this is not an official Chamber position, I subscribe to his views on the subject.

A map of Nebraska's freeway-expressway plan is included herewith.

Yours very truly,

Paul Schliesser
Manager-Transportation

PS/sl
Enc.



OFFICE OF THE MAYOR

ROBERT J. LAFORTUNE
MAYOR

February 23, 1971

The Honorable Carl G. Ossmann
1260 Randolph Street
Topeka, Kansas 66604

Dear Representative Ossmann:

I have received a copy of the House Concurrent Resolution 1013 which urges the highway departments of Oklahoma, Nebraska and Kansas to take necessary action in the selection of an interstate highway from Omaha to Tulsa. I understand that hearings on this Resolution were conducted last week and I hope that the response was favorable.

I would like to indicate the strong support of the City of Tulsa for the designation for the proposed interstate route as it would compliment the existing highway network serving the City of Tulsa and would serve as a vital linkage between the two metropolitan areas of Tulsa and Omaha.

I have discussed this Resolution with the Tulsa Chamber of Commerce and am asking them to review and possibly endorse the Resolution in a similar fashion. A copy of this letter will also be sent to our Highway Commissioner from this district, Mr. William Bell, so that he may be informed on this effort. Please keep me advised of any developments or actions which you think are pertinent to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Robert J. LaFortune".

Robert J. LaFortune
Mayor

RJLF:jf

cc: Representative Oscar Nowlin
Clyde Cole, President of Tulsa Chamber of Commerce
William Bell, Highway Commissioner

THE STREET ABSTRACT COMPANY, INC.

P.O. BOX 808

YATES CENTER, KANSAS 66783

HELEN S. BOWERS
DED ABTRACTER

February 22, 1971

Phone 625-2421

Mr. Carl G. Ossmann,
Representative 45th District,
1260 Randolph Street,
Topeka, Kansas.

Dear Mr. Ossman:

Your letter of February 3rd, 1971 and copy of your letter of February 10, 1971 to the Topeka Chamber of Commerce together with proposed highway connecting Omaha with Tulsa through Topeka was given me today by the President of the Yates Center Chamber of Commerce.

Mayor Juba of Winnipeg, Canada several years back tried hard to organize a "Pines to Palms" U.S. Highway #75 Association to connect Winnipeg on the north with Galveston, Texas on the south. His efforts extending over a period of years failed. Not one big city including Topeka and the Kansas State Chambers of Commerce responded. He had no response from either Houston or Dallas and none from Tulsa or Omaha.

Because for the past two hundred years the people and traffic of America have been moving from east to west, the whole of the western plains of the United States is geared to think from east to west. All railroad traffic moved that way and most highway, telephone, telegraph and mail traffic moves that way. One airline has dared work from Kansas City north but the traffic has been slim pickings.

Yet the United States needs gold to save its currency and credit system from collapse this coming year. Canada is the third greatest gold producing country of the earth. Canadians are great tourists and travelers. They look forward to traveling south through the United States. Out of twenty million Canadians an estimated two million take a trip every year somewhere and mostly to the United States. They spend one to two billion dollars a year in gold, traveling each year, and they would spend it down in Omaha and Topeka and Tulsa if we smug Americans in Kansas made any effort to attract them. When we need gold so desperately to save our free enterprise system you would think our politicians both in Washington and Topeka would want to encourage Canadians to come south by way of U.S. Highway #75.

If you know any way to wake up the stupid jackasses in Omaha, Topeka, Tulsa, Dallas and Houston to the importance of a quick fast route straight south from Winnipeg to Galveston, Texas, more power to you. Most of the small town people along U.S. Highway #75 in Minnesota, Iowa, Nebraska, Kansas, Tulsa and Texas have long since given up any hope of getting any help from the wise guys in the large cities along U.S. Highway #75.

Sincerely,

Yates Center Chamber of Commerce,

Helen S. Bowers
Transportation Chairman