

ROADS AND HIGHWAYS COMMITTEE MEETING - January 25, 1972

The Roads and Highways Committee met in room 510 S at 2:45 P. M. on January 25, 1972. Chairman Dierdorff called the meeting to order and all members were present except Davis, Dugan and Gray.

Conferees on House Bill 1709 were: Henry Schulteis, Santa Fe Railroad; D. W. Welch, Missouri Pacific; Paul Graves, Wichita Traffic Engineer; John Rothrock, Topeka Traffic Engineer; John Dozier, Mayor of Silver Lake; Ernie Mosher, League of Kansas Municipalities; J. B. Barbee and Jack McGlothlin, United Transportation Union; John D. McNeal, State Highway Department.

A roster of others who registered their presence is attached.

House Bill 1709 - AN ACT concerning the location, relocation, construction, maintenance and protection of railroad crossings.....

Henry Schulteis: On behalf of the railroads he appeared in support of HB 1709, though it is not his choice of a bill. He would prefer a bill more nearly patterned after the laws in surrounding states or some 39 other states. This bill would require the railroads to pay up to 50% of the cost, and the laws in other states are not so severe.

This bill deals with grade crossings instead of safety devices and crossing protections.

He said the other day he heard a lot of city and county officials, and it seems to be a fixation with them that this should be a responsibility solely of the railroad companies. The highway users are the principal recipients; the cost is a public responsibility and should be financed with public funds.

He stated that a big objection of the cities and counties was that this bill would take authority away from them. He suggested that a

substitute bill be offered. The law that was passed giving the cities and counties 1¢ gas tax money for improvement of roads and highways could be amended to require them to use 3% of the funds for grade crossings.

Another alternative would be the attached, proposed bill.

Mr. Barbee concurred with Mr. Schulteis' remarks. He said they are concerned because the speed of trains today is much greater. They are much in favor of this type of legislation.

Mr. Dempsey asked if there were injuries to engineers in any of the accidents?

Representatives of Missouri-Pacific and Union Pacific cited instances where derailments and injuries were the result of motorists disobeying the warnings.

Mr. McGlothlin told the committee that this is his fourteenth year as a legislative agent for the railroads. He would like for the members of the committee to think about this matter as to the citizen and employee as well as to the monetary matter. A dollar sign cannot be put on a person's life.

Kansas is third in the nation for main line railroads. They have had men killed and injured. If at all possible he would like to see the committee come to a conclusion as to what is fair and equitable to finance some safety legislation that could stop this once and for all.

Mr. Paul Graves presented the attached material, Exhibit II.

His conclusion was that they find the existing Kansas law provides adequate means of getting the protective devices up to standards, and

they oppose legislation that is being contemplated. They oppose this bill.

John Rothrock: In 1969 the city of Topeka conducted a railroad survey. They found 44 hazards. He opposes this bill as it is written now. Right now the railroad is crossing a city street. The city street is carrying many more vehicles than the railroads and he feels the city should maintain control.

John Dozier of Silver Lake said there have been a number of deaths caused by fast moving trains going by the grain storage areas. The town of Silver Lake had to enact a charter ordinance to reduce the speed of the trains to 25 miles per hour. Their small town cannot possibly afford this type of legislation.

Ernie Mosher: This bill covers everything dealing with railroad crossings - not safety. This bill emasculates the cities - there should be some local control left.

McNeal: Mr. McNeal said the Highway Commission is not here to take a position on the bill. They have no desire to become a regulatory agency. They are not prepared or staffed for public hearings and they do not want to go into that business.

Mr. Dierdorff asked Mr. McNeal if the state sets aside \$250,000 per year for this.

Mr. McNeal said 5% dedication would be required in the Hartly Act. At the present time they cannot use more than 10%. At the present time the Highway Commission sets aside \$250,000, but they spend more than that each year. 99% of the separations they build are with federal funds.

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

Mr. Dempsey asked about the money the federal government is making available for a study of the crossings.

Mr. McNeal said that under the federal safety program the highway department is planning a complete two-year survey of every railroad crossing in the state as the funds become available.

Chairman Dierdorff asked the committee for permission to have copies of Schulteis' proposed bill xeroxed and brought back to the committee to review.

Mr. Wilson made a motion, second by Mr. Ossmann to take a closer look at the proposed bill. Motion carried.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:


ARDEN DIERDORFF, CHAIRMAN
January 26, 1972

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

ROADS AND HIGHWAYS COMMITTEE

7-23-12

GUESTS

HB 1709

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
W. W. W. W. W.	Topeka	Kansas Motor Lines Resn
Charles F. Campbell	Topeka	City of Topeka, Street Comm.
Paul O. Brewer	WICHITA	CITY OF WICHITA
John G. Rothrock	TOPEKA.	CITY TRAFFIC ENGR
Len Johnson	Wichita	City of Wichita
BUD GRANT	TOR JACKSON	Ks ASSN COMM & IND.
Bryan Whitford	KE	Pres. of Perry Court
John A. Riab	TOPEKA	Washburn School of Law.
E. W. W.	League of Municipalities	
E. P. Heath	Topeka	Santa Fe Ry Co
O. A. Dumont	Omaha	UP RR
R. E. Orrick	Kansas City	UP RR.
W. C. Hoening	Kans City, Mo	Rock Island R.R.
W. B. Beale	Kans. City Kansas.	" " "
F. J. Bednar	Kans City Mo.	UP RR Co
John H. Guepeler	Kansas City, Mo	CRIP RR
LENN D. Young	WICHITA	FRISCO
E. A. Krause	Omaha	Union Pacific RR
B. J. Hutton	Topeka, Mo	AT & SF Ry
C. N. Seaman	SPRINGFIELD, Mo.	SL-SF Rwy Co
D. H. Welch	Osawatomie, Kansas	Missouri Pacific
W. R. R.	Osawatomie, Mo	Missouri Pacific RR
G. H. G.	SPRINGFIELD MO	FRISCO Rwy Co.

Name

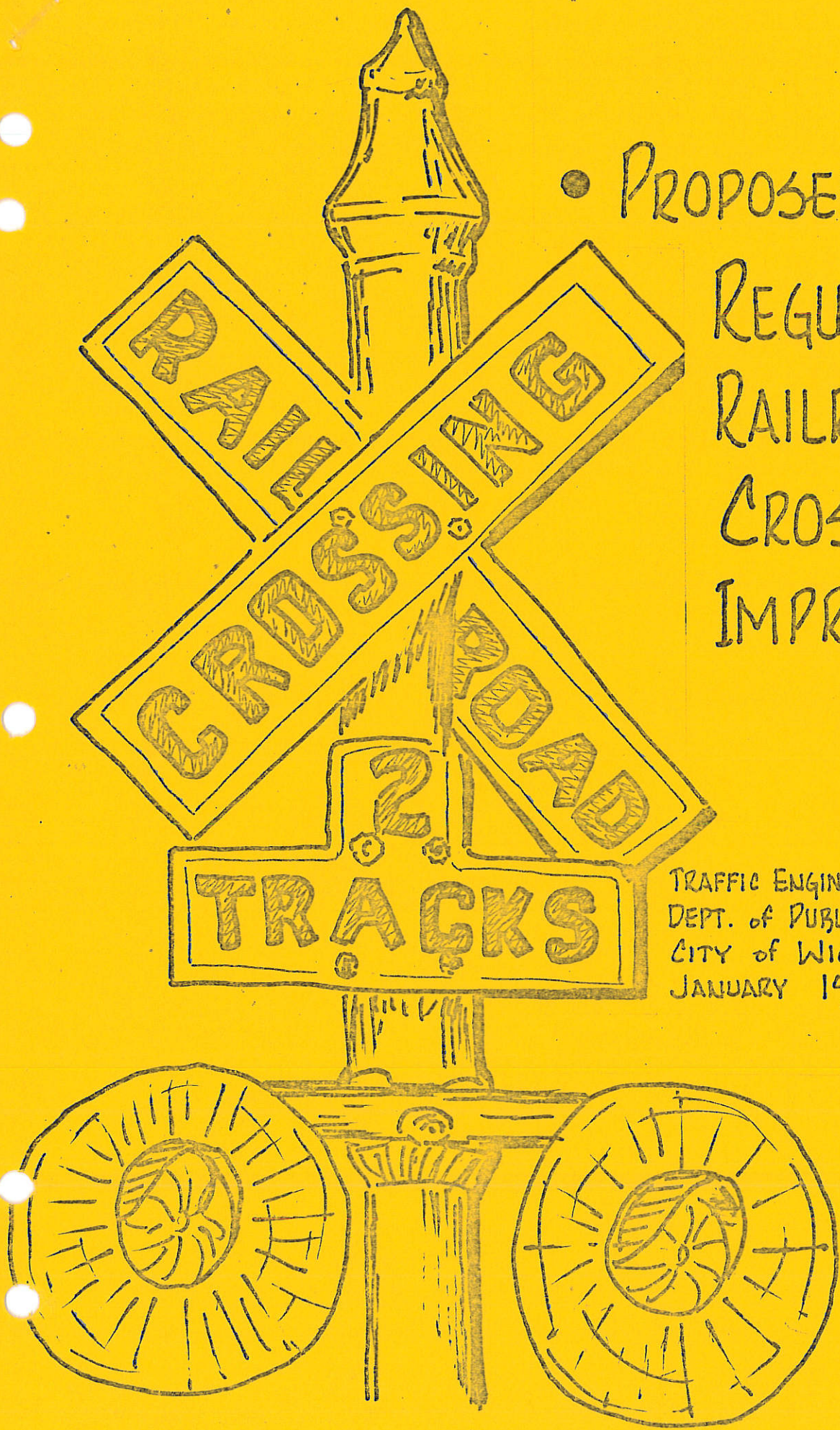
C. Walker
J.B. McDonald

Address

Pittsburg
1202 10th

Firm or Corporation Represented

B of L. E.



• PROPOSED BILL •

REGULATING
RAILROAD
CROSSING
IMPROVEMENTS

TRAFFIC ENGINEERING DIVISION
DEPT. of PUBLIC WORKS
CITY of WICHITA
JANUARY 1912

PROPOSED BILL REGULATING RAILROAD
CROSSING IMPROVEMENTS

INTRODUCTION

It is our understanding that your Special Committee on Transportation of the Legislative Coordinating Committee is considering legislation pertaining to highway-railroad crossings. This report has been prepared to document the position of the City of Wichita regarding that proposed legislation.

THE PROBLEM

At-grade intersections of railroad trains with highway vehicles create unique crossing problems, primarily due to the inherent differences in operating characteristics of the two modes. Grade structural requirements and control devices are not necessarily compatible, thus requiring special facilities. Determining which agency or agencies is to provide those special facilities is the problem at hand.

In the early days of railroading, crossings were not a serious problem. Trains were relatively slow and highway vehicles could be adequately warned of their approach by whistle or other manually operated devices. The advent of engine-driven highway vehicles, and improvements in railroad technology made a marked change in the operation and maintenance of the crossings, beginning in the early 1900's. Since that time, it has been necessary to make improvements both in the quality of the crossings and protection devices.

EXISTING LEGISLATION AND ORDINANCES

Kansas municipalities have, in the past, been given legal authority to require railroad companies to provide and maintain crossings and crossing protection at their expense. This authority has been granted through K.S.A.

12-1633, 12-1634, 13-1903, 13-1904, 66-227, 66-228, 66-229, 66-2,121, 68-414 and 68-509.

Beneath the existing Kansas statutes, municipalities have been afforded the right to adopt and enforce ordinances dealing directly with railroad companies. The existing ordinances in the City of Wichita were revised in June of 1971 and are contained in Appendix A of this report.

CROSSING IMPROVEMENTS IN THE CITY OF WICHITA

In 1967 and again in 1971, the City of Wichita published railroad crossing standards which identified both crossing and control device deficiencies. Following publication of the standards, ordinances were approved which required implementation of the recommended improvements to follow established time tables.

The most recent standards (published in 1971) contains an evaluation of all crossings in the city. Each crossing was evaluated in terms of the average number of trains passing per day, average number of highway vehicles per day, accident history, existing protection, and physical conditions. A priority listing was then assembled to obtain the relative hazards at the crossings. Improvements in protection devices were then recommended for locations high on the priority list if they were economically justified. Economic justification was based primarily on projected accident reductions.

Crossing improvements* were also recommended in the 1971 standards based on field inspections made jointly by and in agreement with railroad officials and city staff.

As a direct result of the 1967 standards, the following improvements were made in the city of Wichita:

*structural and/or roadway surface improvements in the track area

1. Twelve (12) wigwags in existence were converted to standard full signal operation
2. Crossing signals with gates were installed at five (5) locations
3. 167 crossbucks were replaced or installed
4. 119 crossbucks were reflectorized
5. The City of Wichita replaced 32 advance warning signs

The 1971 standards require improvements as reflected in the ordinance contained in Appendix A of this report. Due to the relatively recent publication of the 1971 standards, all of the required improvements have not been implemented; however, progress is being made and the railroad companies are making every effort to meet the established time tables.

DISCUSSION OF PROPOSED BILL

The proposed legislation concerning railroad crossing improvements would drastically change the position of cities in negotiated crossing improvements. The following points are presented in defense of existing statutes:

1. The proposed bill would effectively remove all controls over the railroads that the City of Wichita presently has, and transfer the control in a "watered-down" version to the State Highway Commission or other third party.
2. Railroads (under existing state statutes) must now answer to local government agencies which, of course, enables our city to "get results" in a reasonable length of time by passing the appropriate resolutions and ordinances. The proposed bill would extend greatly the time for railroad response to the necessary required repair of railroad crossings and installation of railroad crossing protection devices.

3. Costs are now the responsibility of the railroads and the proposed bill would reduce the railroads' cost anywhere from 50% to 90%. By eliminating the railroads' responsibility to pay for their own necessary repair of crossing protection and transferring this over to some public agency will only cause further additional delays to getting additional repairs and improvements accomplished. Tax levels are presently high enough without transferring additional financial responsibilities over to the governmental agencies. Railroads are private enterprises and therefore should maintain their own facilities.

SUMMARY

As long as railroad trains must cross highways at grade, problems will result in providing adequate crossings and crossing protection devices. Under existing Kansas statutes, cities have legal authority to adopt and enforce ordinances regulating railroad crossing improvements. Proposed legislation would reduce the cities' authority to require crossing improvements by the railroads, and would add one more burden (that is the responsibility of private enterprise) to existing limited cities' budgets.

The City of Wichita opposes any legislation which relieves railroad companies of their responsibility to construct and maintain railroad crossings and crossing protection devices. The opposition is derived primarily from the fact that the existing system has provided adequate means to implement effective railroad crossing improvement programs in the city of Wichita.

APPENDIX

A

CHAPTER 12.04

IN GENERAL⁷

12.04.010 DUTY OF COMPANIES AS TO STREETS, ETC., IMPROVEMENTS--
GENERALLY. All railway companies operating within the corporate limits of the city are hereby required to keep the streets and alleys over which they run properly drained, and to light the same whenever directed by resolution of the board of commissioners of the city. to construct and keep in repair to their full width all crossings over all streets, alleys and ditches used by them, to construct and maintain drains and culverts where crossed by any line of the railway over all streets or alleys over which they run, and to comply with the orders, by resolution, of the board of commissioners, directing the laying and construction of railroad tracks, turn-outs or switches and to regulate the grade of the same, requiring all such companies to conform to the grade of the streets and alleys of the city as they may be hereafter or are now established. (Ord. No. 12-522, sec. 1.)

12.04.020 SAME--PAYMENT OF COST GENERALLY. Each of the railway companies referred to in the preceding section shall pay the cost of grading, paving, repaving, draining and repairing of streets and alleys used or occupied by each of such railway companies. (Ord. No. 12-522, sec. 3.)

12.04.030 SAME--PORTION OF STREET, ETC., DEEMED USED BY COMPANIES. The portion of the street or alley used or occupied by railway companies, under the provisions of the two preceding sections, shall be deemed to be the space between their tracks and thirty inches on the outside of each of their rails, and all of the space between two or more tracks, turn-outs or switches. (Ord. No. 12-522, sec. 3.)

12.04.040 SAME--PROCEDURE WHERE RAILROAD OCCUPIES SPACE ALREADY OCCUPIED BY ANOTHER COMPANY. Any railway company occupying any street or alley already occupied by any company referred to in Section 12.04.010, in addition to paying for paving or repaving, as provided for in the preceding sections, shall pay one-half of the cost of paving or repaving between the tracks of the two roads. (Ord. No. 12-522, sec. 3.)

12.04.050 SAME--COST TO CONSTITUTE LIEN IF PAID BY CITY. The costs of improvement, as provided for in Section 12.04.010, in case the cost is paid by the city, shall be a lien upon the property and franchise of any such company and may be assessed and taxed against the property in the same manner as other taxes are levied as provided for under General Statutes 1949, Section 13-1904. (Ord. No. 12-522, sec. 2.)

⁷For case relative to former ordinance of city (No. 9286) relative to railroads, see City of Wichita vs. Wichita Union Terminal Railroad Co. 127 Kans. 855, 275 P. 171. For state law as to authority of city to control and regulate railroads, see G.S. 1949, sec. 13-1904.

As to exemption of railroads from provisions as to pyrotechnics, see sec. 15.08.070 of this Code. As to interference with railroad signs or signals, see sec. 11.20.050. For requirement that certain vehicles stop at all railroad grade crossings, see sec. 11.36.110. As to obedience to signal indicating approach of railroad train, see sec. 11.36.140.

12.04.070 SPEED OF TRAINS. Any conductor, engineer, or other person who shall move any railroad train or locomotive across or within the right-of-way of any street in the city of Wichita at a greater rate of speed than thirty miles per hour shall, upon conviction, be fined any sum not exceeding twenty-five dollars; and each run through or within the city of Wichita shall constitute a separate offense; provided, however, that any conductor, engineer or other person shall be permitted to move any railroad train or locomotive on the tracks of the following railway companies as indicated in paragraphs A and B:

A. ATCHISON, TOPEKA AND SANTA FE RAILROAD MAIN LINE:

1. 40 MPH from north city limit to Elm Street. (Milepost 211.7).
2. 40 MPH from Gilbert Street (Milepost 213.2) to Pawnee Avenue (Milepost 214.9).
3. 45 MPH from Pawnee Avenue (Milepost 214.9) to the south city limit.

B. ROCK ISLAND RAILROAD MAIN LINE:

1. 45 MPH from the south city limit to Pawnee Avenue.
2. 40 MPH from Twenty-first street North to the north city limit.

Any conductor, engineer, or other person who shall move any railroad train or locomotive across or within the right-of-way of any street in the city of Wichita at a greater rate of speed than indicated in paragraphs A and B shall, upon conviction, be fined any sum not exceeding twenty-five dollars, and each run through or within the city of Wichita shall constitute a separate offense. (Ord. No. 27-261, sec. 1.)

12.04.080 TRAINS NOT TO OBSTRUCT STREETS. It shall be unlawful for the directing officer or the operator of any railroad train to direct the operation of or to operate a railroad train in such a manner as to prevent the use of any street for the purpose of travel for a period of time longer than five minutes, except that this provision shall not apply to trains or cars in motion, except those engaged in switching. (Ord. No. 19-139, sec. 157.)

12.04.090 STANDING OF CARS NEAR GRADE CROSSINGS. Whenever the tracks of a railroad cross a street or highway at a grade, it shall be unlawful to leave any railroad car or engine standing within thirty-feet of the roadway unless the crossing is protected by a flagman. (Ord. No. 19-139, sec. 158).

12.04.100 ERECTION AND MAINTENANCE OF RAILROAD SIGNALS. (a) At the railroad grade crossings listed in any schedule approved by the board of commissioners it shall be the duty of the designated railroad to maintain and operate a clearly visible electrical or mechanical railroad signal of a type approved by the traffic engineer.

(b) All railroad signals erected in compliance with this section shall be considered as official traffic-control devices. (Ord. No. 19-139, sec. 158A.)

12.04.110 LEAVING VEHICLES ON RAILROAD PROPERTY. It shall be unlawful for any person to drive or leave an automobile, truck or other vehicle upon the property or any railroad company, railroad trustee or railroad terminal company (each hereinafter referred to as "railroad"), adjoining any passenger, freight or terminal station or depot: (1) Except for such time as may be reasonably necessary, (a) for the purpose of then transacting business with or serving such railroad or tenant of such railroad or United States mail or railway express agency, at or on such station or depot property; or (b) for the purpose of then becoming a passenger or then taking, meeting or receiving freight, baggage or passengers at such station or depot; and (2) Except that this section shall not apply to tenants occupying space in or on such railroad property. (Ord. No. 16-131, sec. 1.)

12.04.120 CLINGING TO OR CLIMBING ON TRAINS, ETC. Every person who shall climb upon, hold to or in any manner attach himself to any locomotive engine or freight or passenger car or train of any character, while the same is in motion or standing still shall be guilty of a misdemeanor. (Ord. No. 3334, sec. 1.)

12.04.130 STEALING RIDES. Every person who shall ride or attempt to ride upon any locomotive engine, railroad train of any character, or in or upon any part thereof, for the purpose of or with the intent of stealing a ride thereon, within the city, shall be guilty of a misdemeanor. (Ord. No. 3334, sec. 1.)

12.04.140 APPLICABILITY OF TWO PRECEDING SECTIONS. The two preceding sections shall not apply to any employee of a railroad company operating such train, locomotive or car, nor to any other person having business with or acting under legal authority of such railroad company. (Ord. No. 3334, sec. 2.)

ORDINANCE NO. 31-670

AN ORDINANCE REGULATING RAILROAD CROSSINGS ON PUBLIC STREETS: PROVIDING FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF PROTECTIVE AND WARNING DEVICES BY THE RESPECTIVE RAILROAD COMPANIES: PROVIDING FOR THE REPAIR AND MAINTENANCE OF RAILROAD CROSSINGS: DECLARING THE NECESSITY THEREFORE: PROVIDING FOR THE PAYMENT OF THE COST THEREOF: PROVIDING FOR THE PENALTY FOR THE VIOLATION THEREOF: AND REPEALING CHAPTER 12.08 OF THE CODE OF THE CITY OF WICHITA, KANSAS, AND ALL ORDINANCES OR PARTS OF ORDINANCES IN DIRECT CONFLICT HEREWITH AND RELATING THERETO.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. It is hereby declared necessary for the safety, welfare and protection of the public that warning or protective devices be installed at all grade level intersections of streets and railroad tracks within the city as hereinafter provided.

SECTION 2. The installation, maintenance and/or operation of all grade crossing signs, signals and devices provided for herein shall, insofar as practical, be in accordance with the Manual on Uniform Traffic Control Devices, U. S. Department of Commerce, Bureau of Public Roads, 1961.

SECTION 3. Every railroad company maintaining a railroad track in or through the city, over which railroad trains are operated, and where no warning signs or protective devices exist as of the effective date of this ordinance, shall install and maintain at each crossing where the streets of the city intersect such tracks at grade level reflectorized highway grade crossing signs. (W10-2) (Crossbucks)

It shall be the responsibility of all railroad companies to comply with this section within one year from the effective date of this ordinance.

SECTION 4. In addition to all crossings at which automatic highway grade crossing signals with gates are in existence as of the effective date of this ordinance, said railroad companies shall respectively install, maintain and operate automatic highway grade crossing signals with gates at the following crossings:

Harry Street, Atchinson, Topeka and Santa Fe Crossing No. 334*

Harry Street, Chicago, Rock Island and Pacific Railroad Crossing No. 255*

13th Street, Chicago, Rock Island and Pacific Railroad Crossing No. 236*

It shall be the responsibility of all the above described railroad companies to comply with this section within two years from the effective date of this ordinance.

*City of Wichita "1970 Revision of 1967 Railroad Crossing Study"

SECTION 5. The following intersections shall be reconstructed to full flashing light signals within two years of the effective date of this ordinance:

Murdock Street, Atchison, Topeka and Santa Fe Crossing No. 314*

9th Street, Missouri Pacific Railroad Crossing No. 93*

11th Street, Missouri Pacific Railroad Crossing No. 93*

Osage Street, Missouri Pacific Railroad Crossing No. 118*

Handley Street, Missouri Pacific Railroad Crossing No. 119*

10th Street, Missouri Pacific Railroad Crossing No. 94*

SECTION 6. The following items shall be constructed within two years of the effective date of this ordinance:

21st Street, Wichita Terminal Association Crossing No. 564* -
Standard Crossbucks

25th Street, Atchison, Topeka and Santa Fe Crossing No. 301* -
Additional 7,000 lumen street light to increase illumination
at the crossing

SECTION 7. Full flashing signal lights shall be installed at the following locations within the time period stated:

Emporia at Bayley, Crossing No. 348* - within one year

Topeka at Bayley, Crossing No. 349* - within three years

Market at Bayley, Crossing No. 351* - within two years

SECTION 8. Full signal operation shall be erected at Main and Bayley to conform with flashers on one-way streets, with completion within two years from the effective date of this ordinance.

SECTION 9. All improvements contained in Appendix C, Minor Improvement Summary, Standards for Railroad Crossings for the City of Wichita, 1971, published by the Traffic Engineering Division, Department of Public Works, Wichita, Kansas, incorporated herein by reference, are to be completed and installed within one year from the effective date of this ordinance.

SECTION 10. All crossing improvements set out in Appendix D, Crossing Condition Summary, Standards for Railroad Crossings for the City of Wichita, 1971, published by the Traffic Engineering Division, Department of Public Works, Wichita, Kansas, incorporated herein by reference, are to be completed by the railroads whose crossing is involved within the improvement deadline stated therein. Whenever the City of Wichita notifies any railroad company that a

*City of Wichita "1970 Revision of 1967 Railroad Crossing Study"

crossing is deficient and specifies the repairs necessary, the railroad company will have thirty days in which to repair or replace said crossing. In the event the railroad company fails to repair or replace the crossing, said City shall be authorized to effect such repairs or replacement and assess the costs of such repair or replacement, or any other costs associated therewith, to the railroad company involved. It is further provided that in the event the railroad company fails to correct deficiencies within the time periods set out in Appendix D, Standards for Railroad Crossings for the City of Wichita, 1971, published by the Traffic Engineering Division, Department of Public Works, Wichita, Kansas, incorporated herein by reference, the City may also cause such repairs to be made and assess the costs thereof to the railroad companies involved.

SECTION 11. When effecting any or all construction, railroad companies shall barricade all such construction projects in conformance with the manual entitled, "Traffic Controls for Street Construction and Maintenance Operation" published by the Traffic Engineering Division of the City of Wichita, dated 1968, incorporated herein by reference.

SECTION 12. Railroad companies shall notify the Traffic Engineering Division of the Department of Public Works on or before Thursday of the week prior to a proposed improvement which will require a street closing so that the Traffic Engineering Division may provide any or all necessary detour routes or detour signs.

SECTION 13. The City of Wichita shall take any and all necessary action for the elimination of all removable sight obstructions to be completed within one year from the adoption of this ordinance. The obstructions are those indicated in Appendix C, Minor Improvement Summary, Standards for Railroad Crossings for the City of Wichita, 1971, published by the Traffic Engineering Division, Department of Public Works, Wichita, Kansas, incorporated herein by reference.

SECTION 14. Every person or railroad company violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and, upon conviction, shall be fined a sum not to exceed \$25.00. Each day's violation shall constitute a separate offense.

SECTION 15. Should any section or provision of this ordinance be declared by the Courts to be invalid or unconstitutional, such decision shall not affect the validity of the ordinance as a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

SECTION 16. Chapter 12.08 of the Code of the City of Wichita, Kansas, and all ordinances or parts of ordinances directly in conflict herewith, are hereby repealed.

SECTION 17. This ordinance shall take effect and be in force from and after its passage and publication once in the official city paper.

ADOPTED at Wichita, Kansas, this 8th day of June, 1971.



THE CITY OF WICHITA

OFFICE OF Street Maintenance

DATE December 7, 1971

TO G. H. Wilton, Supt. of Public Works Maintenance

FROM Bob Loveland, Street Maintenance Supervisor

SUBJECT Railroad Improvements

FRISCO

<u>Crossing No.</u>	<u>Streets</u>	<u>Improvement Deadline</u>	<u>Condition</u>
2	Oliver & 17th	1971	Widen 4' with asphalt instead of 8' on each side
3*	Shocker	1971	DK
9*	Piatt	1971	OK
15*	Washington	1973	OK
18*	8th & Washington	1974	OK
21	11th Street	1971	OK
22	12th Street	1971	OK

MISSOURI PACIFIC

87	16th W of Topeka	1971	OK
88	Broadway at 15th	1971	Eng. St. Const.
89	14th E of Market	1971	OK
90	Market N. of 13th	1971	OK
91	13th W of Market	1971	OK
92	Main at 12th	1971	OK
93	11th E of Wellington Pl.	1971	OK
94	10th E of State	1971	OK
102	Second Street	1971	OK
119*	Handley	1971	OK
122	Dodge	1971	OK
123	Exposition	1971	OK
124	Martinson N of Douglas	1971	OK

Subject: Railroad Improvements

<u>Crossing No.</u>	<u>Streets</u>	<u>Improvement Deadline</u>	<u>Condition</u>
126	Douglas E of Millwood	1971	OK
129	Glenn	1971	OK
130	Burton, W of Glenn	1971	OK
132*	Maple W of Bonn	1971	OK
139	Pawnee E of West	1971	OK
141	31st S., W of West	1971	OK
157	West, N of Bickel	1971	OK
523*	Harry	1971	OK
526	Taft	1971	OK
528	Maple	1971	OK
529	Douglas	1971	OK
<u>ROCK ISLAND</u>			
231*	21st, W of Mosley	1972	OK
236*	13th Street	1971	OK
251*	Lincoln	1971	OK
252	Bayley	1971	OK
255*	Harry	1971	OK
397*	55th Street South	1971	OK
296*	47th Street South	1971	OK
<u>SANTA FE</u>			
308	17th N, W of Santa Fe	1971	OK
310*	13th E of Santa Fe	1971	OK
316	3rd at Santa Fe	1971	OK
317*	Second at Santa Fe	1971	OK
329*	Lincoln, E of Mead	1971	OK
331*	Washington, N OF Zimmerly	1971	OK
342	Northern, W of Madison	1971	OK
357	McLean, N. of Walker	1971	OK

Subject: Railroad Improvements

<u>Crossing No.</u>	<u>Streets</u>	<u>Improvement</u>	
		<u>Deadline</u>	<u>Condition</u>
363*	West at Pawnee	1971	OK
364*	Gordon, S. of Esthner	1972	OK
372	Sabin, S. of Kellogg	1971	OK
378*	Ridge, N. of Pueblo	1971	OK
478*	Tyler, N. of Harry	1971	OK
597*	37th N., E. of Santa Fe	1971	OK

TERMINAL

565*	21st N., W. of Mosley	1971	OK
------	-----------------------	------	----

Bob Loveland
Supervisor
Street Maintenance

wmk