

ROADS AND HIGHWAYS COMMITTEE MEETING - FEBRUARY 15, 1972

The Roads and Highways Committee met in room 519 S at 2:45 P. M. on February 15, 1972. Chairman Dierdorff called the meeting to order and all members were present except Ratner, Bush, Dempsey, Dugan, Gray, Ossmann and Steffes. Merritt Buffon represented Legislative Research.

Conferees were: On House Bill 1918 - Representative Herb Rogg and Russell Townsley; on House Bills Nos. 2003, 2004, 2007, 2083, 2085 - Elton D. Lobban and Harold B. Turntine.

HOUSE BILL 1918 - AN ACT concerning express highways or freeways; providing for a corridor located along U. S. highway 281 through the state; amending KSA 1971 Supp. 68-2301 and repealing the existing section.

Mr. Rogg, the author of the bill, introduced Mr. Townsley, and Mr. Townley introduced others in support of the bill.

Mr. Townsley said they were here to propose a western corridor on the freeway system. His remarks are attached.

HOUSE BILL 2003 - AN ACT relating to motor vehicles; providing for the replacement of license plates, certificate of title or registration receipt, and prescribing the fees therefor; amending KSA 8-171 and repealing the existing section.

Mr. Turntine explained the bill. The fiscal note shows there are approximately 250 duplicate titles, 400 duplicate registrations and 35 duplicate license plates issued each year for antique vehicles. For fiscal 1973 this act would generate an additional \$485 in revenue above what would have been generated by the present fees.

Mr. Davis made a motion, second by Mr. Wingert, that HB 2003 be reported favorably. The motion carried.

HOUSE BILL 2004 - AN ACT relating to motor vehicles; authorizing

instruction permits and temporary operator's licenses; amending KSA 1971 Supp. 8-239 and repealing the existing section.

Mr. Turntine explained the bill. This act would increase the period of time an instruction permit is valid from sixty days to six months. At the same time the act would delete the provisions for renewing or reissuing an instruction permit for an additional period of ninety days.

The department would lose the revenue generated by renewing an estimated 6,800 permits at 50¢ each for a total of \$3,400; however, the department would realize a savings of \$4,352 by not being required to issue an estimated 6,800 permits at 64¢ each. The net effect of this act would be a savings of \$952 to the department and the Highway General Fund for fiscal 1973.

Mr. Wilson made a motion, second by Mr. Rosenau, that HB 2004 be reported favorably. The motion carried.

HOUSE BILL 2007 - AN ACT relating to motor vehicles; concerning the transfer of ownership and registration and certificate of title and the fees therefor; amending KSA 8-170 and repealing the existing section.

Mr. Turntine explained the bill. He said they would be losing money even if they raise the fees but they feel the fees should be in line with other vehicles.

The fiscal note reports that there are approximately 400 transfers of registration, 1,040 original titles and 250 new certificates of title issued each year. For fiscal 1973 this act would generate an additional \$1,490 in revenue above what would have been generated by the present fees.

No action was taken on HB 2007.

HOUSE BILL 2083 - AN ACT relating to motor vehicles and providing for the replacement of lost, mutilated or illegible license plates, certificate of title or registration receipt, and prescribing the fees therefor; amending KSA 8-139, and repealing the existing section.

Mr. Turntine explained the bill. This act would raise the fees for a duplicate certificate of title from \$1 to \$2, and for a duplicate registration receipt from 50¢ to \$1.

The fiscal report shows that there are approximately 32,000 duplicate titles and 39,000 duplicate registration receipts issued each year. For fiscal 1973 this act would generate an additional \$51,500 in revenue above what would have been generated by the present fees.

No action was taken on the bill.

HOUSE BILL 2085 - AN ACT relating to vehicles; providing for the registration and assessment of vehicles for the listing and valuation of mobile homes for the purpose of taxation; imposing certain duties upon owners and operators of mobile home parks and courts and providing penalties for the violation thereof; amending KSA 1971 Supp. 8-143, and repealing existing section.

Mr. Lobban said Colonel Albott had requested this and felt it was necessary.

Mr. Lady told the committee it was almost identical to the bill he had previously introduced, HB 1989. That bill has already passed this committee and is on General Orders.

Mr. Wingert made a motion, second by Mr. Wilson, that Mr. Lady amend HB 2085 into HB 1989. The motion carried. (This action was

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taken to back Mr. Lady's action on the floor of the House.)

The Chairman announced that we would take action on Substitute Bills Nos. 2064 and 2065 on Wednesday, and that we would have a hearing on Senate Bill 460.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:



ARDEN DIERDORFF, CHAIRMAN
February 16, 1972

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GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Prest E Mueley	Russell Ks.	City of Russell
Floyd L. Hueningard	Smith Center	Chamber of Commerce
Everett H. Sumler	Russell	Chamber of Commerce
JOHN F. MILLS	RUSSELL Ks.	Russell State Bk
Bob Lyda	Russell Ks.	Lyda Chev. Inc.
Grant Lane	Harrison Ks.	Chamber of Commerce
Russell Sumler	Russell, Kan.	
Mrs. Arthur E. Clear	Blue Rapids, Ks.	Kansas Federation of Women's Clubs
Mrs. Lem Wenger	Pawhattan, Ks.	Kansas Federation of Women's Clubs
Mrs. B. L. Sunderland	Fairview, Ks.	Kansas Federation of Women's Clubs
Mrs. Paul Smith	Hoff, Kansas	Kansas Federation of Women's Clubs
Mrs. Earl F. V. K.	Lizzy Ks.	K. F. W. Club.
Ray Kendall	Topeka	A M C A
Mary Tushington	Topeka	Kansas Motor Carriers Assn -
HAROLD B. TORNTINE	TOPEKA	MOTOR VEHICLE

2-15-72



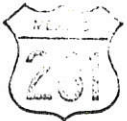
INTERNATIONAL 281 HIGHWAY ASSOCIATION

The American-Canadian Legion Memorial Highway

17 Jan., 1972

Sen. Jack Janssen
Senate Chambers
State House
Topeka, Kan., 66600

Jack



I am writing to enlist your help to include US Highway 281 in whatever long-range improvement plans may be developed in the legislature. The highway is a natural corridor serving not only Mid-Kansas but also a direct link for a major border-to-border route reaching in the United States from Canada to Mexico. However, by cooperative arrangements through the International 281 Highway Association, the route extends on Canada's Highway 10 some 600 miles northward to Flin Flon, crossing each of the three east-west Canadian highways and some 500 or so miles southward from McAllen, Tex., and Reynosa to Mexico City. Across the United States and for the length of its route, 281 Highway is recognized as The American Legion Memorial Highway.

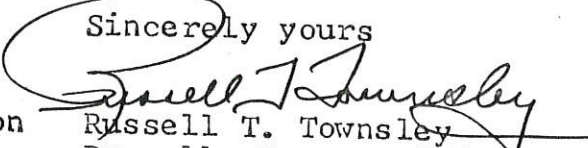
Of primary concern is the place for US 281 in the network of roads serving Kansas. The part of Kansas Highway 281 linking the five other states is equally as vital. In Texas, it is a major route, four-laned much of its length. North Dakota, South Dakota and Nebraska have earmarked US 281 as connecting links between Interstates 80, 90 and 94. What is done in Kansas is important to the other states just as what they have done and are doing is important to Kansas.

Highway 281 has many problems. I've outlined some of them on the report which accompanies this letter. The Pratt to Russell link must be considered a key to future construction paralleling I-28 such as a Wichita route to the northwest or Wichita west. It is a logical distance to serve with I-35 as it exists and is projected.

I hope the accompanying pages will explain the promise, outline present traffic conditions and provide you with suitable proposals which will make Kansas a strong link in the international route as well as meet needs of today and tomorrow for travel within Kansas.

cc: Herbert Rogg
John Montgomery
Ray McKim, International
Highway 281 Association

Sincerely yours


Russell T. Townsley
Russell, Kansas, 67665

— THE SHORTEST NORTH-SOUTH ROUTE ACROSS THE NORTH AMERICAN CONTINENT —



INTERNATIONAL 281 HIGHWAY ASSOCIATION

The American-Canadian Legion Memorial Highway

KANSAS AND ITS U.S. HIGHWAY 281

US Highway 281 enters Kansas at Hardner, serving Medicine Lodge, Sawyer, Pratt, St. John, Great Bend, Hoisington, Russell, Luray, Osborne, Portis, Smith Center and Lebanon. The next major route, an hour's travel to the east is US 81 with I-35. Closest on the west is Highway 183 from Coldwater north through Kinsley, LaCrosse, Hays, Plainville and Phillipsburg.

US 281 serves the central areas of six states, border-to-border. US 81 moves northeast in South Dakota and follows the Minnesota-North Dakota border extending to Winnipeg. US 183 extends from the Texas-Oklahoma border northward across Oklahoma, Kansas, Nebraska into South Dakota where it joins US83 through Bismark and Minot to the Canadian border. Both originate on the Gulf Coast, however, US 81 and US 183 crisscross in Texas.

US Highway 281 is direct and serves the midlands of the Great Plains.

Its route across Kansas is 216.18 miles.

It lends itself as a connecting link for Interstate routes, a role which is being developed in all states except Kansas and Oklahoma.

The only permanent traffic counter is located north of St. John. In December, 1971, the daily average was 1,681 vehicles per day. November had 1,834 and October had 1,733. According to the Kansas Continuous Count Data for 1970, prepared by the State Highway Commission, the annual average daily traffic at that station for the years 1960 to 1970 was:

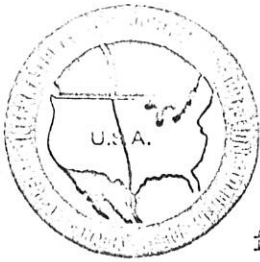
1960	1,696 daily average
1961	1,720
1962	1,747
1963	1,718
1964	1,762
1965	1,810
1966	1,800
1967	1,750
1968	1,825
1969	1,769
1970	1.659

This reflects, I feel, the absence of improvement in this route.

Not reflected in reports from permanent counters is the traffic flow shown by the State Highway Commission in its Traffic Flow Map for 1970.

The segment between Great Bend and Hoisington, for example, with an average of 3,100 to 3,500 vehicles daily, is the heaviest daily traffic of any north-south segment of highway west of US 81 and Hutchinson.





INTERNATIONAL 281 HIGHWAY ASSOCIATION

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The highway department's Adjusted Average Daily Traffic figures show 2,925 vehicles with 1,425 northwest of Great Bend and Hoisington, 1,280 near Russell, 2,505 south of Great Bend, 1,745 north of St. John, 1,465 immediately south of St. John, 1,125 north of Pratt and 1,135 immediately north of Pratt.

The highway commission designates US 281 as a principal arterial from Pratt to Great Bend, a short distance north of Osborne where it joins US 24 and a short section east of Smith Center where it joins US 36. The remainder of the route is classed a minor arterial.

A breakdown of traffic class and type (passenger, trailers, commercial, etc.,) is given on page 44 of the traffic count data report booklet.

Another measure is the sufficiency rating, also prepared by the highway department based on traffic flow, right-of-way, shoulder width, narrow structures, sharp curves, passing restrictions, surfacing and similar physical limitations.

Bear in mind that sufficiency ratings can be misleading. If there is no road from A to B, there can be no traffic. If the road is poor, traffic will seek other routes, with lower traffic counts, the formula gives a higher sufficiency. The measure of a road is the traffic developed when the road reaches standards necessary to serve the public willing to use it.

However, from highway department figures, the sufficiency of US 281 is:

90 per cent or over	29.95 miles
80 to 89 per cent	15.65
70 to 79 per cent	50.95
60 to 69 per cent	83.83
50 to 59 per cent	31.26
Under 50 per cent	4.54

Kansas Highway 281 has several severe handicaps. The most serious are recently-set load limits on two bridges, one over the Smoky Hill River south of Russell and the other on a smaller bridge in Barber County.

There are no funds for repair and, to the best I can learn, no plans for upgrading these two bridges in the face of several hundred Kansas bridges which are unable to meet federal standards.

In recent years, this route has developed interstate grain, hay and cattle trade through Nebraska, Kansas and Oklahoma. Load limits threaten this and other commercial traffic.





INTERNATIONAL 281 HIGHWAY ASSOCIATION

The American-Canadian Legion Memorial Highway

--3----



Improvements needed include wider right-of-way; a study of re-routing to include continued service to communities with a more direct cross-Kansas path; by-passing major cities so that the federal minimum speed of 50 miles an hour may be established; wider shoulders; removal of narrow structures; elimination of restricted passing zones and elimination of sharp curves. Most of these faults, affecting sufficiency ratings, can come through an overall study and long-range program which can be implemented in segments, a few miles at a time, in keeping with construction and maintenance budgets.

Kansas Highway 281 is an important link. Here is the picture in other states:

North Dakota--improvements in the Jamestown area both north and south as a connecting link with I-94 at Jamestown and I-90 in South Dakota. A good road with improvements both under contract and in planning stages.

South Dakota--improvements with four lane north and south of Aberdeen. Aberdeen south to Redfield four lane is under contract. Rest of route to I-90 near Planminton is good to excellent. Re-routing and new roadway needed north of Fort Randall Dam near Lake Andes.

Nebraska--Four lane being prepared for contract south of I-80 to Hastings; four lane in the Grand Island area; improvements near St. Paul. Roadway has been improved near O'Neill with some re-routing and improvement needed near South Dakota line and near Kansas line. Grand Island-Hastings, south, is likely to be part of traffic loop of freeway system.

There's an urgent need for Kansas and Nebraska highway commissioners and engineers to plan together to improve state-line segments.

Oklahoma--general improvement is slow with progress in Lawton area. Needs re-routing and straightening. I have no word of specific improvements in Oklahoma but conferences between Kansas and Oklahoma departments ~~are~~ necessary to improve state-line sections.

Texas--a model state with four lane, wide two lane, a major highway in fine condition for all of its some 600 miles.

RECOMMENDATIONS

Kansas US 281 must be made a part of the Kansas Highway Program. It is a vital connecting link between interstate routes. With lead time in projects growing, now from five to seven years instead of three to five years, it is vital to have US 281 a part of the state's

— THE SHORTEST NORTH-SOUTH ROUTE ACROSS THE NORTH AMERICAN CONTINENT —





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long-rang system.

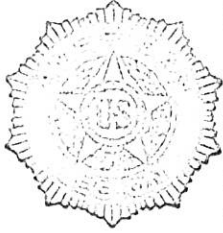
US 281 is a natural link between Interstate 80 in Nebraska, I-70 in Kansas and I-40 west of El Reno in Oklahoma. It also serves to loop Wichita west and Wichita northwest routes.

US 281 has a hidden asset. In conjunction with I-35, it provides transportation communication at a lower dollar cost. Out of urban areas, construction costs are less and its availability will serve to reduce congestion on the four or six lane Highway 81 and I-35 route.

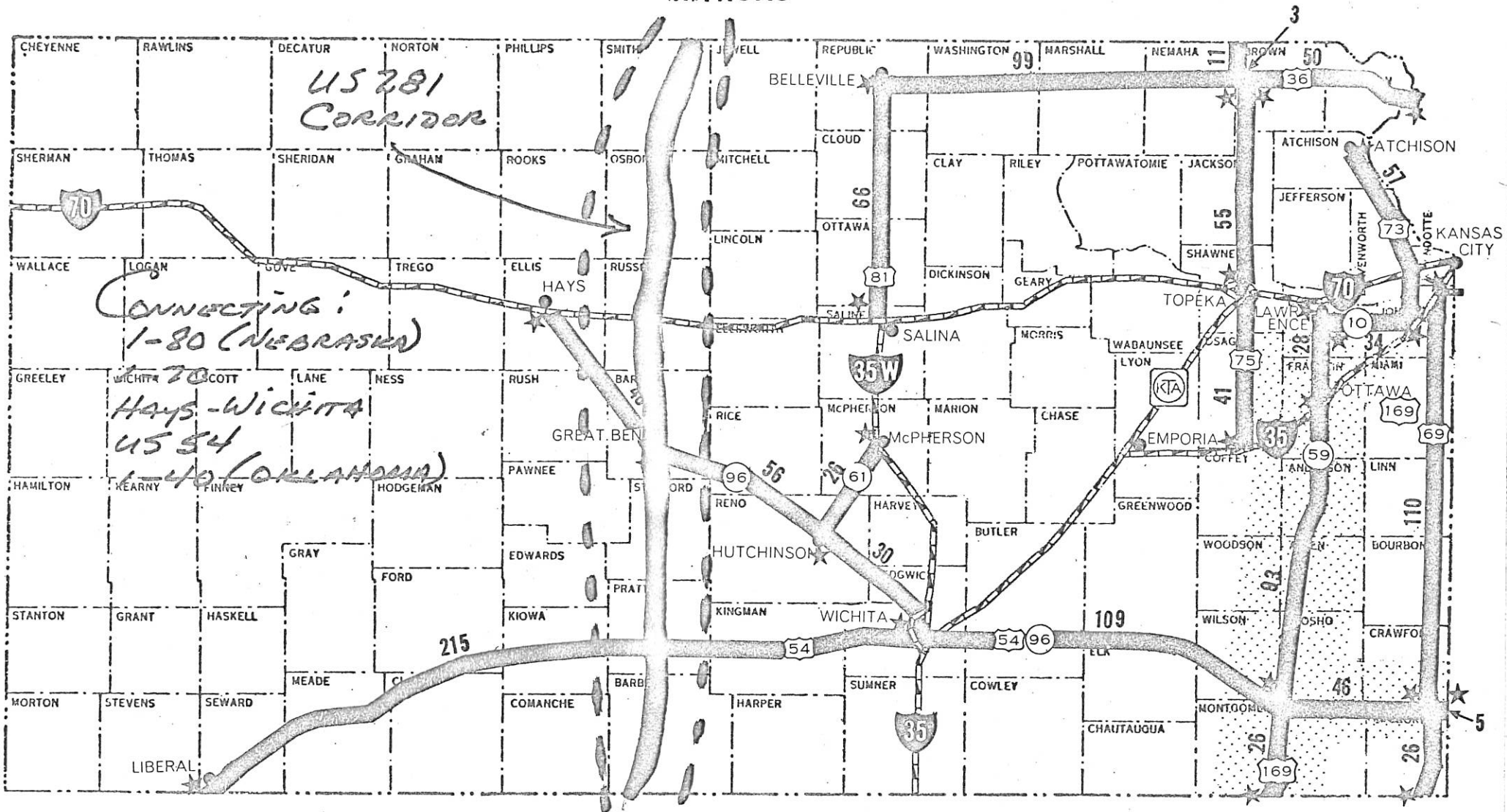
Immediate planning and preparation for contracts of four lane in the Great Bend-Hoisington area should be made. Upgrading from Pratt to Russell completes the loop.

Highway department personnel should begin and continue regular meetings with those in adjoining states to provide continuity for major routes. Roads cross state lines although, from looking at the routes entering and leaving Kansas, it appears this area has been neglected.

Russell T. Townsley
President
Kansas Highway 281 Association



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 Atchison 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-56 and interstate 35. 34 Miles

Total Miles of express and freeway highway 234

Corridor No. 10 OKLAHOMA to NEBRASKA ALONG US 281 ROUTE 200 MILES