

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on January 16, 1984 in room 519--S of the Capitol.

All members were present except: Joan Adam, excused.

Committee staff present:

Hank Avila, Legislative Research Department
Fred Carman, Office of the Revisor of Statutes
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Secretary John B. Kemp, Kansas Department of Transportation
Nancy Zielke, Kansas Department of Transportation

The meeting was called to order by Chairman Rex Crowell, and introductions of committee members and staff were made. The Agenda for next week was distributed.

Secretary John B. Kemp of the Kansas Department of Transportation was introduced and gave a presentation regarding the highway program. (See Attachment 1)

The meeting was then opened up for questions from committee members and Representative Max Moomaw requested Secretary Kemp explain different weights assigned to each criterion in determining the priority ranking for different road maintenance projects. Secretary Kemp stated it was outlined in his memorandum how the prioritization is accomplished. The district engineers establish the surfacing priorities in their districts, then the six surfacing lists from the districts are meshed into one list. Separate statewide lists are made for bridges and for a category of "all other". Then the three categories are meshed by people in KDOT who are familiar with the projects on a statewide basis. They then go down that list as far as possible with the available federal aid money to insure all those funds are utilized.

Representative Johnson asked Secretary Kemp if he felt there was any reason to continue to have the Highway Advisory Commission. Secretary Kemp replied that in its advisory role it serves a very useful purpose and can serve as a sounding board for the Department to know what the thinking is across the state.

Chairman Crowell inquired about the status of the cost allocation study to which Secretary Kemp stated it may be ready by the beginning of the next session, at the end of the next session, or possibly for the 1986 session.

Representative Moomaw questioned Secretary Kemp about the adequacy of the traffic count procedures used by KDOT. Secretary Kemp assured the committee that if they were doing inadequate counts in any specific areas, he would remedy the problem if called to his attention.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on January 16, 1984

Secretary Kemp gave a presentation regarding the closing of roadside parks in Kansas. (See Attachment 2)

Secretary Kemp gave a detailed report describing the study made by the Kansas Department of Transportation regarding the roadside parks in Kansas. He said the present plan calls for 79 roadside rest areas to remain open, being 32 on the interstate system and 47 on the state highway system. Also, there are 26 recommended to be closed, 69 transferred to local units of government and 17 converted to historical markers. Secretary Kemp said the closings or transfers would save about \$470,000 a year, allowing the money to be spent on work thought more important.

Chairman Crowell opened the questioning by disputing the characterization of the rest areas closed as "rundown dirty outhouses". Secretary Kemp replied that three or four of the areas closed did have modern "flush type" toilets.

Chairman Crowell asked Secretary Kemp if it had occurred to him that there might be a Legislative backlash when he started this program. Secretary Kemp stated he had considered the possibility, but felt it was good business practice to proceed as they did.

Nancy Zielke took the stand and discussion ensued regarding maintenance hours spent by the KDOT at the rest areas as well as the possibility of communities taking over maintenance of rest areas. It was pointed out that a local community might be able to maintain a rest area for much less than it is now costing the state.

Secretary Kemp responded to many questions from committee members about the roadside park closings regarding the amount of savings to KDOT, alternative ways of maintaining the parks, and the methods used in deciding which parks should be closed or turned over to local communities.

In closing the discussion, Secretary Kemp assured Chairman Crowell that no further rest areas would be demolished before the end of the legislative session.

The meeting was adjourned at 3:00.


Rex Crowell, Chairman

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: HOUSE TRANSPORTATION COMMITTEE

FROM: JOHN B. KEMP, P.E.
SECRETARY OF TRANSPORTATION

DATE: JANUARY 16, 1984

I APPRECIATE THE INVITATION TO APPEAR BEFORE THIS COMMITTEE TO OUTLINE AND DISCUSS TRANSPORTATION RELATED ISSUES. IT IS DISTINCTLY A PLEASURE TO APPEAR BEFORE YOU AND NOT HAVE TO PLEAD OUR NEED FOR INCREASED HIGHWAY FUNDING. INSTEAD, I CAN TALK ABOUT A SPECIFIC PROGRAM. THROUGH THE EFFORTS OF THE GOVERNOR, EACH OF YOU ON THIS COMMITTEE, AND MANY OTHERS, A HIGHWAY FUNDING PROGRAM WAS PROVIDED IN THE 1983 LEGISLATIVE SESSION. I THANK YOU FOR PROVIDING THESE NECESSARY RESOURCES SO THE DEPARTMENT OF TRANSPORTATION, AND LOCAL UNITS OF GOVERNMENT, COULD SET ABOUT THE TASK OF THE PRESERVATION AND IMPROVEMENT OF OUR HIGHWAY SYSTEM.

SINCE I MET WITH YOU A YEAR AGO, THE HIGHWAY FUNDING PROGRAM PROVIDED BY THE KANSAS LEGISLATURE COUPLED WITH THE FEDERAL SURFACE TRANSPORTATION ASSISTANCE ACT HAS BEEN TRANSLATED INTO A MULTI-YEAR PRESERVATION AND IMPROVEMENT PROGRAM OF APPROXIMATELY ONE BILLION DOLLARS. A FIRM PROGRAM OF PROJECTS FOR FISCAL YEARS 1984 AND 1985 TOTALING \$450 MILLION AND A TENTATIVE PROGRAM FOR FISCAL YEARS 1986 THROUGH 1988 OF APPROXIMATELY \$600 MILLION HAS BEEN DEVELOPED.

Attachment 1

THE CONCEPT OF A TWO YEAR FIRM AND A THREE YEAR TENTATIVE PROGRAM OFFERS THE FOLLOWING ADVANTAGES:

- + A 2 YEAR FIRM PROGRAM HOLDS THE DEPARTMENT ACCOUNTABLE TO PRODUCE WHAT IS COMMITTED WHILE ALSO ALLOWING FOR DETAILED ANALYSIS OF EXPENDITURES AND BALANCES.
- + THE 3 YEAR TENTATIVE PROGRAM ALLOWS FOR FLEXIBILITY TO ASSESS SYSTEM NEEDS OBJECTIVELY WHILE ALLOWING FOR IN-HOUSE WORK TO BEGIN ON PROJECTS SO THAT THEY CAN BE LET ON SCHEDULE.

LAST JUNE 10, 1983, I ANNOUNCED THE DETAILS OF THIS CONSTRUCTION PROGRAM TO THE KANSAS HIGHWAY ADVISORY COMMISSION. I HAVE ATTACHED COPIES OF THE PREPARED STATEMENT AND THE SUMMARY PAGE OF PROJECT INFORMATION FROM THAT PRESENTATION FOR YOUR INFORMATION.

IN ADDITION TO ANNOUNCING THE PROGRAM TO THE HIGHWAY ADVISORY COMMISSION, TWELVE PUBLIC MEETINGS WERE HELD AROUND THE STATE THROUGHOUT THE SUMMER AND FALL TO PRESENT THE PROGRAM TO THE CITIZENS OF KANSAS. ROBERT MORRISSEY OF THE FEDERAL HIGHWAY ADMINISTRATION, THE LOCAL KDOT DISTRICT ENGINEER, AND I ATTENDED THE MEETINGS WHICH WERE CHAIRED BY A MEMBER OF THE HIGHWAY ADVISORY COMMISSION.

AT THESE MEETINGS, I WAS ABLE TO EXPLAIN AND ANSWER QUESTIONS ABOUT THE PROGRAM AND SOLICIT SUGGESTIONS AND IDEAS FOR FUTURE PROGRAMS. I PLAN TO CONTINUE THESE PUBLIC MEETINGS AS EACH ADDITIONAL YEAR ON THE PROGRAM IS MADE FIRM. THE MEETINGS WILL BE ROTATED AMONG DIFFERENT SITES SO THAT IN TIME ALL KANSANS WILL HAVE HAD AN OPPORTUNITY TO ATTEND A PUBLIC MEETING AND HAVE INPUT INTO OUR PROGRAM.

AS SHOWN IN THE ATTACHED SUMMARY AND OUTLINED BY THE GOVERNOR IN HIS LEGISLATIVE MESSAGE, THE MULTI-YEAR PROGRAM CONSISTS OF:

- + SURFACE PRESERVATION COVERING APPROXIMATELY 1,000 MILES A YEAR WITH SEALS AND OVERLAYS UP TO 1 1/2 INCHES.
- + REHABILITATION AND RECONSTRUCTION OF APPROXIMATELY 114 MILES IN FY 1984 AND FY 1985.
- + NEW CONSTRUCTION ON A LIMITED SCALE INVOLVING INTER-STATE GAP CLOSINGS, SCHEDULED FREEWAY FUND PROJECTS AND PROJECTS RELATED TO ECONOMIC DEVELOPMENT.
- + BRIDGES HAVE HEAVY EMPHASIS WITH WORK TENTATIVELY SCHEDULED ON NEARLY 300 BRIDGES OVER THE FIVE YEARS.

KDOT HAS EXPENDED CONSIDERABLE TIME AND EFFORT IN DEVELOPING PROJECT SELECTION PROCEDURES CONSISTANT WITH THE DIRECTION KDOT RECEIVED FROM THE 1979 LEGISLATURE.

THE FOUR REQUIREMENTS WERE:

1. THE SYSTEM BE CLEARLY DEFINED AND USE DOCUMENTED CRITERIA;
2. A SYSTEMATIC AND CONSISTENT PROCEDURE BE USED TO DETERMINE THE RELATIVE WEIGHTS OF VARIOUS CRITERIA AND THE RELATIVE PRIORITY RANKING FOR CONSTRUCTION OF ROAD AND BRIDGE SEGMENTS;
3. THE RESULTS OF THE SYSTEM BE REPRODUCIBLE SUCH THAT AN INDIVIDUAL NOT PART OF THE ORIGINAL DECISION MAKING EFFORT WOULD BE ABLE TO RECREATE THE LIST OF PRIORITIES OF CONSTRUCTION PROJECTS; AND
4. QUANTITATIVE AND VERIFIABLE FACTORS BE USED IN DETERMINING RELATIVE PRIORITIES. IF, FOR SOME FACTORS, HARD DATA ARE NOT AVAILABLE AND PROFESSIONAL JUDGEMENTS MUST BE USED, THE RATIONALE FOR THESE JUDGMENTS MUST BE DOCUMENTED.

THE PROJECT SELECTION PROCEDURES ARE DISCUSSED IN MORE DETAIL ON THE ATTACHED MEMORANDUM.

OF PARTICULAR NOTE IS OUR PLAN TO ACTIVELY SEEK INTERSTATE DISCRETIONARY FUNDS IN FY 1984 TO AUGMENT THE SCHEDULED PROGRAM. WE HAVE SUBMITTED A REQUEST TO THE FEDERAL HIGHWAY ADMINISTRATION ASKING FOR \$70 MILLION IN INTERSTATE DISCRETIONARY FUNDS. TO APPLY FOR INTERSTATE DISCRETIONARY FUNDS, A STATE MUST HAVE OBLIGATED ALL OF THE NORMAL APPORTIONMENTS MADE TO IT FOR CONSTRUCTION OF THE INTERSTATE SYSTEM. IN ADDITION, THE REQUESTED DISCRETIONARY FUNDS MUST BE APPLIED TO A READY TO COMMENCE PROJECT, AND IN THE CASE OF CONSTRUCTION WORK, WORK MUST BEGIN WITHIN 90 DAYS OF OBLIGATION. ALLOCATIONS IN FY 1984 ARE TO BE MADE ONLY ON PROJECTS WHICH DIRECTLY CONTRIBUTE TO THE COMPLETION OF AN INTERSTATE SEGMENT WHICH IS NOT OPEN TO TRAFFIC. AT THE PRESENT TIME, KDOT HAS TOTALLY COMMITTED ALL CURRENT INTERSTATE FUNDS AND WILL COMMIT ITS NORMAL INTERSTATE APPORTIONMENTS AS SOON AS IT IS AVAILABLE AND STANDS READY TO RECEIVE AND USE WHATEVER DISCRETIONARY FUNDS MIGHT BE AWARDED TO KANSAS. I AM ESPECIALLY PROUD OF OUR RECORD IN RECEIVING DISCRETIONARY FUNDS OVER THE LAST FOUR YEARS.

DISCRETIONARY FUNDS OBLIGATED

	<u>Interstate</u>	<u>Bridge Repair & Replacement</u>
FFY 79	0	5,256,600
FFY 80	25,044,426	0
FFY 81	34,732,546	6,115,300
FFY 82	1,090,111	1,885,259
FFY 83	9,966,000	6,092,315
FFY 84	*	18,120,000**
TOTAL	<u>70,833,083</u>	<u>37,468,874</u>

* PENDING REQUEST FOR \$70 MILLION.

** APPORTIONED BUT NOT OBLIGATED.

KANSAS HAS RECEIVED \$37.5 MILLION IN BRIDGE DISCRETIONARY AND \$70.8 MILLION IN INTERSTATE DISCRETIONARY, OR A TOTAL OF \$108.3 MILLION IN DISCRETIONARY FUNDS SINCE FFY 1979.

THE AWARD OF INTERSTATE DISCRETIONARY FUNDS HAS BEEN DELAYED BY THE FHWA PENDING CONGRESSIONAL APPROVAL OF THE INTERSTATE COST ESTIMATE. THERE IS A GREAT BENEFIT TO BE DERIVED FROM THE AWARD OF DISCRETIONARY FUNDS AND THE EARLY COMPLETION OF THE INTERSTATE SYSTEM. EACH STATE RECEIVES A MINIMUM OF 1/2 OF 1% OF THE TOTAL INTERSTATE FUNDS ALLOCATED EACH YEAR WHICH CAN BE SPENT ANYWHERE ON THE STATE HIGHWAY SYSTEM AFTER INTERSTATE NEEDS ARE ADDRESSED. IN KANSAS, THIS MEANS WE WOULD RECEIVE \$20 MILLION PER YEAR WHICH COULD BE USED FOR SYSTEM WIDE NEEDS. HENCE OUR DESIRE TO COMPETE FOR DISCRETIONARY FUNDS TO COMPLETE OUR INTERSTATE PROJECTS AS SOON AS POSSIBLE.

I HAVE EMPHASIZED THE IMPORTANCE OF PRODUCING THE FIRM PROGRAM. CONSIDERABLE TIME AND EFFORT HAS, IS, AND WILL CONTINUE TO BE EXPENDED TO INSURE THE MOST BENEFICIAL USE OF THE FUNDING WHICH HAS BEEN PROVIDED TO THE DEPARTMENT. EVERY ADMINISTRATOR IN THE AGENCY IS BEING HELD ACCOUNTABLE TO ACCOMPLISH THIS CONSTRUCTION PROGRAM.

I WOULD LIKE TO MENTION TWO OTHER ITEMS BEFORE CONCLUDING MY REMARKS TODAY. ONE IS AS A RESULT OF THE EARLY BAD WEATHER THIS WINTER. KDOT HAS EXPERIENCED SOME SIGNIFICANT EXPENDITURES IN THE AREAS OF OVERTIME AND MATERIALS (SALT, SAND) BECAUSE OF SNOW, ICE AND THE COLD. WHILE THERE IS NO CAUSE FOR ALARM AT THIS POINT IN TIME, WE ARE CLOSELY MONITORING THE SITUATION SO THAT I CAN REPORT TO YOU IMMEDIATELY IF FUNDING PROBLEMS OCCUR IN THESE AREAS.

THE LAST ITEM I WOULD LIKE TO DISCUSS IS THE RECENTLY RELEASED ROADSIDE PARK STUDY. THIS STUDY FOCUSED ON THE USE AND UTILITY OF NON-INTERSTATE ROADSIDE PARKS AND WAS UNDERTAKEN IN THE INTEREST OF DEVELOPING MORE EFFICIENT WAYS TO OPERATE. KDOT BEGAN INVESTIGATING SAFETY REST AREAS AT LEAST 10 YEARS AGO. IN 1975 A SURVEY OF ALL KDOT REST AREAS WAS UNDERTAKEN BY THE LANDSCAPE SECTION WITHIN KDOT. THAT STUDY INFORMATION WAS FORMULATED INTO A PLAN WHICH WAS PRESENTED TO THE HIGHWAY ADVISORY COMMISSION. THE ORIGINAL STUDY RECOMMENDED CLOSING 68 PARKS AND THE CONVERSION OF 53 PARKS TO HISTORICAL MARKER SITES. THE COST OF IMPLEMENTING THAT PLAN WAS AROUND \$5 MILLION, MOSTLY FOR THE CONSTRUCTION OF NEW REST AREAS. NO ACTION WAS TAKEN BY THE HIGHWAY COMMISSION AT THAT TIME. THESE EARLY REPORTS WERE REVIEWED AS A PART OF THE OVERALL STUDY JUST RELEASED.

THE STUDY AS RELEASED RECOMMENDED THAT KDOT REDUCE THE LEVEL OF SERVICE ON 20 ROADSIDE PARKS, TRANSFER 57 PARKS TO LOCAL UNITS OF GOVERNMENT AND CLOSE 38 PARKS THROUGHOUT THE STATE. THE PARKS WERE EITHER OBSOLETE, INFREQUENTLY UTILIZED BY TRAVELERS, IN NEED OF MAJOR REPAIRS AND MAINTENANCE OR WERE IN CLOSE PROXIMITY TO COMMUNITIES WHERE OTHER FACILITIES ARE AVAILABLE. AS OF THIS WEEK, UPDATED FIGURES SHOW THE CLOSING OF ONLY 26 PARKS AND THE TRANSFERRING OF 69 PARKS TO LOCAL AUTHORITIES.

EACH OF YOU WERE SUPPLIED A COPY OF THE STUDY TODAY AND INSTEAD OF COVERING MORE DETAILS I WILL ATTEMPT TO ANSWER ANY QUESTIONS YOU MIGHT HAVE IN A FEW MINUTES.

I WOULD BE GLAD TO RESPOND TO ANY QUESTIONS YOU MIGHT LIKE TO ADDRESS TO ME.

ATTACHMENTS

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: HOUSE TRANSPORTATION COMMITTEE
FROM: JOHN B. KEMP, P.E.
SECRETARY OF TRANSPORTATION
DATE: JANUARY 16, 1984
REGARDING: PRIORITIZATION OF PROJECTS

I. PROJECT SELECTION

THE PRIORITIZATION OF THE PROJECTS FOR THE DEVELOPMENT OF THE HIGHWAY PROGRAM CONSISTS OF TWO DISTINCT CYCLES. THE FIRST CYCLE - THAT USED FOR THE DEVELOPMENT OF THE FY 1984-1988 PROGRAM WAS BASED UPON A CONSENSUS PRIORITY LISTING, WHICH I WILL EXPLAIN IN DETAIL. WE ARE BEGINNING USE OF A CONSTRUCTION PRIORITIZATION OPTIMIZATION SYSTEM AND A PAVEMENT MANAGEMENT SYSTEM FOR THE FY 1985-1989 PROGRAM. THESE TWO SYSTEMS ARE BEING DEVELOPED BY TASK FORCES IN THE DEPARTMENT WITH THE HELP OF THE CONSULTING FIRM OF WOODWARD-CLYDE.

THE CURRENT PROGRAM PRIORITY LIST IS BASED UPON A CONSENSUS COMMITTEE COMPOSED OF REPRESENTATIVES FROM OUR CONSTRUCTION AND MAINTENANCE, DESIGN, AND MATERIALS BUREAUS, OUR DISTRICT ENGINEERS, AND OUR OFFICE OF PROJECT SELECTION. RESURFACING PROJECTS WERE IDENTIFIED BY THE DISTRICTS AND SUBMITTED TO PROJECT SELECTION IN PRIORITY ORDER. THE SIX DISTRICTS LISTS WERE MERGED INTO A SINGLE STATEWIDE PRIORITY LIST BY THE CONSENSUS COMMITTEE.

OUR OFFICE OF PROJECT SELECTION DEVELOPED A LIST OF CANDIDATE BRIDGE PAINTING, REPAIR, AND REPLACEMENT PROJECTS BASED UPON AN AUTOMATED LISTING AND INPUT FROM THE SIX DISTRICTS AND OUR OFFICE OF BRIDGE DESIGN. THE CONSENSUS COMMITTEE THEN PRIORITIZED THESE PROJECTS INTO STATEWIDE PRIORITY ORDER. THE OFFICE OF PROJECT SELECTION ALSO UTILIZED A PRIORITY LISTING OF HIGHWAY CONTROL SECTIONS DEVELOPED BY THE DEPARTMENT OF TRANSPORTATION WITH THE HELP OF WOODWARD-CLYDE CONSULTING FIRM TO DEVELOP A LIST OF CANDIDATE ROADWAY GEOMETRIC IMPROVEMENT PROJECTS, PRIORITIZED ON A STATEWIDE BASIS BY THE CONSENSUS COMMITTEE.

FINALLY, THE THREE PRRORITY LISTS - ONE FOR RESURFACING PROJECTS, ONE FOR HIGHWAY GEOMETRIC IMPROVEMENT PROJECTS, AND ONE FOR BRIDGE PAINTING, REPAIR, AND REPLACEMENT PROJECTS - WERE MERGED INTO A SINGLE CANDIDATE PROJECT LIST IN STATEWIDE PRIORITY ORDER. AT EACH STEP IN THE PROCEDURE, THE PROJECTS WERE PRIORITIZED ON THE BASIS OF NEED FOR IMPROVEMENT IN TERMS OF CONDITION RATINGS, SAFETY, CAPACITY, TRAFFIC VOLUMES, AND FUNCTIONAL CLASSIFICATION (ROUTE SIGNIFICANCE). THE FINAL PRIORITY LIST WAS USED TO BUILD THE PROGRAM THAT THE SECRETARY PRESENTED ON JUNE 10 AND REPRESENTS THE PROFESSIONAL JUDGMENT OF THE MEMBERS OF THE CONSENSUS COMMITTEE.

THE PROGRAM WAS DEVELOPED BY WORKING THROUGH THE PRIORITY LIST WHILE JUGGLING FEDERAL AND STATE FUND BALANCES TO INSURE THAT OUR ENTIRE FEDERAL OBLIGATION CEILING IS UTILIZED AND THAT NO FEDERAL AID APPORTIONMENTS ARE LOST. THIS INVOLVES A GREAT DEAL OF JUGGLING BECAUSE, AS YOU KNOW, THERE ARE NUMEROUS FEDERAL FUND CATEGORIES. SIMULTANEOUSLY, WE INSURED THAT THE PROJECTS WE PROGRAMMED WOULD BE AT A STAGE WHERE THE PLANS WOULD BE READY, THE RIGHT OF WAY PURCHASED, AND SO FORTH.

AS I NOTED EARLIER, THE NEXT FIVE YEAR PROGRAM (FY 1985-1989) WILL BE BASED ON A MORE FORMALIZED PROCESS USING THE PAVEMENT MANAGEMENT AND PRIORITIZATION/OPTIMIZATION SYSTEMS. BOTH THESE SYSTEMS WERE MANDATED BY THE 1979 KANSAS LEGISLATURE. THE PAVEMENT MANAGEMENT SYSTEM IS AN EXTREMELY EFFICIENT DEVICE FOR DETERMINING THE APPROPRIATE PAVEMENT ACTIONS BASED UPON A GIVEN LEVEL OF FUNDING AND EXPECTATIONS CONCERNING PRESENT AND FUTURE CONDITIONS OF PAVEMENT SECTIONS. IN EFFECT, THE PAVEMENT MANAGEMENT SYSTEM SHOULD DELIVER A SET OF ACTIONS FOR EVERY MILE OF THE STATE OVER A LONG PERIOD OF TIME BASED UPON FUNDING CONSTRAINTS. THE RESULT WILL BE OUR SURFACING PROGRAM. ARIZONA HAS BEEN ONE OF THE LEAD STATES IN THE DEVELOPMENT OF PAVEMENT MANAGEMENT AND HAVE REPORTED SAVING MULTIPLE MILLION OF DOLLARS. KANSAS OBVIOUSLY HOPES TO ACCRUE SIMILAR BENEFITS AS A MEANS OF STRETCHING ITS HIGHWAY DOLLARS EVEN FURTHER.

WE WILL BE USING AN INTERIM PAVEMENT MANAGEMENT SYSTEM FOR SELECTING PROJECTS FOR A NUMBER OF YEARS. THE FINAL SYSTEM WILL SPECIFY THE ACTIONS NECESSARY TO KEEP THE ENTIRE STATE SYSTEM AT A GIVEN LEVEL BASED UPON PREDICTIVE MODELS OF PAVEMENT DETERIORATION. WE CALL THIS NETWORK OPTIMIZATION. WHILE THE FIVE YEARS OF PAVEMENT CONDITION SURVEY DATA NECESSARY FOR THE PREDICTION MODELS WILL NOT BE AVAILABLE UNTIL 1986, WE HAVE DEVELOPED AN INTERIM PREDICTIVE MODEL BASED UPON THE ESTIMATES OF A PANEL OF ENGINEERS AND MATERIALS SPECIALISTS. RESULTS FROM THAT MODEL WILL BE AVAILABLE FOR THE NEXT PROGRAMMING EFFORT.

THE PRIORITIZATION/OPTIMIZATION SYSTEM IS BASICALLY A COMPUTERIZED SYSTEM DESIGNED TO PRODUCE CONSISTENT DECISIONS. IT WILL MEET THE FOUR REQUIREMENTS MANDATED BY THE 1979 LEGISLATURE, THAT:

1. THE SYSTEM BE CLEARLY DEFINED AND USE DOCUMENTED CRITERIA;
2. A SYSTEMATIC AND CONSISTENT PROCEDURE BE USED TO DETERMINE THE RELATIVE WEIGHTS OF VARIOUS CRITERIA AND THE RELATIVE PRIORITY RANKING FOR CONSTRUCTION OF ROAD AND BRIDGE SEGMENTS;
3. THE RESULTS OF THE SYSTEM BE REPRODUCIBLE SUCH THAT AN INDIVIDUAL NOT PART OF THE ORIGINAL DECISION MAKING EFFORT WOULD BE ABLE TO RECREATE THE LIST OF PRIORITIES OF CONSTRUCTION PROJECTS; AND

4. QUANTITATIVE AND VERIFIABLE FACTORS BE USED IN DETERMINING RELATIVE PRIORITIES. IF, FOR SOME FACTORS, HARD DATA ARE NOT AVAILABLE AND PROFESSIONAL JUDGMENTS MUST BE USED, THE RATIONALE FOR THESE JUDGMENTS MUST BE DOCUMENTED.

OUR NEW PRIORITY SYSTEM IS BASED UPON WHAT IS CALLED A DELPHI PROCESS IN WHICH A NUMBER OF PROFESSIONAL ENGINEERS IN THE DEPARTMENT, COMPRISING A CROSS SECTION OF THOSE INDIVIDUALS IN THE AGENCY HAVING SIGNIFICANT HIGHWAY RESPONSIBILITIES, ARRIVED AT A GROUP CONSENSUS CONCERNING THE ORDER IN WHICH DEFICIENCIES ON THE SYSTEM SHOULD BE ADDRESSED. THESE FACTORS ARE LISTED BELOW ALONG WITH THE ESTABLISHED RELATIVE WEIGHTS.

ATTRIBUTES	RELATIVE WEIGHT
<u>Bridges:</u>	
Horizontal Clearance (ft.)	.196
Deck Condition	.232
Structural Condition	.314
Operating Rating (tons)	.170
Bridge Roadway Restriction (ft.)	.088
	<u>T.000</u>
<u>Road Sections:</u>	
Number of Narrow Structures	.086
Shoulder Width (ft.)	.089
Number of Substandard Stopping Sight Distance per mile	.069
Surface Lane Width (ft.)	.101
Volume/capacity Commercial Traffic	.091
Rideability	.065
Pavement Structural Evaluation	.088
Observed Condition	.208
Number of Substandard Horizontal Curves/Mile	.104
	<u>.099</u>
	<u>T.000</u>

THE OFFICE OF PROJECT SELECTION IS IN THE PROCESS OF DEVELOPING CRITERIA TO COMBINE THE VARIOUS CONTROL SECTIONS INTO PROJECTS AND TO FORMULATE SETS OF POSSIBLE ACTIONS, OR SCOPES, FOR EACH OF THOSE PROJECTS. THE PRIORITIZATION/OPTIMIZATION TASK FORCE, IN CONJUNCTION WITH WOODWARD-CLYDE, IS DEVELOPING THE OPTIMIZATION SYSTEM CAPABLE OF SELECTING THE BEST GROUP OF PROJECTS (TO INCLUDE THE BEST SCOPE FOR EACH PROJECT) FOR A GIVEN PERIOD BASED UPON AVAILABLE STATE AND FEDERAL FUNDING. IN EFFECT, THE SYSTEM SHOULD DELIVER TO US A SET OF PROJECTS WHICH WILL GO THE FARTHEST IN USING AVAILABLE FUNDS TO HAVE THE GREATEST IMPACT ON THE SYSTEM. IT IS THIS SYSTEM WHICH WILL BE USED TO DEVELOP THE PROGRAM IN THE FUTURE.

YOU CAN SEE THAT THE FACTORS ARE EXPLICITLY LISTED. THE CONSENSUS PROCESS USED PREVIOUSLY MAY HAVE IMPLICITLY CONTAINED THE SAME FACTORS. THE DIFFERENCE IS THAT CONSENSUS WAS USED IN THE EARLIER PROCESS TO PICK PROJECTS WHILE IN THIS PROCESS IT IS USED TO DETERMINE THE FACTOR. FOR EXAMPLE, WE NOW KNOW THAT CONSIDERATION WILL BE GIVEN TO THE AMOUNT OF TRUCK (COMMERCIAL) TRAFFIC IN EVERY CASE, JUST AS THE FORECAST TRUCK LOADINGS ARE EXPLICITLY USED TO PREDICT PAVEMENT DETERIORATION IN THE PAVEMENT MANAGEMENT SYSTEM.

OF COURSE, NOT ALL PROJECTS WILL IMMEDIATELY FIT INTO THE PRIORITIZATION/OPTIMIZATION AND PAVEMENT MANAGEMENT SYSTEMS. PROJECTS ARE CURRENTLY DEVELOPED ON THE BASIS OF DATA ON EXISTING CONTROL SECTIONS AND BRIDGES CONTAINED IN THE KANSAS DATA BASE. WHILE THIS IS A TRULY REMARKABLE DATA BASE IN THAT IT CONTAINS EXCELLENT DATA ON EVERY PORTION OF THE SYSTEM AND CAN BE USED TO DEFINE EXACTLY WHAT NEEDS TO BE CORRECTED ON THAT SYSTEM, IT DOES ADDRESS ONLY WHAT IS ACTUALLY OUT THERE. IT WILL NOT TELL US, FOR EXAMPLE, WHERE THERE SHOULD BE A ROAD WHERE THERE IS NOT ONE CURRENTLY. THE SYSTEM ALSO WILL NOT IDENTIFY THE NEED FOR NEW INTERCHANGES, BRIDGE PAINTING, LIGHTING PROJECTS, AND A NUMBER OF OTHERS. MOST OF THESE TYPES OF PROJECTS GET INTO THE PROGRAM AS A RESULT OF SOMEONE WITH KNOWLEDGE OF THE DEFICIENCY MAKING AN INPUT TO POLICYMAKERS WHO THEN MAKE A DETERMINATION TO DEAL WITH THE DEFICIENCY. WE ARE WORKING ON SYSTEMS AND PROCEDURES TO DEAL WITH ALL OF THESE TYPES OF PROJECTS IN A SYSTEMATIC WAY. CURRENTLY, THESE ITEMS CONSIST OF PROBABLY LESS THAN FIVE PERCENT OF THE TOTAL PROGRAM.

KANSAS DEPARTMENT OF TRANSPORTATION
A STATEMENT TO THE KANSAS HIGHWAY ADVISORY COMMISSION
CONCERNING THE HIGHWAY PROGRAM

JUNE 10, 1983
TOPEKA, KANSAS

BY
JOHN B. KEMP
SECRETARY OF TRANSPORTATION

INTRODUCTION

For the past several years, I have had the unhappy task of informing Kansans that the roads they drove over then and today may be the best they will ever be. Our road systems at the state, county and city levels have been deteriorating at a faster rate than they were being refurbished or replaced --and at the federal, state and local level we faced a critical shortage of funding for our road and bridge needs. We were truly at a crossroads this past year and I had asked repeatedly -- is this the end of serviceable roads, streets and highways in Kansas?

I am very gratified that the answer to that question is that this is not the end of serviceable roads in Kansas; this is the beginning of a new program to preserve and improve our highways.

The Kansas Legislature and Governor have provided a highway funding program which, coupled with the recent Federal Surface Transportation Assistance Act (nickel gas tax increase), will provide Kansas with a billion dollars of preservation work and improvements over the next five years.

FUNDING PACKAGE

The highway funding package, passed by the 1983 Legislature and signed by Governor Carlin in May, was a compromise measure with features of both the Governor's proposal to transfer user-related sales tax revenues from the general fund to the highway fund and the legislative leadership's proposal for an indexed gasoline gallonage tax. The result is a more stable funding mechanism -- one less susceptible to the loss of buying power resulting from inflation and declining gasoline consumption.

The funding package also includes the transfer of \$65 million from the state freeway fund to the state highway fund over a three year period. This allows us to begin statewide projects immediately while still completing the scheduled freeway projects. Finally, the support of the highway patrol will be transferred to the state general fund starting in fiscal year 1985.

This is an excellent piece of legislation which will support a long-range program for the preservation and improvement of our state highway system. Without indexing of the gasoline tax, KDOT will receive an average of about 54 million additional dollars a year over the next five years as a result of this legislation. We hope that motor fuel prices have stabilized, but if inflation increases the price of gasoline enough to trigger a one cent per gallon increase in fiscal year 1986, KDOT would receive an additional \$9 million; the cities and counties would receive \$5 million more. We will also receive an average of \$114 million per year in federal funds, which is about \$50 million more per year than we had been receiving.

MULTI-YEAR PROGRAM

The combination of these funds will allow us to begin addressing our needs throughout our whole system. We have developed a balanced program that fully utilizes all the federal-aid highway funds available to us. It emphasizes the preservation of the network of roadways and bridges we now have, completion of the Interstate system and the state's freeway program, and initiating of the rehabilitation of the current road network to be responsive to the demands for service, safety and capacity.

We have developed a firm program of projects for fiscal years 1984 & 1985 which will total \$450 million. A tentative program for fiscal years 86 through 88 will allow an additional \$600 million of improvements to be made.

Surface Preservation

As I have stressed many times, we must preserve our huge investment in our roads. To help accomplish this, we have implemented a surfacing program which will cover approximately 1,000 miles a year with seals and overlays up to 1 1/2". This will maintain the riding surface on the 1,000 miles in most need each year. On about 25% of these miles, we will also do some contract maintenance work on the existing shoulders of the roadway to stabilize them. This work will assist our maintenance forces and address an important safety concern by preventing dangerous drop offs.

Rehabilitation and Reconstruction

We must also rehabilitate some segments of our highways with overlays of more than 1 1/2" to keep them in condition to handle the traffic they bear. This rehabilitation will include some shoulder work and widening. In FY 84 & 85 we will rehabilitate 114 miles of highways, with an additional 214 miles tentatively scheduled for the following 3 years. Major reconstruction of some of our highways is also necessary where there are dangerous hills and curves, narrow shoulders and high volumes of traffic. Our five year program will reconstruct approximately 200 miles of our interstate, freeway and other highway segments.

New Construction

There will also be a limited amount of new construction to complete the gaps on the Interstate System, the scheduled projects from the freeway fund and several other new alignments which have significant potential for economic development. The Department plans to compete aggressively for interstate discretionary funds to complete the Interstate system. This would allow us to spend a \$20 million per year interstate allocation on other parts of our statewide highway system.

Bridges

We plan to continue our heavy emphasis on repairing, rehabilitating and replacing bridges on our highway system. A significant portion of our program will address these needs on nearly 300 bridges over the next five years. KDOT's bridge program has earned a reputation for innovation. We plan to continue our leadership in rehabilitating the bridges in our system.

Connecting Links

The sections of roadway within cities that carry the U.S. or state marking are called "connecting links." By law the state pays the cities \$1,250 per lane mile per year for connecting link maintenance. In the past we had set aside \$800,000 per year to assist cities with the heavier type of overlay or pavement recycling improvements. We are doubling that amount to provide \$1,600,000 for that purpose each year. We'll match the city funds dollar for dollar up to a maximum of \$100,000 of KDOT funds for major street surface preservation work.

OTHER KDOT ACTIVITIES

In addition to the supervision of our billion dollar contract construction program, our KDOT field forces will be performing much necessary work to keep our system safe and sound -- patching potholes, mowing the right of way, placing and replacing signs, painting centerline and lane line stripes on the pavement, plowing snow in the winter, etc.

Our Engineering and Design Division will be developing the plans for most of the projects and buying the right of way. We will employ consultants to prepare the designs for some of the more complex projects.

Our Planning and Development Division will be collecting and analyzing the data upon which we make our decisions and develop our program. This division is in the process of developing a project prioritization and optimization system, a pavement management system and a highway cost allocation study.

Our Administration Division will be facilitating the process which keeps an organization of 3,000 people on the move. One of the goals of this division is the improvement of our accounting, fiscal and management information systems. They also will be looking at ways in making us more productive through greater use of computers.

Our Inspector General and his staff will review department programs, procedures and controls to assure that integrity prevails in the conduct of our business. Our Chief Counsel and his staff will be giving us legal advice and will handle litigation.

We are well on the way to reducing our forces by 480 positions. We embarked on this program in fiscal year 1982 on the basis of an in-house manpower study and a reorganization of the department. We are on schedule and expect to reach the goal of 480 fewer positions by the end of fiscal year 1985.

The Kansas Department of Transportation is a highly professional organization. We have great technical and administrative expertise. We have dedicated people. We welcome the challenge to translate the new funding package into better highways, and we'll continue our search for ways to become more and more efficient and productive.

	<u>Miles of Roadway and Number of Bridges</u>				<u>Programmed Amounts (\$1,000)</u>			
	<u>FY 1984</u>	<u>FY 1985</u>	<u>Possible FY 1986-88</u>	<u>FY 1984-88</u>	<u>FY 1984</u>	<u>FY 1985</u>	<u>FY 1986-88</u>	<u>Total FY 1984-88</u>
<u>SURFACE PRESERVATION</u>	997.2	896.6	2,767.0	4,661.0	\$ 26,024	\$ 30,570	\$106,670	\$163,264
<u>REHABILITATION</u>								
Bridge Replacement	30	21	58	109	17,195	31,617	35,095	83,907
Bridge Rehab & Repair	26	33	118	177	11,104	8,839	41,319	61,262
Overlays more than 1 1/2" (may include shoulder & widening)	65.3	49.1	214.2	328.6	27,528	15,132	99,905	142,565
Interstate Reconstruction	1.8	0	12.6	14.4	16,204	22,788	97,829	136,821
Freeway Reconstruction	10.7	0	32.0	42.7	6,825	0	22,365	29,190
Other Reconstruction	6.8	58.2	72.6	137.6	7,798	32,354	50,629	90,781
<u>NEW CONSTRUCTION</u>								
Interstate	2.8*	0*	0*	2.8*	30,366	10,414	37,916	78,696
Freeway	0*	1.5*	24.0*	25.5*	46,266	9,840	32,780	88,886
Other	<u>28.5*</u>	<u>5.7*</u>	<u>26.2*</u>	<u>60.4</u>	<u>33,699</u>	<u>14,307</u>	<u>23,948</u>	<u>71,954</u>
Subtotal Roadway	<u>1,100.8</u>	<u>1,069.5</u>	<u>3,236.9</u>	<u>5,407.2</u>	<u>194,710</u>	<u>135,405</u>	<u>472,042</u>	<u>802,157</u>
Subtotal Bridge	56	54	176	286	<u>28,299</u>	<u>40,456</u>	<u>76,414</u>	<u>145,169</u>
Subtotal Other (KLINK, R/W, Utilities (PE & CE))					<u>30,297</u>	<u>20,562</u>	<u>69,478</u>	<u>120,337</u>
TOTAL					<u>\$253,306</u>	<u>\$196,423</u>	<u>\$617,934</u>	<u>\$1,067,663</u>

*Includes only miles of grading

KANSAS DEPARTMENT OF TRANSPORTATION

ROADSIDE PARK STUDY

NOVEMBER 1983

An Analysis of the Usage and Demand
of Kansas Non-Interstate
Rest Areas and Turnout Locations

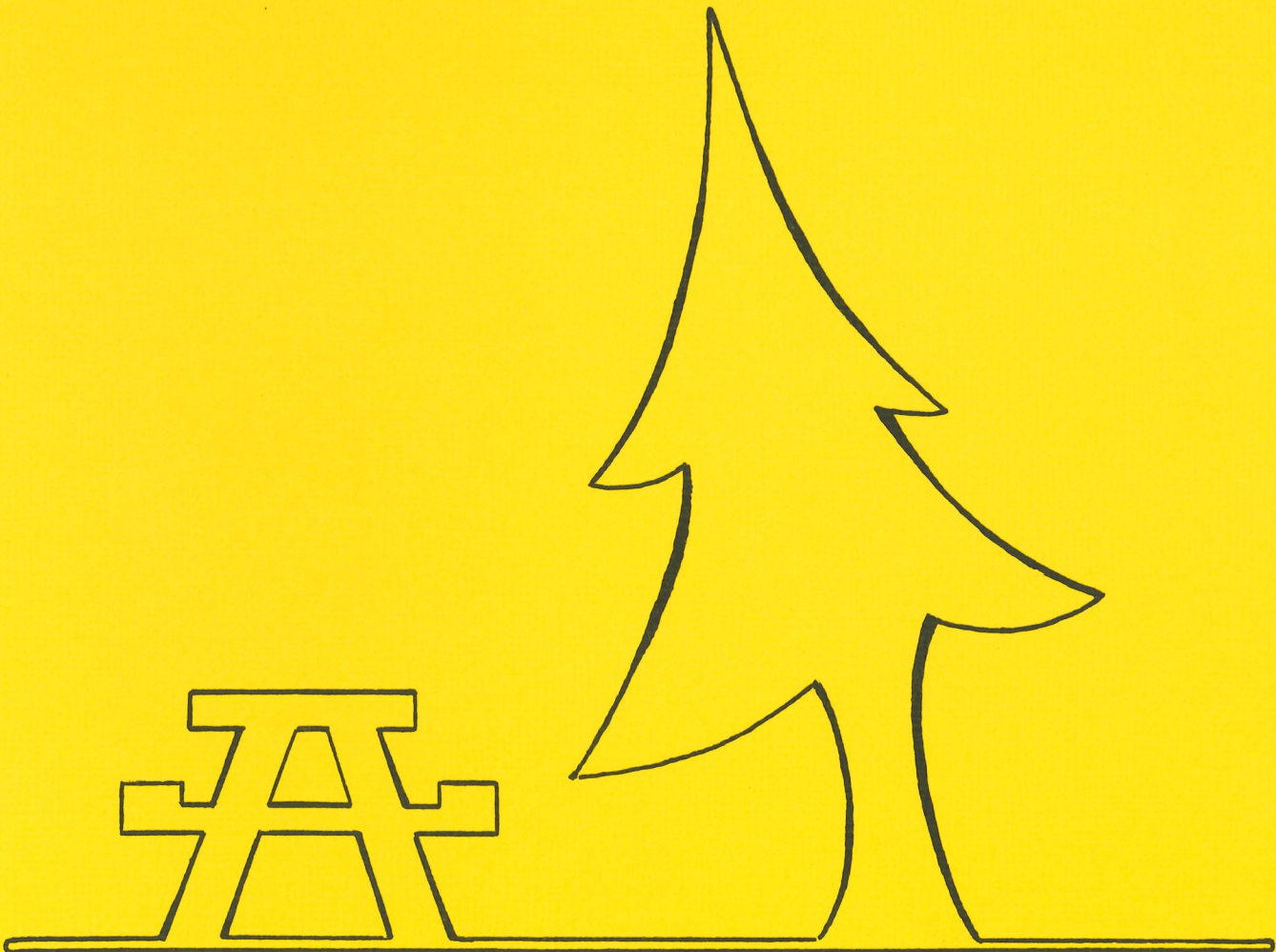


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EXECUTIVE SUMMARY

The purpose of this Roadside Park Study is to evaluate the use of Kansas roadside parks and systematically determine whether the current level of service is justified. The recommendations are based on a detailed analysis of usage, maintenance, cost and alternative rest stop facilities that compared similar facilities and traffic flow patterns on the state highway system.

The study specifically focused on rest areas and table sites on state highways that were maintained by the Department. All rest areas on the Interstate system will be maintained at their present level of service. Proposed actions considered for the roadside parks on the state system included: continuation of the present level of service, transfer to another authority, elimination from the control of the Department of Transportation or conversion to the lowest possible level of service.

The final phase of the study involved the District Engineers presenting the proposed option for each site to local units of government. Contacts were made with cities that were in close proximity to rest areas that were proposed to be closed or converted to a minimum service site. District personnel were able to assess the receptiveness of the communities to assume the ownership and maintenance of the particular rest area. In general, the responsiveness of the local officials to acquire the maintenance and ownership responsibilities of many of these parks was positive.

As illustrated on Table 1 and 2, 57⁽¹⁾ roadside parks or 35.8% of the non-interstate facilities have been recommended to be turned over to local units of government, thus eliminating them from the control of the Department. This group includes 20 sites that were initially proposed to be closed or converted to a minimum service facility. Specifically, 9 parks proposed to be closed and 11 sites identified to be converted were requested by local officials to be transferred to their authority. These cities have expressed interest in seeing such areas remain accessible or become the jurisdictional property of the entity to use at their discretion.

The majority of the areas recommended for transfer are in substandard condition, offering obsolete and antiquated facilities for motorists who do stop. Also, the close proximity of these sites to city public works or park offices make local maintenance more logical and economical.

Sixty-four roadside parks or 40.3% of the non-interstate facilities are recommended to be retained as part of the state highway system. Forty-four roadside parks (27.7%) are recommended to remain open with the present level of service. These sites generally have significant distance between incorporated cities with adequate rest stop facilities. These facilities will remain under the control and maintenance responsibility of the Department. Twenty parks with historical markers (12.6%) will also remain under the authority of the Department as historical marker sites with a turnout location only. These will require minimum maintenance with all other facilities including toilets, picnic tables and trash containers being removed. The justification for downgrading such facilities is the low usage of picnic areas, low AADT volume, substantial annual maintenance costs and the close proximity of these sites to cities.

(1) The total number of sites recommended to be transferred includes 15 roadside parks that were under the maintenance authority of another entity than the Department. The initial study proposals included only those parks maintained by the Department. Several of these areas need to have the deed and right of way transferred for the local authority to have complete ownership or are in the process of or have recently been fully turned over.

Thirty-eight roadside parks (23.9%) are recommended to be closed permanently. The recommendation to close these sites was made because of the close proximity of these areas to incorporated cities, the low AADT volume and usage and the future major repairs required.

The fiscal impact to the District maintenance budgets will be substantial. (Table 3 and 4) Funds appropriated for rest area maintenance can be shifted to areas of greater need and benefit to the State highway system. District Three would experience the largest savings with 88.6% of the regions parks being eliminated from the control of the District or converted to the lowest possible level of service. District One, however, will retain 65.6% of its existing parks of which 18.8% will be converted to minimum service levels.

In conclusion, 62.9% of the non-interstate roadside parks are recommended to be eliminated from the control of the Department or converted to the lowest possible level of service. These 100 roadside park areas are all either obsolete, infrequently utilized by travelers or annually encumber repair and maintenance expenses that cannot show to be strong beneficial use or demand to the state highway system.

INTRODUCTION

Study Purpose

The purpose of this study is to evaluate the use of Kansas roadside parks by motorists and determine whether the level of service presently provided is justified. The Department's concern for the utilization of highway funds and the shortfall of funds for highway construction and maintenance prior to the last legislative session prompted this evaluation of the State's existing rest area facilities and resources. In analyzing the question of whether the present level of service is justified, this study (1) surveyed the usage of rest areas and table sites, (2) tabulated available maintenance cost information and (3) examined alternatives to using rest areas and table sites available to traveling motorists.

Study Scope

The study focused specifically on rest areas and table sites on state highways which are maintained by the Department of Transportation. The term roadside parks includes rest areas, which are those facilities with picnic tables, trash containers, and toilet facilities. It also includes turnout picnic table sites which have one or more tables and trash containers, but no toilet facilities. Some rest areas and table sites also have historical markers created in conjunction with the Historical Society as part of their historical marker program.

Rest areas located on interstate highways were not included in the study because of their obvious high rate of utilization by long distance travelers. Turnout locations with historical markers, but no other facilities, were also excluded. This decision was made because (1) some marker sites are maintained by the Historical Society and (2) the Department of Transportation can maintain the remainder of historically significant sites with minimal effort in the course of normal right-of-way mowing.

ANALYSIS OF DEMAND AND NEED FOR REST AREAS

Rest areas have historically been an attractive and convenient asset to the highway travelers. It is the objective of the Department to protect such public investments by preserving the "as built" condition as long as possible, thus minimizing the need for major improvements. Rest areas can be an advertisement for the State with clean and well maintained facilities.

The demand and usage is primarily centered from two major sources-- regional and national demand. Regional users encompass those who live approximately a day's drive away, at the maximum, from a rest area. Such travelers would be weekend campers, outdoor sports enthusiasts, families visiting relatives or taking local sightseeing trips, etc., who intend to stop for a quick lunch break or to use the restroom facilities. This type of user is more apt to be using non-interstate, local primary and secondary highway systems.

National users include travelers from all over the country. Motorists pass through Kansas on extended vacations, business trips or when moving to another state. Interstate trucking has become a heavy user of both the interstate and primary state highway systems. All stop for rest, food or an overnight stay and proceed on the next morning. Such travelers use the interstate, freeway and heavily traveled primary system routes.

INVENTORY OF REST AREAS

Rest areas fall into five general categories based on the time frame in which they were constructed, type and quantity of funds used to build them, and any improvements or additions in successive years. The categories of classes are:

- Class I: Turnouts, overlooks, and historical sites. Areas contain primarily small asphalt drives with little or no facilities offered for the convenience of travelers. Picnic tables, trash receptacles, and landscaping may or may not exist.
- Class II: Rest Area (Pit Toilet Facilities), Circa 1934-1955: These areas are characterized by a short turnout drive and a pair of wooden pit toilet facilities. Picnic tables, table shades and shelters, hand pump wells, fireplaces, and trash receptacles are found in some of the later parks, but most have no lights or automatic water system.
- Class III: Rest Area (Pit Facilities), Circa 1955-1965: These areas closely resemble earlier parks, except that the areas are generally larger; a more modern pit toilet building is provided, which has facilities for both men and women, a maintenance tool room and better ventilation; and more and better designed picnic facilities are provided, such as shelters, charcoal grills, hand pump wells, and bulletin boards providing the traveler information about the local area.
- Class IV: Rest Area (Pit Facilities), Circa 1965: These areas are characterized by modern concrete block pit toilets and an extensive park development of picnic and camping facilities. Most provide concrete "toadstool" shelters. This class offers the traveling public a wide variety of rest stop needs, including drinking fountains, hydrants, lights and electrical outlets.
- Class V: Rest Area (Flush Facilities), Circa 1965 to present: These areas complete the present modern design rest areas and include all the facilities included in Class IV, plus a flush type toilet. All, however, do not meet present design standards for handicapped facilities and sanitation systems. Some areas do not offer an adequate number of facilities for the present traffic.

As summarized on Table 5, there are 190 roadside areas throughout the state. Of these sites, 159 are non-interstate facilities located on either rural state highways or local federal-aid secondary routes. There are 83 sites having some structural type of toilet facility with 24 of these roadside areas having either a picnic table site or a historical marker also. Forty-one of the non-interstate sites are picnic table sites only or table sites with a historical marker. Thirty-three contain only a historical marker and two sites are geographic scenic overlooks with no restroom or picnic site facilities.

District 3 maintains the highest number of parks (47), although its average traffic count is one of the lowest in the state. It must also be considered, however, that the greatest portion of I-70 (including 14 interstate rest areas) is also maintained by this district.

District 1 maintains the highest number of undeveloped parks, table site locations, as well as the highest number of parks with a pair of privies (Class II).

Most of the rest areas are Class III. They are well developed and can offer many advantages; however, they have substandard, obsolete pit toilet facilities that do not meet handicapped requirements and are generally not lighted.

TABLE 1
ROADSIDE PARK STUDY
EXECUTIVE SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERT TO MINIMUM SERVICE LEVELS BY DISTRICT

OCTOBER 1983

DISTRICT	ROADSIDE PARKS TO REMAIN OPEN*	TRANSFERRED TO OTHER AUTHORITY**	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL
ONE	15 46.9%	7(1) 21.9%	6 18.8%	4 12.5%	32
TWO	8 38.1%	7(2) 33.3%	1 4.8%	5 23.8%	21
THREE	1 2.9%	27(6) 77.1%	4 11.4%	3 8.6%	35
FOUR	2 12.6%	5 26.3%	1 5.3%	11 57.9%	19
FIVE	13 38.2%	6(3) 17.6%	6 17.6%	9 26.5%	34
SIX	5 27.8%	5(3) 27.8%	2 11.1%	6 33.3%	18
TOTAL	44 27.7%	57(15) 35.8%	20 12.6%	38 23.9%	159

* Sites will be maintained by KDOT Maintenance personnel

** () indicates the number of sites presently maintained by some other authority. Several of the noted parks will require transfer of deed and/or right of way to turn over full maintenance responsibilities. These sites were not included in the Roadside Park Analysis. The Study focused specifically on rest areas and table sites on state highways that were maintained by the Department of Transportation.

TABLE 2
ROADSIDE PARK STUDY
EXECUTIVE SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERT TO MINIMUM SERVICE LEVELS BY CLASS OF FACILITY

OCTOBER 1983

CLASS	ROADSIDE PARKS TO REMAIN OPEN*	TRANSFERRED TO OTHER AUTHORITY**	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL
I	30 39.5%	18(5) 23.7%	10 12.8%	18 23.7%	76
II	1 12.5%	6(2) 75.0%	1 12.5%	0 0.0%	8
III	7 13.7%	28(5) 51.9%	7 13.7%	12 23.5%	54
IV	1 14.3%	1 14.3%	1 14.3%	4 57.1%	7
V	5 33.3%	4(3) 26.7%	1 6.6%	4 26.7%	14
TOTAL	44 27.7%	57(15) 35.8%	20 12.6%	38 23.9%	159

* Sites will be maintained by KDOT Maintenance personnel.

** () indicates the number of sites presently maintained by some other authority. Several of the noted parks will require transfer of deed and/or right of way to turn over full maintenance responsibilities. These sites were not included in the Roadside Park Analysis. The Study focused specifically on rest areas and table sites on state highways that were maintained by the Department of Transportation.

TABLE 3
ROADSIDE PARK STUDY

EXECUTIVE SUMMARY OF FISCAL IMPACT OF STUDY RECOMMENDATIONS
BY DISTRICT

OCTOBER 1983

DISTRICT	TRANSFERRED TO OTHER AUTHORITY*	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL PROPOSALS	PROPOSED MAINTENANCE COST SAVINGS **
ONE	6	6	4	16	\$ 45,400
TWO	5	1	5	11	40,600
THREE	21	4	3	28	142,100
FOUR	5	1	11	17	85,900
FIVE	3	6	9	18	84,900
SIX	2	2	6	10	71,600
TOTAL	42	20	38	100	\$470,500

* Excludes the 15 sites already maintained by another authority.

** Does not include potential savings from sale of excess right of way.

TABLE 4
ROADSIDE PARK STUDY

EXECUTIVE SUMMARY OF FISCAL IMPACT OF STUDY RECOMMENDATIONS
BY CLASS OF FACILITY

OCTOBER 1983

CLASS	TRANSFERRED TO OTHER AUTHORITY*	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL PROPOSALS	PROPOSED MAINTENANCE COST SAVINGS **
I	13	10	18	41	\$ 82,000
II	4	1	0	5	33,400
III	23	7	12	42	250,700
IV	1	1	4	6	38,400
V	1	1	4	6	66,000
TOTAL	42	20	38	100	\$470,500

* Excludes the 15 sites already maintained by another authority.

** Does not include potential savings from sale of excess right of way.

TABLE 5
ROADSIDE PARK STUDY
CATEGORIES OF NON-INTERSTATE ROADSIDE AREAS
(INTERSTATE)

JULY 1982

CATEGORIES	DISTRICTS						TOTAL NON- INTERSTATE	TOTAL INTERSTATE	GRAND TOTAL
	I	II	III	IV	V	VI			
Rest Areas Only	2 (2)	3 (2)	22 (13)	9 (2)	14 (2)	9	59	21	80
Table Site Only	8	8	2	3	4	0	25	0	25
Historical Marker Only	14	6	0	3	6	4	33	0	33
Rest Area/ Table Site	0	0	1	0	0	0	1	0	1
Rest Area/ Historical Marker	3 (2)	1 (8)	7 (1)	3	7	2	23	11	34
Table Site/ Historical Marker	7	3	1	1	2	2	16	0	16
Rest Area/ Table Site/ Historical Marker	0	0	0	0	0	0	0	0	0
Overlooks	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>
TOTAL	34 (2)	21 (10)	33 (14)	19 (2)	34 (2)	18	159	32	191

DESCRIPTION OF SURVEY TECHNIQUES

To determine the frequency of usage for the roadside parks, a stratified random sampling procedure was designed to obtain the most statistically reliable data without placing overburdening administrative fiscal constraints on the Department. A sampling procedure, similar to those used in opinion and voting poll surveys, was designed to provide an estimated projection of the traffic volume and frequency of usage patterns of the roadside parks. Such a procedure has proven to be statistically valid and provides an established reliable data base.

A study population was selected from the 159 non-interstate roadside rest areas. Sites considered were non-interstate areas maintained by the state and locations where levels of service maintenance could be adjusted.

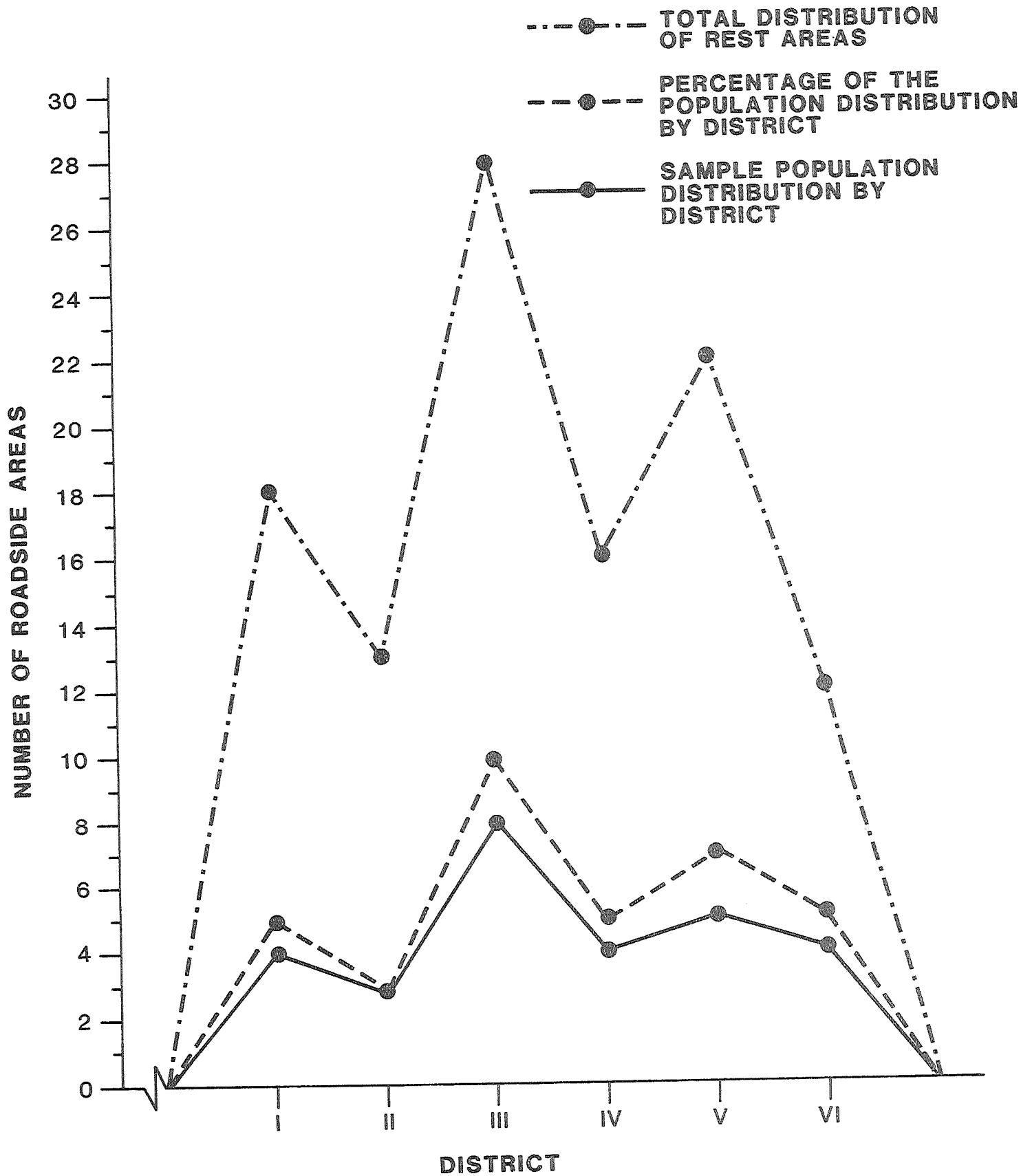
Roadside parks with historical markers only and scenic overlooks were immediately eliminated from the study due to the historical significance of these sites. A judgment sample of roadside areas was selected with 109 of the 159 total statewide non-interstate sites meeting the initial selection criteria.

From the selected sample population of 109 sites, a random sample size of 30 roadside areas was selected. The same represented 27.5% of the target population. Additionally, the roadside areas were divided into two functional classes of rest area locations and turnout locations. Twenty-one rest area locations (28.4% of the target population of 74) and 9 turnout locations (table site only and table site-historical marker sites representing 25.7%) of the total 35 turnout locations were randomly selected for a total sample of 30 roadside areas. Tables 6 through 8 illustrate the distribution of the target group compared to the entire population of rest areas in each district and statewide.

ROADSIDE PARK STUDY

DISTRIBUTION OF 109 ROADSIDE AREAS

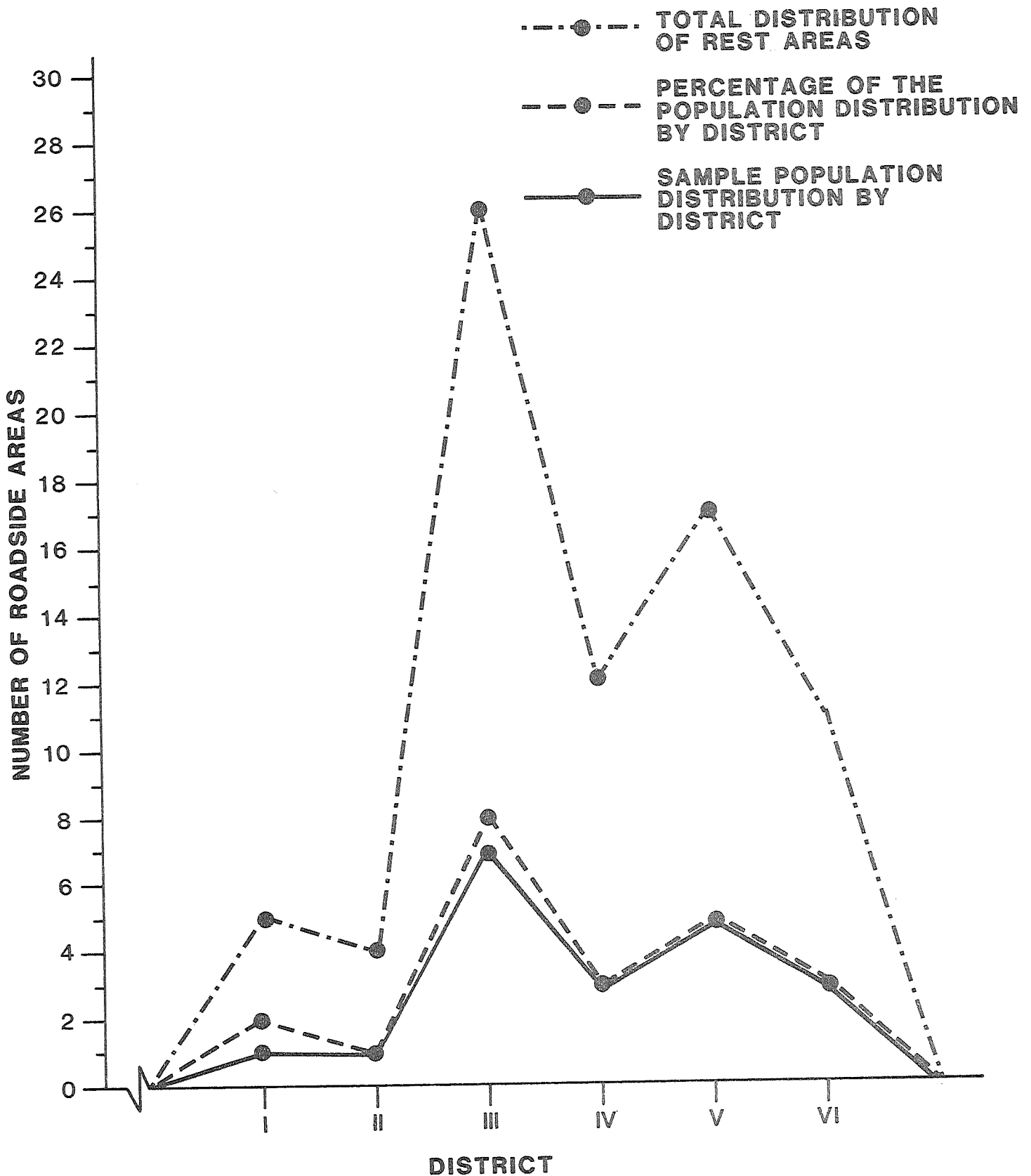
TABLE 6



ROADSIDE PARK STUDY

DISTRIBUTION OF 74 REST AREAS

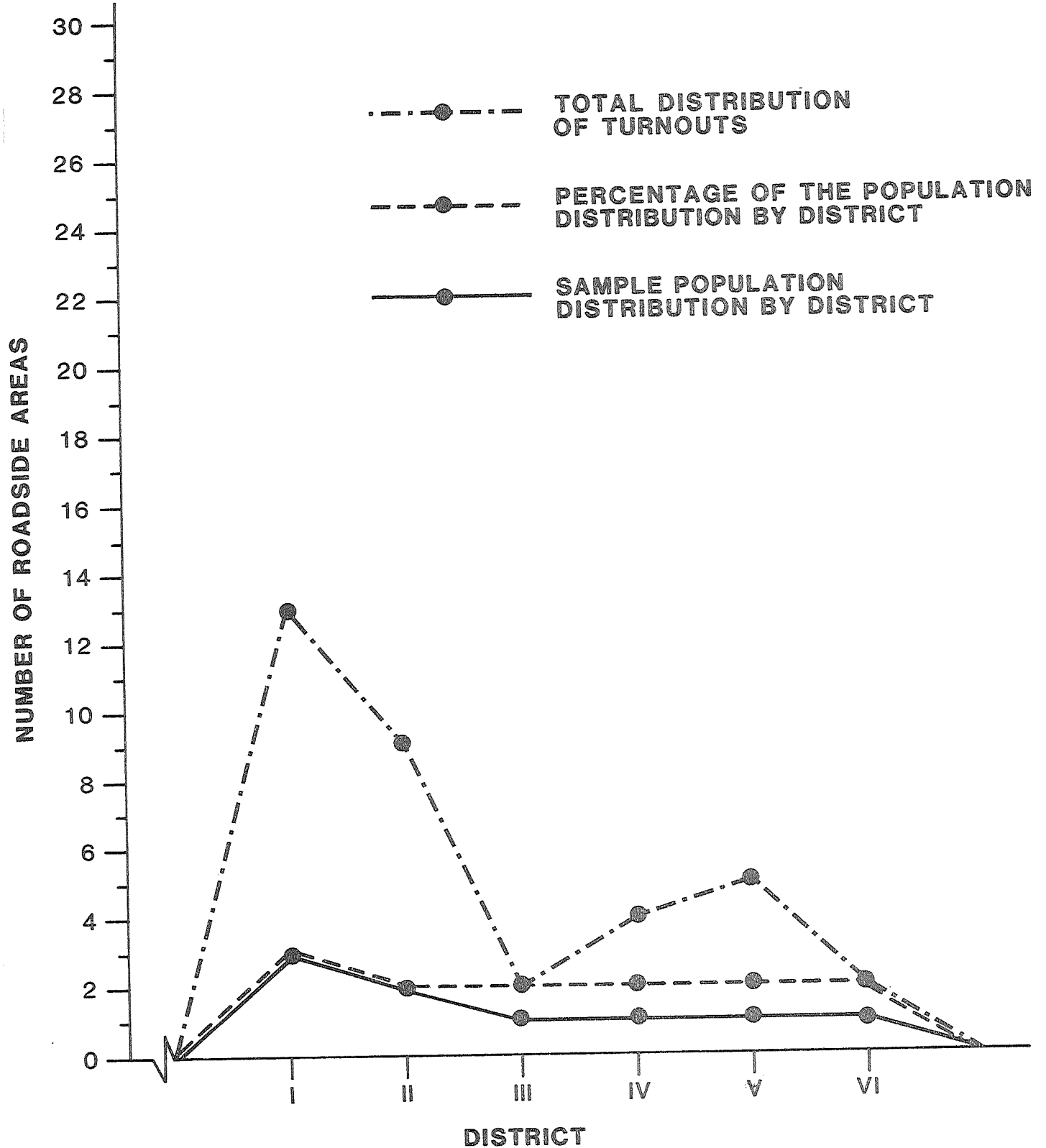
TABLE 7



ROADSIDE PARK STUDY

DISTRIBUTION OF 35 TURNOUT LOCATIONS

TABLE 8



Of the 109 target group sites, numbers were randomly assigned to the list of rest areas. A list was composed by arbitrarily assigning numbers between 1 and 109 to the target population. A starting point from the random number table list ⁽²⁾ was selected with 30 numbers being matched to the assigned rest areas. The random number list provided for a random objective selection of sites.

The sample population was divided into four survey groups with the first ten facilities serving as a "control group" for the entire thirty park sites. A seven-day, "control group", was selected through the identification of common characteristics of the sample population. Functional route classification, type of park site facility, and 1980-1981 AADT were the common elements that were identified in grouping the sites.

The data generated from the manual seven-day counts was utilized to project the estimated usage of the remaining twenty sites. For those rest areas grouped into the three, two or one day interview periods, the control group data was then extrapolated to project the frequency rates. This process used the data generated from the ten, seven-day interview periods to predict usage for the other rest areas that had common characteristics. Table 9 illustrates the control group and interview period schedules.

The actual survey periods were from 6:00 a.m. until 10:00 p.m. (or dusk) for all thirty locations. This sixteen hour sequencing schedule, as illustrated in previous Bureau of Transportation Planning Traffic Planning Studies, resulted in surveying over ninety percent of the AADT traveling during these peak travel hours. (See Table 10) The month of August was also assumed to be a peak travel month, allowing for a high traffic usage of rest area sites. (See Table 11)

(2) Standard Mathematical Tables, Samuel M. Selby, Ph.D., Sc.D., The Chemical Rubber Company, Cleveland, Ohio, 1971, p. 621+.

TABLE 9
ROADSIDE PARK STUDY
ORIGIN-DESTINATION INTERVIEW SCHEDULE
AUGUST 1982

GROUP I: SEVEN DAY INTERVIEW PERIOD - 10 sites									
1-1505	1 mi. East of Troy	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
1-2504	Jct. US-56 and US-59	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
1-2510	5 mi. North of Lyndon.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
2-3508	Jct. US-50 and US-77	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
2-4510	US-81 North of Saline Co. Line	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
3-1504	Lenora - K-9	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
3-3508	Luray - K-18	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
3-4501	Hoxie - US-24.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
4-1505	2 1/2 mi. South of Pleasanton.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
5-5506	1/2 mi. South of Harper.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
GROUP II: THREE DAY INTERVIEW PERIOD - 7 sites									
2-2511	6 1/2 mi. South of Belleville.		Monday		Wednesday	Thursday			
3-2502	McDonald - US-36				Wednesday	Thursday	Friday		
3-4502	East of Wallace.		Monday				Friday	Saturday	
4-5509	1 1/2 mi. East of Moran.	Sunday		Tuesday	Wednesday				
5-3501	Argonia - US-160	Sunday		Tuesday				Saturday	
6-2504	4 1/2 mi. West of Ingalls.	Sunday					Friday	Saturday	
6-3202	2 mi. East of Dighton		Monday	Tuesday		Thursday			
GROUP III: TWO DAY INTERVIEW PERIOD - 7 sites									
1-1509	9 mi. South of Atchison.	Sunday							Saturday
1-5503	West of Belvue			Tuesday		Thursday			
3-1509	Almena - US-383.	Sunday		Tuesday					
3-2503	Atwood Lake - US-36.		Monday				Friday		
3-2507	South of Oberlin - US-83					Thursday	Friday		
4-4503	Hallowell - K-96		Monday		Wednesday				
5-2505	2 mi. West of Rosalia.				Wednesday				Saturday
GROUP IV: ONE DAY INTERVIEW PERIOD - 6 sites									
4-3505	North of Caney						Friday		
5-1507	13 mi. East of Pratt					Thursday			
5-4501	West of Alexander - K-96				Wednesday				
5-4507	4 mi. West of Lyons.		Monday						
6-3508	Ashland - US-160								Saturday
6-4507	South of Jct. US-160 and US-83			Tuesday					

1982
 HOURLY VARIATIONS IN DAILY TRAFFIC ON RURAL STATE HIGHWAYS
 AND URBAN STREETS AND HIGHWAYS

LEGEND
 —▲— RURAL STATE HIGHWAYS
 -○- URBAN STREETS AND HIGHWAYS

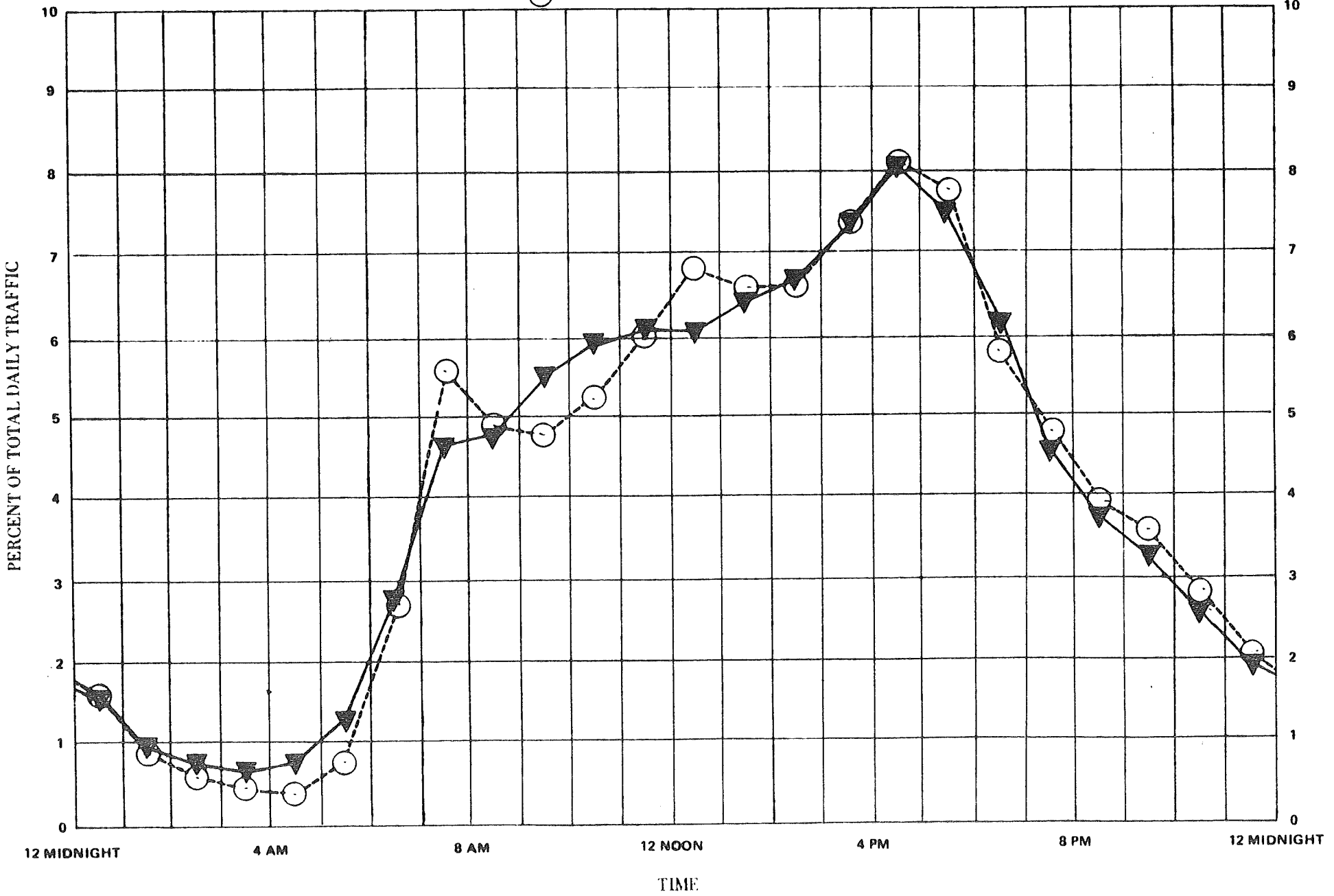


TABLE 10

VARIATIONS OF YEARLY TRAFFIC BY MONTH OF YEAR AT CONTINUOUS TRAFFIC COUNTER STATIONS - 1982

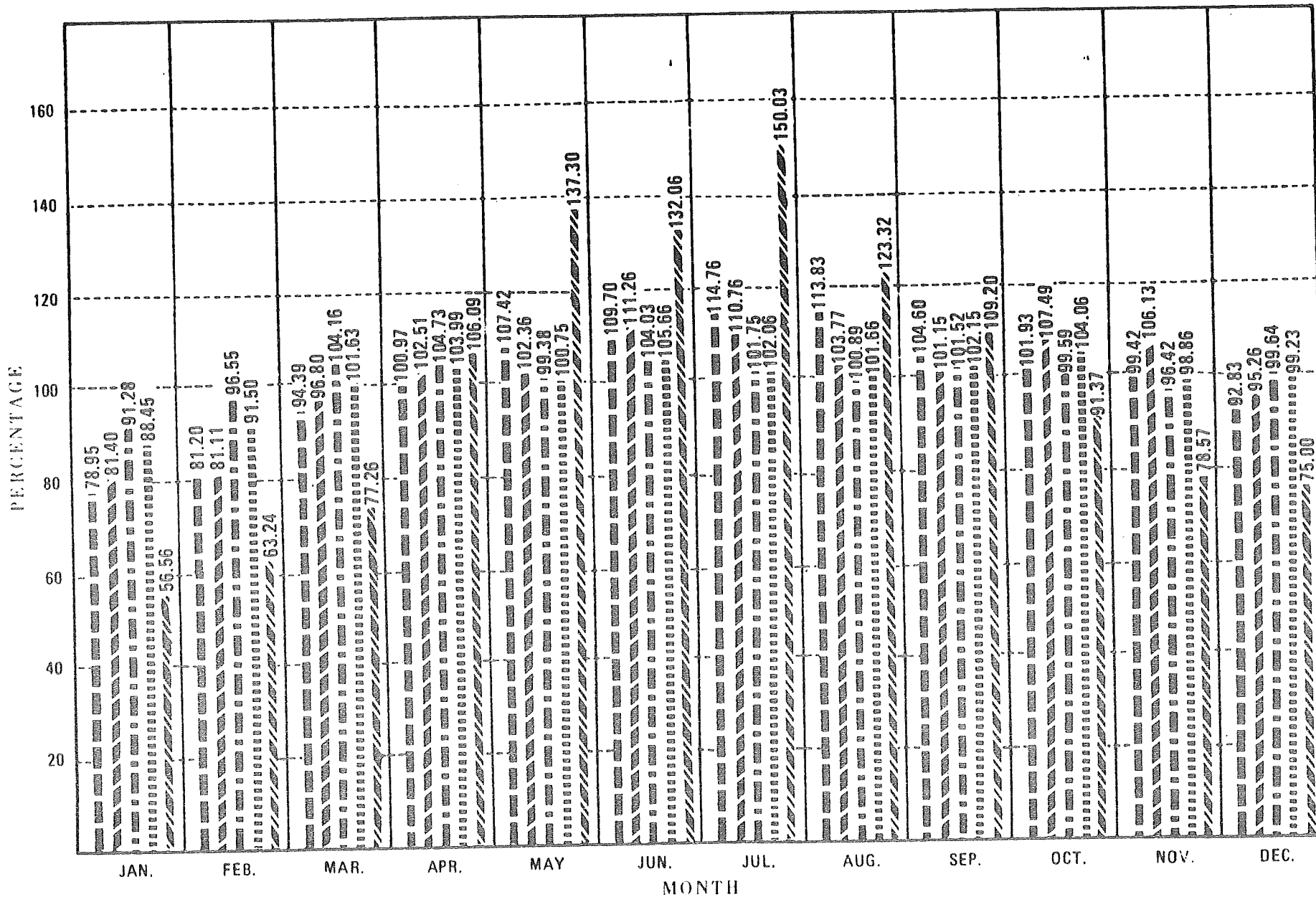


TABLE 11

ANALYSIS OF SURVEY USAGE DATA

During the interview period from mid-August to early September 1982, 3,985 motorists were surveyed as they pulled into one of the 30 sample site locations. On the basis of this count, it was determined that only 1.94% of motorists driving past a rest area actually stop. The frequency usage rate on routes with 0-1500 AADT (low volume traffic) was 1.33%; 1500-3000 AADT (medium volume traffic) was 2.52%; and over 3000 AADT (high volume traffic) was 1.191%. In comparison, the Bureau of Transportation Planning estimates that interstate rest area usage averages between 10-15% for parks located near the ends of the I-70 corridor and approximately 5% in other areas on the interstate.

When analyzed by class of facility, usage varies somewhat. Only .59% of the motorists passing by stopped at the Class I turnout location stop to use the facility. The lowest usage occurred at site #1-2510, 5 miles north of Lyndon, where the average frequency rate was .27% for a seven-day control period. The highest usage turnout location was recorded at site #2-3508, at the Junction of US-50 and US-77, with 1.85% of the AADT stopping.

For facilities with restroom facilities, Classes II through V, the percentage of vehicles stopping at the rest areas was 2.58%. The lowest usage was .68% at site #3-1504 at Lenora on K-9. The highest recorded frequency rate was at site #4-5509 in Moran with 4.72% of the AADT.

The following table illustrates the percentage of AADT stopping at each class of facility on primary arterials, minor arterials, and major collectors:

TABLE 12
 PERCENTAGE OF AADT
 CLASSES OF REST AREAS

<u>Classes</u>	<u>Routes</u>		
	<u>Primary Arterials</u>	<u>Minor Arterials</u>	<u>Major Collectors</u>
I	.69%	.49%	NA
II	3.78%	3.56%	NA
III	2.00%	2.53%	.68%
IV	2.63%	1.25%	NA
V	2.59%	NA	NA

The survey found that the primary users of rest areas and turnouts were motorists on long distance trips, with 87% of the motorists surveyed on trips over 65 miles. Eighty-three percent of all those surveyed said that they were out of state travelers; only 16% listed Kansas as their home state. The out of state travelers were not just from the neighboring Midwestern states, but encompassed travelers from across the United States, Canada and Mexico. The heaviest percentage of out of state travelers occurred primarily on U.S. Routes 36, 54, 24, 40 and 81.

Local motorists traveling either 6-10 miles or 11-20 miles composed the second category with 3.9% and 6.1% respectively. These motorists most frequently said the specific purpose of their trip was work related-business, personal business or shopping.

TABLE 13
SUMMARY OF QUESTIONNAIRE RESPONSES

STATE OF KANSAS
DEPARTMENT OF TRANSPORTATION
ROADSIDE PARK QUESTIONNAIRE
AUGUST 1982

-23-
Date: Aug.-Sept. 1982
Site: 30 Sample sites
Vehicle: 3,985 Total

The Kansas Department of Transportation is conducting an informational survey on the States Roadside Parks. It would be greatly appreciated if you would take a few moments and answer the following questions. Please return this form to the surveyor before your departure.

- I. How many persons are traveling in your vehicle?
- | | |
|-----------------------|---------------------------|
| <u>47%</u> 1 person | <u>.5%</u> 5-6 persons |
| <u>46%</u> 2 persons | <u>.5%</u> Over 6 persons |
| <u>6%</u> 3-4 persons | |
-
- II. What type of vehicle are you driving?
- | | |
|---|---|
| <u>79%</u> Automobile | <u>1%</u> Motorcycle or Bicycle |
| <u>2%</u> Auto towing trailer | <u>.5%</u> Tractors or Other Farm Machinery |
| <u>11%</u> Light Truck (2-axle, 4-tired) | <u>1.5%</u> Other: (please specify) |
| <u>5%</u> Heavy Truck (bigger than 2-axle, 4 tired) | <u>Motor House Coaches and Buses</u> |
-
- III. What is the purpose of this trip? (Check only one)
- | | |
|----------------------------------|-----------------------------------|
| <u>22%</u> Work-related Business | <u>1%</u> School |
| <u>18%</u> Shopping | <u>19%</u> Social-Recreational |
| <u>24%</u> Vacation | <u>1%</u> Other: (please specify) |
| <u>15%</u> Personal Business | |
-
- IV. What is the purpose of stopping at this Roadside Park? (Check as many that apply)
- | | |
|---|--|
| <u>81%</u> Rest Rooms | <u>3%</u> Change Vehicle Drivers |
| <u>6%</u> Travel-Historical Information | <u>1%</u> Use Grills |
| <u>27%</u> Dispose of Trash-Wastes | <u>87%</u> Exercise-Rest |
| <u>22%</u> Picnic Table Site | <u>1%</u> Other: (please specify) |
| <u>0%</u> Car Pooling | <u>Emergency Vehicle Repairs and obtain drinking water</u> |
-
- V. What is the approximate mileage of your total trip? (check only one)
- | | |
|-------------------------|----------------------------|
| <u>.5%</u> 1-5 miles | <u>.4%</u> 31-50 miles |
| <u>3.9%</u> 6-10 miles | <u>1.1%</u> 51-65 miles |
| <u>6.1%</u> 11-20 miles | <u>86.6%</u> Over 65 miles |
| <u>1.4%</u> 21-30 miles | |
-
- VI. Are you a resident of Kansas? (Check only one)
- 15.8% Yes If Yes, please list the name of the County where you reside:
- _____
- 83.1% No If No, please list the name of the State where you reside:
- _____
- 1.1% did not respond

VII. Comments (optional): _____

Thank you for your time and cooperation. Have a safe and pleasant journey.

As indicated above, the reasons for motorist's trips were distributed primarily between vacations (24%), work related-business (22%), social recreational (19%), shopping (18%) and personal business (17%). The high number of vacation and social recreational trips can be correlated to the peak traffic flow months, which comprise the prime tourist and travel season. Kansas' role as a gateway to popular Western vacation spots contributes to the high percentage of out of state motorists traveling on Kansas' highways.

The primary mode of transportation stopping at rest areas was the automobile, representing 79% of the vehicles stopping. Light weight trucks represented 11% of the users, including pick-up trucks, vans, light weight campers that were only 2-axle, 4-tired vehicles. Five percent of the traffic stopping were heavy trucks, longer than 2 axles and 4 tires. Autos pulling trailers and campers composed the next category with 2%. These motorists, for the most part, were always on vacation or heading for a recreational spot. The remaining 1.5% under the heading "Other Vehicles" included motor home coaches, bicycles, school buses and commercial motor coaches. Only 1% were motorcyclists (traveling primarily on US-36) and 5% were farm machinery and KDOT maintenance equipment operators stopping for lunch or to repair equipment.

The number of persons traveling per vehicle was evenly distributed between 1 person and 2 person vehicles with 47% and 46% respectively. Almost 11% were vehicles with 3-4 persons, representing primarily families on vacations or traveling to a social-recreational event. Approximately one half of one percent were groups with 5-6 persons and 6 or more persons, traveling usually in motor home coaches, campers, or buses.

The following represents a breakdown of the reasons given regarding why the motorists stopped at the rest area. As seen on the Summary of the Roadside Park Questionnaire, motorists (one survey per vehicle) could check as many responses as applied. The reasons included:

- 87% for exercise and rest
- 81% locate restroom facilities
- 27% dispose of trash and waste
- 22% use picnic table sites
- 6% obtain travel and historical information
- 3% change vehicle drivers
- 1% use grills
- .01% car pooling
- 1% other - including emergency repairs, obtain drinking water, make a U-turn, etc.

An opportunity was also provided for motorists to make comments. In general, the comments were positive toward the roadside parks. Motorists commented on the cleanliness and the large distribution of parks across the state. Some were critical of improper markings on road maps showing the location of rest areas, identifying the type of facilities and the unpleasant odors of the restroom facilities, especially the Class II and older Class III sites.

In summary, the primary users were long distance travelers, either on vacation or traveling for a specific business related function. The travelers were mainly out of state motorists traveling through Kansas on or connecting to an east-west corridor route. Traffic included primarily automobiles and light weight trucks that stopped at the sites for general exercise and rest and to use the restroom facilities when available.

ANALYSIS OF ALTERNATIVES TO ROADSIDE PARKS

The primary purpose of roadside parks is (1) to provide a travel break to motorists on extended trips (hence, the name rest area) and (2) to provide toilet facilities. The editorials which circulated after it was announced that a study of usage of and need for rest areas was being undertaken, indicated a common perception that rest areas are strategically located so that motorists may stop and rest in parks where they would not otherwise be able to do so. Furthermore, there seems to be belief that the distance between cities is far enough that motorists cannot conveniently drive on to the next town or stop at the previous one.

(A study was done to calculate the average distance of the roadside parks that the Department has maintenance oversight for.) One hundred forty-three (143) sites were measured for the average mile distance to the nearest city. Secondly, an analysis of five primary routes (3 east-west corridors and 2 north-south routes) was undertaken in determining the average distance between incorporated cities and cities with population over 1,000. The routes studied were more heavily traveled routes.

The study showed that both assumptions -- that rest areas are strategically placed and that there is a major distance between cities -- are myths. Approximately one third (32.87%) of rest areas and table sites are in cities or on their borders. Half (50%) are located within one mile of a city, 76.22% within 5.0 miles and 95.10% are within 10 miles. (See Table 14)

ROADSIDE PARK STUDY
AUGUST, 1982

TABLE 14

NUMBER OF TABLE SITES AND REST AREAS
FOR WHICH KDOT HAS SOME MAINTENANCE
RESPONSIBILITY BY DISTANCE FROM THE
NEAREST INCORPORATED CITY

Mile	Number of Sites	Cummulative Percentages
.0	47	33
.25	2	34
.5	9	40
1.0	16	52
1.5	3	54
2.0	11	62
2.5	1	62
3.0	9	69
3.5	1	69
4.0	5	73
4.5	3	75
5.0	2	76
5.5	3	78
6.0	4	81
6.5	1	82
7.0	6	86
7.5	1	87
8.0	3	89
9.0	5	92
10.0	4	95
10.5	1	96
11.0	1	97
12.5	1	97
13.0	1	98
16.0	2	99
23.0	1	100
	<u>143</u>	

Furthermore, the distance between cities is relatively small. The analysis of the five major routes concluded that the average distance between incorporated cities is only 17 miles. (See Table 15)

The fact that the vast majority of existing rest areas and table sites are located in or very close to cities means that motorists can, with equal convenience, make a rest stop and use a restroom in a town. This realization, when combined with the relatively short average distance between cities, suggests that many rest areas and table sites have little unique advantage for the traveling motorist.

ROADSIDE PARK STUDY
AUGUST, 1982

TABLE 15

SUMMARY OF AVERAGE DISTANCE
BETWEEN CITIES

Route	Total Miles Studied	Distance Between Cities With Population Greather Than 1,000	Distance Between Incorporated Cities	Distance Between Unincorporated Cities
US 36	370	26.4	15.4	11.6
US96-56	416	24.4	15.4	9.4
US 54	224	32.	16.0	9.7
US 83	211	42.2	26.4	21.1
US 75	218	<u>27.2</u>	<u>12.8</u>	<u>18.2</u>
Total Average Distance Between Cities		30.4	17.2	14.0

ANALYSIS OF ANNUAL MAINTENANCE COSTS

In determining whether it is economically feasible to retain all or part of the non-interstate rest areas and turnout parks, a review of the program costs incurred was undertaken to calculate the annual maintenance costs for these sites. The current reporting system for recording expenses, the Maintenance Management Information System (MMIU), programs maintenance expenditures by district sub-area only. Rest area maintenance costs are then frequently aggregated in sub-area totals, making it difficult to factor out the actual costs per site.

Whenever a sub-area was responsible for more than one rest area, labor and maintenance costs were computed by assigning a percentage to individual rest areas. The percentages assigned were based on the analysis of sub-area maintenance cost, where only one park was located, through the comparison of costs by class of facility, geographic location and AADT. However, several districts did have available itemized data for specific sites. This information provided a data reference for historical analysis and cost comparison.

The following schedule was computed in calculating the average maintenance costs for the five classes of facilities:

TABLE 16

<u>Average Annual Maintenance Costs</u>					
<u>By Class of Facility</u>					
<u>Class:</u>	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>	<u>V</u>
Average Cost	\$2,000	\$4,600	\$6,100	\$6,400	\$16,500
<u>Cost By AADT</u>					
<u>Classes</u>	<u>0-1500</u>	<u>1500-3000</u>	<u>Over 3000</u>		
I	\$2,000	-	-		
II	\$3,100	\$6,200	-		
III	\$5,400	\$6,500	\$ 5,000		
IV	\$6,300	\$6,400	-		
V	-	-	\$16,500		

The average maintenance cost per site as summarized above varies between classes and by AADT due to the required levels of service for the various sites. Maintenance schedules for each site are based upon the class of facility, pit versus flush facility, and the AADT (see Appendix I). The higher the class of facility and the higher the AADT, the more frequently they require maintenance. The schedule for roadside turnout locations or picnic table sites also depends on the usage and AADT of the route.

The average annual maintenance costs represent four major expenditures: labor, commodities, equipment, and contractual. To this must be added the cost of annually making capital improvements for all rest areas. Table 17 illustrates the FY 83 maintenance budget for all Kansas rest areas, including both interstate and non-interstate facilities. Approximately, 56.1% of the FY 83 Budget is programmed for the 32 twin interstate sites. The remaining 43.9% or \$578,124 was planned for maintenance expenditures charged against the 159 roadside parks addressed in this study.

ROADSIDE PARK STUDY
REST AREA MAINTENANCE COSTS*
FISCAL YEAR 1983 BUDGET

TABLE 17

<u>DISTRICT</u>	<u>LABOR</u>	<u>COMMODITIES</u>	<u>CONTRACTUAL</u>	<u>EQUIPMENT</u>	<u>TOTAL</u>
One	\$103,426	\$ 15,084	\$ 14,150	\$ 20,867	\$ 153,527
Two	216,101	26,206	47,000	21,053	310,360
Three	214,419	23,324	56,000	17,168	310,911
Four	98,380	13,103	20,000	15,734	147,217
Five	110,152	19,819	15,981	22,250	168,202
Six	<u>98,380</u>	<u>10,570</u>	<u>7,850</u>	<u>9,895</u>	<u>126,695</u>
TOTAL	\$840,858	\$108,106	\$160,981	\$106,967	\$1,216,912
Headquarters Capital Improvements Total					<u>100,000</u>
TOTAL FY 83 BUDGET					<u>\$1,316,912</u>

* Includes Rest Area and Turnout Locations on both Interstate and Noninterstate highways.

Labor costs represent the cost for actual time spent to service the sites. Included in these totals is an additional 18.5% for fringe adjustment to the total labor cost and a \$3.48 administrative overhead charge for each labor hour assigned. For FY 83, \$840,858 was budgeted for total labor costs at all sites, a 24.89% reduction over FY 82 Budget plans.

Commodities contain materials for repairs and supplies. Materials includes paint and bituminous material. Other materials such as toilet paper, chemicals, light bulbs, wood, urinals, wash basins, ventilator fans are charged against rest areas as needed. Such costs are budgeted by Districts based on a historical analysis using a percentage of labor per each particular rest area with respect to total labor.

Contractural costs are payments for pumping of pits and lighting of rest areas. Districts annually project costs based on historical data from previous year plus a utility rate adjustment to arrive at an approximate cost.

Equipment costs represent costs for purchase and use of maintenance vehicles for upkeep of parks. Included under this item are general equipment, mowers, lawn mowers, and dump trucks, etc., that are used to provide maintenance functions.

In summary, the average annual maintenance costs to keep the non-interstate parks clean and safe is significant. The fact that costs range from \$2,000 to \$16,500 depending on the class of facility and traffic flow illustrates the difference in levels of service that exist and the general condition of the sites. One uncontrollable factor is vandalism costs to the rest areas. Recent history of needed repairs due to destructive acts, have soared as high as \$60,000 at one site alone. It is difficult to budget repair costs for vandalism due to the unpredictability of their frequency and the extent of the damage done.

CONCLUSIONS

The following conclusions can be drawn from the cost analysis, usage survey and travel distance study discussed above.

1. Utilization. Rest areas and turnout locations are utilized by a very small fraction of the traveling public. Usage data gathered during peak tourist and vacation season periods found that the AADT using roadside rest areas was 2.47% and only 1.09% for table site-turnout locations.
2. Geographic Clustering. Rest areas and turnout locations are geographically clustered in the state in excess of any reasonable justification.
3. System Evaluation. With the completion of the interstate system, some areas that once served regional and national traffic demands are now primarily used by the local population or bypassed completely. The interstate system is recognized as providing a more convenient system for safer and more pleasant long distance travel. By the same token, some of Kansas primary highways have evolved into freeways, especially east-west corridors having an increasing rate of traffic and with the more regional and national traffic demands.
4. Vandalism. Vandalism is a continuous problem at roadside parks across the state. In most cases, it defaces the facility and at times prevents further use until it has been serviced, sometimes several days after the incident. In extreme cases (as in recent vandalism occurrences at St. Francis and last spring at Pittsburg) major improvement and complete facility renovation is needed, resulting in a significant maintenance repair cost to the Department.

5. Safety. Public safety at roadside parks is a concern of the Department and the Kansas Highway Patrol. Public announcements have advised motorists not to stop at rest areas if they are alone. Ironically, some of the Department's own maintenance and design field employees expressed reservations about being alone at the rest areas being surveyed during both darkness and daytime hours. A definite question must be raised regarding the safety of such facilities when there is fear of being alone in such parks.
6. Condition of Sites. Rest area facilities are for the most part obsolete, difficult to maintain and nearly always unpleasant. District Engineers have identified the majority of the non-interstate rest areas (Class II and III) as substandard, providing little to no services to Kansas travelers.
7. Proximity to Cities. The fact that the vast majority of existing rest areas and table sites are located in or in very close proximity to cities means that motorists can, with equal convenience, make a travel stop and use rest room facilities in public or private facilities in communities. Motorists would be able to do so even if there were almost no rest areas. Additionally, with the relatively short average distance between cities, rest areas and turnout-table site locations have little service value and advantage for the traveling motorist.

8. Local Interest. Local units of government have shown increased interest in assuming the responsibility for maintaining rest areas and roadside parks. A significant number of cities have expressed concern that the parks be well maintained and clean. This, they believe, reflects on the entire community and would prefer to have the responsibility in maintaining a high level of service. The distance sub-area maintenance crews must travel to scattered sites is quite timely and costly to the Department, especially since local units of government have vehicles that daily pass the sites.

OPTIONS

There are basically six options the Department has in establishing a level of service that would be most cost-beneficial to motorists, the Kansas highway system and the state. Each possible action is not mutually exclusive of the other, but can be integrated into a comprehensive maintenance program.

Option I: Retain Existing Roadside Parks.

This option would continue the present number of turnouts and rest areas. No reduction in maintenance efforts or costs would result. No improvements to existing facilities would be made, nor would any new rest areas be constructed.

Option II: Convert Obsolete and Antiquated Facilities to Turnouts.

In this option, obsolete, substandard pit toilets of Class II, III and IV rest areas would be removed and the facility converted to a turnout location. Picnic tables and trash containers would be left at the site.

Option III: Dispose of Obsolete and Antiquated Facilities.

Usage rates and geographic frequency criteria will be used to identify and close rest areas and turnouts that are both obsolete and unnecessary.

Option IV: Transfer Ownership and Maintenance Responsibility to Local Units of Government.

This option would turn over full title and maintenance responsibility to interested local units of government. The Bureau of Construction and Maintenance has discussed this option with the District Engineers. The Districts have indicated that some cities seem willing to take over park locations, especially when the facility is in close proximity to the downtown area or within their local jurisdiction. (See Appendix II for roadside parks already being maintained by other authority.) Methods which could be used in transferring responsibility and ownership could be through donation, sale, joint use agreement, transfer of title, etc.

Option V: Transfer Maintenance Responsibilities to Local Civic or Community Organizations.

This option would keep the property title with the Department of Transportation but give full authority to interested community organizations to provide maintenance services.

Community based organizations and local service clubs have, in a few cases, assumed responsibility for rest area maintenance. Recently organizations like the Lions Clubs, Rotary Clubs, Aging Network Groups, have expressed interest in providing services and maintaining the facilities. While this has been successful in some instances, the typical pattern is for both interest and service to dwindle as the club's officers change.

It is difficult to estimate the possible maintenance cost savings due to the unpredictable staying power of groups wanting such responsibility.

Option VI: Reduce The Service Level to Rest Area and Turnout Locations.

This option would cutback the amount of daily service, actual labor hours or days of service. As seen in Appendix I, the maintenance policy for rest areas is determined by the type of facility and the AADT. Reducing labor maintenance hours could create a problem. With less patrol and a reduced service level by District maintenance crews, any vandalism would not be responded to as quickly causing greater inconvenience and non-usage by motorists.

RECOMMENDATIONS

Based on the conclusions drawn from the analysis of distribution, frequency, usage and facility condition, it is recommended that the level of service of many Kansas' non-interstate rest areas and table sites be reduced to a minimal level of maintenance and that all unnecessary and obsolete facilities be eliminated from the control of the Department. The following criteria are recommended to be used in reducing the system size and level of service.

1. Class I Turnouts. All Class I turnout locations should be eliminated. These areas produce unnecessary maintenance requirements for the Districts while only serving a very small fraction of travelers.
2. Facilities With Less Than 1500 AADT. All rest area sites with AADT of 1500 or less should be eliminated or removed from the control of the Department. Sites located on low traffic volume routes have infrequent usage and usually have obsolete or substandard facilities. Additionally, because many of the sites are in remote areas of the state, vandalism is a frequent occurrence.
3. Facilities in Cities. All rest areas and table sites located in the jurisdictional limits of a city should be eliminated from the control of the Department. These facilities duplicate existing services and are infrequently used due to the convenience and safety of stopping at local restaurants, coffee shops or service stations. These facilities could be more efficiently maintained on a more frequent and regular schedule by local units of government with city public work or park maintenance crews. Additionally, the travel distance for District sub-area maintenance crews is time consuming and costly, especially since existing local maintenance resources are located so close to the sites.

4. Facilities Within Five Miles of Cities. All rest areas and roadside table sites located within 5 miles of an incorporated city should be eliminated from the control of the Department. A five mile cut-off was selected because it is reasonable to expect that motorists can travel an additional 5-7 minutes to a city without jeopardizing their safety. Secondly, if a motorist was so tired he felt his safety was in danger, he would pull off the road anyway, regardless of whether a rest area was available.
5. Historical Marker Turnouts. Historical marker turnouts need to be retained because the markers have been erected on or near recognized historical sites. However, trash containers and all tables should be eliminated to provide only a minimal service level. These extra facilities produce unnecessary maintenance requirements for the Districts, while only serving a small portion of the travelers. The conversion of table site locations, and rest areas with historical markers would result in minimal maintenance, with only mowing of the site required. Such mowing would be undertaken at the time the road right-of-way is moved. This is the present service practice for historical marker only sites.
6. Obsolete Facilities. All substandard or obsolete facilities identified by District Engineers on routes where daily traffic exceeds 1500 vehicles and which are in need of major improvements within the next 10 years as indicated in the 1982 Master Inventory Study, should be eliminated. These antiquated and substandard facilities will require significant maintenance costs, yet serve only a fraction of the travelers. A significant capital improvement expenditure would have to be incurred if all sites were upgraded to current sanitation and safety standards.

Fiscal Impact of Recommendations

The recommendations previously listed could result in a significant net savings to the Department and individual District maintenance budgets. Resources saved could be reallocated to projects of higher importance or of greater maintenance needs, thereby directly benefiting a greater number Kansas taxpayers. The net savings earned from the disposition, conversion, and/or elimination of roadside parks would also create available state funds to use as match for federal highway funds.

The following chart lists the projected net savings if the recommendations were implemented individually:

- Recommendation 1: Elimination of all table site locations.
Total Sites: 20
Potential Savings: \$40,000

- Recommendation 2: Elimination of all rest areas with AADT of 1500 or less.
Total Sites: 39
Potential Savings: \$218,000

- Recommendation 3: Transfer full responsibility and authority to local units of government for all roadside parks in city limits.
Total Sites: 47
Potential Savings: \$202,100

- Recommendation 4: Elimination of all roadside parks located within 5 miles of an incorporated city.
Total Sites: 62
Potential Savings: \$287,300

- Recommendation 5: Conversion of all table site locations and identified closed rest areas with historical monuments to historical marker only sites with no services or facilities available.
Total Sites: 28
Potential Savings: \$133,700

Recommendation 6: Elimination of all substandard or obsolete facilities, with AADT over 1500, that require major improvements in the next years.
Total Sites: 10
Potential Savings: \$61,300⁽³⁾

It is important to realize, however, that if each recommendation is considered, duplication would occur in sites identified, due to sites falling under several categories.

Proposal for Reduction of Services

As stated in the introduction, the purpose of this study was to evaluate the use of Kansas roadside parks and determine whether the current level of service is justified. To arrive at a recommendation, a detailed study of usage, maintenance, cost, and alternative rest stop locations was undertaken that compared similar site facilities and AADT on highway routes.

It is proposed that 100 non-interstate roadside parks or 62.9% of the non-interstate sites be either transferred to another authority, eliminated completely from the control of the Department, or converted to the lowest possible level of service. This would result in an estimated \$470,500 savings in the non-interstate rest area⁽⁴⁾ maintenance budget representing an 82% reduction in rest area maintenance costs.

(3) Does not include improvement costs to upgrade facilities.

(4) Includes both rest areas and turnout locations.

The final phase of the study involved the District Engineers presenting the proposed options to local units of government. Cities have previously expressed interest in assuming responsibility for maintaining rest areas and roadside parks. Contacts were made with cities that were in close proximity to park sites proposed to be closed or converted to a minimum service site. As a result of the District Engineer's efforts, 20 park sites initially proposed to be closed or converted to a minimum service facility, were requested to be transferred to local units of government. These cities expressed interest in seeing adjacent park areas remain accessible or become the jurisdictional property of the entity to use at their discretion. A summary of the study proposals and recommended actions for the 159 non-interstate roadside parks on the state highway system follows this section.

As illustrated on Table 18 and 19, 57⁽⁵⁾ roadside parks or 35.8% of the non-interstate facilities have been recommended to be turned over to local units of government, eliminating them from the control of the Department. This includes the 9 parks proposed to be closed and 11 sites identified to be converted that local units of government requested to be turned over to their authority. The majority of the areas recommended for transfer are in substandard condition, offering obsolete and antiquated facilities for motorists who do stop. Secondly, the close proximity of these park sites to city public works or park offices make local maintenance more logical and economical.

(5) The total number of sites recommended to be transferred includes 15 roadside parks that were under the maintenance authority of another entity than the Department. The initial study proposals included only those parks maintained by the Department. Several of these areas need to have the deed and right of way transferred for the local authority to have complete ownership or are in the process of or have recently been fully turned over.

TABLE 18
ROADSIDE PARK STUDY
SUMMARY OF PROPOSED RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERT TO MINIMUM SERVICE LEVELS BY DISTRICT

OCTOBER 1983

DISTRICT	ROADSIDE PARKS TO REMAIN OPEN*	TRANSFERRED TO OTHER AUTHORITY**	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL
ONE	15 46.9%	7(1) 21.9%	6 18.8%	4 12.5%	32
TWO	8 38.1%	7(2) 33.3%	1 4.8%	5 23.8%	21
THREE	1 2.9%	27(6) 77.1%	4 11.4%	3 8.6%	35
FOUR	2 12.6%	5 26.3%	1 5.3%	11 57.9%	19
FIVE	13 38.2%	6(3) 17.6%	6 17.6%	9 26.5%	34
SIX	5 27.8%	5(3) 27.8%	2 11.1%	6 33.3%	18
TOTAL	44 27.7%	57(15) 35.8%	20 12.6%	38 23.9%	159

* Sites will be maintained by KDOT Maintenance personnel

** () indicates the number of sites presently maintained by some other authority. Several of the noted parks will require transfer of deed and/or right of way to turn over full maintenance responsibilities. These sites were not included in the Roadside Park Analysis. The Study focused specifically on rest areas and table sites on state highways that were maintained by the Department of Transportation.

TABLE 19
ROADSIDE PARK STUDY
SUMMARY OF PROPOSED RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERT TO MINIMUM SERVICE LEVELS BY CLASS OF FACILITY

OCTOBER 1983

CLASS	ROADSIDE PARKS TO REMAIN OPEN*	TRANSFERRED TO OTHER AUTHORITY**	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL
I	30 39.5%	18(5) 23.7%	10 12.8%	18 23.7%	76
II	1 12.5%	6(2) 75.0%	1 12.5%	0 0.0%	8
III	7 13.7%	28(5) 51.9%	7 13.7%	12 23.5%	54
IV	1 14.3%	1 14.3%	1 14.3%	4 57.1%	7
V	5 33.3%	4(3) 26.7%	1 6.6%	4 26.7%	14
TOTAL	44 27.7%	57(15) 35.8%	20 12.6%	38 23.9%	159

* Sites will be maintained by KDOT Maintenance personnel.

** () indicates the number of sites presently maintained by some other authority. Several of the noted parks will require transfer of deed and/or right of way to turn over full maintenance responsibilities. These sites were not included in the Roadside Park Analysis. The Study focused specifically on rest areas and table sites on state highways that were maintained by the Department of Transportation.

Thirty-eight roadside parks (23.9%) are recommended to be closed permanently. The recommendation to close these sites was made because of the close proximity of these areas to incorporated cities, the low AADT volume and usage and the future major repairs required.

Sixty-four roadside parks or 40.3% of the non-interstate facilities are recommended to be retained as part of the state highway system. Forty-four roadside parks (27.7%) are recommended to remain open with the present level of service. These sites generally have a significant distance between incorporated cities with adequate rest stop facilities. These facilities will remain under the control and maintenance responsibility of the Department.

Twenty roadside parks with historical markers (12.6%) will also remain under the authority of the Department as historical marker sites with a turnout location only. These will require minimum maintenance with all other facilities including toilets, picnic tables and trash containers being removed. The justification for downgrading such facilities is the low usage of picnic areas, low AADT volume, substantial annual maintenance costs and the close proximity of these sites to cities. With the clustering of these facilities near or within a city, travelers seem to opt stopping at a restaurant rather than stopping for a picnic lunch in a park. Secondly, with 83% of the surveyed motorists stopping at the areas being long distance, out-of-state travelers, the convenience of stopping at a local fast food restaurant or coffee shop is usually greater, especially with the substantial amount of one and two person vehicles.

The fiscal impact to the District maintenance budgets would be substantial. (See Tables 20 and 21) Funds appropriated for rest area maintenance could be shifted to other areas of maintenances of greater need and benefit to the state highway system. District Three would experience the largest savings with 88.6% of the district's parks being either eliminated from the control of the Department or converted to the lowest possible level of service. District One, however, would retain 65.6% of its existing parks of which 18.8% would be converted to minimum service levels. It is important to realize that the reduction in service sites and levels of service will allow Districts to allocate funds to fund other maintenance responsibilities on the state highway system.

In summary, the sites recommended on the following pages represents roadside parks that cannot be justified to be retained as part of the state highway system. The areas identified are all either obsolete or infrequently utilized by travelers or annually encumber repair and maintenance costs that cannot show to be of strong beneficial use or demand to the State highway system.

TABLE 20
ROADSIDE PARK STUDY

SUMMARY OF FISCAL IMPACT OF PROPOSED RECOMMENDATIONS
BY DISTRICT

OCTOBER 1983

DISTRICT	TRANSFERRED TO OTHER AUTHORITY*	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL PROPOSALS	PROPOSED MAINTENANCE COST SAVINGS **
ONE	6	6	4	16	\$ 45,400
TWO	5	1	5	11	40,600
THREE	21	4	3	28	142,100
FOUR	5	1	11	17	85,900
FIVE	3	6	9	18	84,900
SIX	2	2	6	10	71,600
TOTAL	42	20	38	100	\$470,500

* Excludes the 15 sites already maintained by another authority.

** Does not include potential savings from sale of excess right of way.

TABLE 21
ROADSIDE PARK STUDY

SUMMARY OF FISCAL IMPACT OF PROPOSED RECOMMENDATIONS
BY CLASS OF FACILITY

OCTOBER 1983

CLASS	TRANSFERRED TO OTHER AUTHORITY*	CONVERTED TO MINIMUM SERVICE LEVEL	CLOSE (Remove Existing Facilities)	TOTAL PROPOSALS	PROPOSED MAINTENANCE COST SAVINGS **
I	13	10	18	41	\$ 82,000
II	4	1	0	5	33,400
III	23	7	12	42	250,700
IV	1	1	4	6	38,400
V	1	1	4	6	66,000
TOTAL	42	20	38	100	\$470,500

* Excludes the 15 sites already maintained by another authority.

** Does not include potential savings from sale of excess right of way.

ROADSIDE PARK STUDY
SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERTED TO MINIMUM SERVICE LEVELS

DISTRICT ONE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
1-1501	9 Mi. W. of Seneca	US-36	IV	Remain Open; High AADT and traffic usage.	Remain Open.
*1-1503	1/2 Mi. W. of Highland	US-36	I	Maintained by other authority.	Maintained by other authority;
1-1504	E. edge of Highland	US-36	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
1-505	1 Mi. E. of Troy	US-36	III	Convert to Hist. Marker only; Proximity of city.	Convert to Historical Marker Site with turnout location; Minimum maintenance required.
1-1506	E. edge of Elwood	US-36	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
1-1508	3 Mi. W. of Fairview	US-36	V	Remain Open; High AADT and traffic usage.	Remain Open.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT ONE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
1-1509	10 Mi. S. of Atchison	US-73	I	Convert to Hist. Marker only; Low usage of table site location.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
1-1510	5 1/2 Mi. N. of Oskaloosa	US-59	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
----	West edge of Atchison	US-59	I	Convert to Hist. Marker only; Low AADT and table site usage.	Transfer to City; City of Atchison has expressed interest in main- taining park site.
1-2501	3 Mi. N.E. of Lawrence	US-24	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
1-2503	7 Mi. W. of Lawrence	US-40	I	Convert to Hist. Marker only; Low usage of table site location.	Convert to Historical Marker Site with turnout location; Minimum maintenance required.
1-2504	4 Mi. W. of Baldwin City	US-56	I	Close; Low usage of table site location.	Close.
1-2505	3 Mi. E. of Baldwin City	US-56	I	Convert to Hist. Marker only; Low table site usage.	Transfer to other authority; Santa Fe Historical Society has expressed interest in maintaining park site.
1-2506	1 Mi. E. of Baldwin City	US-56	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location; Minimum maintenance required.

DISTRICT ONE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
1-2510	5 Mi. N. of Lyndon	US-75	I	Close; Low usage of table site location.	Close.
----	3 Mi. E. of Tecumseh	US-40	I	Close; Low usage of picnic area.	Close.
----	In City of Olpe	K-99	I	Close; Low usage of picnic area.	Transfer to City; City of Olpe has expressed interest in obtaining park site.
----	E. Edge of St. Marys	US-24	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location; Minimum maintenance required.
1-3501	N. edge of Bonner Springs	US-24	I	Remain Open; Hist. Marker Site.	Hist. Marker Site with turnout location only; Minimum maintenance required.
1-3502	N. edge of Bonner Springs	US-24	I	Remain Open; Hist. Marker Site.	Hist. Marker Site with turnout location only; Minimum maintenance required.
1-3503	In City of Kansas City - 110th Street	US-24	I	Remain Open; Hist. Marker Site.	Hist. Marker Site with turnout location only; Minimum maintenance required.
----	In Leavenworth	US-73	I	Remain Open; Hist. Marker Site.	Hist. Marker Site with turnout location only; Minimum maintenance required.
1-4501	3 Mi. E. of Perry	US-24	I	Convert to Hist. Marker only; Low usage of table site location.	Convert to Historical Marker Site with turnout location; Minimum maintenance required.

DISTRICT ONE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
1-4503	7 Mi. N. of Holton	US-75	I	Convert to Hist. Marker only; Low AADT and usage.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
1-5502	1/2 Mi. N. of Riley	US-24	II	Close; Proximity to city and low AADT.	Transfer to other authority; Local civic organization expressed interest in maintaining park site.
1-5503	1 Mi. W. of Belvue	US-24	II	Convert to Hist. Marker only; Low AADT and proximity to city.	Transfer to City; City of Belvue has expressed interest in maintaining park site.
1-5504	1/2 Mi. E. of Blue Rapids	K-9	II	Convert to Hist. Marker only; Low AADT and proximity to city.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
1-5505	1 Mi. S.E. of Westmoreland	K-99	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
1-5508	1 Mi. N. of Wamego	K-99	I	Close; Low usage of table site.	Transfer to City; City of Wamego has expressed interest in obtain- ing park site.
----	1/2 Mi. E. of Marysville	US-36	I	Remain Open; Hist. Marker Site	Historical Marker Site with turnout location only; Minimum maintenance required.

DISTRICT ONE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
----	10 Mi. E. of Marysville	US-36	I	Close; Low table site usage.	Close.
1-6501	1/2 Mi. S.W. of Gardner	US-56	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.

TOTAL NON-INTERSTATE PARKS: 32

Number of parks to remain OPEN (KDOT maintained): 15 (46.9%)
 Number of parks to be TRANSFERRED TO OTHER AUTHORITY: 7 (21.8%)
 Number of parks to be CONVERTED TO MINIMUM SERVICE LEVEL: 6 (18.8%)
 Number of parks to be CLOSED (Existing facilities removed): 4 (12.5%)

ROADSIDE PARK STUDY
SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERTED TO MINIMUM SERVICE LEVELS

DISTRICT TWO

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
*2-1501	1 Mi. E. of Washington	US-36	I	Maintained by other authority.	Maintained by other authority.
2-1502	1/2 Mi. E. of K-15	US-36	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
2-1504	1 Mi. E. of Junction City	K-18	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
2-1507	In City of Grandview Plaza	K-57	I	Convert to Hist. Marker only; Low usage of table sites.	Transfer to City; City of Grand- view Plaza has expressed interest in maintaining park site.
2-1510	2 Mi. E. of Clay Center	US-24	III	Close; Proximity to city.	Transfer to City or close. Possible city of Clay Center interested in park site. If no interest, then close.
2-2501	9 Mi. W. of Mankato	US-36	I	Convert to Hist. Marker only; Low usage of table sites.	Convert to Historical Marker only with turnout location only; Minimum maintenance required.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT TWO

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
*2-2503	In City of Scandia	US-36	I	Maintained by other authority; Hist. Marker Site with picnic area.	Maintained by City of Scandia. Right of way will need to be transferred to turnover completely.
2-2504	4 Mi. E. of Scandia	US-36	I	Close; Low usage of table sites.	Close.
2-2509	9 Mi. E. of Glasco	US-24	I	Close; Low usage of table sites.	Close.
2-2511	6 Mi. S. of Belleville	US-83	I	Close; Low usage of table sites.	Close.
2-2512	7 1/2 Mi. N. of US-36	K-266	I	Close; Low usage of tables sites.	Close.
2-3504	E. edge of Council Grove	Old US-56	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
2-3505	1 1/2 Mi. S. of Herington	Old US-56	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
2-3511	1 Mi. N. of Goessel	K-15	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
2-3508	In City of Florence	US-77	I	Close; Low usage of table sites.	Transfer to City; City to Florence has expressed interest in obtain- ing park site.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT TWO

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
2-3510	3 Mi. E. of Strong City	US-50	I	Remain Open; Hist. Marker Site	Historical Marker Site with turnout location only; Minimum maintenance required.
2-3512	7 Mi. S. of Cottonwood Falls	K-177	I	Close; Low usage of tables sites.	Close.
2-4501	1/2 Mi. E. of Lincoln	K-18	I	Close; Low usage of table sites.	Transfer to City; City of Lincoln has expressed interest in obtaining park site.
2-4508	N. edge of Ellsworth	US-156	V	Convert to Hist. Marker only; Proximity to city and low AADT for Class V.	Transfer to City; City of Ellsworth has expressed interest in obtaining park site.
2-4509	5 1/2 Mi. N. of Salina	US-81	V	Remain Open; High AADT and traffic usage.	Remain Open.
2-4510	5 1/2 Mi. No. of Salina	US-81	V	Remain Open; High AADT and traffic usage.	Remain Open.

TOTAL NON-INTERSTATE PARKS: 21

Number of parks to remain OPEN (KDOT maintained): 8 (38.1%)
 Number of parks to be TRANSFERRED TO OTHER AUTHORITY: 7 (33.3%)
 Number of parks to be CONVERTED TO MINIMUM SERVICE LEVEL: 1 (4.8%)
 Number of parks to be CLOSED (Existing facilities removed): 5 (23.8%)

ROADSIDE PARK STUDY
SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERTED TO MINIMUM SERVICE LEVELS

DISTRICT THREE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
*3-1501	In City of Norton	US-36	V	Maintained by city.	Transfer to City; City of Norton currently maintains park and has expressed interest in obtaining site.
3-1502	East edge of Kensington	US-36	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; Possible City of Kensington interest in obtain-park site. Further contact needed.
3-1503	N.W. edge of Smith Center	US-36	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; Possible City of Smith Center interest in obtaining park site. Further contact needed.
3-1504	1/2 Mi. E. of Lenora	K-9	III	Transfer to city or close; Low AADT; proximity to city.	Close; No interest, to date, by local governmental entity to obtain park site.
*3-1505	In City of Edmond	K-9	II	Maintained by city.	Transfer to another authority; In process of being transferred to City of Edmond.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT THREE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
3-1506	In City of Logan	K-9	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; Possible City of Logan interest in park site. Further contact needed.
3-1507	N. edge of Osborne	US-24	III	Convert to Hist. Marker only; Low AADT; proximity to city.	Transfer to City; Possible City of Osborne interest in park site. Further contact needed.
3-1508	In City of Downs	US-24	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City. City of Downs has expressed interest in obtaining park site.
3-1509	In City of Almena	US-383	II	Transfer to city or close; Low AADT; proximity to city.	Transfer to City. City of Almena has expressed interest in obtaining park site.
3-1510	2 Mi. N.W. of Lebanon	K-191	I	Convert to Hist. Marker only; Low AADT; proximity to city.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
3-1515	8 Mi. S.W. of Norton	US-383	V	Close; Low AADT for Class V facility.	Remain Open. Possible interest by U.S. Corp. of Engineers in maintaining park site. Further contact needed.
*3-2501	In City of St. Francis	US-36	V	Maintained by city.	Transfer to City; Transferred deed and right of way to City of St. Francis in Summer of 1983.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT THREE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
3-2502	S. edge of McDonald	US-36	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; City of McDonald has expressed interest in obtaining park site.
3-2503	In City of Atwood	US-36	III	Convert to Hist. Marker only; Low AADT; proximity to city.	Convert to Hist. Marker Site with turnout location only. Minimum maintenance required.
3-2504	E. edge of Oberlin	US-36	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; City of Oberlin has expressed interest in obtaining park site.
3-2507	S. edge of Oberlin	US-36	I	Close; Low usage of table sites.	Transfer to City; City of Oberlin has expressed interest in obtaining park site.
3-2509	In City of Jennings	US-383	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; City of Jennings has expressed interest in obtaining park site.
3-2513	In City of Goodland	K-27	III	Transfer to city or close; Proximity to city; major repairs needed within next ten years.	Transfer to City; City of Goodland has expressed interest in obtaining park site.
3-2514	4 Mi. S.W. of Rexford	US-83	III	Close; proximity to city; Low AADT.	Close.
3-3501	W. edge of Hill City	US-24	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; In process of transferring park site to city.

DISTRICT THREE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
3-3502	13 Mi. E. of Hill City	US-24	IV	Convert to Hist. Marker only. Low AADT.	Convert to Historical Marker Site with turnout location only. Minimum maintenace required.
3-3503	9 Mi. W. of Stockton	US-24	III	Remain Open; close proximity to recreational facility.	Transfer to Other Authority or close; Possible interest by State Park Authority in park site. Low AADT and usage. If no interest by Corp, then close.
3-3504	W. edge of Stockton	US-24	I	Close; Low AADT and usage of table sites.	Transfer to City; City of Stockton has expressed interest in obtaining park site.
3-3505	N. edge of Bogue	K-18	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; City of Bogue has expressed interest in obtain- ing park site.
3-3506	In City of Plainville	K-18	I	Close; Low AADT and usage of table sites.	Transfer to City; City of Plainville has expressed interest in obtaining park site.
3-3507	4 Mi. W. of Natoma	K-18	I	Close; Low AADT and table site usage.	Close.
3-3508	N. edge of Luray	K-18	III	Transfer to city or close; Low AADT; proximity to city.	Transferred to City; In process of being turned over to City of Luray.

DISTRICT THREE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
3-3510	S. edge of WaKeeney	US-283	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; City of WaKeeney has expressed interest in obtaining park site.
*3-4501	In City of Hoxie	US-24	III	Maintained by city.	Transfer to City; In process of transferring deed and right of way to City of Hoxie.
*3-4502	E. edge of Wallace	US-40	III	Maintained by city.	Transfer to City; In process of transferring right of way to City fo Wallace.
3-4503	S. edge of Winona	US-40	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; City of Winona has expressed interest in obtaining park site.
3-4504	2 Mi. E. of Oakley	US-40	III	Close; Proximity to city.	Transfer to City; In process of being transferred to City of Oakley.
*3-4505	In City of Gove	K-23	III	Maintained by city.	Transfer to City; In process of being transferred to City of Gove.
3-4506	W. edge of Seldon	US-83	III	Transfer to city or close; Low AADT; proximity to city.	Transfer to City; In process of being transferred to City of Seldon.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT THREE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
3-4509	W. edge of Weskan	US-40	III	Convert to Hist. Marker only; Low AADT; proximity to city.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.

<u>TOTAL NON-INTERSTATE PARKS:</u>	<u>35</u>
Number of parks to remain OPEN (KDOT maintained):	1 (2.9%)
Number of parks to be TRANSFERRED TO OTHER AUTHORITY:	27 (77.1%)
Number of parks to be CONVERTED TO MINIMUM SERVICE LEVEL:	4 (11.4%)
Number of parks to be CLOSED (Existing facilities removed):	3 (8.6%)

ROADSIDE PARK STUDY
SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERTED TO MINIMUM SERVICE LEVELS

DISTRICT FOUR

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
4-1502	3 Mi. W. of Ft. Scott	US-54	I	Close; Low usage of table sites.	Close.
4-1505	2 1/2 Mi. S. of Pleasanton	US-69	III	Convert to Hist. Marker only; Proximity to city.	Transfer to other authority or convert. Possible local governmental entity interest in site. If no interest, then convert to Hist. Marker Site with turnout location only.
4-2501	S. edge of Ottawa	US-59	I	Close; Low usage of table sites.	Transfer to City. City of Ottawa has expressed interest in obtaining park site.
4-2502	1/4 Mi. W. of Colony	US-169	IV	Transfer to city or close; Proximity to city.	Transfer to City; Further contact with city needed.
4-3502	10 Mi. W. of Parsons	US-160	III	Close; Major repairs needed, Low AADT.	Close.
4-3505	3 Mi. N. of Caney	US-75	IV	Close; Proximity to city; Low AADT.	Close.
4-4501	E. edge of St. Paul	K-57	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.

DISTRICT FOUR

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
4-4502	1 Mi. E. of Girard	K-57	II	Close; Proximity to city; Low AADT; In need of major repairs.	Transfer to City; Transferred to City of Girard, as of 1-1-84.
4-4503	6 Mi. E. of Oswego	K-96	I	Close; Low usage of tables.	Close.
4-4505	N. edge of Erie	US-59	I	Close; Low usage of picnic table sites.	Close.
4-4506	2 Mi. N. of Baxter Springs	US-66	I	Convert to Hist. Marker only; Low usage of tables.	Transfer to other authority; Possible City or County will take over in conjunction with civic organization.
4-4507	2 Mi. S. of Pittsburg Bypass	US-69A	V	Close; Proximity to city; High vandalism repairs.	Close; Possible interest by local unit of government in obtaining park site. Further contact with City and County needed. If no interest, then close.
4-5501	5 Mi. W. of Batesville	US-54	III	Convert to Hist. Marker only; Low AADT; Proximity to city; In need of major repairs.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
4-5502	1 Mi. N. of Hamilton	K-99	III	Close; Low AADT; Proximity to city; In need of major repairs.	Close.
4-5506	5 Mi. N. of Yates Center	US-75	III	Close; Proximity to city; In need of major repairs.	Close.

DISTRICT FOUR

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
4-5507	2 Mi. N. of Fredonia	K-39	V	Close; Proximity to city.	Close.
4-5508	2 Mi. N.E. of Neodesha	US-75	V	Close; Proximity to city.	Close.
4-5509	1 1/2 Mi. E. of Moran	US-54	III	Close; Proximity to city; In need of major repairs.	Close.
----	3 Mi. N. of Iola	US-169	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.

<u>TOTAL NON-INTERSTATE PARKS:</u>	<u>19</u>
Number of parks to remain OPEN (KDOT maintained):	2 (10.5%)
Number of parks to be TRANSFERRED TO OTHER AUTHORITY:	5 (26.3%)
Number of parks to be CONVERTED TO MINIMUM SERVICE LEVEL:	1 (5.3%)
Number of parks to be CLOSED (Existing facilities removed):	11 (57.9%)

ROADSIDE PARK STUDY
SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERTED TO MINIMUM SERVICE LEVELS

DISTRICT FIVE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
*5-1501	W. edge of Kinsley	US-50	III	Maintained by city.	Transfer to City; City has recently obtained right of way and deed.
5-1502	3 1/2 Mi. W. of Belpre	US-50	III	Close; Low AADT; Proximity to city.	Close.
5-1503	6 Mi. W. of Stafford	US-50	IV	Close; Low AADT.	Close.
5-1506	In City of Greensburg	US-54	III	Transfer to city or close; Proximity to city.	Transfer to City; City of Greensburg has expressed interest in retaining park site.
5-1507	11 Mi. E. of Pratt	US-54	II	Remain Open; High AADT; Distance to city.	Remain Open.
5-1509	2 Mi. S. of Coldwater	US-160	II	Close; Proximity to city; Low AADT.	Transfer to City; City of Coldwater has expressed interest in obtaining park site.
5-1510	1 Mi. W. of Medicine Lodge	US-160	III	Close; Proximity to city; Low AADT.	Transfer to City; City of Medicine Lodge has expressed interest in obtaining park site. Further contact will be needed.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT FIVE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
5-1511	1 Mi. E. of Medicine Lodge	US-160	I	Remain Open; Historical Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
5-1513	2 Mi. E. of Kinsley	US-50	I	Remain Open; Historical Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
5-2502	1/2 Mi. N.E. of Walton	US-50	III	Convert to Hist. Marker only; Low AADT; Proximity to city.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
5-2503	3 Mi. E. of Whitewater	K-196	III	Close; Proximity to city; Low AADT.	Close.
5-2504	1 Mi. W. of Augusta	US-54	I	Close; Low usage of table site.	Close.
5-2505	10 Mi. E. of El Dorado	US-54	III	Remain Open; Distance to nearest city; High AADT usage.	Remain Open.
5-2507	7 Mi. E. of Augusta	US-54	I	Convert to Hist. Marker only; Low usage of table sites.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
*5-2511	S. edge of Douglas	US-77	I	Maintained by city.	Maintained by City; City received right of way 9-13-82.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT FIVE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
5-3501	In City of Argonia	US-160	I	Close; Low AADT and usage of table sites.	Close.
5-3503	10 1/2 Mi. E. of Winfield	US-160	I	Close; Low AADT and usage of table sites.	Close.
5-3504	4 1/2 Mi. S. of Dexter	US-166	I	Convert to Hist. Marker only; Low usage of table site.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
5-3506	1 Mi. S. of Caldwell	US-81	III	Convert to Hist. Marker only; Low AADT; Proximity to city.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
5-3508	1/4 Mi. S. of Arkansas City	US-77	I	Convert to Hist. Marker only; Low usage of table site.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
5-3509	1 Mi. S. of Arkansas City	US-77	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
5-4501	W. edge of Alexander	K-96	III	Transfer to city or close; Proximity to city; Major repairs needed.	Remain Open; Lack of facilities in nearby cities.

DISTRICT FIVE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
*5-4502	In City of Garfield	US-56	III	Maintained by city.	Remain Open; Transfer right of way to City for complete turnover.
5-4503	W. edge of Pawnee Rock	US-56	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
5-4505	1 Mi. E. of Great Bend Ft. Zarah	US-56	III	Convert to Hist. Marker only; In need of major repairs; Proximity to city.	Convert to Historical Marker Site with turnout location only; Minimum maintenance required.
5-4506	3 Mi. W. of Lyons	US-56	I	Remain Open; Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
5-4507	4 Mi. W. of Lyons	US-56	III	Close; Low AADT.	Close. County of Rice expressed no interest in obtaining park site.
5-4509	9 Mi. N.E. of Great Bend	US-156	III	Remain Open; Distance to nearest city; High AADT usage.	Remain Open.
5-4512	12 1/2 Mi. N.E. of Kinsley	US-183	IV	Close; Low AADT; In need of major repairs.	Close.
5-5502	7 Mi. W. of Kingman	US-54	III	Remain Open; High AADT and usage.	Remain Open.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT FIVE

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
5-5504	7 Mi. W. of Viola	US-54	III	Remain Open; High AADT and park site usage. Distance between cities.	Remain Open.
5-5505	6 1/2 Mi. N.E. of Harper	K-2	I	Remain Open. Hist. Marker Site.	Historical Marker Site with turnout location only; Minimum maintenance required.
5-5506	1/2 Mi. S. of Harper	US-160	IV	Transfer to city or close; Proximity to city; In need of major repairs.	Close.
----	3 Mi. W. of Medicine Lodge	US-160	I	Remain Open; Scenic Overlook	Scenic Overlook location; Minimum service required.

TOTAL NON-INTERSTATE PARKS:	34
Number of parks to remain OPEN (KDOT maintained):	13 (38.2%)
Number of parks to be TRANSFERRED TO OTHER AUTHORITY:	6 (17.6%)
Number of parks to be CONVERTED TO MINIMUM SERVICE LEVEL:	6 (17.6%)
Number of parks to be CLOSED (Existing facilities removed):	9 (26.5%)

ROADSIDE PARK STUDY
SUMMARY OF STUDY RECOMMENDATIONS

BASED ON DISTRICT ACTIONS RENDERED AND PROPOSALS SUBMITTED TO ELIMINATE AREAS
FROM THE CONTROL OF THE DEPARTMENT OR CONVERTED TO MINIMUM SERVICE LEVELS

DISTRICT SIX

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
6-1502	4 Mi. E. of Tribune	K-96	III	Close; Low AADT; Proximity to city.	Close.
6-1505	1 Mi. W. of Lakin	US-50	III	Transfer to city or close; Proximity to City; Low AADT.	Close.
6-1507	In City of Garden City	US-50	I	Close; Proximity to city; High vandalism area.	Close.
6-1508	E. edge of Garden City	US-50	I	Remain Open; Hist. Marker only.	Remain Open; Minimum maintenance required.
6-1511	6 Mi. E. of Leoti	K-96	III	Close; Low AADT; Close distance between cities.	Close.
6-2504	2 Mi. E. of Dighton	K-96	III	Close; Low AADT; Proximity to city.	Close.
6-2508	23 Mi. N.E. of Garden City	US-156	III	Remain Open; Distance between cities; High AADT and usage.	Remain Open.
6-3502	4 1/2 Mi. W. of Ingalls	US-50	III	Close; Major repairs needed; Proximity to city.	Remain Open; Lack of adequate facilities in nearby cities.

DISTRICT SIX

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
6-3505	5 Mi. N.E. of Dodge City	US-50	III	Remain Open.	Transfer to other authority or close; Close proximity to City and low AADT usage.
*6-3506	At Fort Dodge	US-154	I	Maintained by other authority.	Maintained by Kansas Soldier's Home
6-3508	E. edge of Ashland	US-160	III	Transfer to city or close; Proximity to city; Low AADT.	Transfer to City; City of Ashland has expressed interest in site, in order to keep it open.
6-3511	8 Mi. N.E. of Minneola	US-54	V	Remain Open; High AADT usage.	Remain Open.
6-3512	1 Mi. E. of Dodge City	US-50	I	Remain Open; Scenic overlook site.	Remain Open. Minimum maintenance required.
*6-4503	In City of Rolla	US-56	V	Maintained by city.	Transfer to City or close. Proximity to City; Low AADT. Further contact with City needed.
6-4505	4 1/2 Mi. S.W. of Kismet	US-54	V	Convert to Hist. Marker only; Proximity to city.	Convert to Historical Marker Site with turnout location; Minimum maintenance required.
6-4507	16 Mi. N. of Liberal	US-83	I	Convert to Hist. Marker only; Low usage of table sites.	Convert to Historical Marker Site with turnout location; Minimum maintenance required.

* Site was excluded from Roadside Park Analysis. The Study specifically focused on rest areas and table site on state highways that were maintained by the Department of Transportation.

DISTRICT SIX

OCTOBER 1983

SITE	LOCATION	HIGHWAY	CLASS	PROPOSAL - JUSTIFICATION	ACTION - REMARKS
6-4509	1 Mi. S.W. of Sublette	US-56	V	Close; Proximity to city and low AADT.	Close. Close proximity to city and low AADT. Further contact with City needed.
*6-4510	9 Mi. N. of Elkhart	K-27	I	Maintained by U.S. Government.	Remain Open; National Cimarron Grasslands right of way.

<u>TOTAL NON-INTERSTATE PARKS:</u>		18
Number of parks to remain OPEN (KDOT maintained):	5	(27.8%)
Number of parks to be TRANSFERRED TO OTHER AUTHORITY:	5	(27.8%)
Number of parks to be CONVERTED TO MINIMUM SERVICE LEVEL:	2	(11.1%)
Number of parks to be CLOSED (Existing facilities removed):	6	(33.3%)

ROADSIDE PARK STUDY
APPENDIX

Rest Area Type	Rest Area Maintenance Policy	Level of Service		
		Avg. Hr/Day Adjust Seasonally	Mowing Cycles	
			Building Camping & Picnic Areas	Entire Area
	Days of Comfort Station Maintenance			
Pit 0-1000 AADT	M F	1-4	7-14 days	2 weeks
Pit 1001-3000 AADT	M W F	1-4	7-14 days	2 weeks
Pit Over-3000 AADT	M T W T F Authorized O.T., Saturday, Sunday, and Holidays if designated by the District Engineer.	2-6	7-10 days	1-2 weeks
Flush	M T W T F Authorized O.T., Saturday, Sunday, and Holidays if designated by the District Engineer.	2-6	7-10 days	1-2 weeks
Flush Over-3000 AADT and All Interstate	7/Day Week* M T W T F** Authorized O.T., Saturday, Sunday, and Holidays. *May 1 thru November 30 **December 1 thru April 30	2-8	4-7 days	7-10 days

The Secretary of Transportation recognizes that any policy may create local difficulties. Therefore, circumstances may dictate the District Engineer modify either the policy or level of service. In case of differences between this policy and/or level of service and the Maintenance Manual, this policy and/or level of service shall govern.

APPENDIX II
ROADSIDE PARK STUDY
AREAS MAINTAINED BY OTHER AUTHORITY

<u>Site</u>	<u>Location</u>
1-1503	1/2 Mi. W. of Highland
2-1501 2-2503	1 Mi. E. of Washington In City of Scandia
3-1501	In City of Norton
3-1505	In City of Edmond
3-2501	In City of St. Francis
3-4501	In City of Hoxie
3-4502	E. edge of Wallace
3-4505	In City of Gove
5-1501	W. edge of Kinsley
5-2511	S. edge of Douglas
5-4502	In City of Garfield
6-3506	At Fort Dodge
6-4503	In City of Rolla
6-4510	9 Mi. N. of Elkhart

GLOSSARY OF SURVEY TERMS

Annual Average Daily Traffic (AADT)

The total volume of traffic divided by the number of days in which the volume occurred. Usually expressed as an annual average.

Extrapolation

A statistical method to project known data or experiences to an area not known or experienced, to arrive at a usual conjectural knowledge of the unknown.

Frequency Distribution

The classification of cases (park sites) by their value on a scale which shows the number of cases, the frequency, that take on the different values. (By type of facility, highway functional classes, and AADT.)

Highway Functional Classes

Principal Arterials

Continuously connected routes spaced in corridors to serve high density traffic and relative long trip lengths joining a great majority of large urban areas. These routes constitute two to four percent of all rural mileage.

Minor Arterials

Reasonably spaced routes linking developed areas to principal arterials. Designed to serve traffic at relatively high speed with moderate trip lengths. These routes plus principal arterials constitute seven to ten percent of total rural mileage.

Major Collectors

Intracounty Routes providing service to developed areas and traffic generators not otherwise served by arterial highways and linking these places with routes of higher classification.

Minor Collectors

Routes spaced at intervals consistent with population density to collect traffic from local roads bringing all developed areas within a reasonable distance of a collector road.

Population or Universe

The total number of cases (roadside parks) that exist.

Random Selection

A method where each individual use in the population has an even chance or probability of being chosen. Each site is assigned a number and then one number is selected from a table of random numbers. The outcome of a random selection is a result of pure chance.

Sample Population

The subset of cases in the population. In the study, the sample population represented the non-interstate roadside parks that were maintained by the Department.

State Highway System

Those highways so designated by the Kansas Department of Transportation provided by law.

Stratified Random Sample

A sampling procedure obtained by dividing the population (roadside parks) into subpopulations or strata (rest areas and turnout locations) and drawing probability samples independently from each stratum.

Target Population

The collection about which inferences are made about. In the study, the 158 non-interstate roadside parks were the group inferences were made about.

Traffic Volume

The number of vehicles passing a given point during a given period in time.