

MINUTES OF THE House COMMITTEE ON Transportation

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

1:30 ~~am~~/p.m. on February 23, 1987 in room 519-S of the Capitol.

All members were present except: Representative Laird

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Mrs. Mary Turkington, Kansas Motor Carriers Association
Secretary Harley T. Duncan, Kansas Department of Revenue
Sgt. Bob Giffin, Kansas Highway Patrol
Ms. Barbara Rider, Kansas Peace Officers Association
Captain David Hornbaker, Kansas Highway Patrol

The meeting was called to order by Chairman Crowell and the first order of business was to receive a bill request.

Mrs. Mary Turkington, Kansas Motor Carriers Association, requested legislation be introduced concerning liens of persons providing wrecker or towing service and relating to the disposition of personal property to satisfy the liens of persons providing wrecker or towing service. (See Attachment 1)

A motion was made by Representative Dillon that this request be introduced as Committee legislation. The motion was seconded by Representative Wilbert. The motion passed.

Chairman Crowell said he had been working with the insurance revisor on a bill concerning insurance for all terrain vehicles.

A motion was made by Representative Spaniol for the Committee to introduce this legislation. The motion was seconded by Representative Dillon. Motion passed.

The next business was a hearing on HB-2399 concerning the county designation on the annual vehicle registration decal.

Mr. Harley T. Duncan, Secretary, Kansas Department of Revenue spoke in support of HB-2399. (See Attachment 2)

He said Section 1, amending K.S.A. 1986 Supp. 8-134 deletes the requirement for registration decals to contain the letters designating the county in which the vehicle is registered and that they be serially numbered in each county.

The hearing on HB-2399 was concluded.

The next business was a hearing on HB-2242 requiring reexamination of certain drivers for drivers' license purposes.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on February 23, 1987

Representative Spaniol, sponsor of the bill, briefed the Committee on its contents. (See Attachment 3)

Sgt. Bob Giffin, Kansas Highway Patrol, testified concerning HB-2242 and said the Patrol is taking a neutral position on the bill.

Secretary Harley T. Duncan, Kansas Department of Revenue, said they approved the bill as issuance of a citation is required in conjunction with the requirement for reexamination.

Ms. Barbara Rider, Kansas Peace Officers Association, spoke in support of HB-2242.

The next order of business was a hearing on HB-2315 concerning attendance at a drivers' training school in lieu of being convicted of a traffic infraction.

Representative David Heinemann, sponsor of HB-2315 briefed the Committee on its contents.

Sgt. Bob Giffin, Kansas Highway Patrol, testified concerning HB-2315 and said the basic concept of the bill is good, however, the Patrol is concerned about the number of times a person could utilize the privilege of having a driving conviction removed by attending a drivers' training school.

The hearing on HB-2315 was concluded.

The next order of business was a hearing on HB-2318 concerning the Department of Revenue maintaining a file of negatives or prints obtained in the process of issuing drivers' licenses or identification cards.

Representative David Heinemann, sponsor of HB-2318, briefed the Committee on its contents and said the effectiveness of law enforcement would be enhanced with this bill.

Mr. Harley T. Duncan, Secretary, Kansas Department of Revenue, spoke concerning HB-2318. (See Attachment 4)

Secretary Duncan said under the current system of issuing drivers' licenses, a Polaroid camera is used and there are no negatives. He explained that two pictures would have to be taken, thereby doubling film costs as well as increasing lamination costs.

The hearing on HB-2318 was concluded.

Chairman Crowell stated the hearing on HB-2303 concerning promissory liens for expenses of removal of certain vehicles when removal is requested by a police officer, would not be held. He said Representative Art Douville, sponsor of the bill, requested HB-2303 be incorporated into another bill. (See Attachment 5)

Captain David Hornbaker, Kansas Highway Patrol, requested legislation be introduced dealing with odometer problems and amending K.S.A. 1986 Supp. 8-611.

A motion was made by Representative Snowbarger that this be introduced as Committee legislation. The motion was seconded by Representative Shore. Motion passed.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~a~~^p.m. on February 23, 1987

Chairman Crowell referred to a letter from Mr. Bill Green, Kansas Corporation Commission, requesting legislation be introduced relating to the currently authorized three mile exemption contained in K.S.A. 66-1,109(a) and the 25 miles exemption in K.S.A. 66-1,109(b), and further to introduce legislation relating to K.S.A. 66-1,129(a)(2) regarding the age requirement for certain drivers' licenses. (See Attachment 6)

A motion was made by Representative Adam that this be introduced as Committee legislation. The motion was seconded by Representative Wilbert.

Committee discussion ensued, and it was determined the letter from the Kansas Corporation Commission did not supply adequate information as to what they wanted done.

The motion to introduce legislation was withdrawn with the consent of the second.

Chairman Crowell referred to the first part of the letter relating to K.S.A. 66-1,129(a)(2); which authorizes public motor carriers interstate and intrastate common and contract carriers to employ drivers who are 16 years of age.

A motion was made by Representative Spaniol to introduce the first proposal contained in the letter from the Kansas Corporation Commission, as a Committee bill. The motion was seconded by Representative Snowbarger. Motion passed.

Representative Dillon requested legislation be introduced prohibiting the use of two extra headlights as auxillary lighting on motor vehicles.

A motion was made by Representative Dillon that this legislation be introduced. The motion was seconded by Representative Gross. Motion passed.

The meeting was adjourned at 2:55 p.m.


Rex Crowell, Chairman

AN ACT relating to liens on personal property; concerning liens of persons providing wrecker or towing service; relating to the disposition of personal property to satisfy the lien of persons providing wrecker or towing service.

Be it enacted by the Legislature of the State of Kansas:

1 New Section 1. Whenever any person providing wrecker or
2 towing service, as defined by law, while lawfully in
3 possession of a vehicle, at the direction of a law enforce-
4 ment officer or the owner, renders any service to the owner
5 thereof by the recovery, transportation, protection, storage,
6 or safekeeping thereof, a first and prior lien on said
7 vehicle is hereby created in favor of such person rendering
8 such service and said lien shall amount to the full amount
9 and value of the services rendered. Said lien may be
10 foreclosed in the manner provided in this act. Any vehicle
11 remaining in the possession of a person providing wrecker
12 or towing service for a period of 30 days after such wrecker
13 or towing service shall have been provided for said vehicle
14 may be sold to pay the reasonable or agreed charges for such
15 recovery, transportation, protection, storage, or safekeeping
16 thereof, the costs of such sale, and the costs of notice
17 to the owner of the vehicle and publication as required by
18 this act. Provided however that should a court order such
19 vehicle to be held for the purpose of a criminal investi-
20 gation or for use as evidence at a trial, then such order
21 shall be in writing, and the court shall assess as costs
22 the reasonable or agreed charges for the protection, storage,
23 or safekeeping accrued while the vehicle is held pursuant
24 to such written order. Any personal property within said
25 vehicle need not be released to the owner thereof until
26 the reasonable or agreed charges for such recovery, trans-
27 portation, or safekeeping have been paid, except that
28 personal wearing apparel and personal medical supplies
29 shall be released to the owner thereof upon request. Any
30 personal property within said vehicle not claimed by the

Attach. 1

31 owner shall be sold at the auction authorized by this act.
32 New Section 2: Before any such vehicle and personal prop-
33 erty shall be sold, the person intending to sell such
34 vehicle shall request verification from the Division of
35 Vehicles of the last registered owner and any lienholders,
36 if any. Notice of sale as required by this act shall be
37 mailed by certified mail to any such registered owner and
38 any such lienholders, if any. The person intending to
39 sell such vehicle and personal property pursuant to this
40 act shall cause a notice of the time and place of sale,
41 and containing a description of the vehicle and personal
42 property, to be published at least once a week for three
43 consecutive weeks, in a newspaper, if there is one
44 published in the county where such sale is advertised to
45 take place, and if there is no newspaper published in such
46 county, then the notice shall be published in some
47 newspaper of general circulation in such county. Notices
48 given under this section shall state that if the amount
49 due, together with storage, publication, notice, and sale
50 costs is not paid within 15 days from the date of
51 mailing, the vehicle and personal property will be sold at
52 public auction.

53 New Section 3: All sales under this act shall be at public
54 auction, for cash.

55 New Section 4: The proceeds of such sale, after the payment
56 of all charges and expenses of notice, publication and the
57 sale, and the lien of the seller, shall be deposited with
58 the treasurer of the county where the sale takes place by
59 the person making such sale, he or she taking the

60 treasurer's receipt therefor, and shall be subject to the
61 order of the person legally entitled thereto.

62 New Section 5: Copies of the notices and publications
63 required by this act, and an affidavit of the person pro-
64 viding wrecker or towing service, setting forth the claim
65 and actual expenses of notice, publication, and sale,
66 shall be filed with the clerk of the county in which the
67 sale takes place, and said documents or copies thereof duly
68 certified by such clerk shall be received as presumptive
69 evidence of the matters therein contained.

70 Section 6: This act shall take effect and be in force from
71 and after its publication in the statute book.

M E M O R A N D U M

TO : Mr. Gary L. Stotts, Acting Director DATE: February 19, 1987
Division of Budget

FROM: Kansas Department of Revenue RE : House Bill 2399
As Introduced

BRIEF OF BILL:

House Bill 2399, as introduced, amends K.S.A. 8-143b, 8-143f, 8-143h, 8-145a, 8-145b, 8-145c and K.S.A. 1986 Supp. 8-134 relating to the registration of motor vehicles. This is cleanup legislation requested by the Department.

Section 1, amending K.S.A. 1986 Supp. 8-134, contains a substantial change in that it deletes the requirement for registration decals to contain the letters designating the county in which the vehicle is registered and that they be serially numbered in each county. Passage of this bill will allow decals to be serially numbered statewide.

Section 1 will become effective January 1, 1988, and all other provisions of this bill take effect after its publication in the statute book.

FISCAL IMPACT:

Passage of this bill will have no effect upon the state highway funds.

ADMINISTRATIVE COST:

The administrative cost impact of this bill would be to reduce the cost per decal to the State by \$.001 each. Based upon an estimated order of approximately 3,000,000 decals, this savings would translate into a \$3,000 cost reduction.

APPROVED BY:



Harley T. Duncan
Secretary of Revenue

Attach. 2

STATE OF KANSAS

DENNIS SPANIOL
REPRESENTATIVE, NINETY-FOURTH DISTRICT
SEDGWICK COUNTY
438 S SOCORA
WICHITA, KANSAS 67209



TOPEKA

HOUSE OF
REPRESENTATIVES

COMMITTEE ASSIGNMENTS
VICE-CHAIRMAN: ENERGY AND NATURAL RESOURCES
MEMBER: TAXATION
TRANSPORTATION

TESTIMONY ON HB 2242
HOUSE TRANSPORTATION COMMITTEE
FEBRUARY 23, 1987

THANK YOU, MR. CHAIRMAN, AND MEMBERS OF THE COMMITTEE. HB 2242 WAS
PATTERNED AFTER A CALIFORNIA STATUTE THAT WENT INTO EFFECT, JULY 1, 1986.

IT SIMPLY GIVES ANY LAW ENFORCEMENT OFFICER THE DISCRETION TO ORDER A
DRIVER'S LICENSE RE-EXAMINATION IF THERE IS SOME DOUBT ON EITHER THE
CURRENT PHYSICAL OR MENTAL CONDITION OF A LICENSED DRIVER. IT IS MY
UNDERSTANDING THE KANSAS HIGHWAY PATROL ALREADY HAS THIS AUTHORITY.
THIS BILL WOULD EXTEND THIS AUTHORITY TO LOCAL LAW ENFORCEMENT OFFICIALS.

I WILL TRY TO ANSWER ANY QUESTIONS PERTAINING TO THIS PROPOSED LEGISLATION.

DENNIS SPANIOL
REPRESENTATIVE 94th DISTRICT

MEMORANDUM

TO: Mr. Gary L. Stotts, Acting Director DATE: February 20, 1987
Division of the Budget

FROM: Kansas Department of Revenue

RE: House Bill 2318,
As Introduced

Brief of Bill: House Bill 2318, as introduced, amends K.S.A. 8-243 and relates to driver's licenses.

This bill provides that the Division of Vehicles shall maintain a file of all photographic negatives and prints obtained during the issuance of driver's licenses or identification cards. This file shall be restricted to use in the issuance and control of driver's licenses or identification cards and for law enforcement purposes.

This bill would take effect upon publication in the statute book.

Fiscal Impact: Enactment of this bill would not affect State revenues.

Administrative Costs: Administrative costs would be incurred by the Division of Vehicles for producing a duplicate license, file cabinets for storing the licenses, and floor space for storage of the cabinets.

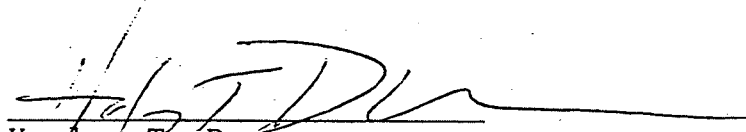
Maintaining a file of the photo only without any identifying data would serve no purpose. The photo and data would need to be laminated to ensure its preservation. Two driver's licenses would need to be produced for every applicant. The cost of the second license would be \$.68 per license, with approximately 600,000 licenses issued annually. Floor space for storage of the file cabinets necessary to store the licenses is estimated at 574 sq. ft. at a cost of \$11.75 per sq. ft. This brings total annual administrative costs to \$414,745 ((600,000 x \$.68/license = \$408,000) + (574 sq. ft. x \$11.75/sq. ft. = \$6,745) = \$414,745).

The duplicate licenses would need to be stored for a four year period (term of issuance). Over a four year period, the Division would have approximately 2,400,000 licenses on file. Using an eight drawer card file cabinet, 82 cabinets would be needed to store the licenses at a cost of \$615 per/cabinet. This would bring one-time administrative costs to \$50,430 (82 cabinets x \$615/cabinet).

A Hach. 4

Legal Impact: Clarification may be required in subsection (c), regarding access and use of the files. At some point the question and liability for misuse of the files may give rise to statutory or regulatory procedures for access and use of the photographic information. It would be more desirable to determine the desired uses now and incorporate either specific restrictions in the section or reference other record maintenance statutes. A simple cleanup amendment at the end of the section adding "pursuant to K.S.A. 74-2012, and amendments thereto", may be sufficient to eliminate questions.

APPROVED BY:

A handwritten signature in black ink, appearing to read "Harley T. Duncan", is written over a horizontal line.

Harley T. Duncan
Secretary of Revenue

HTD:mrg

STATE OF KANSAS

ARTHUR DOUVILLE
REPRESENTATIVE, TWENTIETH DISTRICT
JOHNSON COUNTY
9600 WOODSON
OVERLAND PARK, KANSAS 66207-2844



TOPEKA

HOUSE OF
REPRESENTATIVES
February 23, 1987

COMMITTEE ASSIGNMENTS
CHAIRMAN: LABOR AND INDUSTRY
MEMBER: JUDICIARY
LOCAL GOVERNMENT

The Honorable Rex Crowell
Chairman
House Transportation Committee
Statehouse
Topeka, Kansas 66612

Dear Chairman Crowell:

It is my understanding that you have a committee bill which deals with the same problem as HB 2303 - only a broader approach. Could you incorporate my bill into the committee bill?

Thanks.

Sincerely,

A handwritten signature in blue ink that reads "Arthur".

Arthur W. Douville
Representative
20th District

AWD:jb

Attach. 5



State Corporation Commission

MIKE HAYDEN
MICHAEL LENNEN
MARGALEE WRIGHT
KEITH R. HENLEY
JUDITH A. McCONNELL
BRIAN J. MOLINE

Governor
Chairman
Commissioner
Commissioner
Executive Director
General Counsel

Fourth Floor, Docking State Office Bldg.
Ph. 913/296-3355
TOPEKA, KANSAS 66612-1571

February 20, 1987

Honorable Senator Bill Morris
Chairman, Senate Transportation
Committee
Room 143 N

Honorable Representative Rex Crowell
Chairman, House Transportation
Committee
Room 431 N
Statehouse
Topeka, KS 66612

Hand Delivered

Gentlemen:

The Commission has two matters related to motor carrier transportation which we would like to bring to your attention. Both of these matters have received legislative consideration in the past. Recognizing that neither was acted on, we nonetheless believe they should be brought to the Committee's attention for whatever action you deem appropriate.

The first matter relates to K.S.A. 66-1,129 (a) (2); which in summary, authorizes public motor carriers (interstate and intrastate common and contract carriers to employ drivers which are 18 years of age. Private carriers are authorized to employ drivers who are 16 years of age. The Bureau of Motor Carrier Safety, U.S. Department of Transportation has requested that this statute be amended to require drivers of interstate public carriers be 21 years of age. This would then bring Kansas statutes into compliance with existing federal regulations and allow the state law enforcement officers to enforce the 21 year age requirement.

The second matter relates to the currently authorized three mile exemption contained in K.S.A. 66-1,109 (a) and the private carrier 25 mile exemption contained in K.S.A. 66-1,109 (b). The Commission's concern is that the two exemptions allow transporters of hazardous materials, operating within or outside city limits, to be exempt from both the Commission's safety regulations and hazardous material regulations. The concern is not that they are not

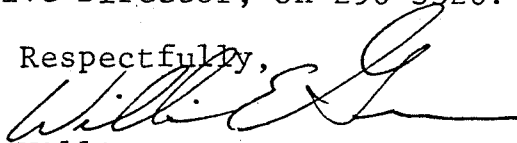
Attach. 6

Page 2

subject to the Commission's jurisdiction, but that there exists no other safety or hazardous material requirement with which they must comply.

Should you have any questions regarding these matters, please contact Judith McConnell, Executive Director, on 296-3326.

Respectfully,

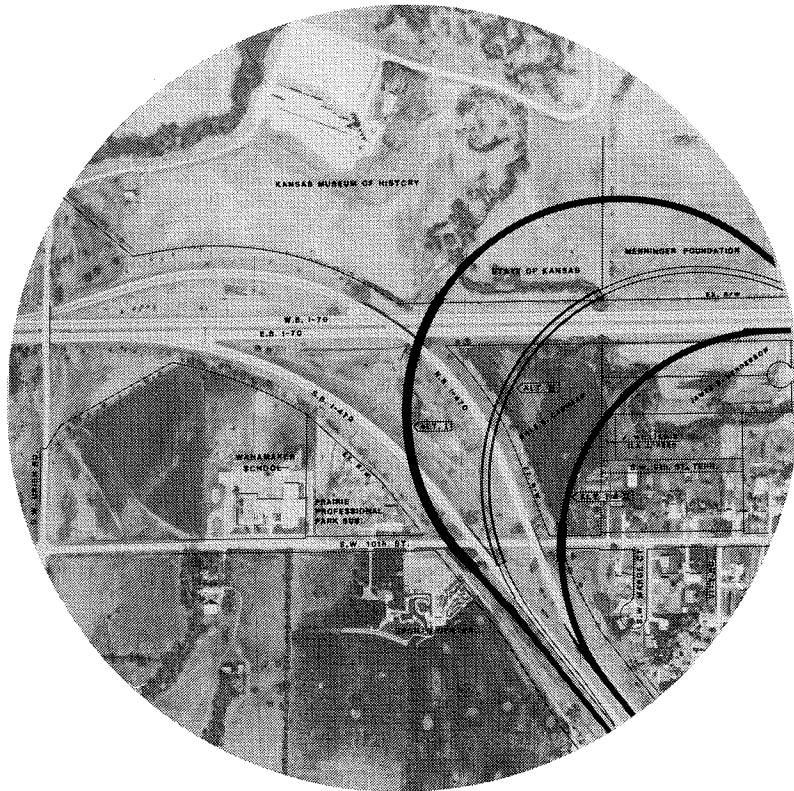
A handwritten signature in cursive script, appearing to read "William E. Green".

William E. Green, Administrator
Transportation Division

WEG:elc

Summary Report I-70 / I-470 CONNECTION STUDY

TOPEKA, SHAWNEE COUNTY, KANSAS



Prepared for

**CITY OF TOPEKA AND
SHAWNEE COUNTY**



*COOK, FLATT AND STROBEL
ENGINEERS, P.A.*



**JOHNSON, BRICKELL, MULCAHY
and Associates, Inc.**
Consulting Engineers

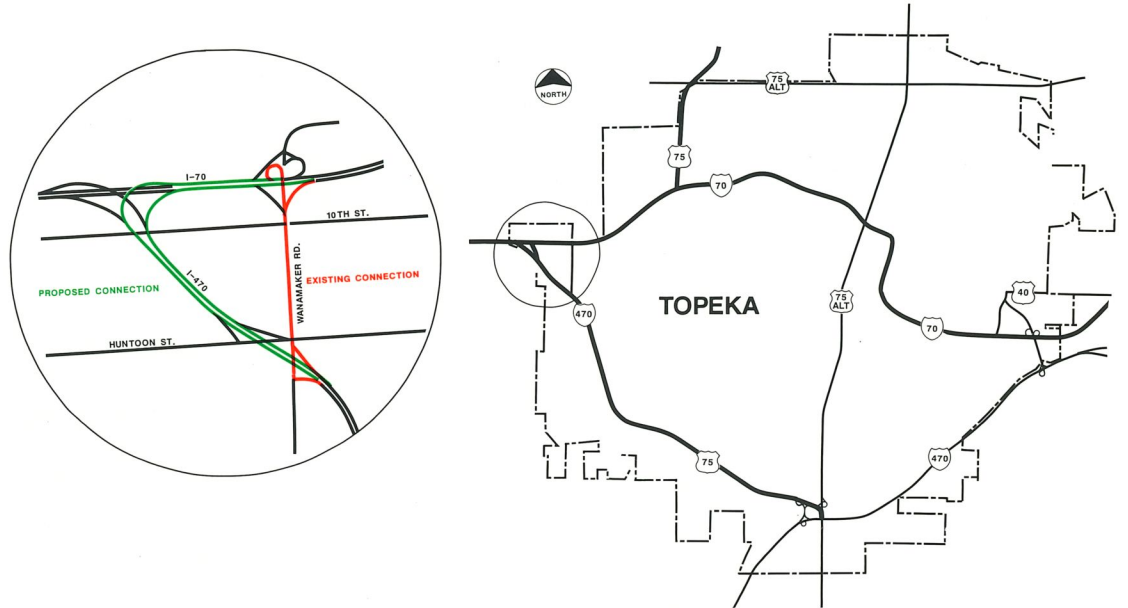
November, 1986

INTRODUCTION

The present use of Wanamaker Road as the connecting link between Interstates 70 and 470 was not planned but rather evolved due to indecision on route locations during the mid 1950's. Current rapid development in the area is compounding existing traffic problems and is causing confusion and delays for motorists using the interstate system. Effective movement of traffic through the I-70/I-470 Corridor is essential for safe and convenient interstate travel and is also necessary for continued economic development in the area.

PROBLEM

The limited interchange connection for I-70 westbound to I-470 eastbound and I-470 northbound to I-70 eastbound shown in the adjacent figure has been ignored for over 20 years. The traffic flow for this movement is now resulting in traffic delays for not only Shawnee County motorists, but also through motorists using I-70, I-470 and U. S. 75 By-Pass. The present layout of the connection is the cause of a variety of correctable problems that are growing daily. These will continue to multiply as the western side of Topeka and Shawnee County continue to grow. Among the more obvious negative effects of the present design are:



Map



Aerial of I-70 and Wanamaker Exit

1. SAFETY . . . Number of accidents in the Corridor are growing steadily. The backing up of traffic in the westbound lane of I-70 in pm peak hour traffic period as shown in the adjacent photo has the potential for a multiple vehicle, multiple injury accident. The problem also exists on I-470 in am traffic peak.

2. MOTORIST CONFUSION . . . To make the I-70 to I-470 connection, or to continue on U.S. 75 By-Pass, requires traffic to be routed onto Wanamaker Road, an urban commercial street. Motorists not familiar with the area become thoroughly confused, causing delays and traffic congestion problems.

3. TRAFFIC SERVICE . . . Travel time, fuel costs and vehicle emitted pollutants are high along the three quarter mile section of Wanamaker Road. These road user costs could be reduced with the completion of the direct connection.

4. COSTS . . . The indirect routing through several signals and the increased exposure to accidents along Wanamaker Road are estimated to cost the traveling public over \$700,000 per year by the year 2005 if the connection is not completed. Additional costs incurred by traffic at 10th Street and Huntoon Street and Fairlawn Road or other alternate routes would be reduced with the completion of the interstate connection.

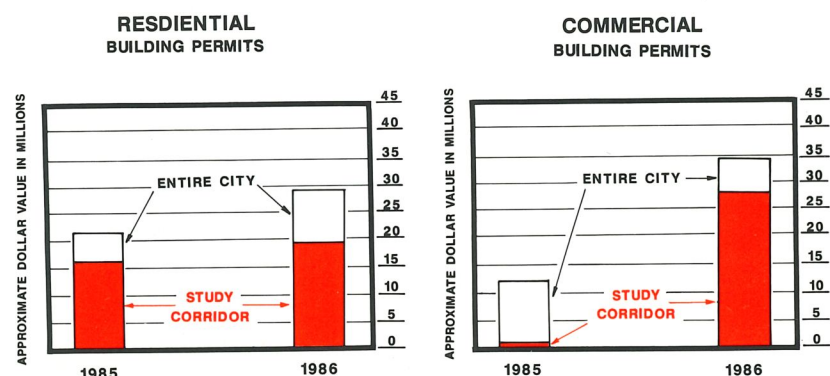
ECONOMIC DEVELOPMENT

The I-70/I-470 Corridor is the most rapidly developing area in Topeka and Shawnee County. In 1986, major new construction and planning of residential, office, and retail commercial development was initiated.

Construction in the I-70/I-470 Corridor comprises 66% of residential and 80% of commercial current development in Topeka. Sizeable tracts of land are currently being rezoned and platted for future development. Continued rapid development in this area is projected.

CURRENT DEVELOPEMENT

TOPEKA I-70 & I-470 CORRIDOR



Building Permits Issued



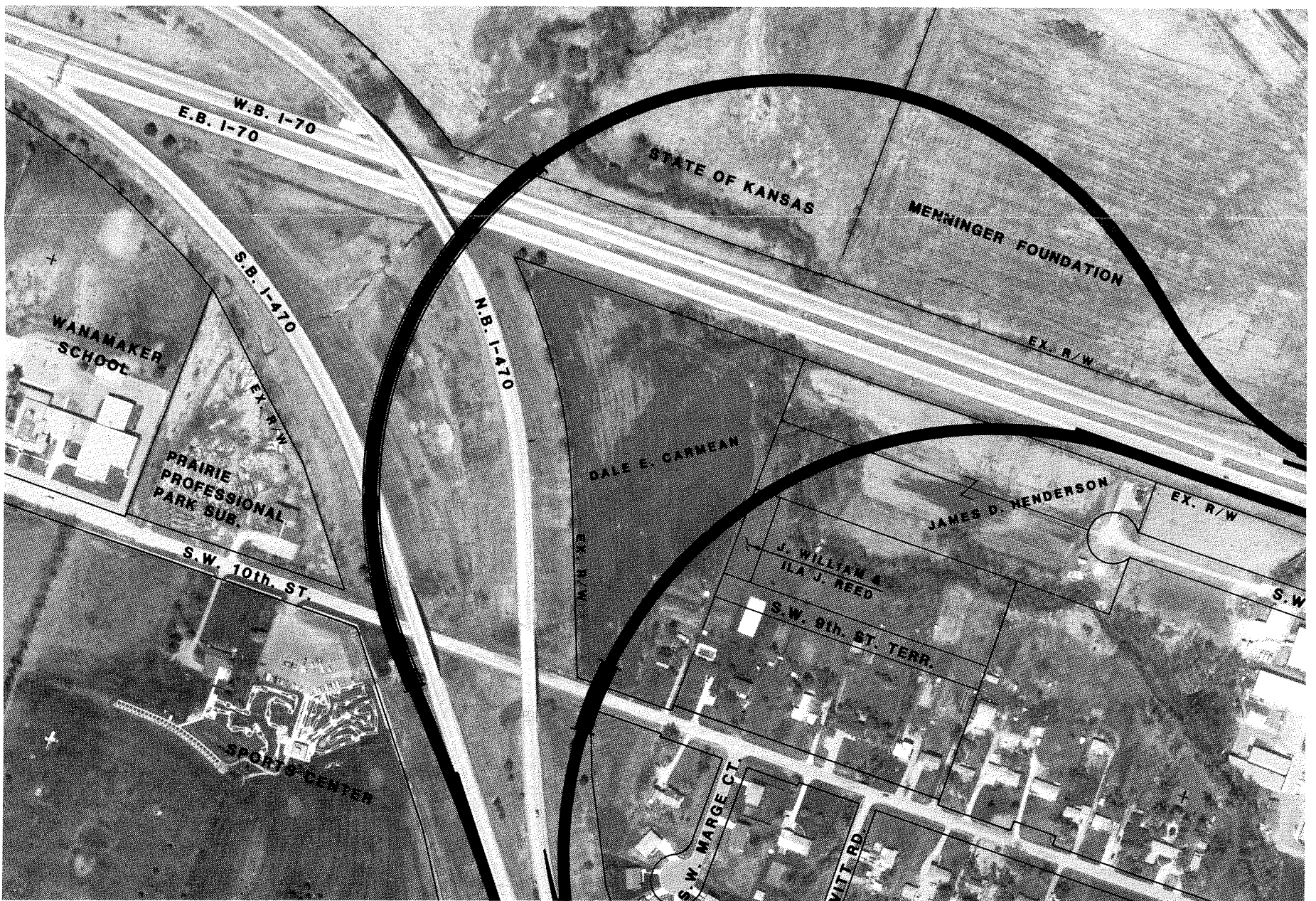
West Ridge Mall Site, 21st and Wanamaker Road

The West Ridge Mall, a major regional shopping center is under construction and scheduled to open in early 1988. The Traffic Impact Study for the mall site projected the mall alone would generate a 1990 pm peak traffic count of 881 vehicles per hour using the I-470 and 21st Street interchange. This represents a 445% increase over 1990 projected counts without the current mall development. Spin-off retail development adjacent to the mall, and major office buildings are also being built. This development will compound the existing traffic congestion along the I-70/I-470 Corridor.

Continued economic development in the Corridor is dependent upon an adequate roadway system. In order to accommodate and facilitate the expected high rate of growth, it is essential the necessary public improvements be provided on a timely basis. If the present use of an increasingly busy, commercial urban street as a link in the interstate system is not corrected, service levels will decline to a point that continued economic development will be discouraged. The curtailment of development in the I-70/I-470 Corridor would have a severe detrimental economic impact to Topeka and Shawnee County.

THE SOLUTION . . .

I-70 & I-470 Connection Map



CONNECTION DESCRIPTION . . . The northbound I-470 to eastbound I-70 ramp, as shown in the figure is a horizontal curve with a 55 MPH design speed. This ramp would consist of an 18-foot wide pavement with 6-foot shoulders for a total roadway width of 30 feet. The interstate roadway between I-470 and Huntoon interchange and the I-70 and Wanamaker interchange would be widened from two lanes to three lanes.

The westbound I-70 to southbound I-470 ramp, as shown in the figure, is a horizontal curve with a 55 MPH design speed between exit and entrance. The roadway would consist of an 18-foot wide pavement with 6-foot wide shoulders for a total width of 30 feet. The ramp would overpass I-70 and I-470 and West Tenth Street before joining southbound I-470.

POTENTIAL BENEFITS WITH I-70 / I-470 CONNECTION

Several direct and indirect benefits will be gained with the proposed completion of the I-70 and I-470 connection. Accidents will be reduced, travel time and fuel will be saved, and vehicle emissions along Wanamaker Road will be reduced. A measure of these positive benefits is discussed in the following paragraphs.

ACCIDENT SAVINGS . . . The potential accident savings per trip was calculated to be 2.66¢ per vehicle trip. Based on Year 2005 projected traffic assignment of over 4 million weekday vehicle trips per year, the road use benefits gained by accident savings is \$113,000 per year.

TRAVEL TIME AND FUEL SAVINGS . . . Vehicles using the direct interstate to interstate connection will experience free flow traffic, saving time and fuel. Based on traffic projections for the year 2005, the time and fuel savings was determined to be \$348,000. Removing interstate traffic from Wanamaker Road will reduce congestion and delays on the local street, generating an additional annual savings of \$244,000.

The total estimated benefits in reduced accident costs and reduced travel time and fuel consumption with the I-70 and I-470 connection was determined to be \$705,000 per year based on Year 2005 traffic projections. In addition to cost savings, vehicle emitted pollutants will also be reduced with the decreased travel times and delays.

In addition to the estimated benefits to traffic using the proposed completed connection, secondary benefits will be noticed as vehicle usage is reduced on other presently used alternate routes. Vehicle emitted pollutants will also be reduced with the decreased travel times and delays.

COST SUMMARY

Summarized in the following table is the cost estimates for the recommended project.

INTERSTATE I-70 / I-470 CORRIDOR IMPROVEMENTS	
CONSTRUCTION ELEMENT	COST
1. I-70 / I-470 Connection	\$6,154,000.00
2. I-470 and Huntoon Interchange	\$2,200,000.00
3. I-70 and Wanamaker Interchange	\$2,272,000.00
TOTAL	\$10,626,000.00

SUMMARY

The I-70 and I-470 connection can be designed and built within the present interchange configuration with minor impact upon adjacent land and building areas. The completion of this missing interstate link in the western sector of the Topeka-Shawnee County Metropolitan Area is considered necessary to provide a safe and efficient traffic movement for the northbound to eastbound I-470 to I-70 traffic movement and westbound to southbound I-70 to I-470 traffic movement.

The Department of Public Works of the City and County, as well as the Highway Coalition Committee, are supporting and promoting this project. The City of Topeka and Shawnee County will also be asking the Kansas Department of Transportation and Federal Highway Administration to expedite the planning, funding, and construction of the I-70 /I-470 Interchange.

The construction of the connection requires the support of the public to enable Topeka and Shawnee County to meet existing and future traffic demands. Let's put our gas tax money to work in our community and use it in a fashion that will provide fuel to economic growth, provide for a safe and efficient highway system, and reduce the motoring public's operating cost.

INTERCHANGE HISTORY The present use of Wanamaker Road as the connecting link between Interstates 70 and 470 was not planned but rather evolved due to indecision on route locations during the mid 1950's.

A tentative east-west route for I-70 was developed to replace the Brickyard bridge over the Kansas River that was destroyed in the 1951 flood. This route for I-70 was proposed to cross the Kansas River in the northwest part of Topeka and continue east on the north side of the River.

The 1956 opening of the Kansas Turnpike (which paralleled the proposed Interstate 70 route from Topeka east to Kansas City) resulted in the creation of Interstate 470 to provide an immediate connection between then US 40 (and designated Interstate 70) to the west and the new turnpike. Construction of I-470 provided planning time for location and design considerations for I-70 east through the central part of Topeka. The connection at I-470 and I-70 (US 40) provided for only eastbound I-70 to southeastbound I-470 and northwestbound I-470 to westbound I-70 traffic. The remaining two traffic movements were omitted because of low traffic projections and the final planning of I-70 to the east and a US 75 connection to the north.

With the completion of Interstate 70 on the south side of the Kansas River to the east interchange of the Kansas Turnpike; the growth of the City of Topeka to the south and west; and the designation of the US 75 bypass on Wanamaker Road; traffic volumes increased to a point where the current level of service provided between the two interstates on Wanamaker Road during peak hours is very poor. The traveling public on either interstate is confused to find themselves negotiating a three quarter stretch of urban street and several traffic signals to change interstate highways.

CITY OF TOPEKA OFFICIALS

Douglas S. Wright
Vic Miller
Bill Townsend
Mary Holmgren
Joe Huerter
Doug Mays
Ed Bozarth
Gary Fleenor
Alan Bibler
Marge Petty
Edie Snethen
Earl Honigs, P. E.
John Rothrock

MAYOR
COUNCIL
COUNCIL
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COUNCIL
COUNCIL
COUNCIL
DIRECTOR OF PUBLIC WORKS
CITY ENGINEER
TRAFFIC ENGINEER

SHAWNEE COUNTY OFFICIALS

Tom Hanna
Velma Paris
Winifred L. Kingman
Thomas Pickford, P. E.
Claud Shelor, P. E.
James Schlegel, Planning Director

COMMISSIONER
COMMISSIONER
COMMISSIONER
DIRECTOR OF PUBLIC WORKS
ASST. COUNTY ENGINEER
TOPEKA-SHAWNEE COUNTY METROPOLITAN
PLANNING COMMISSION

The detailed study report with the back-up research to support this important interstate highway completion project is available for those interested from either the Department of Public Works, City of Topeka or the Department of Public Works, Shawnee County.

WEST RIDGE MALL: REVENUES GENERATED TO CITY AND ITS RESIDENTS

- 1,750 Employees, once built.
- 900 employees, during construction.
- Almost \$1 million in new sales tax revenues.
- Over \$500,000 in property tax revenues.
- Increase school district's tax base by 32%.
- Over \$40,000 for water and sewer usage.

Source: Realty Development Research (1981)