

Approved 9-10-87
Date

Joint Senate
and House
MINUTES OF THE COMMITTEE ON TRANSPORTATION

The meeting was called to order by Rep. Rex Crowell at
Chairperson

9:00 a.m. ~~pm~~ on August 20, 1987 in room 313 of the Capitol.

All members were present except:

Rep. Dillon

Committee staff present:

Ben Barrett, Legislative Research Department
Hank Avila, Legislative Research Department
Robin Hunn, Legislative Research Department
Louise Cunningham, Senate Committee Secretary
Jackie Breymeyer, House Committee Secretary
Conferees appearing before the committee:

Bob Haley, Director of Administration, KDOT
Deb Miller, Director of Planning, KDOT
Ed DeSoignie, KDOT Policy Coordinator

Bob Haley, KDOT, gave a detailed explanation of the proposed bill to construct highways.

He said the bill was divided into three areas: bonds, taxes and fees, and the powers of the Secretary of Transportation. He went through each section of the bill, telling the Committee which were new sections and answering their questions as he went along. He said new section 4 regarding the sale of bonds was an important section.

Mr. Haley was questioned regarding lines 223 through 225 on page 6 concerning bonds and said the full faith and credit of the state is not involved. They are obligations only of the state highway fund. He said, in answer to a question, that if funds were inadequate the state could default. He was asked why not put the full faith of the state behind it. He said this was past policy.

Mr. Haley said page 10, line 366 started the laundry list of investments.

A question was raised as to whether bonds could be sold to KPERS. He said KPERS was already tax exempt and would probably invest in things earning higher interest.

Sec. 14 would amend the registration fees.

Sec. 15 would be the indexing portion of the bill.

Sec. 16 through 22 would be conforming statutes.

Sec. 23, starting on line 338 would be the distribution statutes.

Sec. 24 would be the connecting link increases.

Sec. 26 would be the inventory tax adjustments.

Other sections would change dates and L.P. gas adjustments.

Ed DeSoignie, KDOT, explained sections 39 through 49 of the bill. These sections would provide the Secretary with the necessary tools to do the job and would eliminate delays.

He was questioned about Sec. 43 concerning funds for elderly and handicapped public transportation and asked whether this money comes from

CONTINUATION SHEET

Joint Senate
MINUTES OF THE and House COMMITTEE ON TRANSPORTATION

room 313, Statehouse, at 9:00 a.m./~~p.m.~~ on August 20, 1987.

federal funds. He said we are adding state funds to the federal funds. This is not tied in with the new tax increase. It stands alone. He was asked whether the amount stated was an increase or decrease in funding in this category. He said he would get that information.

He was asked by a Committee member if it would be reasonable to expect some people who own property to donate it to the state for the purpose of constructing highways. Some members said that would be the same as asking people to donate their labor.

Mr. DeSoignie explained new Sec. 45 regarding fee simple titles and some members thought this was a giant step to take.

On new Sec. 47 concerning out-of-state recruitment and increasing the poundage limit to 19,999 pounds he was asked how many individuals would be affected. He did not have any figures.

Concerning Sec. 49 authorizing compensation for advisory boards by the Secretary, the Department was asked to give some sort of figures on the number they planned to hire. There should be some sort of limitation on this.

They were also asked what sort of restrictions would be put on out of state recruitment.

The Department was asked how many hours and dollars had already been spent to date on this project. They were told the work had been done with existing staff and they had received no increase in appropriations. Only legislators had received Task Force compensation and subsistence. Others received reimbursement for expenses and travel according to statute.

It was suggested that with the time consumed, perhaps the Department was overstaffed. House Chairman Crowell said he knew KDOT staff had worked many long hours on this project.

There was concern expressed about the abolishment of the State Highway Commission.

There was question whether this whole part of the bill giving the Secretary authority should be made part of the bill. Sections of this could be adopted at any time and they could be adopted separately.

In regard to the proposed advisory board, Mr. DeSoignie said the individuals would have the expertise to advise the Secretary on a periodic basis and could advise him on management and construction. Some members felt this should be a separate issue. It sounded like consulting fees.

A copy of Mr. DeSoignie's statement is attached. (Att. 1).

Deb Miller, KDOT, distributed maps of the Class A, B, C, D & E routes. Class A would be the turnpike and interstate system. Class B would serve as the most important corridors of statewide and interstate travel. They would connect major Kansas areas with other states. Class C was the statewide arterial system through which people and commodities move and these are for mostly local trips. Class D routes are inter-county with access roads, mostly small communities. Class E is for the local short trip and roads are only 20 to 30 miles in length. Users are familiar with these roads. A copy of the map is attached. (Att. 2).

A Resolution Correction was distributed to members by Mr. DeSoignie. This was a correction for three projects omitted from the bill on Page 3

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Joint Senate
MINUTES OF THE and House COMMITTEE ON TRANSPORTATION,
room 313, Statehouse, at 9:00 a.m./~~p.m.~~ on August 20, 1987

of the Resolution. A copy is attached. (Att. 3).

A Memorandum from Secretary Edwards dated August 19, 1987 was distributed to the Committee. This was in regard to questions received from Committee members on the previous day (8-18-87). A copy of this memorandum is attached. (Att. 4).

The House and Senate Committees would meet separately in the afternoon when the meetings reconvened. The House would meet in Room 519 and the Senate would continue their meetings in Room 313.

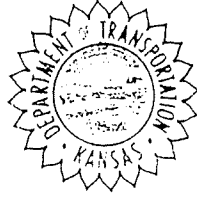
The Joint meeting was adjourned at 12:00.

Approved:

Bill Morris Date
Sen. Bill Morris, Chairman
Senate Transportation and Utilities Committee

Rex Crowell Date
Rep. Rex Crowell, Chairman
House Transportation Committee

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION
Docking State Office Building
Topeka 66612-1568
(913) 296-3566

Horace B. Edwards
Secretary of Transportation

Mike Hayden
Governor of Kansas

August 20, 1987

MEMORANDUM TO: THE JOINT COMMITTEE ON TRANSPORTATION

FROM: THE KANSAS DEPARTMENT OF TRANSPORTATION

REGARDING: GOVERNOR'S PROPOSED COMPREHENSIVE HIGHWAY PLAN LEGISLATION;
SECTIONS 39 THROUGH 49

Thank you Chairman Morris, Chairman Crowell and members of the Joint Senate and House Transportation Committee. My presentation this morning will consist of a review of Sections 39 through 49 of the Governor's proposed legislation.

On Monday, Transportation Secretary Horace Edwards briefed this committee on the need for expedited management of the Comprehensive Highway Plan. The demands of a fast-track construction schedule require elimination of the impediments to complete the program on schedule. The Secretary of Transportation will need to have the authority to manage effectively to accomplish program objectives.

ATT. 1.
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The legislation before you seeks to eliminate obstacles to effective management of a fast-track construction program, by providing the Secretary with the necessary tools for the job. A brief section by section review follows:

New Section 39. Authorizes the Secretary to secure such engineering, financial or other professional services, including bond counsel, when determined necessary for the completion of the expedited highway program. The section enables the Secretary to move quickly in the procurement of such services without the delays which presently require publication in the Kansas Register, competitive bids and the use of negotiating committees. The Secretary is required annually to report all such contracts and the reason thereof to the Governor and Legislature. This section expires July 1, 1987.

This section seeks to eliminate existing delays, which can be up to two months or more, in retaining engineering and professional services.

New Section 40. Exempts relocation assistance payments from the Kansas Debt Setoff Laws. The present Debt Setoff provisions work against the Department in the acquisition of title to needed properties for highway purposes, increasing costs to the state. This section expires July 1, 1997.

New Section 41. Authorizes the Secretary to directly acquire such supplies, materials or equipment or services incidental to construction, reconstruction or maintenance of highways for the expedited highway program. The Secretary is required to make detailed reports on such purchases to the Governor, with copies of such reports to the Legislative Coordinating Council, and the chairmen of the Senate Ways and Means and House Appropriations Committees. This section expires July 1, 1997.

The enabling language will provide for the timely acquisition of materials, supplies, etc. necessary for highway projects eliminating delays and attendant costs.

New Section 42. Authorizes the Secretary to hold hearings on contractor disputes pursuant to the Kansas Administrative Procedures Act. The enabling language will provide for efficiently resolving disputes and reductions in legal costs.

New Section 43. Authorizes the Secretary on and after July 1, 1988, subject to appropriations acts, to spend funds from the State Highway Fund for rural and elderly and handicapped public transportation. Expenditures in any fiscal year may not exceed 25 percent of the federal apportionment to the State under sections 16(b)(2) and 18 of the Urban Mass Transportation Act, attributable to such fiscal year.

New Section 44. Authorizes the Secretary to adopt rules and regulations for the transfer or reassignment of employees of the Department of Transportation throughout the State when necessary for the management of the expedited highway program. This section expires July 1, 1997.

The fast-track highway program will require the ability to move employees where they will be needed to meet production schedules.

New Section 45. Authorizes the Secretary to acquire fee simple title to highway right-of-way by trade or eminent domain. The Secretary may presently acquire fee simple title by purchase or dedication, and through eminent domain for buildings or improvements necessarily incidental to maintenance, supervision and operation of highways. A lesser degree title than fee simple is presently acquired by the Department on properties needed for right-of-way.

The enabling language would improve the efficiency of right-of-way acquisition and disposal by reducing the loss of public funds when properties no longer needed are disposed.

New Section 46. Authorizes the Secretary the discretionary authority to advance monies to utilities, pay in whole or in part for the movement of utilities, and to acquire and transfer utility easements when necessary for the expedited highway program.

The enabling language would provide the Secretary with the means to reduce or eliminate the time consuming, costly delays associated with utility relocations. Delays with such relocations would delay projects jeopardizing construction schedules, and increasing project costs.

Section 47. Loosens the existing restrictions on out-of-state recruitment to allow the Secretary to hire the most qualified people necessary for the management of the highway program. Increases the poundage restrictions in the law for moving expenses from the current 12,000 pounds limit to 19,999 pounds. Current law imposes an obstacle to recruitment of employees. This section expires July 1, 1997.

Section 48. Loosens the existing restrictions on payments for in-state moving expenses. Raises poundage restrictions from the current 12,000 pounds to 19,999 pounds. Current law imposes an unfair financial burden on our employees when they are required to move for the benefit of the State. This section expires July 1, 1997.

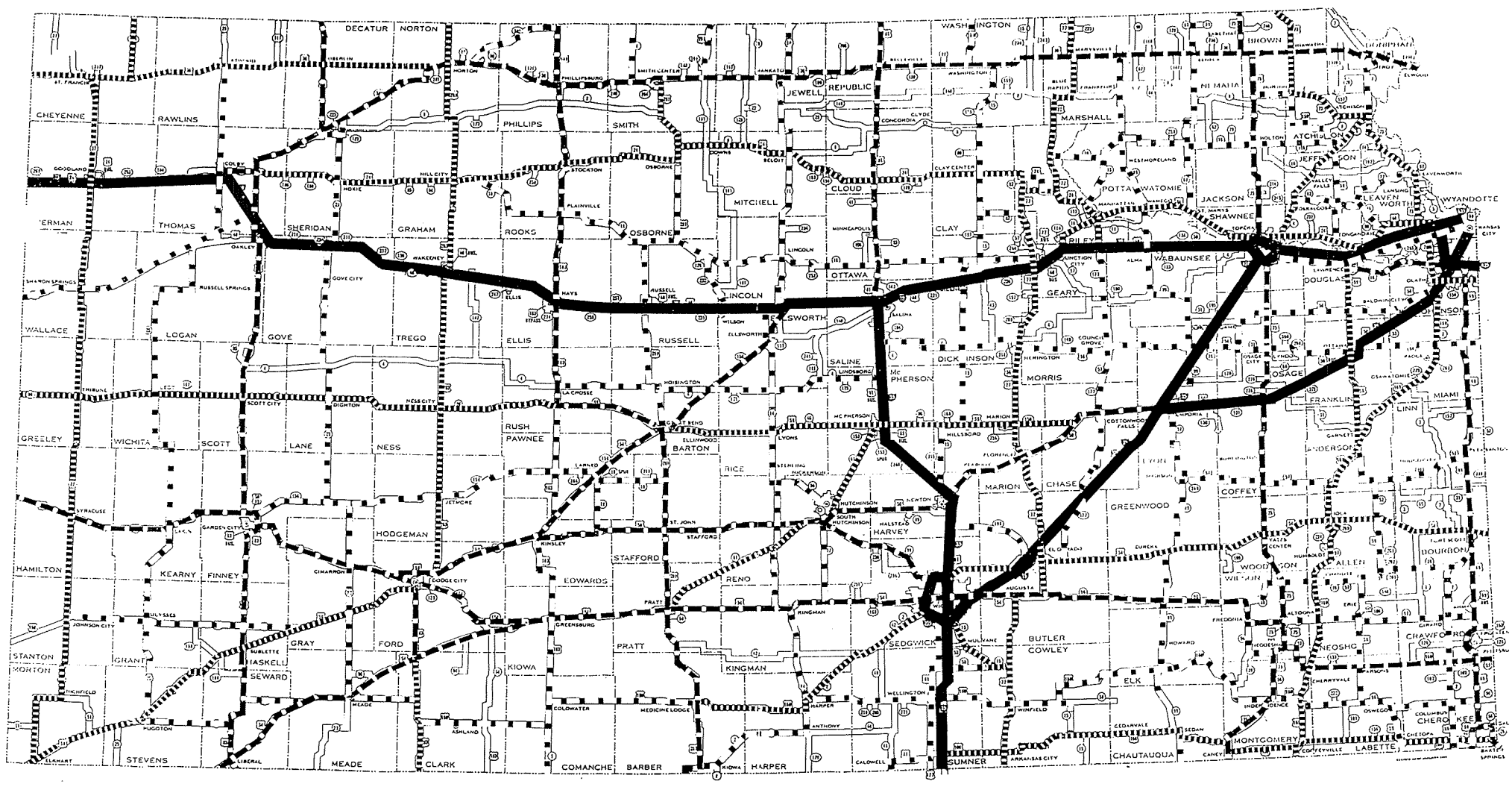
Section 49. Authorizes the Secretary to compensate individuals serving on advisory boards, commissions, and committees appointed by the Secretary, such amount as the Secretary determines. Under existing law the members of such advisory bodies, commissions, etc., may only receive reimbursement for subsistence. The enabling language would provide the Secretary with the ability to recruit such individuals possessing the qualifications to advise on the management, control and operation of the Department of Transportation. The Secretary is required to report annually, all expenses and compensation paid to such individuals, to the Legislature.

In addition to the foregoing sections, the Governor's proposed legislation provides for the abolition of the current State Highway Advisory Commission.

That concludes my review of the Governor's proposed legislation. Thank you.

JT H + S Trans.
Att 2
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CLASS A, B, C, D & E ROUTES



A-ROUTES **B-ROUTES** **C-ROUTES** **D-ROUTES** **E-ROUTES**

ATT. 2
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RESOLUTION CORRECTION

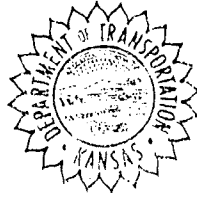
13. The I-70 and I-470 and Wanamaker Interchange at Topeka, Shawnee county.

14. The I-70 and East Kansas Turnpike Interchange at Topeka, Shawnee county.

15. The US-83 and K-383 and railroad underpass intersection in Sheridan county; and

ATT. 3
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8/20/87

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION
Docking State Office Building
Topeka 66612-1568
(913) 296-3566

Horace B. Edwards
Secretary of Transportation

August 19, 1987

Mike Hayden
Governor of Kansas

MEMORANDUM TO: The Honorable Bill Morris, Chairman
Senate Transportation and Utilities Committee

The Honorable Rex Crowell, Chairman
House Transportation Committee

FROM: Mr. Horace B. Edwards
Secretary of Transportation *Horace Edwards*

SUBJECT: Requests for Information from the Joint House and
Senate Transportation Committees (8-18-87)

The following information is supplied pursuant to requests the Department received from your Committee members.

- 1) In our response to the Committee yesterday, we responded to Representative Sutter's request for the cost of right-of-way acquisition on the highway corridors under the new construction initiatives. We indicated in our 8-18-87 memo to the Committee that the cost was \$54.1. That should read \$54.1 million.
- 2) Representative Mead requested information on a construction job which is underway on US-166, Sedan to Niotaze. The contract was let 1-29-87. The grading and concrete paving contract work was started 3-24-87. There are also five bridges which were let to contract. Work is underway on four of them. The fifth has not yet started. Total cost of the project is \$12,569,000.
- 3) I understand that the Committee requested a copy of the priority ranking of the B System and an explanation of the A-E categories. The explanation of the categories is contained in Attachment 1. Attachment 2 is the priority ranking.
- 4) The Committee also requested, I understand, the presentation made by this Department to the Legislature as a consequence of the Senate Ways and Means Committee's request to us to review the possibility of taking miles off the state system. Attached is a copy of the testimony which was presented by this agency this summer to the Special Committee on Transportation. I would like

*ATT. 4
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to emphasize that at this time, the Department has no plans to take miles off the state system.

- 5) The Committee further requested an explanation of at what traffic levels would the State normally four-lane a roadway. There is no specific count, rather the answer depends on a number of factors. AASHTO has prepared a range of factors for DOT's to consider. Depending on what conditions a state is willing to accept, the traffic counts according to AASHTO could range from 2,290 vehicles per day to 10,440 vehicles a day. The low count would provide for an extremely high level of service and for an assurance of no congestion of any kind. The high count would be a facility which provided a low level of service and a congestion level that would restrict speeds. Ideally, you would consider four-laning a facility with traffic volumes between 4,000 to 6,500 depending on the percent of truck traffic, the type of terrain on the route and the condition of the facility. In checking with some of our neighboring states, it is not unusual to look at daily vehicle counts in the range of 7,200.

Attachment 1

SELECTION CRITERIA FOR A-E ROUTES

The following criteria were used to stratify the Rural Highway System into five classes: A through E.

CLASS A

This class is the Turnpike and Interstate System (National System of Interstate and Defense Highways). As its name implies, its primary civilian function is to serve interstate travel. It is also a national system of defense highways and as such, is designed to carry heavy defense equipment in times of national emergency.

The turnpike and Interstate was chosen to stand alone as a separate class for four reasons: they have a separate funding category, they are entirely a freeway, they have the longest average trip length of any system and represent an integrated and interconnected system.

CLASS B

This class, along with Class A, serves as the most important corridors of statewide and interstate travel. These are the routes that travelers would drive out of their way to use when traveling across several states. The corridors for these routes are extremely wide. The corridor is assumed to extend 50 miles on either side of the facility. Traffic volumes tend to hold constant along the route. There is a higher proportion of drivers that are unfamiliar with the particular features of the route, making continuity of design over major sections of the route very important. Nearly all of Kansas' cities with populations over 10,000 are within ten miles of these routes.

Incorporation of a facility as a Class B route implies a commitment to high standards throughout its length, regardless of the possibility of low traffic volumes on parts of the route. Each Class B route represents a sizeable commitment of resources.

The following is a list of the major factors considered in selecting Class B routes.

1. Connections to major metropolitan areas in Kansas and other states.
2. Traffic volume generally remains constant throughout the length of corridor or between major junctions.
3. The computed average trip lengths are among the longest in the State, except for Interstate.
4. Spaced so that no two routes serve the same corridor.
5. Spaced so that substantially all the State is

within 30-45 minutes of an A or B route.

CLASS C

This class is part of the statewide arterial system and is integrated with Classes A and B to provide service to all areas of the State. While some interstate movement occurs on the Class C routes, their principal function is to provide the person and commodity movement between regions of the State. Corridors for Class C routes lie between Class A and B Corridors and are typically 20-30 miles wide. There is a higher degree of familiarity with the routes by the users because there is a higher number of local trips. This causes these routes to display greater variation than that found in B routes in traffic near cities and at points midway between cities. Design elements of the routes can be expected to change at major activity points and major junctions.

The following is a list of the major factors considered in selecting Class C routes.

1. Connections to major cities not served by a Class A or B route.
2. Corridors are shorter and narrower than Class B routes.
3. Integrated with Class A & B routes.
4. Traffic volume shows more variations between major junctions.
5. The computed average trip lengths are longer than average.
6. Spaced so that no two routes serve the same corridor.
7. Spaced so that substantially all the State is within 15-20 minutes of C route.

CLASS D

This class contains routes that serve the combined role of intercounty movement and access to the arterial routes for county seats and other small urban areas not on an arterial route. The importance of these routes for commercial service is related primarily to the small communities they serve. The percent of trucks on these routes should generally be low, but specific sections serving commercial traffic generators may carry a large number of trucks. Almost no interstate service is provided, except as access to an interstate route for local industries involved in interstate business. With short average trip lengths, traffic volumes vary widely from the edge of the city to points 10-20 miles away. The corridors for these routes are narrow, in the range of 5-10 miles. A high proportion of the persons traveling these routes are familiar with the roadway.

The following is a list of the major factors considered in selecting Class D routes.

1. Provides a connection to Class A-C routes for county seats and other similar size towns not directly served by these routes.
2. Provides inter-county travel for average to low volumes with the origin and destination of most trips being located within the state.
3. Routes have high traffic volumes near cities but drops considerably mid point between cities.
4. Average trip lengths are short.
5. Spacing primarily determined by location of Class A-C Routes.
6. Few Non-Kansas license plates except near the state lines are observed.

CLASS E

This class is made up of stubs and routes whose service is limited almost exclusive to local service. Truck traffic typically makes up a small percent of the total number of vehicles but may be higher if there is a local industry generating large numbers of trips. The average trip length is generally very short but may vary widely, depending on the nature of the local area served. For example, an access road to a park may draw visitors from a considerable distance, making the average trip lengths quite long. Traffic can vary widely from one segment to the next depending on local generators of trips. The corridors for these routes are very narrow, ranging from 5 miles down to the width of the abutting property. The majority of the users are well acquainted with the route and its geometric configuration.

The following is a list of the major factors considered in selecting Class E routes.

1. Serves individual cities or parks and terminates at boundary.
2. Closely parallels other routes.
3. Very low volumes somewhere along route.
4. Would not serve same trips if relocated even small distances.
5. Few, if any non-local license plates observed except on roads serving as access to parks.

The following table provides summaries of miles, vehicle miles, and average annual daily traffic for each of the five classes. The Interstate System, Class A, makes up only 6.5% of the State's mileage but carries 1/4 of the travel. Classes A-C make up half of the mileage and carries over 3/4 of the travel. This is particularly significant, because half of the system, the D and E routes, do not generate sufficient revenue from usage to provide adequate maintenance, let alone

provide for extensive modernization.

STP CLASSIFICATION SUMMARY

Total Mileage and Travel Rural

CLASS	MILES	PERCENT	VEH. MI.(1)	PERCENT(3)	AVE. AADT
A	650	6.5	4910	25.2	7540
B	2160	21.5	5610	28.8	2600
C	2160	21.5	4470	22.9	2065
D	3240	32.4	3560	18.3	1100
E	1790	18.0	940	4.5	520
Total	10000	100.0	19490	100.0	1950

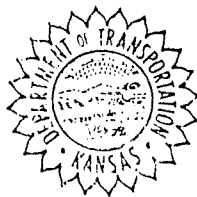
(1) Daily Vehicle Miles in 1000's

(3) Percents may not add due to rounding

RECOMMENDED CORRIDORS AND OTHER B-ROUTES (sorted by rank)																			
CORR.	LOCATION	DISTANCE	WEIGHTED		WEIGHTED		(W=30%)		(W=20%)		(W=20%)		NEED		TOTAL	RANK			
			PER CAPITA INCOME	TRAFFIC	HEAVY TRAFFIC	NEED NUMBER	PER CAPITA NEED	PER CAPITA %	TRAFFIC NEED	TRAFFIC %	TRAFFIC NEED	TRAFFIC %	NEED NUMBER	NEED %					
* US-54:	Mullinville to Pratt	35.6	\$11,565	4466	1004	0.0880	0.1209	17.0%	0.2428	34.2%	0.1994	28.1%	0.1466	20.7%	0.7898	1			
* # K-254:	Wichita to El Dorado	24.4	\$10,398	5756	720	0.0865	0.1530	21.8%	0.3000	42.7%	0.1050	15.0%	0.1442	20.5%	0.7022	2			
* US-75:	Topeka to Fairview	52.2	\$9,189	4616	597	0.0915	0.1941	28.5%	0.2580	37.9%	0.0766	11.2%	0.1525	22.4%	0.6812	3			
* US-50:	Hutchinson to Newton	29.6	\$10,594	3915	945	0.0762	0.1473	22.9%	0.1926	30.0%	0.1758	27.4%	0.1270	19.8%	0.6426	4			
* US-75:	I-35 to Topeka	38.5	\$8,556	5093	379	0.0487	0.2138	33.7%	0.3000	47.3%	0.0390	6.2%	0.0811	12.8%	0.6340	5			
* US-50:	Newton to Emporia	65.8	\$9,699	3384	534	0.0590	0.1745	29.3%	0.1512	25.4%	0.1719	28.8%	0.0983	16.5%	0.5959	6			
* US-81:	Salina to US-36	64.0	\$11,185	3519	816	0.0817	0.1330	23.7%	0.1611	28.7%	0.1318	23.4%	0.1362	24.2%	0.5621	7			
* US-69:	Oklahoma to US-160	25.5	\$7,923	3416	371	0.0750	0.2381	42.0%	0.1535	27.6%	0.0379	6.0%	0.1263	22.7%	0.5559	8			
* K-36:	Wichita to Neodesha	87.0	\$4,785	3307	483	0.0878	0.2084	38.0%	0.1514	27.6%	0.0474	7.7%	0.1463	26.7%	0.5405	9			
* US-81:	US-36 to Nebraska	13.1	\$10,851	2538	787	0.1120	0.1400	25.6%	0.0974	17.8%	0.1233	22.5%	0.1867	34.1%	0.5473	10			
* US-69:	US-160 to I-435 (K.C.)	102.1	\$10,715	4649	459	0.0454	0.1438	27.0%	0.2614	49.1%	0.0512	9.6%	0.0757	14.2%	0.5321	11			
* K-96:	Wichita to Hutchinson	38.6	\$12,341	4928	580	0.0297	0.1020	19.7%	0.2918	56.5%	0.0731	14.2%	0.0495	9.6%	0.5163	12			
* US-54:	Pratt to Wichita	63.7	\$11,253	3592	506	0.0658	0.1290	27.0%	0.1667	35.9%	0.0592	12.7%	0.1096	23.6%	0.4645	13			
* # US-169:	Coffeyville north 21 miles	21.3	\$10,987	3436	500	0.0619	0.1384	30.4%	0.1551	34.1%	0.0581	12.8%	0.1032	22.7%	0.4548	14			
* # US-166:	I-35 to US-75	79.0	\$9,031	1451	264	0.1044	0.1968	44.7%	0.0453	10.3%	0.0242	5.5%	0.1740	39.5%	0.4403	15			
* US-54:	Oklahoma to Mullinville	92.5	\$13,229	2750	704	0.0876	0.0824	18.8%	0.1097	25.0%	0.1009	23.0%	0.1459	33.2%	0.4389	16			
* US-36:	West Jct. US-75 to Missouri	58.0	\$9,284	2684	367	0.0526	0.1881	45.4%	0.1011	24.4%	0.0373	9.8%	0.0876	21.2%	0.4141	17			
* K-18:	Lawrence to K-7	23.4	\$13,222	9697	202	0.0600	0.0825	20.1%	0.3000	73.2%	0.0173	4.2%	0.0099	2.4%	0.4098	18			
* US-160/K-57:	Neodesha to Missouri	59.8	\$9,078	2158	241	0.0643	0.1952	48.6%	0.0773	19.3%	0.0216	5.4%	0.1072	26.7%	0.4012	19			
* # K-177:	I-70 to Manhattan	7.8	\$10,267	3181	244	0.0436	0.1587	41.2%	0.1317	34.2%	0.0219	5.7%	0.0727	18.9%	0.3858	20			
* US-75:	Oklahoma to K-96 (Neodesha)	41.2	\$10,403	2670	373	0.0583	0.1528	40.2%	0.1049	27.6%	0.0382	10.8%	0.0638	22.1%	0.3797	21			
* US-50:	Garden City to Mullinville	85.9	\$13,366	3063	484	0.0693	0.0795	21.0%	0.1292	34.1%	0.0552	14.6%	0.1155	30.4%	0.3795	22			
US-283:	Minneola to Dodge City	19.2	\$12,417	2100	571	0.0765	0.1002	26.8%	0.0744	19.9%	0.0712	19.1%	0.1275	34.1%	0.3733	23			
US-183:	Mays to Phillipsburg	56.7	\$11,986	2305	340	0.0846	0.1124	30.2%	0.0848	22.8%	0.0337	9.1%	0.1410	37.9%	0.3718	24			
US-50:	W. edge Dodge City to US-281	72.8	\$11,415	2213	515	0.0615	0.1248	33.9%	0.0600	21.8%	0.0607	16.5%	0.1025	27.8%	0.3680	25			
* US-75:	West Jct. US-36 to Nebraska	10.1	\$10,022	1805	447	0.0496	0.1643	46.1%	0.0605	17.0%	0.0491	13.8%	0.0827	23.2%	0.3566	26			
US-56:	Kinsley to Great Bend	44.2	\$12,706	2726	453	0.0600	0.0337	26.6%	0.1082	30.7%	0.0501	14.2%	0.1000	28.4%	0.3520	27			
US-83:	Liberal to Garden City	66.7	\$15,368	2284	500	0.0553	0.0430	12.6%	0.0837	24.5%	0.0731	21.4%	0.1472	41.6%	0.3400	28			
* K-96:	Hutchinson to Great Bend	58.9	\$11,864	2865	164	0.0588	0.1134	34.5%	0.1166	35.5%	0.0145	4.1%	0.0047	15.0%	0.3307	29			
US-36:	Belleville to W. Jct. US-75	96.0	\$10,592	1829	297	0.0584	0.1361	42.1%	0.0616	19.1%	0.0281	8.7%	0.0973	30.1%	0.3231	30			
US-281:	US-50 to Great Bend	27.7	\$14,062	2577	466	0.0629	0.0658	20.4%	0.0996	30.9%	0.0522	16.2%	0.1049	32.5%	0.3225	31			
* US-75:	Neodesha to I-35	62.3	\$13,029	2670	389	0.0529	0.0866	27.1%	0.1049	32.8%	0.0403	12.6%	0.0881	27.5%	0.3200	32			
K-96/US-183:	Great Bend to Mays	58.2	\$12,830	2211	301	0.0526	0.0989	31.7%	0.0799	27.8%	0.0286	10.0%	0.0876	30.5%	0.2871	33			
US-281:	Pratt to US-50	20.3	\$13,983	1936	458	0.0583	0.0673	23.9%	0.0665	23.6%	0.0510	18.1%	0.0972	34.5%	0.2821	34			
* US-50:	Colorado to Garden City	62.7	\$14,203	2385	423	0.0586	0.0632	22.4%	0.0890	31.6%	0.0455	16.1%	0.0844	29.9%	0.2820	35			
US-50:	US-281 to Hutchinson	47.5	\$12,083	2036	409	0.0331	0.1081	38.9%	0.0713	25.7%	0.0433	15.6%	0.0552	19.9%	0.2778	36			
US-56/K-156:	Great Bend to I-70	46.8	\$12,832	1852	326	0.0586	0.0909	33.7%	0.0626	23.2%	0.0318	11.8%	0.0843	31.3%	0.2695	37			
US-24:	Colby to US-83	8.5	\$11,903	1806	192	0.0451	0.1124	42.5%	0.0685	22.9%	0.0163	6.2%	0.0752	28.4%	0.2645	38			
US-183:	Phillipsburg to Nebraska	17.7	\$13,212	824	223	0.0762	0.0827	32.9%	0.0220	8.8%	0.0196	7.6%	0.1270	58.5%	0.2514	39			
US-36:	Phillipsburg to Belleville	88.9	\$12,158	1371	231	0.0483	0.1863	42.6%	0.0421	16.9%	0.0205	8.2%	0.0805	32.3%	0.2494	40			
US-83:	Garden City to I-70	83.6	\$15,375	1578	358	0.0658	0.0429	18.0%	0.0586	21.1%	0.0360	15.1%	0.1096	45.8%	0.2391	41			
US-83:	I-70 to Nebraska	66.7	\$12,540	904	293	0.0530	0.0974	40.9%	0.0248	10.4%	0.0277	11.6%	0.0883	37.1%	0.2382	42			
* US-281:	Great Bend to Russell	35.9	\$14,869	2360	292	0.0365	0.0513	22.6%	0.0877	38.6%	0.0275	12.1%	0.0608	26.8%	0.2274	43			
US-281:	Oklahoma to Pratt	52.0	\$14,514	1433	259	0.0575	0.0575	26.0%	0.0446	20.1%	0.0236	10.6%	0.0959	43.3%	0.2215	44			
K-383/US-36:	US-83 to Phillipsburg	71.1	\$12,914	996	236	0.0395	0.0891	43.7%	0.0288	13.7%	0.0210	10.3%	0.0658	32.3%	0.2038	45			

* Recommended in Governor's Comprehensive Highway Plan
Not a part of KDOT's B-Route System.

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building
Topeka 66612-1568
(913) 296-3566*

Horace B. Edwards
Secretary of Transportation

June 22, 1987

Mike Hayden
Governor of Kansas

MEMORANDUM TO: SPECIAL COMMITTEE ON TRANSPORTATION
FROM: KANSAS DEPARTMENT OF TRANSPORTATION
REGARDING: PROPOSAL NO. 33

This memorandum reviews presentations made during the 1987 Legislative Session to subcommittees of the Senate Ways and Means and House Appropriations Committees. The material herein outlined was prepared at the request of those legislative committees.

One of the basic considerations in administering a public highway system is the question of whether the size and makeup of the system is the most efficient in terms of service provided and cost to maintain. The only statutory requirements of the Kansas system are that the system not be larger than 10,000 miles and that the total mileage of State Highways in each county shall not be less than the sum of the north to south and east to west diameters of the county.

K.S.A. 68-406 provides the Secretary of Transportation the authority to determine those routes which are to be a part of the State Highway system, and more specifically with the authority to remove from the system segments which have little or no statewide significance.

The system as it exists today is the result of some 127 years of legislative action, good intentions, provincial politics and administrative interaction with the needs, desires and expectations of the people of Kansas.

The existing system was not comprehensively planned on the basis of function, minimization of transportation cost, economic growth, maximization of benefits and funding responsibilities coupled with funding capabilities. It just grew.

There has, of course, been more effective planning done in the last four decades and especially so in the last 30 years since the initiation of the Interstate System.

As early as 1962, in the Roy Jorgenson Highway Needs Report, there was acknowledgement that the system had grown too large or at least contained routes or route segments that would not meet the criteria of statewide importance.

While there has been some agreement as to the system being too large, there continues to be many requests for additions as well. In response to these requests, the Secretary of Transportation executed a resolution in 1978 adopting minimum requirements for adding routes to the system. It would seem logical to apply those same minimum requirements to routes already on the system and we have used them as the basis for this report. The minimum requirements are listed below.

MINIMUM REQUIREMENTS FOR ADDING ROUTES
TO THE STATE HIGHWAY SYSTEM

1. Non-spur routes to have both termini on the State Highway System.
2. Spur routes to connect from the State Highway System to an incorporated city or a major traffic generator.
3. Minimum conditions to consider non-spur routes as additions to the State Highway System.

<u>Length</u>	<u>AADT</u>	<u>Distance to Nearest Parallel State Highway</u>
Less than 5 miles	1,000 & Over	4 Miles or Over
5.0 to 9.99 Miles	750 & Over	5 Miles or Over
Over 10 Miles	500 & Over	6 Miles or over

4. Minimum conditions to consider spur routes as additions to the State Highway System.

<u>Length</u>	<u>AADT</u>	<u>Distance to Nearest Parallel State Highway</u>
Less than 1 Mile	1,250	No Minimum
1.0 to 1.99 Miles	1,000	No Minimum
Over 2.0 Miles	750	No Minimum

IF THE ABOVE MINIMUM REQUIREMENTS ARE SATISFIED THEN OTHER CONDITIONS SHOULD BE CONSIDERED.

- (1) State-wide importance
- (2) Relief provided for traffic congestion on existing routes now on the system.
- (3) Number of heavy commercial vehicles
- (4) Present State Highway System mileage in the county
- (5) Trip length characteristics -- Average trip length
- (6) Other special circumstances

The minimum requirements for adding routes to the State Highway System deal with two groups of routes: spur routes and non-spur routes. There is a third group of routes that should possibly be given separate consideration. K.S.A. 68-406(c) provides the Secretary of Transportation the authority to construct, improve, reconstruct and maintain certain routes as defined therein without adding them to the system. These are routes from state highways to state lakes, federal lakes or reservoirs, national monuments and national historical sites, military reservations and state institutions, and do not count against the 10,000 mile system limitation and are therefore known as exempt miles. There are currently 138.7 exempt miles on the State Highway System.

Several options could be considered for removing miles from the system. Four possible options are listed below.

- (1) Remove all miles under KDOT's jurisdiction that do not meet the criteria to remain. This would remove approximately 1,218 miles from KDOT's jurisdiction.
- (2) Remove all miles of the system that do not meet the criteria to remain except for exempt miles. All exempt miles would remain under KDOT's jurisdiction. This would remove approximately 1,102 miles from the system.
- (3) Remove only spur routes that do not meet the criteria to remain on the system. This would remove approximately 169 miles from the system.
- (4) Remove all non-exempt spur routes that do not meet the criteria to remain on the system. This would remove approximately 108 miles from the system.

The maps and tables attached to this report delineate the routes that would be removed under the various options outlined above. The four maps titled Options 1-4 delineate the routes that would be removed under each option. The tables list those routes to be removed and show explicit begin-end point descriptions and exact mileages. There are six route segments shown on the lists with an asterisk in the exempt column. These segments do not meet the criteria to remain on the system but must remain for other reasons. Five of the segments must remain due to the statutory requirement that the total mileage of State Highways in each county shall not be less than the sum of the north to south and east to west diameters of the county. One segment must remain because it is a US highway route that crosses into another state. These six route segments are not included in any of the route mileage figures to be removed.

The impact of Options 1-4 would be to reduce the number of miles that KDOT must maintain/improve thereby releasing State Highway funds for increased maintenance or construction on other routes of greater statewide importance. The amount of funds released by each option was determined based on an estimated annual average maintenance cost/mile of \$4,000 and based on the estimated annualized cost of one 3/4 inch overlay every ten years on the miles removed. The fiscal impact of each option is shown in the following table.

*estimated at
\$2,000 / mile,
for a combined
per mile cost
of \$6,000*

<u>Option</u>	<u>Miles Removed</u>	<u>Annual Maintenance Dollars Released</u>
1	1,218	\$7,308,000
2	1,102	\$6,612,000
3	169	\$1,014,000
4	108	\$ 648,000

However, it has been the policy of the KDOT that whenever segments of road were turned back to local authorities they were brought up to "good" condition before that change in jurisdiction took place. Our District Engineers have estimated the cost of bringing the roadway surface and bridges to "good" condition on those route segments proposed for deletion from the system. The cost of that action for the 1,218 miles included in Option 1 is estimated to be between 30 and 40 million dollars.

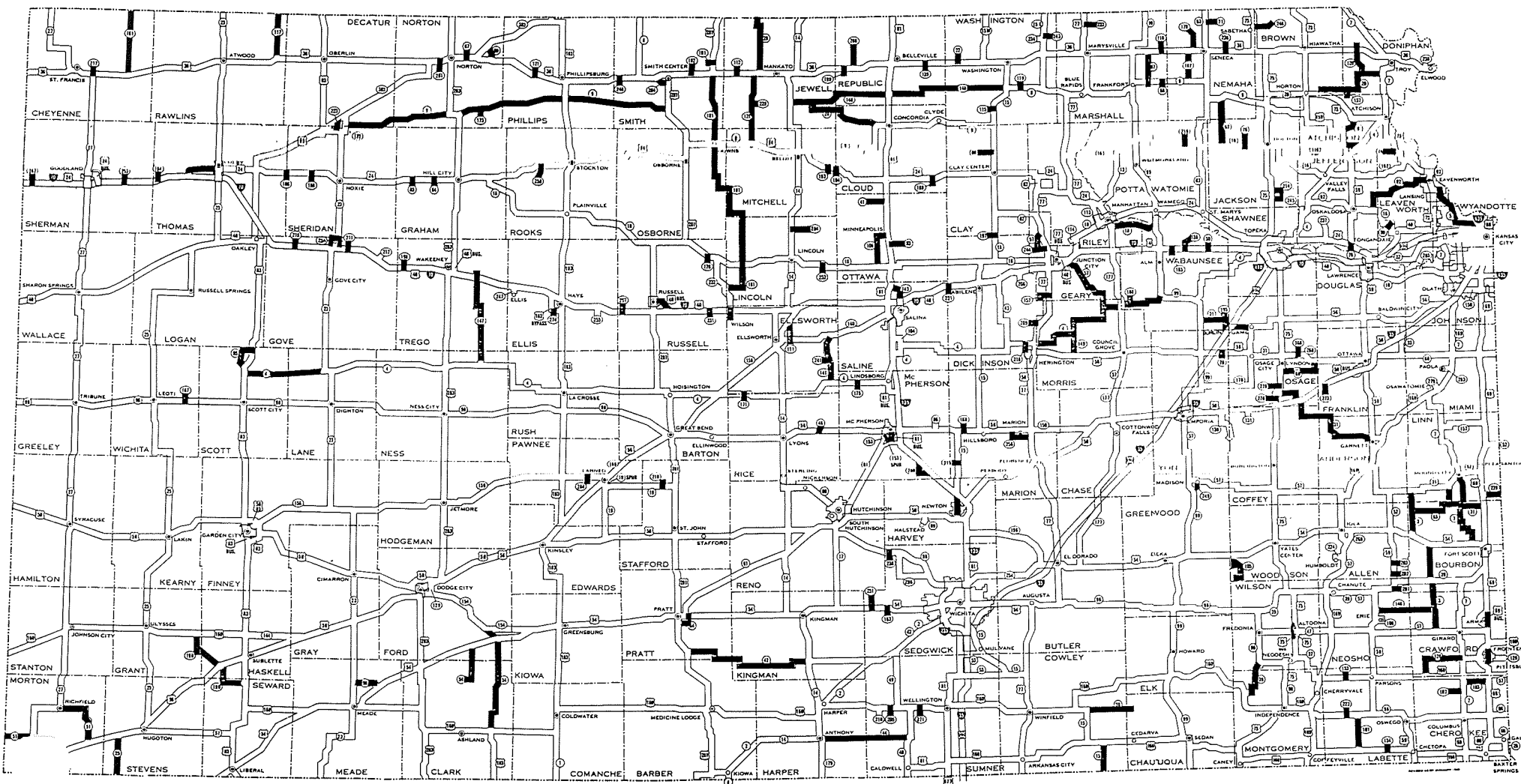
It should be noted that any miles removed must still be maintained by some entity, most probably a county or city. The burden does not go away it merely shifts. However, those miles that would become county roads or city streets could probably be maintained/improved to some lower standard than would be required for a State Highway. Also some traffic might be diverted off of these route segments to other State Highways thereby reducing maintenance requirements on those segments. Therefore the shift of the burden to the county would most likely not be on a dollar for dollar basis.

This action should not require new legislation or changes in existing law since the Secretary has authority under existing statutes to remove routes from the system. However, it could only be successfully implemented if done at the direction of the Legislature.

If a significant number of miles were to be removed from the system, consideration should be given to a simultaneous study of the possibilities of counties closing, abandoning or vacating certain segments of their current county road system.

ROUTE SEGMENTS CONSIDERED FOR REMOVAL
FROM THE STATE HIGHWAY SYSTEM
OPTION 1

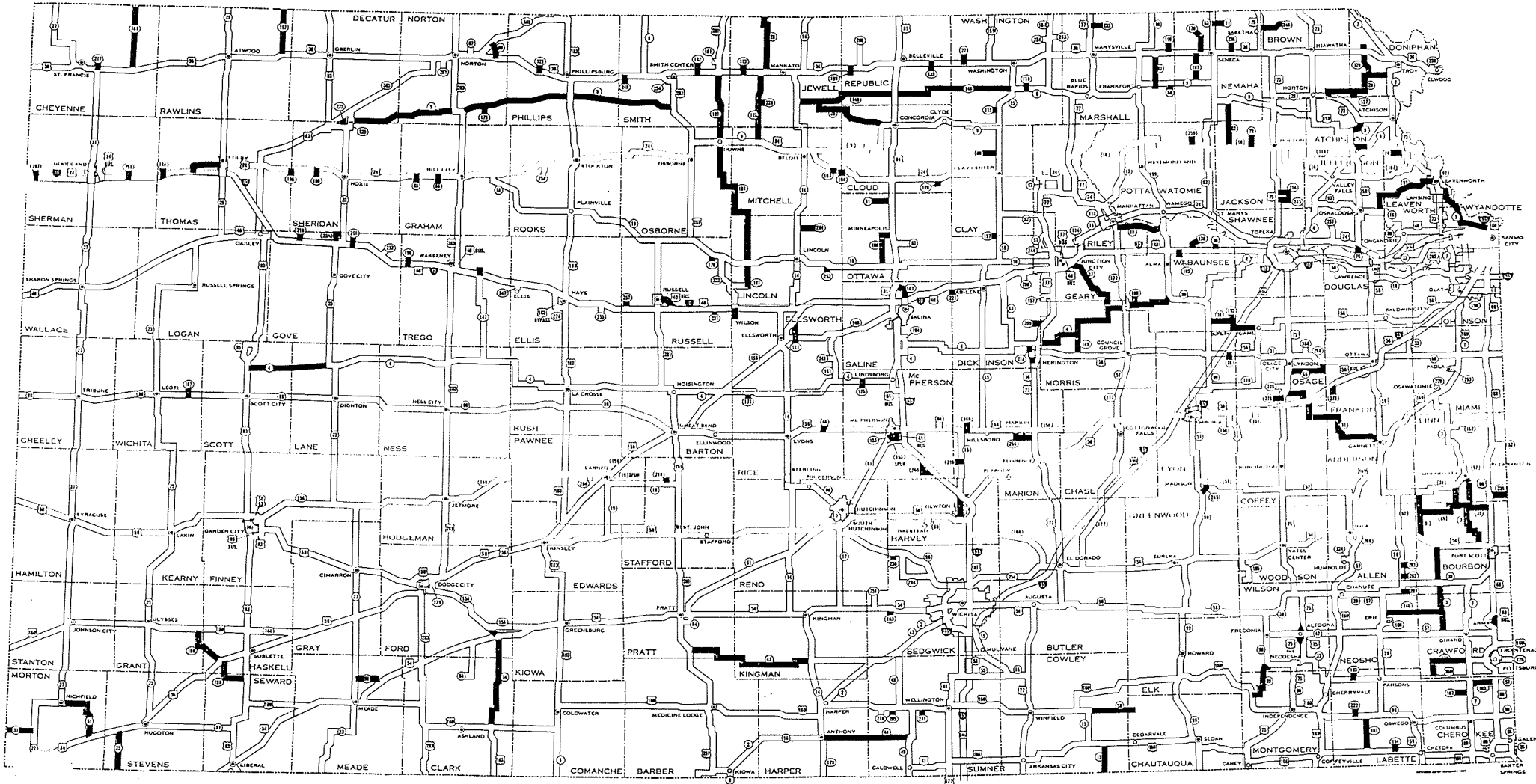
PRELIMINARY



ALL STATE HIGHWAY SYSTEM MILES THAT DO NOT MEET THE
CRITERIA TO REMAIN ON THE SYSTEM.

ROUTE SEGMENTS CONSIDERED FOR REMOVAL FROM THE STATE HIGHWAY SYSTEM OPTION 2

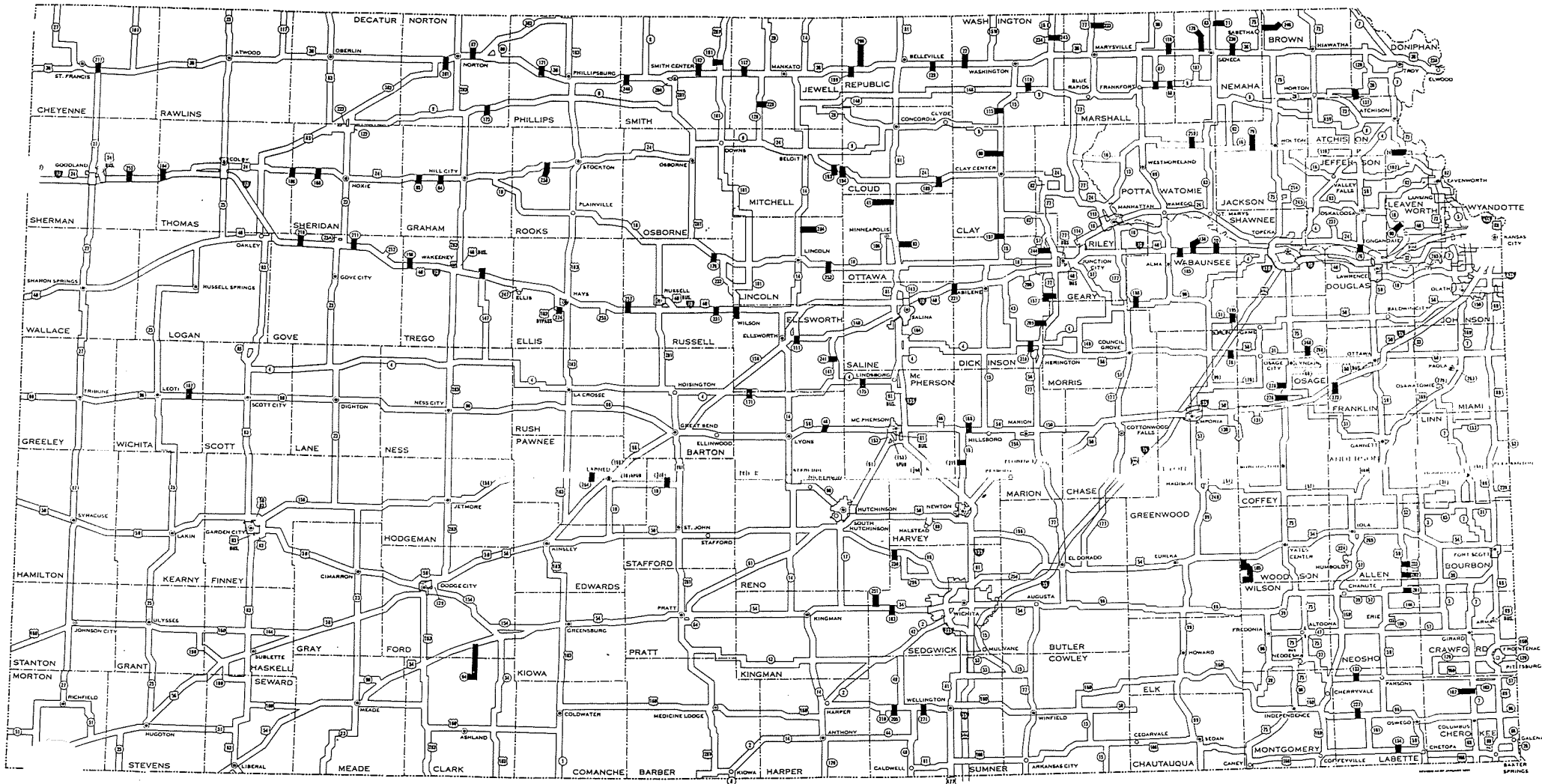
PRELIMINARY



ALL NON-EXEMPT STATE HIGHWAY SYSTEM MILES THAT DO NOT MEET THE CRITERIA TO REMAIN ON THE SYSTEM.

ROUTE SEGMENTS CONSIDERED FOR REMOVAL
FROM THE STATE HIGHWAY SYSTEM
OPTION 3

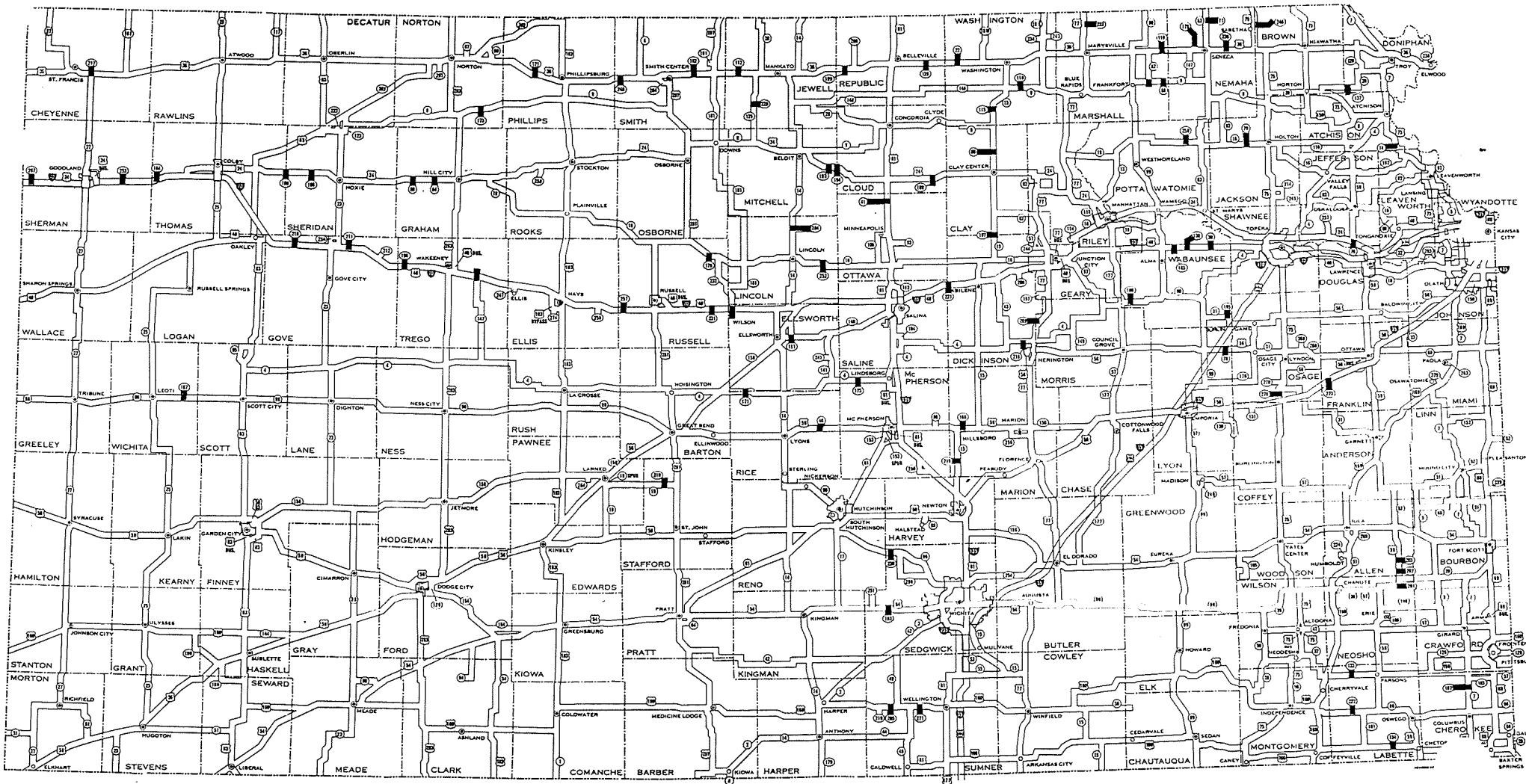
PRELIMINARY



ALL SPUR ROUTES THAT DO NOT MEET THE CRITERIA TO
REMAIN ON THE SYSTEM.

ROUTE SEGMENTS CONSIDERED FOR REMOVAL
FROM THE STATE HIGHWAY SYSTEM
OPTION 4

PRELIMINARY



ALL NON-EXEMPT SPUR ROUTES THAT DO NOT MEET THE
CRITERIA TO REMAIN ON THE SYSTEM.

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Planning

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 Listing of STATE HIGHWAY SPUR ROUTES (To an Incorporated City, Unincorporated City or a Major Traffic Generator)
 that do not meet the criteria to remain on the State Highway System.

Route Number	County	Func. Class.	Rural AADT	***** Rural Mileage	***** City Mileage	***** Total Mileage	Description	Exempt Mileage
K 22	Washington	MAJC	310	3.087	0.000	3.087	U36-SCL Haddam	No
K 30	Wabaunsee	MAJC	850	1.950	0.000	1.950	I70-SCL Maple Hill	No
K 41	Ottawa	MAJC	530	4.960	0.000	4.960	ECL Delphos-U81	No
K 46	Rice	MAJC	1240	1.315	0.000	1.315	U56-SCL Little River	No
K 67	Norton	MICR	505	0.972	0.000	0.972	U36-State Hospital	Yes
K 71	Nemaha	MAJC	465	4.581	0.000	4.581	K63-SCL Bern	No
K 74	Atchison	MAJC	170	3.030	0.000	3.030	Potter-U73	No
K 76	Jefferson	LOCR	315	0.325	0.000	0.325	Williamstown-U24/U59	No
K 78	Lyon	MAJC	190	1.057	0.000	1.057	U56-Miller	No
K 79	Jackson	MAJC	485	3.561	0.000	3.561	K16-SCL Circleville	No
K 80	Clay	MAJC	590	3.816	0.000	3.816	ECL Morganville-K15	No
K 84	Graham	MAJC	350	0.881	0.000	0.881	Penokee-U24	No
K 85	Graham	MAJC	605	0.800	0.000	0.800	NCL Morland-U24	No
K 87	Marshall	MAJC	290	0.590	0.000	0.590	Vliets-K9	No
K 88	Marshall	MAJC	475	0.311	0.000	0.311	Vermillion-K9	No
K 90	Leavenworth	MAJC	225	2.180	0.000	2.180	State Lake-K16	Yes
K 93	Ottawa	MAJC	218	4.487	0.000	4.487	U81-Ottawa State Park	Yes
K 94	Clark/Ford	MAJC	126	10.780	0.000	10.780	Clark Co State Lake-U54	Yes
K 102	Cherokee	MAJC	590	3.719	1.285	5.004	ECL West Mineral-K7	No
K 105	Woodson	MAJC	492	9.435	0.803	10.238	State Lake/FAS 1800-U54	Yes
K 110	Marshall	MAJC	730	1.797	0.000	1.797	U36-SCL Axtell	No
K 111	Ellsworth	MAJC	305	1.583	0.000	1.583	NCL Kanopolis-K140	No
K 112	Jewell	MAJC	301	2.483	0.000	2.483	U36-SCL Esbon	No
K 115	Washington	MAJC	625	0.650	0.000	0.650	K9-ECL Palmer	No
K 119	Washington	MAJC	625	0.817	0.000	0.817	K9-SCL Greenleaf	No
K 121	Phillips	MICR	315	0.451	0.000	0.451	U36-Stuttgart	No
K 133	Labette	MAJC	530	0.491	0.000	0.491	U160-Dennis	No
K 134	Labette	MAJC	555	0.231	0.000	0.231	U166-SCL Bartlett	No
K 137	Doniphan	LOCR	75	0.180	0.000	0.180	Purcell-K20	No
K 138	Wabaunsee	MAJC	605	1.086	0.000	1.086	I70-WCL Paxico	No
K 139	Republic	MAJC	545	1.000	0.000	1.000	WCL Cuba-U36	No
K 147	Trego	MAJC	275	1.024	0.000	1.024	I70-Ogallah	No
K 157	Geary	MAJC	126	3.866	0.000	3.866	4H Youth Camp-U77	Yes
K 163	Sedgwick	MAJC	710	0.485	0.000	0.485	U54-NCL Garden Plain	No
K 167	Wichita	LOCR	185	0.506	0.000	0.506	K96-Marienthal	No
K 168	Marion	MAJC	280	0.527	0.000	0.527	U56-SCL Lehigh	No
K 171	Rice	MAJC	735	0.340	0.000	0.340	NCL Bushton-K4	No
K 173	Norton	MAJC	125	0.650	0.000	0.650	Densmore-K9	No
K 175	McPherson	MAJC	650	0.500	0.000	0.500	NCL Marquette-K4	No
K 176	Russell	MAJC	240	0.173	0.000	0.173	NCL Lucas-K18	No
K 178	Nemaha	MAJC	370	3.513	0.000	3.513	U36-St. Benedict	No
K 180	Wabaunsee	MAJC	795	0.307	0.000	0.307	K4-SCL Alta Vista	No
K 182	Smith	MAJC	160	0.914	0.000	0.914	U36-Bellaire	No
K 184	Thomas	MAJC	505	1.578	0.000	1.578	I70-SCL Brewster	No

KANSAS DEPARTMENT OF TRANSPORTATION

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 Listing of STATE HIGHWAY SPUR ROUTES (To an Incorporated City, Unincorporated City or a Major Traffic Generator)
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Route Number	County	Func. Class.	Rural AADT	***** Rural	Mileage City	***** Total	Description	Exempt Mileage
K 185	Wabaunsee	MAJC	355	0.650	0.000	0.650	NCL McFarland-170	No
K 186	Sheridan	MAJC	185	1.600	0.000	1.600	NCL Menlo-U24	No
K 188	Sheridan	MAJC	150	3.100	0.000	3.100	Seguin-U24	No
K 189	Cloud	MAJC	325	0.915	0.000	0.915	ECL Miltonvale-U24	No
K 191	Smith	LOCR	55	0.999	0.000	0.999	Geog.Center of USA-U281	Yes
K 193	Mitchell	MAJC	210	0.467	0.000	0.467	Asherville-U24	No
K 194	Cloud	MAJC	210	1.580	0.000	1.580	NCL Simpson-U24	No
K 195	Wabaunsee	MICR	385	0.400	0.000	0.400	K31-SCL Harveyville	No
K 197	Clay/Dickinson	MAJC	185	1.996	0.000	1.996	Industry-K15	No
K 198	Trego	MAJC	375	0.811	0.000	0.811	170-SCL Collyer	No
K 199	Republic	MAJC	885	0.832	0.000	0.832	NCL Courtland-U36	No
K 201	Neosho	MICR	375	0.786	0.000	0.786	U59-WCL Stark	No
K 202	Allen	MAJC	175	0.698	0.000	0.698	U59-WCL Savonburg	No
K 203	Allen	MAJC	600	0.583	0.050	0.633	U59-Elsmore(Main Street)	No
K 205	Sumner	MAJC	345	0.752	0.000	0.752	NCL Milan-U160	No
K 207	Geary	MAJC	735	0.398	0.000	0.398	170-SCL Junction City	No
K 207 Alt	Geary	MAJC	982	0.535	0.168	0.703	U40Bus.-K207	No
K 209	Dickinson/Morris	MAJC	387	2.455	0.000	2.455	NCL Woodbine-U77	No
K 211	Gove	MAJC	240	1.035	0.000	1.035	170-WCL Park	No
K 215	Marion	MAJC	1060	0.488	0.000	0.488	ECL Goessel-K15	No
K 216	Gove	MAJC	480	0.585	0.000	0.585	170-SCL Grinnell	No
K 217	Cheyenne	MICR	240	0.500	0.000	0.500	U36-Wheeler	No
K 218	Dickinson	MAJC	635	2.063	0.000	2.063	K4-WCL Herington	No
K 219	Stafford	MAJC	150	0.995	0.000	0.995	K19-SCL Seward	No
K 221	Dickinson	MAJC	1015	0.208	0.000	0.208	NCL Solomon-170	No
K 222	Labette	MAJC	600	0.399	0.000	0.399	K96-SCL Mound Valley	No
K 228	Jewell	LOCR	100	0.434	0.000	0.434	K128-Ionia	No
K 230	Sedgwick	MICR	1125	0.276	0.000	0.276	NCL Mount Hope-K96	No
K 231	Russell	MAJC	275	0.525	0.000	0.525	NCL Dorrance-170	No
K 232	Ellsworth	MAJC	895	1.753	0.000	1.753	Old U40(Wilson)-170	No
K 233	Marshall	MAJC	185	3.481	0.000	3.481	U77-SCL Oketo	No
K 236	Nemaha	MAJC	290	1.535	0.000	1.535	U36-SCL Oneida	No
K 241	Ellsworth	LOCR	125	0.521	0.000	0.521	Kanopolis Lake-K141	Yes
K 243	Washington	MAJC	290	0.942	0.000	0.942	K15E-Pony Express Sta	Yes
K 244	Geary	MAJC	522	3.940	0.000	3.940	Milford Lake(FAS270)-K57	Yes
K 244 Spur	Geary	MAJC	255	0.800	0.000	0.800	K57-K244 (Milford Dam)	Yes
K 246	Brown	MAJC	610	5.861	0.259	6.120	U75-WCL Morrill	No
K 248	Smith	MAJC	400	0.250	0.747	0.997	OldU36-U36(Kensington)	No
K 251	Sedgwick	MAJC	660	3.671	0.000	3.671	U54-Cherney Reservoir	Yes
K 252	Lincoln	MAJC	165	0.453	0.000	0.453	K18-NCL Beverly	No
K 253	Sherman	MAJC	130	0.674	0.000	0.674	170-OldU24(Edson)	No
K 257	Russell	MAJC	350	0.932	0.000	0.932	170-SCL Gorham	No
K 258	Rooks	MAJC	115	3.902	0.000	3.902	Webster Reservoir-U24	Yes
K 259	Pottawatomie	MAJC	890	0.237	0.000	0.237	K16-SCL Onaga	No

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 Listing of STATE HIGHWAY SPUR ROUTES (To an Incorporated City, Unincorporated City or a Major Traffic Generator)
 that do not meet the criteria to remain on the State Highway System.

Route Number	County	Func. Class.	Rural AADT	***** Rural	Mileage City	***** Total	Description	Exempt Mileage
K 261	Norton	MICR	135	1.201	0.000	1.201	Norton Reservoir-U36	Yes
K 264	Pawnee	MAJC	635	1.033	0.000	1.033	Larned State Hospital-K156	Yes
K 266	Republic	MAJC	145	7.541	0.000	7.541	U36-State Park(Pawnee Village)	Yes
K 267	Sherman	MAJC	645	0.837	0.000	0.837	ECL Kanorado-I70	No
K 271	Sumner	MICR	340	0.657	0.000	0.657	U160-NCL Mayfield	No
K 273	Franklin	MAJC	645	0.438	0.000	0.438	I35-NCL Williamsburg	No
K 274	Ellis	MAJC	985	0.416	0.000	0.416	Agri.Exper.Station-U183Alt.	Yes
K 276	Osage	MAJC	295	1.384	0.000	1.384	ECL Olivet-U75	No
K 278	Osage	MAJC	230	3.017	0.000	3.017	Melvorn Rec. Area-U75	Yes
K 284	Lincoln	MAJC	165	5.618	0.000	5.618	K14-WCL Barnard	No
K 368	Osage	MAJC	460	1.000	0.000	1.000	K268-Pomona Reservoir	Yes
TOTALS.....			166.148	3.312	169.460			
Exempt mileage.....			60.703	0.803	61.506			
			Rural	City	Total			
AVERAGE RURAL ADT.....					378			
Exempt mileage ADT.....					287			

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Planning

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 Listing of Rural STATE HIGHWAY ROUTES (Excluding Sour Routes) and Contiguous CITY CONNECTING LINK Extensions
 that do not meet the criteria to remain on the State Highway System.

Route Number	County	Func. Class.	Rural AADT	***** Rural	Mileage City	***** Total	Description	Average Distance	Exempt Mileage
K 3	Crawford/Bourbon	MAJC	495	13.471	1.006	14.477	K57-EJCT K39	13	No
K 3	Bourbon	MAJC	337	9.899	0.154	10.053	WJCT K39-EJCT U54	10	No
K 3	Bourbon/Linn	MAJC	258	13.039	0.000	13.039	WJCT U54-K31	6	No
K 4	Scott/Lane	MAJC	340	21.841	0.000	21.841	U83-K23	8	No
K 4	Dickinson/Morris	MAJC	368	30.801	1.548	32.349	U77-EJCT K57(E Co.Ln)	9	No
K 4	Morris/Wabaunsee	MAJC	344	13.912	0.000	13.912	K177-WJCT K99	13	No
K 5	Wyandotte	MIAU	0	0.000	2.242	2.242	U69-EJCT I635	5	No
K 5	Wyandotte	MIAU	0	0.000	8.031	8.031	WJCT I635-SJCT I435	5	No
K 5	Wyandotte/ Leavenworth	MAJC	915	4.405	5.662	10.067	NJCT I435-U73	5	No
K 7	Bourbon/Linn	MAJC	373	23.438	0.050	23.518	U54-SJCT K52	5	No
K 7	Doniphan	MAJC	311	12.126	0.998	13.124	WJCT U36-NB State Ln	15	No*
K 9	Sheridan/Decatur /Norton	MAJC	215	29.531	0.203	29.734	K123-WJCT U283	9	No
K 9	Norton/Phillips /Smith	MAJC	412	56.901	1.854	58.755	EJCT U283-U281	9	No
K 9	Atchison	MAJC	290	4.899	0.000	4.899	EJCT U159-U73	5	No
K 15	Cowley	MAJC	180	7.893	0.000	7.893	OK State Ln-EJCT U166	22	No
K 15	Harvey	OPAU	2845	0.434	3.683	4.117	WJCT U50-NJCT I135	1	No
K 18	Riley/Wabaunsee	MAJC	572	14.132	0.000	14.132	K177-K99	4	No
K 20	Brown/Doniphan	MAJC	475	20.455	0.426	20.881	EJCT U73-K7	10	No
K 23	Meade	MAJC	383	25.983	0.500	26.483	OK State Ln-U54	15	No*
K 23	Gove	MAJC	733	1.257	0.875	2.132	I70-K23Spur	1	No
K 23 Alt	Gove	MAJC	125	1.228	0.600	1.828	SJCT K23-NJCT K23	1	No
U 24	Thomas	OPAR	1232	8.176	0.794	8.970	I70-K25	2	No
K 25	Stevens	MAJC	265	10.861	0.000	10.861	OK State Ln-U56	20	No
K 25	Rawlins	MAJC	450	12.400	0.795	13.195	U36-NB State Ln	13	No*
K 28	Jewell	MAJC	355	14.673	1.249	15.922	NB State Ln-WJCT U36	10	No
K 28	Jewell/Cloud	MAJC	489	28.070	0.949	29.019	K14-K9	10	No
K 31	Wabaunsee/Osage	MAJC	353	15.626	0.505	16.131	K99-NJCT U56	8	No
K 31	Osage	MAJC	551	6.754	0.424	7.178	U75-WJCT I35	4	No
K 31	Anderson/Coffey /Osage	MAJC	452	28.894	1.187	30.081	EJCT I135-NJCT U59	15	No
K 31	Linn/Bourbon	MAJC	218	8.830	0.846	9.676	K52-WJCT K7	9	No
K 31	Bourbon	MAJC	477	6.411	0.608	7.019	EJCT K7-U69	10	No
K 34	Clark/Ford	MAJC	410	25.016	0.512	25.528	U160-EJCT U54	17	No
K 34	Ford	MAJC	700	3.340	0.271	3.611	WJCT U54-K154	2	No
K 38	Cowley/ Chautauqua	MAJC	116	12.731	0.000	12.731	K15-FA595	6	No
K 39	Montgomery/Wilson	MIAR	322	11.898	0.000	11.898	U160-SJCT K95	7	No
U 40 Bus	Russell	MAJC	1357	3.970	0.973	4.943	U281-170	2	No
K 42	Pratt/Kingman	MAJC	476	35.628	2.017	37.645	U281-K14	12	No
K 44	Harper/Sumner	MAJC	364	23.540	1.134	24.674	K2(WCL Anthony)-K49	8	No
K 51	Morton	MAJC	215	7.871	0.000	7.871	CO State Ln-SJCT K27	24	No

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Planning

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 Listing of Rural STATE HIGHWAY ROUTES (Excluding Spur Routes) and Contiguous CITY CONNECTING LINK Extensions
 that do not meet the criteria to remain on the State Highway System.

Route Number	County	Func. Class.	Rural AADT	***** Rural	Mileage City	***** Total	Description	Average Distance	Exempt Mileage
K 51	Morton	MAJC	340	17.481	0.000	17.481	NJCT K27-U56	11	No
U 56 Bus	Dickinson	MAJC	1102	1.186	1.466	2.652	SJCT U56-NJCT U56	1	No
K 57	Geary	MAJC	491	5.415	0.000	5.415	NJCT U77-U77Bus/U77	2	Yes
K 57	Geary/Morris	MAJC	440	19.009	0.508	19.517	170/U40Bus-WJCT K4	9	No
K 60	Norton	MAJC	135	4.284	0.000	4.284	U36-K383	3	No
K 62	Jackson/Nemaha	MAJC	235	12.833	0.731	13.564	K16-K9	5	No
K 64	Pratt	MAJC	744	3.496	0.113	3.609	U281(SCL Pratt)-U54	1	Yes
K 65	Bourbon	MAJC	160	10.602	0.558	11.160	K3-K31	6	No
K 68	Osage	MAJC	497	10.755	0.792	11.547	U75-K268	4	No
U 69 Alt	Crawford	MAJC	2345	1.978	0.765	2.743	SJCT U69-NJCT U69	1	No
U 75 Bus	Wilson	MAJC	207	0.366	1.261	1.627	SJCT U75-NJCT U75	1	No
U 81 Alt	McPherson	OPAU	2315	1.357	0.995	2.352	K61-U56	2	No
K 87	Marshall	MAJC	200	8.035	0.000	8.035	K9-U36	4	No
K 92	Jefferson/ Leavenworth	MAJC	1127	20.041	2.751	22.792	K16-SJCT U73/K7	5	No
K 95	Scott	MAJC	190	6.591	0.000	6.591	U83-NJCT U83	3	Yes
K 98	Meade	MAJC	197	8.440	0.608	9.048	K23-U54	5	No
K 101	Labette	MAJC	731	9.499	0.499	9.998	U166-K96	12	No
K 103	Cherokee	MAJC	785	5.742	1.238	6.980	K7-U69 (Weir)	2	No
K 106	Ottawa	MAJC	692	8.954	1.522	10.476	K18-U81	4	No
K 111	Ellsworth	MAJC	80	3.751	0.000	3.751	K140-K156	2	No
K 116	Atchison	MAJC	455	3.837	0.000	3.837	U159-U59	2	No
K 117	Rawlins	MAJC	275	11.977	0.000	11.977	U36-NB State Ln	13	No
K 120	Doniphan	MAJC	459	8.461	0.665	9.126	K20-U36(Highland)	7	No
K 126	Crawford	MAJC	540	15.063	0.000	15.063	S Co Ln(U160)-K7	5	No
K 128	Mitchell/ Jewell	MAJC	237	18.967	0.000	18.967	U24-U36	10	No
K 141	Ellsworth	MAJC	400	13.470	0.000	13.470	K4-K140	12	Yes
K 143	Saline	OPAU	1670	3.762	0.896	4.658	170-U81	2	No
K 146	Neosho/Crawford	MAJC	491	14.064	1.500	15.564	U59-K3	6	No
K 147	Ness/Trego	MAJC	178	24.906	0.000	24.906	K4-170	9	Yes
K 148	Jewell/Republic/ Washington	MAJC	236	56.200	0.000	56.200	K28-K9	7	No
K 149	Morris	MAJC	240	6.098	0.000	6.098	U56-K4	10	No
K 153 Spur	McPherson	MAJC	910	1.165	0.000	1.165	K61-K153	2	No
U 160	Stanton	MAJC	376	16.276	0.540	16.816	CO State Ln-SJCT K27	19	No*
K 161	Cheyenne	MIAR	431	16.751	0.249	17.000	US36-NB State Ln	20	No
U 177	Sumner	MAJC	400	3.011	0.499	3.510	OK State Ln-U81	3	No**
K 177	Butler/Chase	MAJC	446	43.801	2.622	46.423	U54-U50/K57	14	No*
K 181	Russell/Lincoln/ Mitchell/Osborne	MAJC	284	50.279	1.862	52.141	K232-U24 (NCL Downs)	15	No
K 181	Osborne/Smith	MIAR	420	19.193	0.000	19.193	U24-U36	11	No
K 187	Nemaha	MAJC	660	7.749	0.250	7.999	K9-U36	5	No
K 190	Grant/Haskell	MAJC	425	12.290	0.000	12.290	U160-U56 (Satanta)	13	No

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 that do not meet the criteria to remain on the State Highway System.

Route Number	County	Func. Class.	Rural ADT	***** Rural	Mileage City	***** Total	Description	Average Distance	Exempt Mileage
K 190	Haskell/Seward	MAJC	321	10.802	0.000	10.802	U56/ECL Satanta-U83	6	No
K 204	Smith	MAJC	670	1.528	0.588	2.116	U36-U281	1	No
K 214	Jackson	MAJC	746	1.413	0.554	1.967	SJCT U75-NJCT U75	1	No
K 223	Sheridan/Decatur	MAJC	56	2.615	0.000	2.615	K23-K383	2	No
K 239	Linn	MAJC	516	5.586	0.091	5.677	U69-MO State Ln	13	No
K 249	Greenwood	MAJC	1277	0.283	0.427	0.710	K99-K57	1	No
K 260	McPherson	MAJC	1228	2.621	1.000	3.621	SJCT I135-NJCT I135	2	No

TOTALS..... 988.720 59.722 1048.442

Exempt mileage..... 53.878 0.113 53.991

Rural City Total

AVERAGE RURAL ADT..... 414

Exempt mileage ADT..... 303

* Must remain on state system due to State law.

** Must remain on state system due to US route crossing State boundary.