

Approved: 3-5-99  
Date

## MINUTES OF THE JOINT HOUSE AND SENATE COMMITTEES ON TRANSPORTATION.

The meeting was called to order by Chairperson Ben Vidricksen at 12:20 p.m on February 25, 1999 in Room 313-S of the Capitol.

All members were present except:

- Representative Aday, excused
- Representative Flora, excused
- Representative Hayzlett, excused
- Representative Hermes, excused
- Representative Howell, excused
- Representative Huff, excused
- Representative Humerickhouse, excused
- Representative Johnston, excused
- Representative Krehbiel, excused
- Representative Larkin, excused
- Representative Long, excused
- Representative Loyd, excused
- Representative McClure, excused
- Representative McKinney, excused
- Representative Myers, excused
- Representative Pauls, excused
- Representative Ray, excused
- Representative Thimesch, excused

Committee staff present:

- Bruce Kinzie, Revisor
- Hank Avila, Research
- Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

- Senator Anthony Hensley
- Representative Joann Flower
- Ted Ensley, Chairman, Shawnee County Commission
- Joe Aleshire, Greater Topeka Chamber of Commerce
- Ellen Schirmer, Commissioner
- Brad Mears
- Tim Ramirez, Prairie Band of Pottawatomie Nation
- Josie Torrez
- Nick Cobos
- Alan Winkler, Wabaunsee County Commissioner
- Charlie Geist, Jefferson County Commissioner
- Larry Pope, Jefferson County
- Edward Tegtmeyer, Morris County Commissioner

Others attending:

See attached sheet

Senator Anthony Hensley stood before the committee and testified in support of the proposals that would be presented by the Topeka/Shawnee County Transportation Coalition. He urged the committee to develop a comprehensive plan that will overcome the obstacles faced each day by those Kansans who depend on public transportation to get to and from senior citizen meal sites, community services, retail businesses and places of employment. (Attachment 1)

Ted Ensley, Chairman, Shawnee County Commission, said the Coalition, mentioned by Sen. Hensley, narrowed the list of the many projects that were proposed to the Coalition to a list that they feel are critical to the needs of their county. In addition to the highway needs they strongly express the importance of money

CONTINUATION SHEET

MINUTES OF THE JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES , Room 313-S Statehouse, at 12:20 p.m. on February 25 , 1999.

being spent on public transportation. (Attachment 2)

Edie Snethen, Topeka Public Works Director, spoke for Mayor Wagnon who was unable to attend. She presented a list of the priority transportation projects that were vital for the Topeka/Shawnee County area. (Attachment 3)

Joe Aleshire, Greater Topeka Chamber of Commerce, said the Chamber expresses strong support for a new comprehensive transportation program stating it is critical that Kansas maintains and strengthens its transportation infrastructure. He said the priority projects that have been outlined will make the highways safer and will provide for increased capacity as our transportation needs continue to grow regionally. He also urged support for increased funding for mass transit services. (Attachment 4)

Ellen Schirmer, Commissioner from Jackson County, presented the program modifications and specific improvement projects that Jackson County would like to have included in the next comprehensive transportation program. She included a list of these projects along with written testimony from other agencies that support these projects. (Attachment 5)

Brad Mears, Jackson County Development Corporation, read the testimony from Rich Mulroy, Mayor of Holton. (Attachment 6)

Tim Ramirez, Prairie Band of Potawatomi Nation, told the committee of the projects that are needed on their roads. He stated they currently maintain 115 miles of roads within their 121 square mile reservation. He said they had been a member of NE Kansas Transit Region for 3 years and this year applied for a program to serve their reservation and were placed 6<sup>th</sup> out of 6 members in priority as to funding. (Attachment 7)

Josie Torrez, Kansas Council on Disabilities Development, said the limited transit services were a barrier to people with disabilities for work, medical services and also any social activities. She introduced Nick Cobos who as a person with a disability. He said he used public transportation at least once a week to go shopping, to the bank and to ride the bus to visit with friends. He told the committee it gave him a feeling of freedom and independence and asked for more money to expand public transportation. (Attachment 8)

Alan Winkler, Wabaunsee County Commissioner, told the committee in Wabaunsee County towns and people are dispersed widely among the 797 square miles of landscape and infrastructure is a high priority item to accommodate the needs of a widespread population. He asked support of a statewide Comprehensive Transportation Program to help fund the transportation needs in Wabaunsee County as well as those throughout the state. (Attachment 9)

Representative Joann Flower introduced the constituents from Jefferson County who were appearing before the committee today.

Charlie Geist, Jefferson County Commissioner, cited the needs of the county and said Jefferson County was a diverse and rapidly growing county and is becoming a bedroom community as well as an agricultural history and with this movement of more people, the number of vehicles on local gravel roads are increasing as well. He presented a list of the projects they are recommending. (Attachment 10)

Larry Pope, Jefferson County, said US 24 was high on the list of priority projects with 6,300 people leaving Jefferson County each day to go to work in Kansas City, Lawrence and Topeka.

Edward Tegtmeyer, Morris County Commissioner, presented the list from the Commission which emphasizes the need for state funds to help maintain roads and bridges and other transportation facilities throughout Morris County. (Attachment 11)

Chairman Vidricksen adjourned the meeting at 1:35 p.m. This concludes the Joint House and Senate Transportation Committee meetings.

**JOINT MEETING - TRANSPORTATION COMMITTEE  
GUEST LIST**

**DATE:** February 25, 1999

NAME	REPRESENTING
SCOTT RHODES	WIBW - TV
Jerry Britt	Morris County Commissioner
Ed Teastmeyer	Morris Co Rd & Br. Supt.
<del>C. H. Carr</del>	Intern - Don Pahl
BRAD MEARS	CITY OF HOLTON
Marilyn G. Gault	Holton, KS
Laura Albright	Prairie Band Potawatomi Nation
Ellen Schirmer	Jackson County
Charlie Geist	Jefferson County
Darold Davis	Topeka-Shawnee County Transp. Comm.
Todd Girdler	Topeka-Shawnee County Metro Planning Dept.
Fred Schwartz	Topeka-Shawnee Co. - Burns & McDonnell
R.W. McMurry	KDOT
Liza Winkler	Wakarusa County
Alan Winkler	Wakarusa Co. Commissioner
Larry Cope	Jefferson County Economic Dev. Comm.

# State of Kansas

## Senate Chamber

**ANTHONY HENSLEY**  
STATE SENATOR, NINETEENTH DISTRICT  
SHAWNEE, DOUGLAS & OSAGE COUNTIES

HOME ADDRESS:  
2226 S.E. VIRGINIA AVENUE  
TOPEKA, KANSAS 66605-1357  
(785) 232-1944—HOME



## Office of Democratic Leader

ROOM 347-N, STATE CAPITOL  
TOPEKA, KANSAS 66612-1504  
(785) 296-3245  
1-800-432-3924

COMMITTEE ASSIGNMENTS  
VICE CHAIRMAN: CONFIRMATIONS OVERSIGHT  
MEMBER: EDUCATION  
HEALTH CARE REFORM  
OVERSIGHT COMMITTEE  
INTERSTATE COOPERATION  
LABOR EDUCATION CENTER  
ADVISORY COUNCIL  
LEGIS. COORDINATING COUNCIL  
LEGIS. POST AUDIT  
STATE FINANCE COUNCIL  
UTILITIES  
WORKERS COMPENSATION  
FUND OVERSIGHT

## Senate and House Transportation Committees

**February 25, 1999**

Senator Vidricksen, Representative Hayzlett and Committee members:

I testify today in support of the Topeka/Shawnee County Transportation Coalition's proposals. First, however, I must commend you for your time and efforts of allowing us and many other Kansas communities to speak before you.

I was invited by the Topeka Chamber of Commerce to serve on the Topeka/Shawnee County Transportation Coalition. I would like to acknowledge the many members of the Shawnee County delegation and the citizens of Topeka and Shawnee County who are here today in support of this proposal.

As a result of our hard work as the Topeka/Shawnee County Transportation Coalition, you have before you our proposals. I fully support these proposals because I believe they will greatly benefit the entire Topeka/Shawnee County community as well as surrounding communities outside our county.

I would be remiss if I did not speak to one of our proposals in particular - the K-10/45th street corridor improvement from Lawrence to Topeka. I believe that this project would be very beneficial in many ways. It would improve the economic development of southeast Shawnee County. It would provide greater safety for motorists. It would help to relieve congestion traffic on the Kansas Turnpike and result in a more efficient connecting link to the turnpike and US Highway 75 at its terminus point.

I applaud the work that each of you are doing to develop not only the next highway plan, but for the first time, a comprehensive transportation plan. This is an important distinction because it assumes that this plan will address all of our people's transportation needs. That is why I also urge you to develop a comprehensive plan that will overcome the obstacles faced each day by those thousands of Kansans who depend on public transportation for getting to and from senior citizen meal sites, community services, retail businesses, and their places of employment.



**Shawnee County**  
**Board of Commissioners**

Rm. B-11, Courthouse Topeka, Kansas 66603-3933  
(785) 233-8200 ext. 4040

Marice A. Kane, 1st district  
Michael J. Meier, 2nd district  
Theodore D. Ensley, 3rd district

Testimony before the joint House and Senate Transportation Committee  
By Ted Ensley, Chairman, Shawnee County Commission  
February 25, 1999

Mr. Chairman, and members of the House and Senate Transportation Committees. I am Ted Ensley, Chairman of the Shawnee County Commission.

I am here today representing a coalition of Shawnee County, the City of Topeka, the Topeka/Shawnee County Metropolitan Planning Commission, the Topeka Metropolitan Transit Authority and the Greater Topeka Chamber of Commerce. Representatives of these groups are sitting behind me. Together we have developed the priority transportation needs in our county. These projects were identified and selected in a lengthy process of developing community consensus by a group comprised of current legislators active in transportation issues, transportation engineers, economic development representatives, public policy planners, public works personnel and the directors of this area's public mass transit authority.

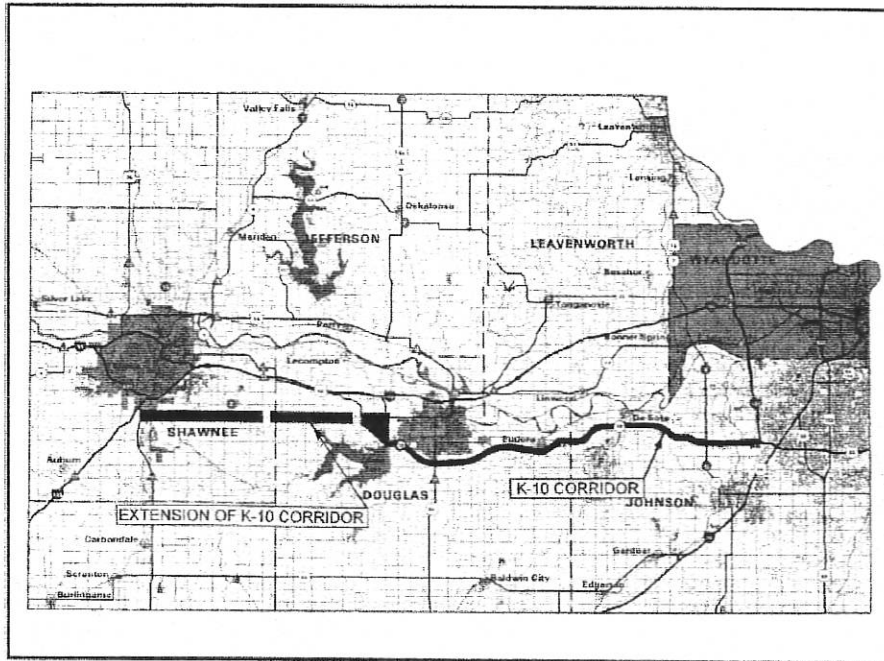
While many projects were proposed and considered, the team narrowed the list to a select few that we feel are critical to the needs of our county. These final selections are so critical that they had the unanimous support of all the governing bodies in this area and those resolutions are included in your materials.

Senators and Representatives, we would like to clearly state that we are here today in support of a new state comprehensive transportation plan; one that is of sufficient size to address the needs of the state, including Topeka/Shawnee County. In addition to critical highway needs, we want to strongly express the importance of transportation dollars being dedicated to mass transit. Many of our citizens are dependent upon public transportation which allows them the opportunity to participate in their community and sustain the basic life needs most of us take for granted. Public transportation is a vital component in meeting the total transportation needs of Kansans.

The Mayor of Topeka – Mayor Wagnon, is out-of-town today. She sends her regrets at not being here to express the City of Topeka's support for a new transportation plan. In her place, I would like to introduce Edie Snethen, Public Works Director for Topeka. She will go over our specific priority project needs with you. Thank you.

**Joint House & Senate Transportation Committees**  
**February 25, 1999**  
**Attachment 2**

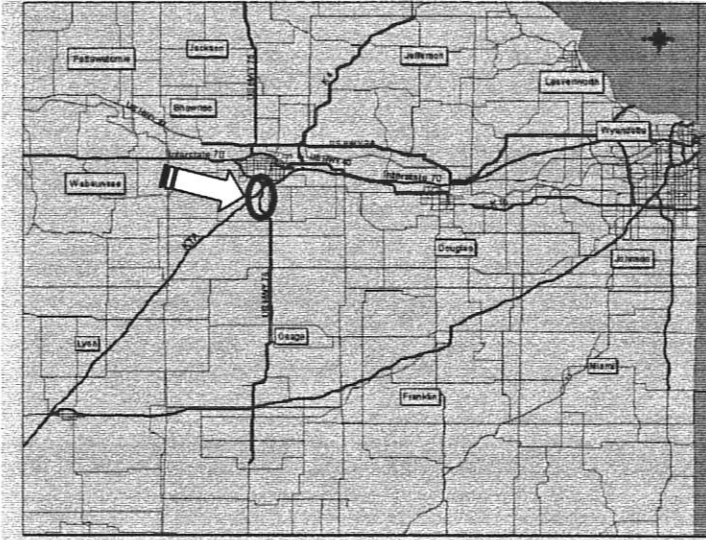
# K-10 Corridor to Topeka From Lawrence/KC/Johnson County



The existing K-10 route would be extended west on a new east-west route providing connection between South Topeka and Lawrence. The new highway would generally follow the path of existing 45<sup>th</sup> Street in Shawnee County and the path of County Road 442 in Douglas County. The new highway would connect in Topeka at U.S. 75 or Topeka Boulevard and extend to either U.S. 40 or K-10 west of Lawrence.

- ◆ Provides additional capacity between Topeka and Kansas City. Current growth in traffic counts project a need for additional capacity.
- ◆ Provides highway access to South East Topeka. Highway access in this portion of the metropolitan area has been restricted by the Kansas Turnpike.
- ◆ Improved access to Topeka airport.
- ◆ Potential for US 40 designation. Existing US 40 route between Topeka and Lawrence has hills and curves which create safety problems and limit design speeds. The new extension of K-10 would eliminate these hazards by removing the old route from the highway system.
- ◆ Existing 45<sup>th</sup> Street carries significant commuter traffic between Topeka and Lawrence. The new extension of K-10 would shift commuter traffic from a local road to a highway.

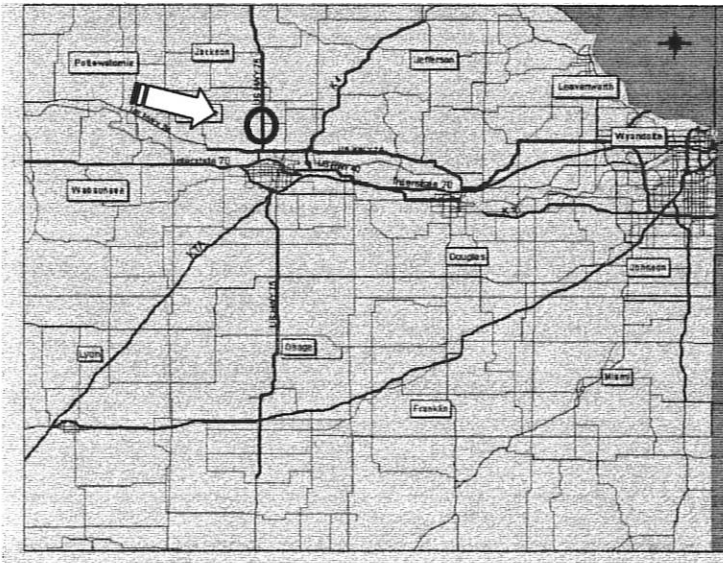
# Improvement/Relocation of South Topeka Interchange (I-470/US 75/ KTA)



Replace/relocate the existing South Topeka Interchange. The existing interchange has several geometric deficiencies that have resulted in operational and traffic safety problems.

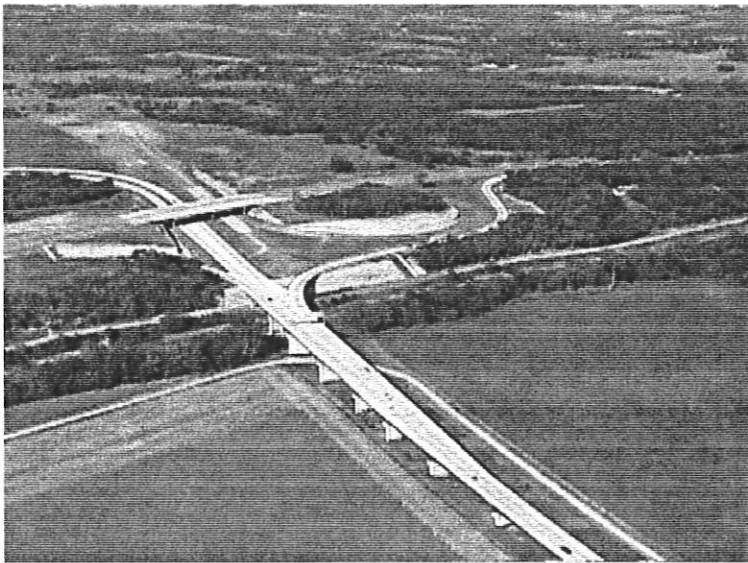
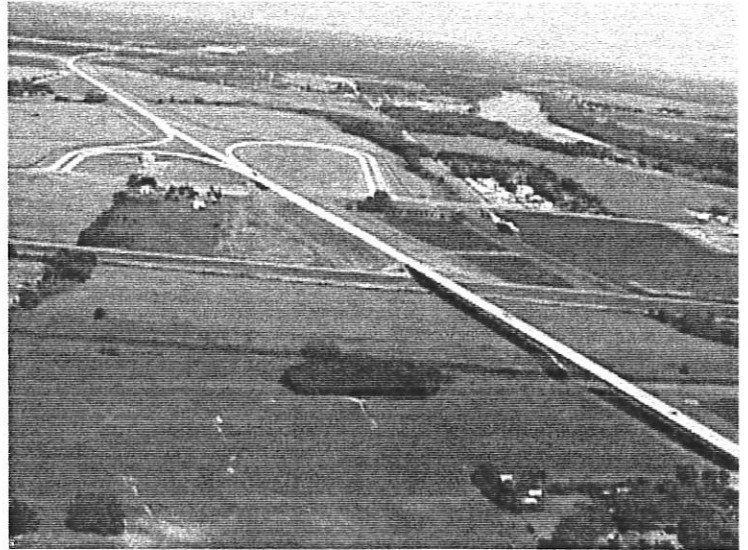
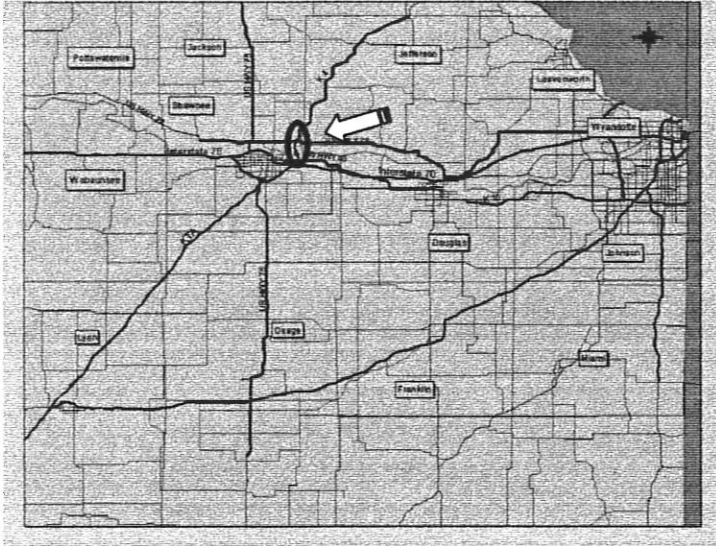
- ◆ Minimal sight distance on east bound approach to toll plaza
- ◆ Inadequate storage capacity for westbound KTA exit
- ◆ Weaving problems with the Topeka Boulevard connection
- ◆ Existing design speed constraints does not accommodate full use of KTAG
- ◆ Potential connection with K-10 extension

## NW 46<sup>th</sup> & US 75 Interchange



Construct grade separated interchange at high accident location.

# Oakland Expressway Completion



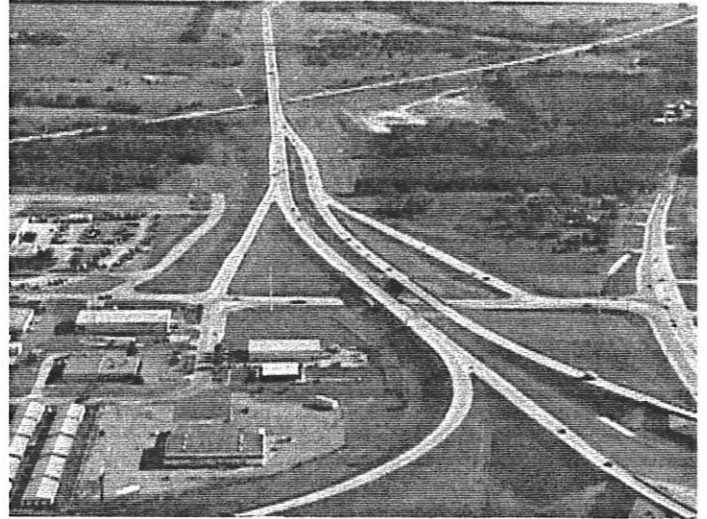
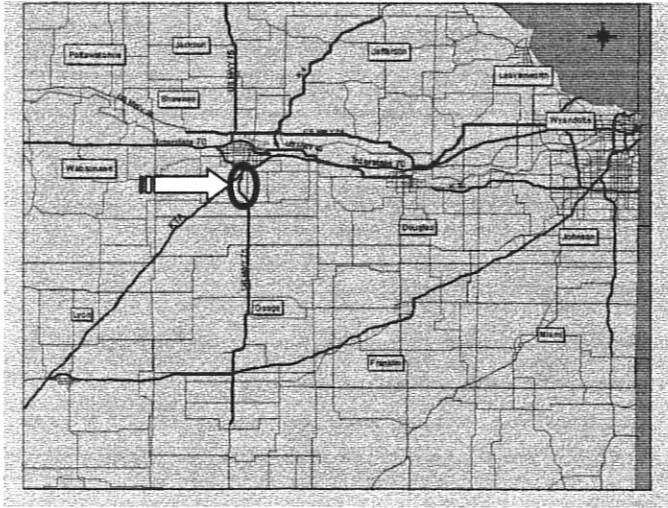
Additional two new lanes on K-4 to provide for a 4-lane freeway within the existing right of way from US 40, north to the Kansas River.

Additional new Kansas River Bridge to provide for a 4-lane freeway within the existing right of way. Provision of a 4-lane expressway within the existing right-of-way from the Kansas River Bridge to north of 46<sup>th</sup> Street.

- ◆ Provides additional capacity
- ◆ Completes Expressway and connection to the East Topeka Interchange

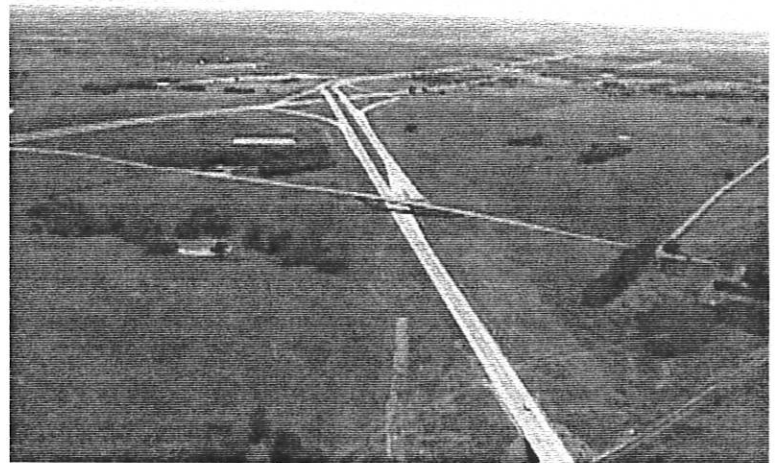


# South US 75 Completion

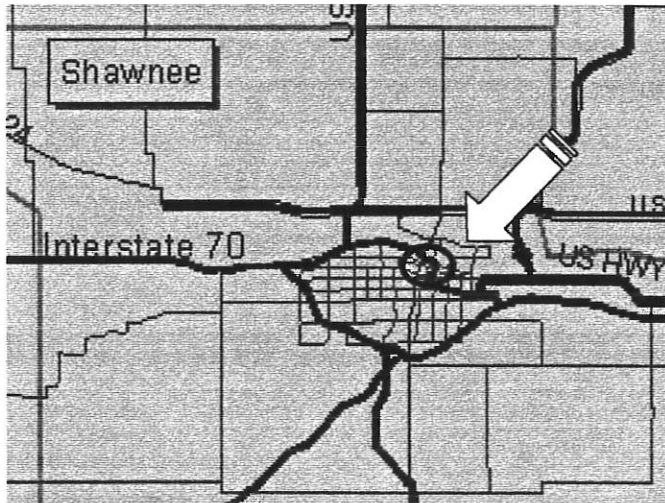


Additional two new lanes to provide for a 4-lane freeway within the existing right-of-way from the end of the existing 4-lane, north to the 4-lane at I-470.

- ◆ Provides additional capacity
- ◆ Eliminates the two-lane bottleneck between two four-lane segments of highway creating route continuity.



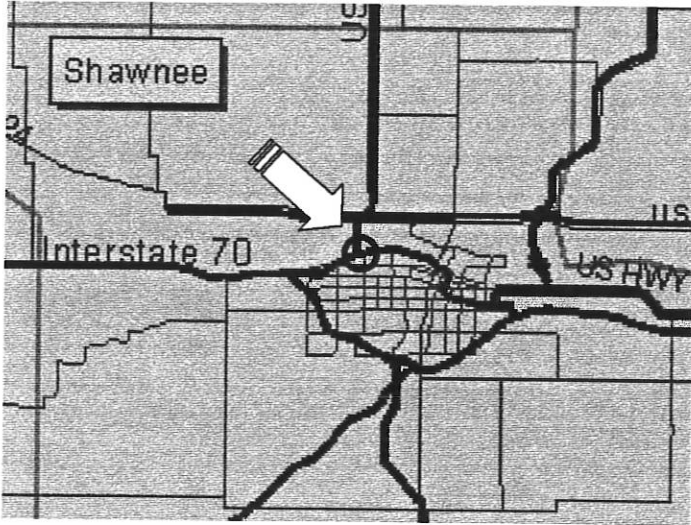
# Replacement of Polk-Quincy Viaduct Including Connection to Topeka Boulevard



Project includes the reconstruction of a major portion of I-70 near downtown Topeka. In addition to replacing the existing structure, direct access to Topeka Boulevard would be provided with an urban diamond interchange.

- ◆ Replace structure nearing end of design life
- ◆ Resolve curve problem at 3<sup>rd</sup> Street
- ◆ Revise geometric problem with access ramps at 3<sup>rd</sup> Street
- ◆ Provides direct access to Topeka Boulevard, the major north-south arterial in downtown Topeka. Current access meanders through various local streets before reaching the arterial.

# I-70 & SW Gage Interchange



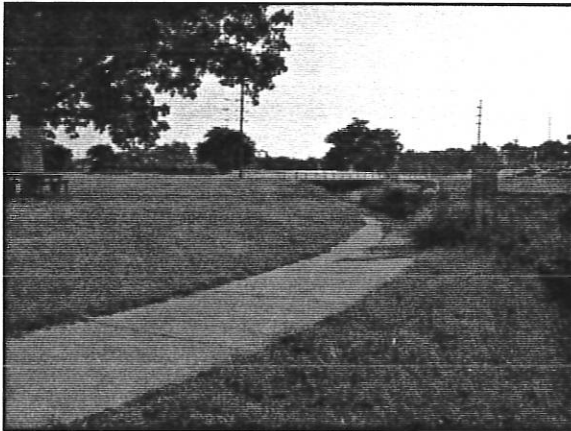
Improve interchange geometrics by realignment of exit ramp.

## Railway Crossings

- Increase safety at railway crossings by upgrading traffic control devices at intersections

## Urban Trails

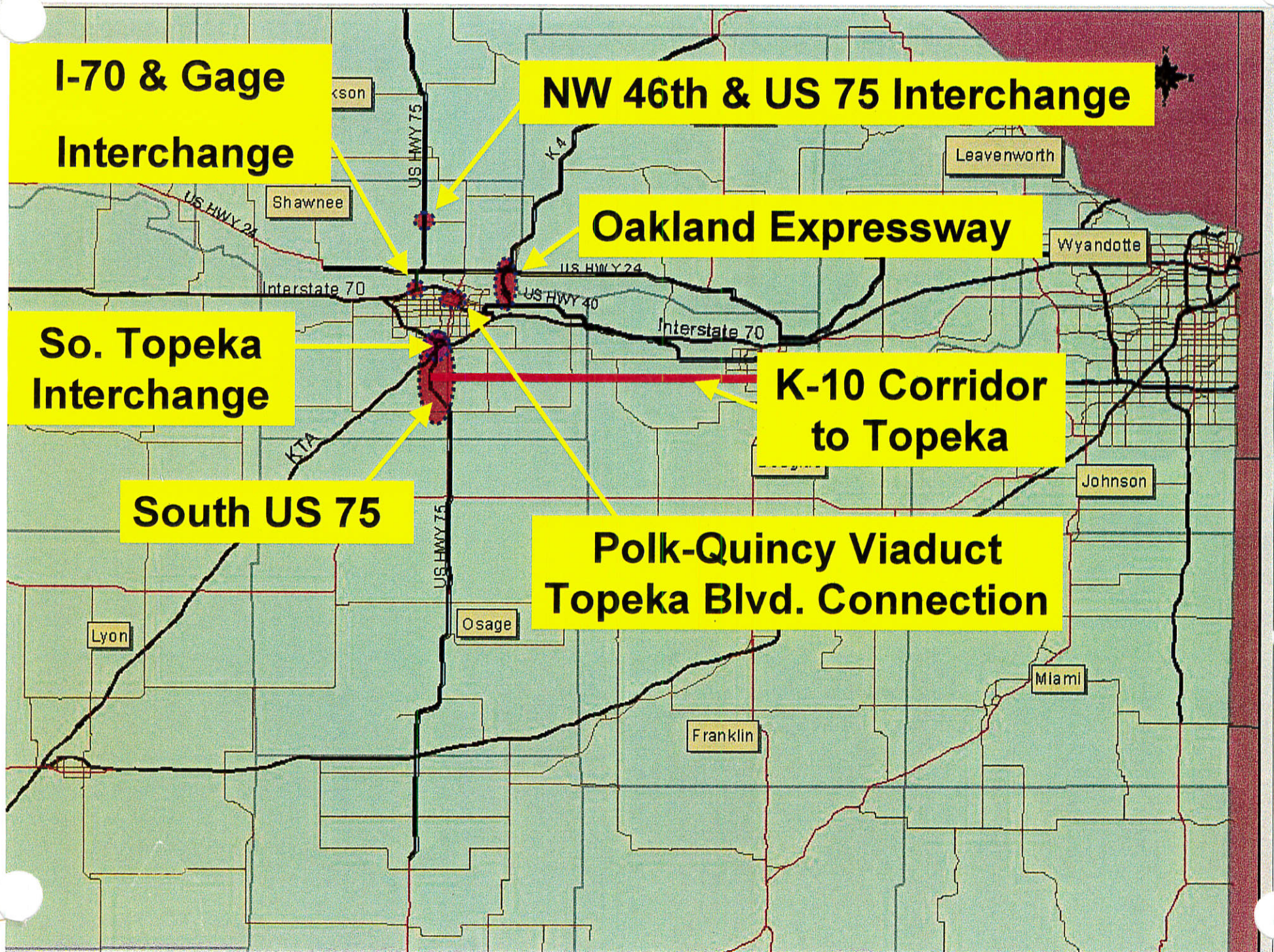
- Extend bicycle/walking trails system in community
  - Kansas River Levee
  - Shunganunga Trail
  - Lake Shawnee
- Non-motorized commuting opportunities
  - Link downtown, residential neighborhoods, parks, community centers, schools



## Public Transportation

- Extension of hours of service
- Increase paratransit services
- Increase bus service in Wanamaker Corridor





**I-70 & Gage Interchange**

**NW 46th & US 75 Interchange**

**Oakland Expressway**

**So. Topeka Interchange**

**K-10 Corridor to Topeka**

**South US 75**

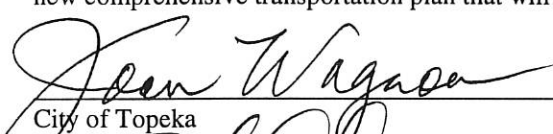
**Polk-Quincy Viaduct Topeka Blvd. Connection**

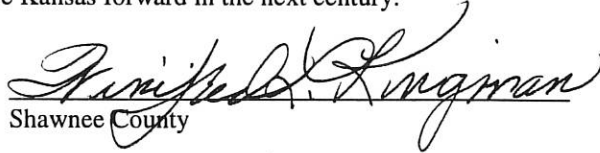
September 30, 1998

Transportation 2000 Task Force:

Shawnee County, the City of Topeka, the Topeka/Shawnee County Metropolitan Planning Commission, the Topeka Metropolitan Transit Authority, and the Greater Topeka Chamber of Commerce are pleased to present to you our resolutions which have been unanimously approved by each of our respective governing bodies. These resolutions reflect the transportation needs of our community which, together, we know are essential to the safety, well-being, and development of Topeka/Shawnee County. We also believe that we have identified projects which reflect the critical need for quality statewide intermodal transportation.

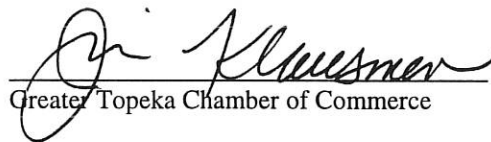
Together, we realize it will take a new state comprehensive transportation program to meet the needs listed below, as well as the needs that have been expressed to you from communities throughout the state. We are greatly encouraged by the commitment Governor Graves has exhibited by appointing the Transportation 2000 Task Force to seek out statewide transportation needs. We also collectively express our commitment to support the enactment of a new comprehensive transportation plan that will move Kansas forward in the next century.

  
City of Topeka

  
Shawnee County

  
Topeka/Shawnee County Metropolitan  
Planning Commission

  
Topeka Metropolitan Transit Authority

  
Greater Topeka Chamber of Commerce

**Topeka/Shawnee County**  
**Priority Transportation Projects:**

- \* Extension of K-10, to Topeka from Lawrence/Kansas City
- \* Improvement/Relocation of S. Topeka Interchange, (KTA, US75, I-470, K-10)
- \* Improvement of NW 46<sup>th</sup> Street and Highway 75 Interchange
- \* Oakland Expressway Completion
  - Add two lanes plus Kansas River Bridge south of US 24
  - Construct 4 lanes from Highway 24 to NE 46<sup>th</sup> Street
- \* South Highway 75 Completion
  - Add two lanes
- \* Replacement of the I-70 Polk/Quincy Viaduct to include connection to Topeka Boulevard.
- \* Improvement of the I-70/Gage Interchange
- \* Public transportation
  - Increase bus service to include evening and Sunday service
  - Increase paratransit services
  - Increase bus service in the Wanamaker Road corridor
- \* Increase safety at railway crossings by upgrading traffic control devices at intersections of roads and tracks
- \* Extend a bicycle/walking trail along the Kansas River levee to allow for integration of Topeka's pedestrian trail with one to be constructed by the county surrounding Lake Shawnee

1 CITY OF TOPEKA RESOLUTION NO. 6919

2  
3 SHAWNEE COUNTY RESOLUTION NO. 98-181

4  
5 A JOINT CITY-COUNTY RESOLUTION introduced by Mayor Joan Wagnon endorsing  
6 transportation improvements for the City of  
7 Topeka and Shawnee County and supporting  
8 the enactment of a new comprehensive  
9 transportation plan.

10  
11 WHEREAS, one of the major responsibilities of Shawnee County and the City of  
12 Topeka is to plan for the immediate and long-term transportation needs of the city and  
13 surrounding areas; and

14 WHEREAS, the governing bodies of the City of Topeka and Shawnee County have  
15 identified several major transportation system needs for their community; and

16 WHEREAS, the transportation needs stated below are essential to the safety of  
17 citizens of Topeka and Shawnee County as they travel public roads and highways; and

18 WHEREAS, these transportation projects are essential to the future well-being of the  
19 community and the community's growth and development over the next decade; and

20 WHEREAS, an enhanced transportation network in and around the community will  
21 provide an economic stimulus to business and industry that rely on efficient transportation  
22 of goods and services within, to and from Topeka and Shawnee County; and

23 WHEREAS, the transportation needs of the community must be addressed through  
24 mass transit, railroads, highways, air service and urban trails to fully meet the demands  
25 of the 21<sup>st</sup> century; and

26 WHEREAS, the absence of such transportation improvements will severely impede  
27 and may prevent the economic needs and goals of this community from being met; and

28 WHEREAS, public transportation improvements are needed to increase the mobility  
29 and access to jobs and services in our community during non-traditional hours; and

30 WHEREAS, there is continued growth in demand for paratransit services for  
31 individuals with disabilities; and

32 WHEREAS, the City and County are unable to finance such improvements without  
33 financial assistance from the State of Kansas through the Kansas Department of  
34 Transportation.

35 NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Topeka,  
36 Kansas, and the Board of Commissioners of Shawnee County, Kansas as follows:

37 Section 1. **Priority Transportation Projects.** The City of Topeka and Shawnee  
38 County hereby declare to be vital to the future economic growth and development of  
39 Topeka and Shawnee County and to the safety of its citizens the following projects:

- 40 ● Extension of K-10, to Topeka from Lawrence/Kansas City
- 41 ● Improvement/Relocation of S. Topeka Interchange (KTA, US75, I-470, K-10)
- 42 ● Improvement of NW 46<sup>th</sup> Street and Highway 75 Interchange
- 43 ● Completion of Oakland Expressway

44 Add two lanes plus Kansas River bridge south to US 24  
45 Construct 4 lanes from Highway 24 to NE 46<sup>th</sup> Street

- 46 ● Completion of South Highway 75

47 Add two lanes

- 48 ● Replacement of the I-70 Polk/Quincy Viaduct to include connection to Topeka  
49 Boulevard  
50



- 51 ● Improvement of I-70/Gage Interchange
- 52 ● Improvements to public transportation
- 53           Increase bus service to include evening and Sunday service
- 54           Increase paratransit services
- 55           Increase bus service in the Wanamaker Road corridor
- 56 ● Increase safety at railroad crossing by upgrading traffic control devices at
- 57           intersections of roads and tracks
- 58 ● Extension of a bicycle/walking trail along the Kansas River levee to allow for
- 59           integration of Topeka's pedestrian trail with one to be constructed by the
- 60           County surrounding Lake Shawnee;

61       Section 2.   **New Comprehensive Transportation Program.** The City and the  
62 County hereby endorse and support the enactment of a new Comprehensive  
63 Transportation Program by the Kansas Legislature of sufficient size and magnitude to  
64 address the transportation needs set forth in Section 1 of this Resolution.

65       Section 3. Copies of this Resolution shall be provided to appropriate elected  
66 officials, representatives of the Kansas Department of Transportation, the League of  
67 Kansas Municipalities, the Kansas Association of Counties, and the Topeka-Shawnee  
68 County Metropolitan Planning Commission.

69       ADOPTED and APPROVED by City Council           AUG 25 1998          .



CITY OF TOPEKA, KANSAS

*Joan Wagon*  
\_\_\_\_\_  
Joan Wagon, Mayor

77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100  
101  
102  
103  
104

ATTEST:

Iris E. Walker  
Iris E. Walker, City Clerk

APPROVED AS TO FORM AND LEGALITY  
DATE 8/25/98 BY [Signature]



ATTEST:

Cynthia Beck  
Cynthia Beck, County Clerk

BOARD OF COUNTY COMMISSIONERS  
OF SHAWNEE COUNTY, KANSAS

[Signature]  
Winifred Kingman, Chairperson

[Signature]  
Theodore Ensley, Vice-Chairperson

[Signature]  
Mike Meier, Member



# Topeka-Shawnee County

Metropolitan Planning Agency  
515 S. Kansas Avenue Suite 404  
Topeka, Kansas 66603-3421  
Phone 913-295-3728



## RESOLUTION

**WHEREAS**, one of the major responsibilities of Shawnee County and the City of Topeka is to plan for the immediate and long-term transportation needs of the city and surrounding areas; and

**WHEREAS**, the Topeka-Shawnee County Metropolitan Planning Commission has identified several major transportation system needs for their community; and

**WHEREAS**, the transportation needs stated below are essential to the safety of citizens of Topeka and Shawnee County as they travel public roads and highways; and

**WHEREAS**, these transportation projects are essential to the future well-being of the community and the community's growth and development over the next decade; and

**WHEREAS**, an enhanced transportation network in and around the community will provide an economic stimulus to business and industry that rely on efficient transportation of goods and services within, to and from Topeka and Shawnee County; and

**WHEREAS**, the transportation needs of the community must be addressed through mass transit, railroads, highways, air service and urban trails to fully meet the demands of the 21st century; and

**WHEREAS**, the absence of such transportation improvements will severely impede and may prevent the economic needs and goals of this community from being met; and

**WHEREAS**, public transportation improvements are needed to increase the mobility and access to jobs and services in our community during non-traditional hours; and

**WHEREAS**, there is continued growth in demand for paratransit services for individuals with disabilities; and

**WHEREAS**, the City and County are unable to finance such improvements without financial assistance from the State of Kansas through the Kansas Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED**, by the Topeka-Shawnee County Metropolitan Planning Commission as follows:

**Section 1. Priority Transportation Projects.** The Topeka-Shawnee County Metropolitan Planning Commission hereby declares to be vital to the future economic growth and development of Topeka and Shawnee County and to the safety of its citizens the following projects:

- Extension of K-10 to Topeka from Lawrence/Kansas City
- Improvement/Relocation of S. Topeka Interchange (KTA, US 75, I-470, K-10)
- Improvement of N.W. 46th Street and Highway 75 Interchange
- Oakland Expressway Completion
  - Add two lanes plus Kansas River bridge south of US 24
  - Construct 4 lanes from Highway 24 to N.E. 46th Street
- Completion of South Highway 75
  - Add two lanes
- Replacement of the I-70 Polk/Quincy Viaduct to include connection to Topeka Boulevard
- Improvement of I-70/Gage Interchange
- Improvements to Public Transportation
  - Increase bus service to include Evening and Sunday service
  - Increase paratransit services
  - Increase bus service in the Wanamaker Road Corridor
- Increase safety at railway crossings by upgrading traffic control devices at intersections of roads and tracks

- Extension of a bicycle/walking trail along the Kansas River Levee to allow for integration of Topeka's pedestrian trail with one to be constructed by the County surrounding Lake Shawnee.

**Section 2. New Comprehensive Transportation Program.** The Topeka-Shawnee County Metropolitan Planning Commission hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the transportation needs set forth in Section 1 of this Resolution.

**ADOPTED AND APPROVED** by the Topeka-Shawnee County Metropolitan Planning Commission on September 21, 1998.

  
\_\_\_\_\_  
Bryan W. Smith, Chairman

  
\_\_\_\_\_  
John M. Dugan, Secretary to the Planning Commission



**TOPEKA METROPOLITAN TRANSIT AUTHORITY**

201 N. Kansas Ave. Topeka, Kansas 66603-3622  
Phone (785) 233-2011 Fax (785) 233-3063

---

Customer Service Center 735 S. Kansas Ave. (785) 354-9571  
TDD Phone Number for the Hearing Impaired (785) 233-2019

**TOPEKA METROPOLITAN TRANSIT AUTHORITY  
BOARD OF DIRECTORS RESOLUTION 98-0824A**

**TOPEKA / SHAWNEE COUNTY PRIORITY TRANSPORTATION PROJECTS**

**WHEREAS**, one of the major responsibilities of Shawnee County and the City of Topeka is to plan for the immediate and long-term transportation needs of the city and surrounding areas; and

**WHEREAS**, the Topeka Metropolitan Transit Authority has identified several major transportation system needs for our community; and

**WHEREAS**, the transportation needs stated below are essential to the safety of citizens of Topeka and Shawnee County as they travel public roads and highways; and

**WHEREAS**, these transportation projects are essential to the future well-being of the community and the community's growth and development over the next decade; and

**WHEREAS**, an enhanced transportation network in and around the community will provide an economic stimulus to business and industry that rely on efficient transportation of goods and services within, to and from Topeka and Shawnee County; and

**WHEREAS**, the transportation needs of the community must be addressed through mass transit, railroads, highways, air service and urban trails to fully meet the demands of the 21<sup>st</sup> century; and

**WHEREAS**, the absence of such transportation improvements will severely impede and may prevent the economic needs and goals of this community from being met; and

**WHEREAS**, public transportation improvements are needed to increase the mobility and access to jobs and services in our community during non-traditional hours; and

**WHEREAS**, there is continued growth in demand for paratransit services for individuals with disabilities; and

**WHEREAS**, the City and County are unable to finance such improvements without financial assistance from the State of Kansas through the Kansas Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED**, by the Topeka Metropolitan Transit Authority as follows:


**Section 1. Priority Transportation Projects.** The Topeka Metropolitan Transit Authority hereby declare to be vital to the future economic growth and development of Topeka and Shawnee County and to the safety of its citizens the following projects:

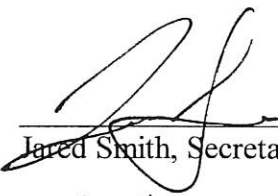
- \* Public transportation
  - Increase bus service to include evening and Sunday service
  - Increase paratransit services
  - Increase bus service in the Wanamaker Road corridor
- \* Extension of K-10, to Topeka from Lawrence/Kansas City
- \* Improvement/Relocation of S. Topeka Interchange, (KTA, US75, I-470, K-10)
- \* Improvement of NW 46<sup>th</sup> Street and Highway 75 Interchange

- \* Oakland Expressway Completion  
Add two lanes plus Kansas River Bridge south of US 24  
Construct 4 lanes from Highway 24 to NE 46<sup>th</sup> Street
- \* South Highway 75 Completion  
Add two lanes
- \* Replacement of the I-70 Polk / Quincy Viaduct to include connection to Topeka Boulevard
- \* Improvement o 1-70 / Gage Interchange
- \* Increase safety at railway crossings by upgrading traffic control devices at intersections of roads and tracks
- \* Extend a bicycle/walking trail along the Kansas River levee to allow for integration of Topeka's pedestrian trail with one to be constructed by the county surrounding Lake Shawnee

**Section 2. New Comprehensive Transportation Program.** The Topeka Metropolitan Transit Authority hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the transportation needs set forth in Section 1 of this Resolution.

**ADOPTED and APPROVED** by the Board of Directors of the Topeka Metropolitan Transit Authority.

  
\_\_\_\_\_  
Neta Pollom, Chair  
9/10/98  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Jared Smith, Secretary  
9-11-98  
\_\_\_\_\_  
Date





120 SE 6th Avenue, Suite 110 • Topeka, Kansas 66603-3515  
(785) 234-2644 • FAX (785) 234-8656  
www.topekachamber.org  
email: topekainfo@topekachamber.org



## RESOLUTION

August 21, 1998

**WHEREAS**, one of the major responsibilities of Shawnee County and the City of Topeka is to plan for the immediate and long-term transportation needs of the city and surrounding areas; and

**WHEREAS**, the Greater Topeka Chamber of Commerce has identified several major transportation system needs for our community; and

**WHEREAS**, the transportation needs stated below are essential to the safety of citizens of Topeka and Shawnee County as they travel public roads and highways; and

**WHEREAS**, these transportation projects are essential to the future well-being of the community and the community's growth and development over the next decade; and

**WHEREAS**, an enhanced transportation network in and around the community will provide an economic stimulus to business and industry that rely on efficient transportation of goods and services within, to and from Topeka and Shawnee County; and

**WHEREAS**, the transportation needs of the community must be addressed through mass transit, railroads, highways, air service and urban trails to fully meet the demands of the 21<sup>st</sup> century; and

**WHEREAS**, the absence of such transportation improvements will severely impede and may prevent the economic needs and goals of this community from being met; and

**WHEREAS**, public transportation improvements are needed to increase the mobility and access to jobs and services in our community during non-traditional hours; and

**WHEREAS**, there is continued growth in demand for paratransit services for individuals with disabilities; and

**WHEREAS**, the City and County are unable to finance such improvements without financial assistance from the State of Kansas through the Kansas Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED**, by the Greater Topeka Chamber of Commerce as follows:

**Section 1. Priority Transportation Projects.** The Greater Topeka Chamber of Commerce hereby declares to be vital to the future economic growth and development of Topeka and Shawnee County and to the safety of its citizens the following projects:

- \* Extension of K-10, to Topeka from Lawrence/Kansas City
- \* Improvement/Relocation of S. Topeka Interchange, (KTA, US75, I-470, K-10)
- \* Improvement of NW 46<sup>th</sup> Street and Highway 75 Interchange
- \* Oakland Expressway Completion
  - Add two lanes plus Kansas River Bridge south of US 24
  - Construct 4 lanes from Highway 24 to NE 46<sup>th</sup> Street
- \* South Highway 75 Completion
  - Add two lanes
- \* Replacement of the I-70 Polk/Quincy Viaduct to include connection to Topeka Boulevard.
- \* Improvement of the I-70/Gage Interchange
- \* Public transportation
  - Increase bus service to include evening and Sunday service
  - Increase paratransit services
  - Increase bus service in the Wanamaker Road corridor
- \* Increase safety at railway crossings by upgrading traffic control devices at intersections of roads and tracks
- \* Extend a bicycle/walking trail along the Kansas River levee to allow for integration of Topeka's pedestrian trail with one to be constructed by the county surrounding Lake Shawnee

**Section 2. New Comprehensive Transportation Program.** The Greater Topeka Chamber of Commerce hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the transportation needs set forth in Section 1 of this Resolution.

**ADOPTED and APPROVED** by the Greater Topeka Chamber of Commerce.

  
Jim Klausman, Chairman



120 SE 6th Avenue, Suite 110 • Topeka, Kansas 66603-3515  
(785) 234-2644 • FAX (785) 234-8656  
www.topekachamber.org  
email: topekainfo@topekachamber.org



Testimony before the joint Senate and House Transportation Committees  
By Joe Aleshire, representing the Greater Topeka Chamber of Commerce  
February 25, 1999

Mr. Chairman and members of the Transportation Committees I am Joe Aleshire, Vice Chair for Government Relations on the Greater Topeka Chamber of Commerce Board of Directors and Executive Vice President of Capitol Federal Savings.

The Greater Topeka Chamber of Commerce would like to express our strong support for a new comprehensive transportation program. It is critical that Kansas maintains and strengthens its transportation infrastructure as we move forward in an expanding global economy. The growth of jobs and wealth for Kansans depends on our state's strong and growing agriculture, industry and commerce. Our economy relies on a good, safe transportation system; one that meets the needs of transporting goods and also one that transports people to where the jobs are. Here in Topeka we import over 15% of our employees from surrounding counties. That's over 13,300 people on the highways in and out of Topeka, Shawnee County twice a day, many of whom are in personal vehicles. They come primarily from the six counties surrounding us. For these workers and their families it is important that we have safe, efficient routes for them to travel to and from work. We also have 14,000 commercial trucks entering and leaving Topeka on our surrounding state highways. The total average traffic entering and/or leaving Topeka is almost 152,000 vehicles daily. Good, safe highways are critical and essential to our community. The priority projects that we have outlined will make our highways safer and will provide for increased capacity as our transportation needs continue to grow regionally.

We also want to add our comments on the importance of increased funding for mass transit. One of the difficulties we find in our community is filling entry-level positions with youth who want and need jobs. Many times the issue is transportation. Increasing bus service in Topeka to evenings and weekends will give our youth options to commute to work in commercial areas of town such as the retail corridor of Topeka on the west side, where many shops and restaurants need entry-level workers. We encourage your strong support for increased funding for mass transportation.

Thank you for the opportunity to address your committees. We ask that you approve a transportation plan that significantly addresses and funds the many needs across our state and here in Topeka and Shawnee County.

# County of Jackson, State of Kansas

Courthouse - 400 New York  
Holton, Kansas 66436



JOHN GRAU, SOLDIER  
FIRST DISTRICT COMMISSIONER

ELLEN SCHIRMER, HOLTON  
SECOND DISTRICT COMMISSIONER

ROY OGDEN, MAYETTA  
THIRD DISTRICT COMMISSIONER

PHONE 364-2826 OR 364-2891  
FAX 364-4204

February 22, 1999

House and Senate Transportation Committees  
State Capitol  
Topeka, Kansas 66612

RE: Comprehensive Transportation Program

Dear Joint House and Senate Transportation Committee Members:

The Jackson County Board of Commissioners welcomes the opportunity to provide input to the Joint House and Senate Transportation Committees on transportation needs in our rural Northeast Kansas County. We greatly appreciate the work which was completed in Jackson County under the previous State Highway Program. We feel any future transportation program should include funds for the local transportation system as well as the state system in order to provide a fully integrated transportation network in Kansas. Without greater funding for the local portion of the system, our small communities and our agricultural businesses, and our major employers will be at a severe economic disadvantage. As our nation and indeed our world become increasingly integrated, a well-maintained, integrated transportation network will be essential to the prosperity of Jackson County and the State of Kansas.

Jackson County would like to propose the following program modifications and specific improvement projects be included in the next State highway bill. We feel these programs and projects are essential to helping Jackson County become an even greater contributor to the economic health of the State of Kansas. We have listed our proposals in priority order.

1. Modification of local match requirements for county bridge replacement program from a strict 80/20 requirement to a 90/10 under certain conditions including for example:

Joint House & Senate Transportation Committees  
February 25, 1999  
Attachment 5

- A. Total number of county bridges maintained by the county.
- B. Total mileage of county roads maintained by the county.
- C. Median income of county residents compared to state average.

According to the Kansas Department of Transportation, over 80 percent of the bridges in the state (20,869 out of 26,021) are under local jurisdiction with 6,196 considered structurally deficient or functionally obsolete. Jackson County is responsible for 222 bridges over 20 feet in length, with 47 of these considered inadequate. Under current conditions, Jackson County is only able to replace one bridge per year. Given normal bridge life expectancy, bridges are deteriorating at a faster rate than we can replace them.

2. An increase in the State allocation to cities and counties through the City/County highway fund for improvement of local roads. According to the Kansas Department of Transportation, 122,490 of the statewide total of 133,385 miles of public roads in the state, or 92 percent, are under local jurisdiction. Jackson County is responsible for 951.5 miles of public roads.
3. Conduct a study of the intersection of U.S. 75 and county road 150 to determine any improvements needed to maintain safety. This intersection is one of the most heavily used in southern Jackson County for both north and south traffic and left turn movements. Traffic counts as of January 1997 were 9,555, a 59.9% increase from 1990. Additional economic growth has occurred along U.S. 75 and also along 150th road west of this intersection, creating additional traffic movements at this location. Study the intersection and traffic movements to determine safety situation at the intersection. If modifications are recommended by the study, develop a plan and timetable to implement safety improvements.
4. Four-lane U.S. 75 from Holton north to the Nebraska border. From 1990 to January 1997 traffic increased by 53.2 percent at the intersection of U.S. 75 and old 75 highway approximately 7 miles north of Holton. Since that count was taken, all three area casinos have expanded, bringing additional traffic to the area. Additionally, the area is becoming increasingly urbanized. U.S. 75 is a major national/international highway connecting the Central Plains of the United States and Canada with Texas and northern Mexico. Highway 75 also serves regionally as a "shortcut" between Interstates 70, 80, 29, and 35, adding additional truck traffic. The addition of two lanes to U.S. 75 will increase economic development possibilities in Northeast Kansas, creating additional revenue for local governments and the State of Kansas.
5. An increase in the shoulder width of 2 additional feet to state routes 16, 116, and 9 in Jackson County. These are rural highways serving small towns, farmers, and some through traffic. Wider shoulders will increase safety for automobile and truck traffic as well as farm equipment.
6. Lower the embankment on the south side of the intersection of K-16 and N Road. The high embankment makes it very difficult for eastbound traffic on K-16 to see vehicles and farm equipment before it crosses or pulls out onto the highway. It is also difficult for vehicles northbound on N road or northbound turning eastbound

on K-16 to see approaching K-16 highway traffic.

7. Addition of a west-bound left turn lane and east-bound acceleration lane on K-16 at the entrance to Banner Creek Reservoir. Most of the traffic driving to the new reservoir will be driving towards the west. A significant portion of the traffic will be vehicle-boat trailer combinations and recreational vehicles. The reservoir entrance is just east of the crest of a small, but steep hill. As the reservoir entrance is on the south side of the highway, it is necessary for most traffic to make a blind, left turn across K-16 and hope an eastbound vehicle does not appear suddenly as the turn is being negotiated. Addition of turn and acceleration lanes will increase safety at this intersection.
8. State assistance to redesign and rebuild E Road as a paved road from 158th south to the existing improved road at Delia, a total of approximately 5 miles. Delia is the only Jackson County community which does not have paved road access to the County Seat, Holton. 158th has been widened and paved from U.S. 75 west to K Road. Work is planned on 158th from K Road west to E Road. State assistance to improve E Road will increase economic and social integration in our county, making transport easier for families and businesses.
9. Investigate current safety conditions at the intersection of K-62 highway and county road 254, two miles south of Soldier. This is the main road between Circleville and Soldier, two socially and economically connected communities. Implement safety measures recommended by the study.
10. Advance the replacement schedule for highway 16 bridge over Soldier Creek (approx. 1 mile east of K-62/K-16 intersection) to FY 1999 from current schedule of FY2001. This bridge is an important bridge in Jackson County connecting Manhattan with Holton, Atchison, and U.S. 75. The bridge serves farmers in the western portion of Jackson County and is the only paved road connecting their grain-producing, hay-producing, and livestock-producing operations with the elevator and livestock markets in Holton. The recent reduction in truck weights allowed on the bridge will place a severe burden on local farmers and through truck traffic.

In closing, we would like to encourage the House and Senate Transportation Committees to act in support of a new comprehensive transportation program which includes projects of importance to Jackson County and our rural communities' economic health. Thank you for your efforts in developing and implementing the next state-wide transportation program.

JACKSON COUNTY  
BOARD OF COMMISSIONERS

  
ELLEN SCHIRMER, COMMISSIONER

Jackson County Roads and Bridges Advisory Committee  
Holton, Kansas  
785/364-2101

September 28, 1998

Transportation 2000 Task Force  
Mary Turkington, Chairperson

RE: Comprehensive Transportation Program

Dear Ms. Turkington:

The Jackson County Roads and Bridges Advisory Committee welcomes the opportunity to provide input to the Transportation 2000 Task Force on transportation needs in our rural Northeast Kansas County. The Advisory Committee was established in 1997 through the Jackson County Strategic Planning process with the support of the Jackson County Board of Commissioners and the Jackson County Development Corporation.

The Roads and Bridges Advisory Committee greatly appreciates the work which was completed by KDOT in Jackson County under the previous State Highway Program. The previous improvements will pay dividends for the State of Kansas and Jackson County for years to come. Looking forward to the next State Highway Program, the committee would like to encourage three key components be included in the next program. First, increased recognition that local, county and city maintained roads and transportation routes play a vital role in our statewide system of moving people and goods. Second, continued emphasis on maintenance and structural and safety improvements to existing highways. Third, continued recognition that additional investment in key highway corridors is essential to the future economic well-being of our State.

The Jackson County Roads and Bridges Advisory Committee endorses the programs and projects proposed by the Jackson County Board of Commissioners for inclusion in the next State Highway Program. The eleven proposed improvements recognize and balance the importance of local roads to the entire system, highway safety improvements, and system enhancements. The committee believes that each of the proposals would significantly enhance the safety of the traveling public and create more favorable conditions for economic development.

In closing, we would like to encourage the Transportation 2000 Task Force and our local State legislators to act in support of a new comprehensive transportation program which includes projects of importance to Jackson County and our rural communities' economic health. Thank you for your efforts in developing and implementing the next state-wide transportation program

I invite you to contact Jonathan Wimer, Jackson County economic development director, at 785/364-2101 or myself at 785/364-2282 if you require additional information.

Sincerely,



Steve Stenger  
Chairperson



# JACKSON COUNTY DEVELOPMENT CORPORATION

September 28, 1998

Transportation 2000 Task Force  
Mary Turkington, Chairperson

RE: Comprehensive Transportation Program

Dear Ms. Turkington:

The Jackson County Development Corporation appreciates the opportunity to provide comment on transportation needs in our rural Northeast Kansas county to the Transportation 2000 Task Force. The Development Corporation (JCDC) is the chief economic development organization for Jackson County. The JCDC recognizes the work completed by KDoT in Jackson County under the previous State Highway Program. The previous improvements will pay dividends for the State of Kansas and Jackson County for years to come.

Looking forward to the next State Highway Program, the Development Corporation would like to encourage three key components be considered and included in the next program. First, increased recognition that local, county and city maintained roads and transportation routes play a vital role in our statewide system of moving people and goods. Second, ongoing emphasis on maintenance and structural and safety improvements to existing highways. Third, continued recognition that additional investment in key highway corridors is essential to the future economic well-being of our State.

Without greater funding for the local portion of the system, our small communities and our agricultural businesses, and our major employers will be at a severe economic disadvantage. As our nation and indeed our world become increasingly integrated, a well-maintained, integrated transportation network will be essential to the prosperity of Jackson County and the State of Kansas.

The Jackson County Roads and Bridges Advisory Committee endorses the programs and projects proposed by the Jackson County Board of Commissioners for inclusion in the next State Highway Program. The eleven proposed improvements recognize and balance the importance of local roads to the entire system, highway safety improvements, and system enhancements. The Corporation believes that each of the proposals would significantly enhance the safety of the traveling public and create more favorable conditions for economic development.



Mary Turkington  
Transportation 2000 Task Force  
September 29, 1998  
Page Two

In closing, we would like to encourage the Transportation 2000 Task Force and our local State legislators to act in support of a new comprehensive transportation program which includes projects of importance to Jackson County and our rural communities' economic health. We feel the programs and projects proposed by Jackson County are essential to helping Jackson County become an even greater contributor to the economic health of the State of Kansas. Thank you for your efforts in developing and implementing the next state-wide transportation program.

I invite you to contact me at 785/364-2101 (or by fax, 785/364-2322) if I may assist you in any way.

Sincerely,



Jonathan Wimer  
Executive Director



## JACKSON COUNTY TOURISM COUNCIL

P. O. Box 246  
416 Pennsylvania, Suite Two  
Holton, Kansas 66436  
785/364-2101      785/364-2322 fax

September 29, 1998

Transportation 2000 Task Force  
Mary Turkington, Chairperson

RE: Comprehensive Transportation Program

Dear Ms. Turkington:

The Jackson County Tourism Council welcomes the opportunity to provide input to the Transportation 2000 Task Force on transportation needs in our growing rural county. Roads, highways, and other forms of transportation are vital to maintaining driving safety for our guests and are essential in creating additional economic activity through growth of the visitor industry.

Indeed, tourism is a rapidly growing industry in the Jackson County area of Northeast Kansas. Over 2,000,000 people are expected to visit the four native American-owned casinos in and around our county over the next twelve months. Additionally, Jackson County opened 535-acre Banner Creek Reservoir earlier this summer on highway 16 west of Holton. The Jackson County lodging industry expanded from 43 rooms at the beginning of 1997 to 178 rooms at the beginning of 1998 with the addition of the 100-room Harrah's Hotel, 30 rooms at the Holton Motel, and the opening of The Parsonage Bed and Breakfast. The Prairie Schooner RV Park opened late this summer south of Mayetta. And the Thunderhill Raceway is under new ownership very actively marketing racing events to racers and fans from northern Iowa to Oklahoma, and Missouri as well as Nebraska and elsewhere in Kansas.

Additionally, Holton's Heritage Walk downtown shopping district improvement project has been completed, providing visitors with a unique rural shopping experience. Communities from Whiting to Delia and Soldier to Hoyt hold numerous town celebrations and events throughout the year, bringing more visitors to our rural county.

Looking towards the future, we foresee an increase in visitors traveling to and through our area. Local road improvements, bridge reconstruction, safety improvements to existing highways, and expansion of U.S. 75 to four lanes all contribute to a viable tourism industry.

The Jackson County Tourism Council endorses the programs and projects proposed by the Jackson County Board of Commissioners for inclusion in the next State Highway Program. The eleven proposed improvements are projects of importance to our growing visitor industry and will enhance our area's contribution to the State economy.

Mary Turkington  
Transportation 2000 Task Force  
September 29, 1998  
Page Two

In closing, we would like to encourage the Transportation 2000 Task Force and our local State legislators to act in support of a new comprehensive transportation program which includes projects of importance to Jackson County, to our visitor industry, and to our rural communities' economic health. Thank you for your efforts in developing and implementing the next state-wide transportation program

I invite you to contact Jonathan Wimer, Jackson County economic development director, at 785/364-2101 or myself at 785/924-3813 if you require additional information.

Sincerely,

A handwritten signature in cursive script that reads "Fred Goodgion". The signature is written in dark ink and is positioned above the printed name and title.

Fred Goodgion  
Chairman



# DENISON STATE BANK

James Birkbeck, President  
Dean Tuley, Executive Vice President  
Carroll Williams, Senior Vice President  
Don Fate, Vice President  
Jim Chamberlain, Vice President  
David Spencer, Vice President & Cashier

Dennis Hadley, Vice President  
June Jepson, Assistant Cashier  
Paula Taylor, Assistant Cashier  
Sarah LeDoux, Operations Officer  
Cathy Wilson, Administrative Officer  
Kay Hallauer, Real Estate Officer

Mike Day, Agriculture Representative

September 29<sup>th</sup>, 1998

Transportation 2000 Task Force  
Mary Turkington, Chairperson

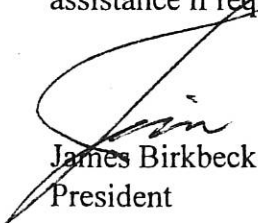
RE: Comprehensive Transportation Program

Dear Ms. Turkington:

As President of Denison State Bank in Holton and Hoyt, I am pleased to provide input for the Comprehensive Transportation Program. This letter will confirm that we are in complete agreement with the program modifications and specific improvement projects to be included in the next state highway bill as outlined by Jackson County. We feel that these programs and projects are important to help Jackson County become an even greater contributor to the State of Kansas.

I hope that the Task Force and Kansas legislature will act to support a new comprehensive transportation program, which will include projects outlined in the enclosed report.

Thank you in advance for any help and assistance in efforts to develop and implement the 2000 state wide transportation program. I would be happy to try to answer any questions or be of assistance if requested.

  
James Birkbeck  
President

JB:slm

Main Bank  
421 New York  
Holton, Ks. 66436  
Ph.: 785-364-3131

Drive-up  
412 Wisconsin  
Holton, Ks. 66436

Branch Bank  
South Highway 75  
Holton, Ks. 66436

Hoyt Bank  
Highway 214  
Hoyt, Ks. 66440  
Ph.: 785-986-6100

# Kansas State Bank

*Holton\Wetmore\Horton*

**Ph. 785-364-2166**  
**Fax 785-364-4104**

**September 28, 1998**

**John E. Morrissey**  
**Sr. Vice President & C.F.O**  
**Box 229**  
**Holton, KS 66436**

Transportation 2000 Task Force  
Mary Turkington, Chairperson


Dear Ms. Turkington:

The area of Kansas from Topeka to the Nebraska state line has been experiencing tremendous economic growth. The opening of three new casinos has brought thousands of people to this area. Many have moved here to seek employment while others come to patronize the casinos and other area enterprises.

The offside to this flurry of economic activity is the strain put on the local infrastructure. Demands on our highways, bridges, and secondary roads have been increased many fold and yet the local property owner is expected to bare the brunt of repairs and improvements. I feel it is imperative that the state recognize this situation and allocate public funds to help renovate and improve the infrastructure in this area.

Thank you for your consideration.

Sincerely



John E. Morrissey



# THE FARMERS STATE BANK

P.O. Box 277  
Circleville, Kansas 66416  
(913) 924-3311  
Fax (913) 924-3361

P.O. Box 465  
Holton, Kansas 66436  
(913) 364-4691  
Fax (913) 364-4330

September 28, 1998

**Officers and Directors**

Transportation 2000 Task Force  
Mary Turkington, Chairperson

*C.M. Geis*  
Chairman of the Board

SUBJECT: Comprehensive Transportation Program

*David Allen*  
President / CEO

Dear Ms. Turkington:

*Jim Cole*  
Vice President

I am writing this letter in support of the program modifications and specific improvements proposed by the Jackson County Commissioners in their communication of September 28<sup>th</sup>, 1998.

*Jim Achten*  
Assistant Vice President

Noting the need for responsible fiscal decisions, I would particularly encourage the consideration of those proposals that benefit the highest number of users in terms of economic good and/or safety issues for the dollars spent. All of the items mentioned have merit, but higher priority must necessarily be given to some. The decisions to be made will impact on the trade territory of the bank, many of its customers and my family in most of the proposals outlined. As managing officer of The Farmers State Bank and as a county resident I will appreciate the considerations given by the Task Force.

*Elizabeth Holaday*  
Assistant Vice President

*Alice S. Ash*  
Director

*C.W. Beightel, III*  
Director

Sincerely,

*Dick A. Geis, MD*  
Director

*Gary Pfrang*  
Director

David Allen

*Doey Messer*  
Loan Officer

*Beth Mitchell*  
Assistant Cashier / Marketing

*Anita Schafer*  
Compliance / Operations

**THE STATE BANK OF WHITING**

WHITING, KANSAS 66552  
(913) 873-3121

September 28, 1998

Transportation 2000 Task Force  
Mary Turkington, Chairperson

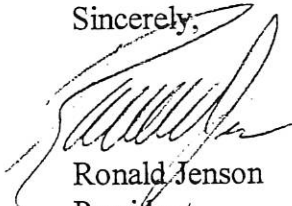
RE: Comprehensive Transportation Program

Dear Mrs Turkington:

Our bank has reviewed the Jackson County Board of Commissioners proposal for specific recommendations to be included in the next State highway bill. We believe the commissioners have made very good recommendations in their letter to your task force that would improve the safety of our county roads and bridges.

Please give these recommendations serious consideration.

Sincerely,



Ronald Jenson  
President

September 30, 1998

Transportation 2000 Task Force  
Mary Turkington, Chairperson

Dear Ms. Turkington:

Webber/Oldham's Sausage Company is a large employer in the Jackson County area. The recent weight limit on the Hwy 16 bridge east of Holton will create an impact on the raw materials that are essential to the operations of our facility. We typically receive three to four semi loads of sows daily and this will limit or increase the transportation costs to deliver to our plant. I would encourage you to support increased funding and expedient repairs to the bridge program, especially the one mentioned.

We also support the expansion of the 4 lane to the Nebraska border. Many of our supplies and raw materials also follow this path to our facility.

In closing, we would encourage you to support these issues to allow us to be a driving economic force in Jackson County. We appreciate the opportunity to provide feed back and again your support.

Sincerely,



Edd Eshelman  
Plant Manager  
Webber/Oldham's Sausage  
ASE Deli Foodservice



**A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE NORTHEAST KANSAS SIX-COUNTY AREA, INCLUDING ATCHISON, BROWN, DONIPHAN, JACKSON, JEFFERSON, AND NEMAHA COUNTIES AND THE ENACTMENT BY THE LEGISLATURE OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS**, through their local governments, the Northeast Kansas Coalition for Regional Economic Development (NEKCREID) has determined the basic transportation needs of the six-county area, and

**WHEREAS**, NEKCREID has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

**WHEREAS**, the future economic well-being of Northeast Kansas and its growth and development over the next decade or more will be determined by the specific highway and transportation projects which have been identified; and

**WHEREAS**, the failure to undertake such highway and transportation improvements will severely impede and may prevent the economic needs and goals of the area from being accomplished; and

**WHEREAS**, the local governments are unable to finance such improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

**WHEREAS**, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this region without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

**NOW, THEREFORE, BE IT RESOLVED** by the governing body of the Northeast Kansas Coalition for Regional Economic Development:

**SECTION 1.** Does hereby recognize the need and endorses the following transportation needs:

- a. The economic future of Atchison County is dependent on the recommendation of the location of the Amelia Earhart Memorial Bridge, which is forth-coming from the Kansas Department of Transportation. The relocation of the bridge would greatly jeopardize the economic well being of the community and county. NEKCREID supports maintaining the current location for the Amelia Earhart Memorial Bridge.
- b. Kansas Highway 7 from the northern edge of the city limits of Atchison, north to U S Highway 36 in Doniphan County should be targeted for major modifications. Pavement should be widened and shoulders should be constructed to meet the safety standards of the state highway system.
- c. Airports are vital links in the delivery of services and the economic growth of counties and communities. Any future highway program should include provisions and funding to assist rural counties to maintain and expand hard surface runways and parking aprons.

- d. Counties have the responsibility of maintaining bridges and roads, which serve the rural area and small communities. Modification of local match requirements to a 90/10% for bridges, and an increase in the State's allocation for local road improvements should be considered in the new highway plan.
- e. With the nationwide increased interest in bicycling, special consideration should be given to widening shoulders on highways in Kansas to allow safety for bicyclists traveling through the state.
- f. Traffic count increases on U. S. Highway 75 have been noticed since the establishment of three Tribal casinos. The highway also serves as a shortcut between I-70, I-80, and I-29, adding additional truck traffic. The previous comprehensive highway plan provided a new four-lane highway on U.S. 75 from Topeka to Holton. The addition of two lanes to U.S. 75 Highway from Holton to the Nebraska border, through Jackson and Brown counties would increase economic development possibilities in northeast Kansas.
- g. Throughout the past several years, major improvements have been made to U.S. Highway 36, making it a four-lane highway in some spots. The same highway in Missouri will soon be completed, making U.S. 36 a four-lane across the entire state. The same consideration should be given to upgrading U.S. 36 in Kansas to a four-lane highway, especially in Doniphan and Brown counties, to accommodate the ever-expanding industrial base, car and truck traffic. Any long-range plan should include a four-lane of U.S. Highway 36 across the entire state of Kansas.
- h. The six counties of rural northeast Kansas have not kept up with the fast growth of other counties considered in the northeast Kansas area, such as Lyon, Douglas, and Leavenworth counties. Improvement of those highways which access our rural northeast Kansas counties is of major importance to the future economic well-being of the area. Major improvements of Highways 4/59, 7/73, 24, 36, 75 and 92 should be included in a new comprehensive highway plan.

Section 2. That it does hereby endorse and support the enactment of a new comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address these specific highway and transportation improvements identified in this resolution.

Adopted this 24<sup>th</sup> day of September, 1998.

*Glenda Purkis*

Glenda Purkis, Atchison County

*Janice Walker*

Janice Walker, Doniphan County

*Jonathan Wimer*

Jonathan Wimer, Jackson County

*Larry Cope*

Larry Cope, Jefferson County

*Julie Prohaska Nitz*

Julie Prohaska Nitz, Brown/Nemaha Counties

*Gary Satter*

Gary Satter, Glacial Hills RC&D

Please now please find your current, approved Five-Year plan included in the KDOT Fiscal Years (FY's) 1998 thru 2002 Five-Year Construction Program. Please review and indicate priorities for projects in Fiscal Years 1999 thru 2003 in column (1). Indicate any corrections or additions and return a copy of this sheet with an attached map indicating project locations to the BUREAU OF LOCAL PROJECTS by April 13, 1998. FY's 1998, 1999 and 2000 are firm and should not require revision.

**FUND CLASS:**

STP = Construction Cost X 0.80 X 1.15
BRO or BRS = Construction Cost X 0.80 X 1.15
Safety = Construction Cost X 0.90 X 1.15

**NOTES TO COUNTY:**

- (1) Indicates column to prioritize the order the county would like for projects to be let during FY's 1999-2003. Changing the priority may result in having to revise the fiscal year the project is to be let.
- (2) Indicates the proposed fiscal year of letting for projects in the firm 1997-1998 program and in the tentative 2000-2003 program.
- (3) Indicates the priority given by the county in last year's submission.

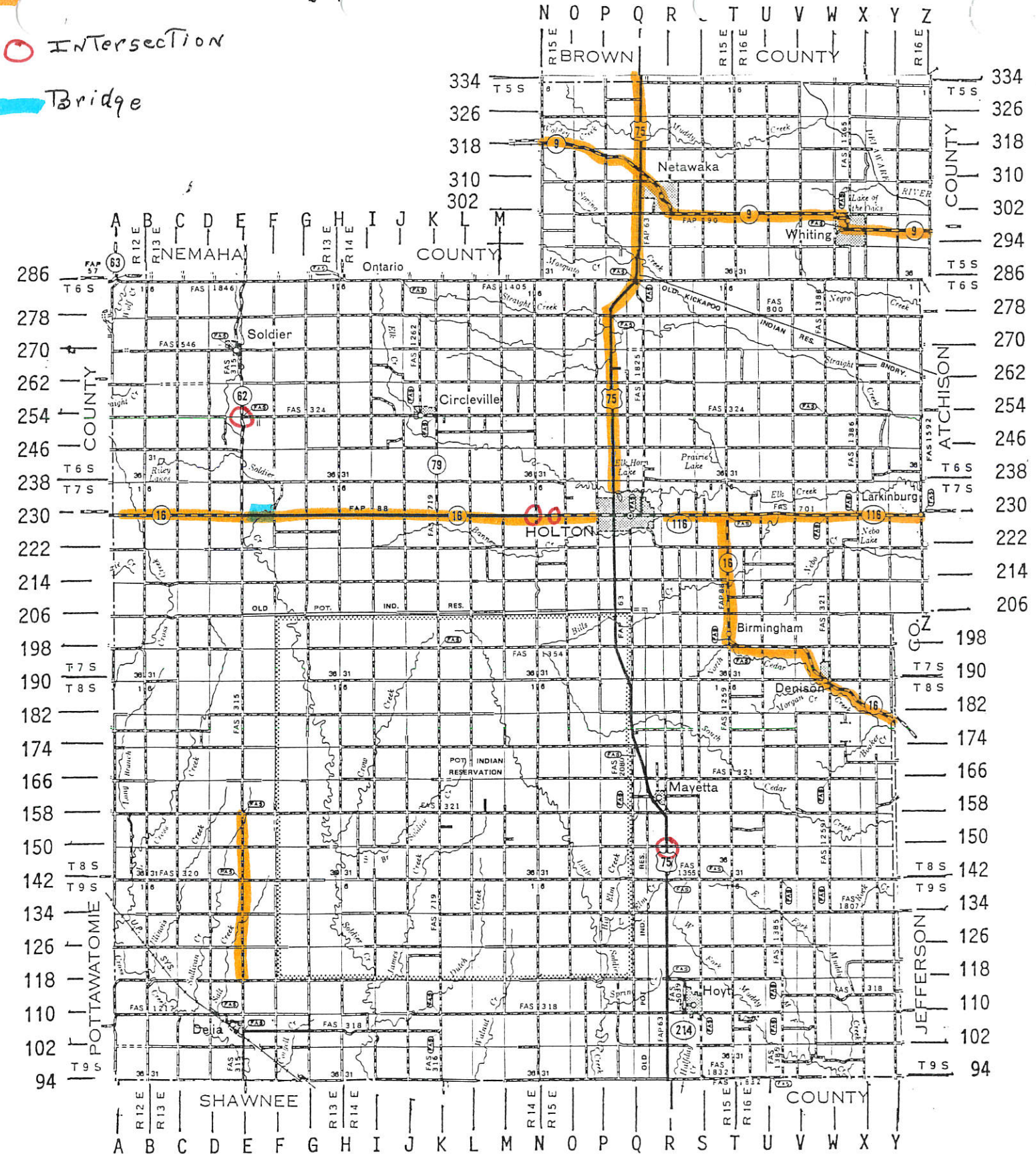
COUNTY NAME	CO NO	PROJ. NO.	LOCATION DESCRIPTION	LENGTH (MILES)	WORK TYPE	(2)			CONSTR COST (\$1,000)	FEDERAL FUNDS (\$1,000)	FUND CLASS	(1)		(3)	
						PROPOSED LET DATE						1999-2003 COUNTY PRIORITY	1998-2002 COUNTY PRIORITY		
						MO	YR	FY							
Jackson #1	43	C-3029-01	0.0 mi W Hoyt	0.200	Bridge Repl.	5	98	1998	150	145	BRB-			1	
Jackson #2	43	C-3299-01	0.0 km S Denton	0.100	Bridge Repl.	3	100	2000	267	245	BRS			2	
Jackson #3	43	C-3298-01	1.6 km W & 8.8 km N of Holton	0.100	Bridge Repl.	5	101	2001	158	145	BRO			3	
Jackson #4	43	C- -01	2.0 mi W of Netawaka	0.100	Bridge Repl.	7	101	2002	100	92	BRO-	Remove		-4	
Jackson #5	43	C- -01	RS-60 112 & 113 ?????	0.100	Bridge Repl.	7	101	2002	120	110	BRO-	Remove		-4	
Jackson #6	000000000430020		FAS 20 3.9 E of Delia		Bridge R								2002	4	
Jackson #7	000430997503920		158 T.4 2.5 E of Mayetta		Bridge R								2003	5	
Jackson #4b	000000000430260		FAS 260 6.0N & 2.8 E of Holton		Bridge R								2004	6	

*See following photos for pictures of several of these bridges in poor condition but still in use.*

# Corridor Widening/Surfacing

Intersection

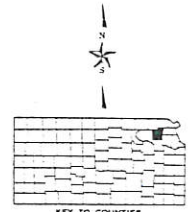
Bridge



## LEGEND

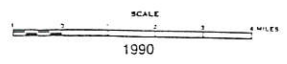
ROADS AND ROADWAY FEATURES	
PRIMITIVE ROAD	-----
UNIMPROVED ROAD	-----
GRADED AND DRAINED ROAD	=====
SOIL SURFACED ROAD	=====
GRAVEL OR STONE ROAD - NOT GRADED OR DRAINED	-----
GRAVEL OR STONE ROAD - GRADED AND DRAINED	=====
GRAVEL OR STONE ROAD WITH STABILIZED SURFACE	-----
BITUMINOUS ROAD - LOW TYPE	=====
PAVED ROAD	=====
DIVIDED HIGHWAY - FULL CONTROL OF ACCESS AND INTERCHANGE	=====

ROAD SYSTEM DESIGNATION	
FEDERAL-AID INTERSTATE HIGHWAY SYSTEM	FAS
FEDERAL-AID PRIMARY HIGHWAY SYSTEM	FAP
FEDERAL-AID SECONDARY HIGHWAY SYSTEM	FAS
INTERSTATE NUMBERED HIGHWAY	75
U.S. NUMBERED HIGHWAY	16
STATE HIGHWAY SYSTEM OR STATE NUMBERED HIGHWAY	116
END OF DESIGNATED SYSTEM OR MARKED ROUTE	24



## GENERAL HIGHWAY MAP JACKSON COUNTY KANSAS

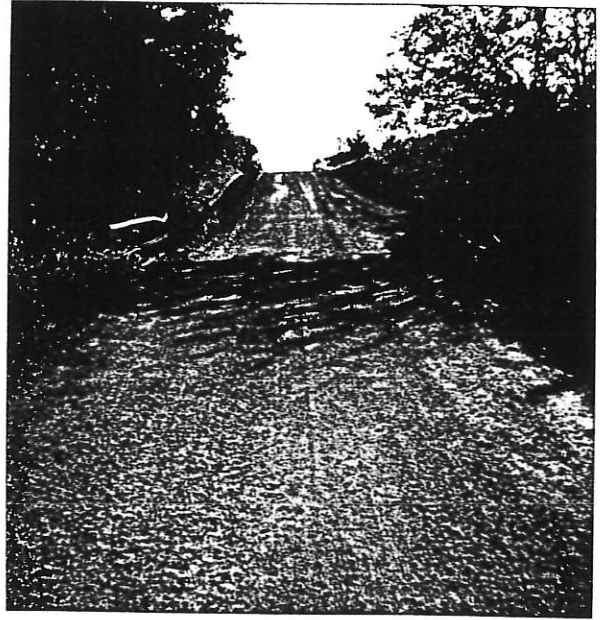
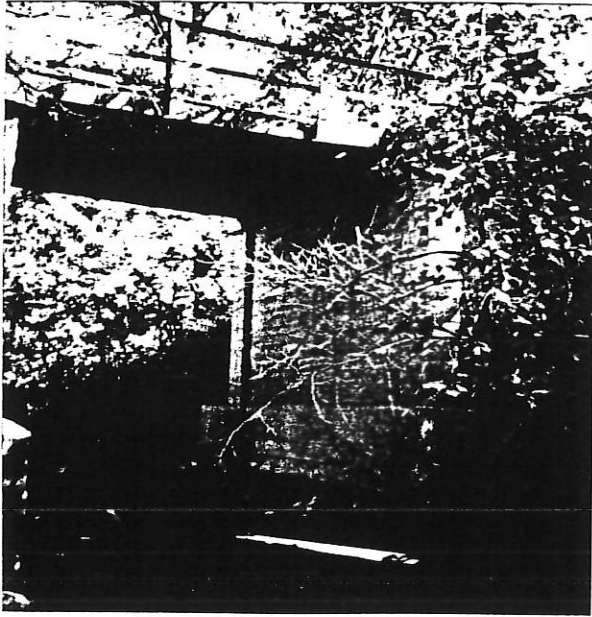
PREPARED BY THE  
KANSAS DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



FA SYSTEM REVISED TO JULY 28, 1991

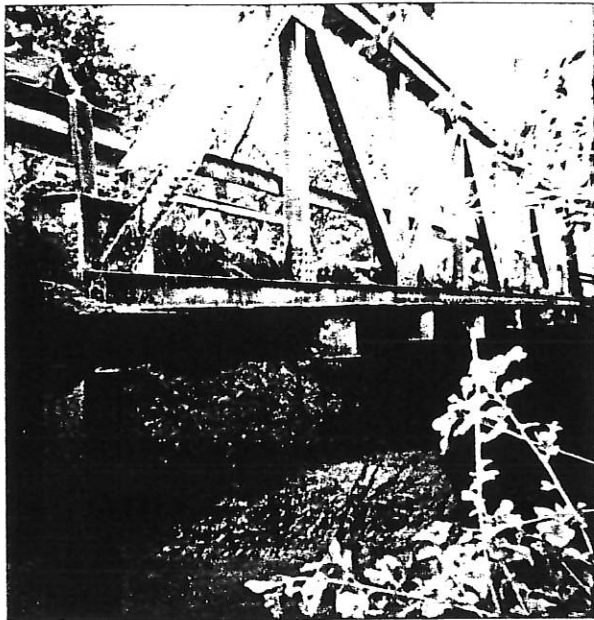
Note Bridge conditions are poor

8



158 T.4 Bottom # 5  
7  
on list  
JA County

158 T.4 top of Bridge # 8  
7 on  
list  
Jackson County

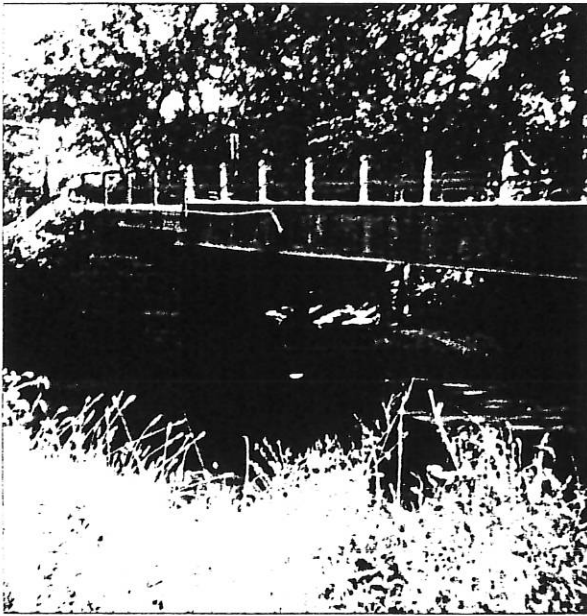


FAS 20 Bottom # 4  
6 on  
list  
Jackson County

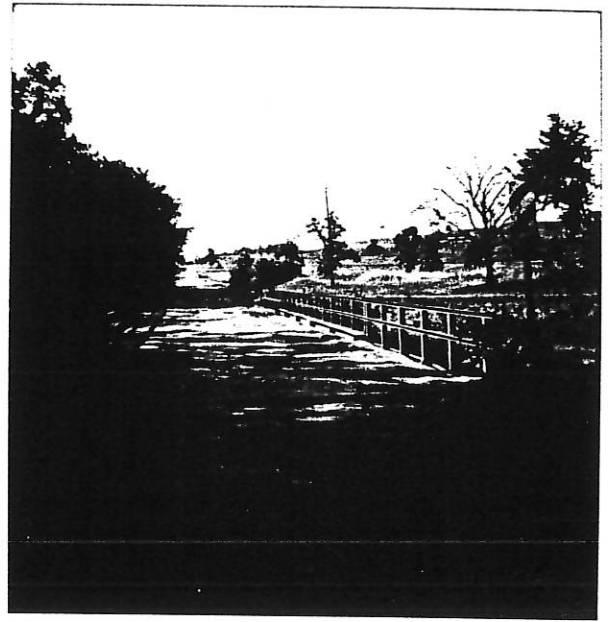
FAS 20, top of bridge # A 6  
on list  
Jackson County

Note Poor bridge conditions

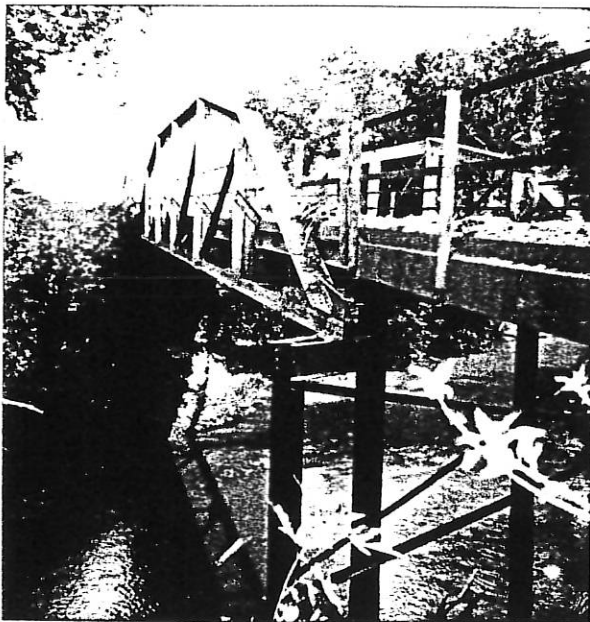
9/3



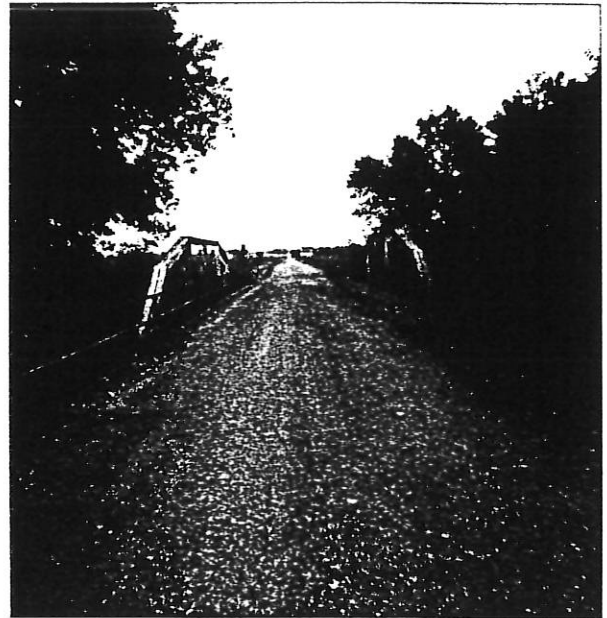
9.0 Km S Denson Bottom #2 on list  
Jackson County



9.0 Km S of Denson top of Bridge #2 on attached list



FAS 260 Bottom #6 on list  
Jackson County



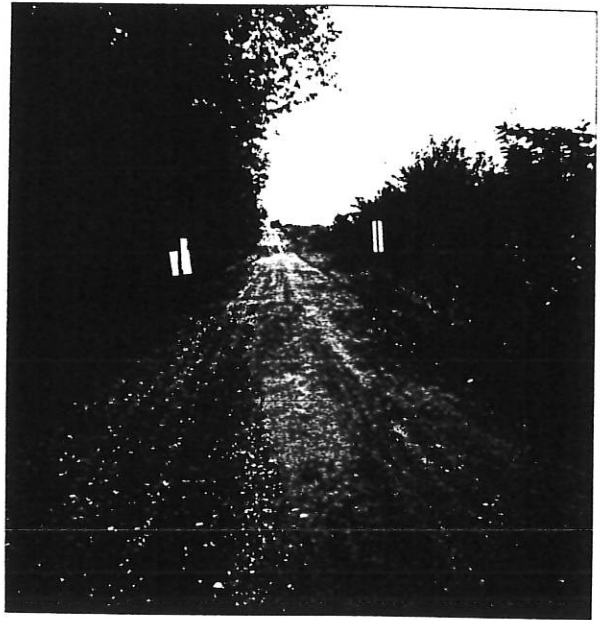
FAS 260 top of Bridge #6 on list  
Jackson County

Note Poor bridge condition

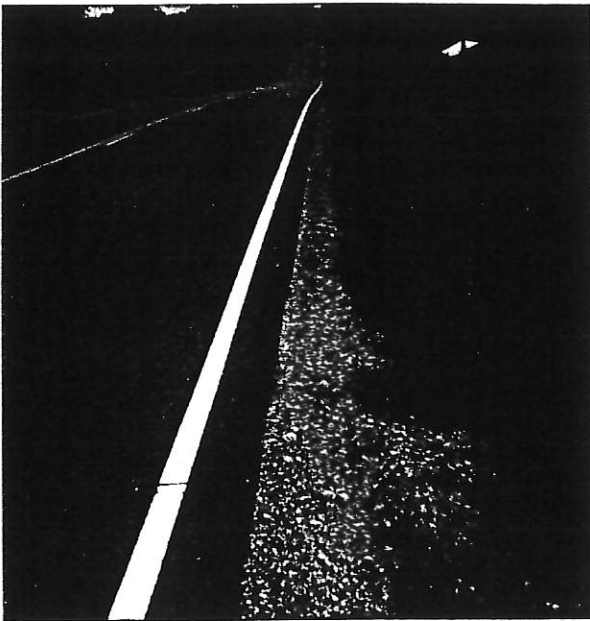
28



P-272 Bottom #3 on list  
Jackson County



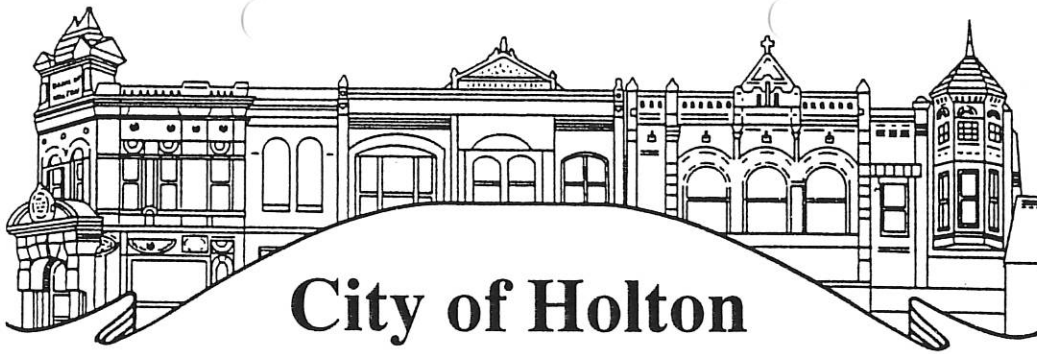
P-272 Top of bridge #3 on list  
Jackson County



16 Hwy 1 Mile East of Holton  
note drop off into ditch  
Jackson County



16 Hwy 1 Mile West of Holton  
note steep drop off into ditch  
Jackson County



February 25, 1999

Senate and House Transportation Committees  
State Capitol  
Topeka, Kansas 66612

RE: Comprehensive Transportation Program

Dear Members of the Senate and House Transportation Committees:

On behalf of the City of Holton, we appreciate the opportunity to appear at this joint meeting of the Senate and House Transportation Committees to express the City's support for the development of a new comprehensive transportation program for the State of Kansas. We are pleased to see the efforts at the State level to solicit input from across the state on a subject that is so vital to the economic well-being of our communities.

The City of Holton and Jackson County are very interested in the further development of two important transportation routes in our area. We are very appreciative of the improvements that have been completed in Holton and Jackson County by the Kansas Department of Transportation. The expansion of U.S. Highway 75 from Topeka to Holton has provided significant opportunities for our community. We would like to propose additional improvements both in terms of specific projects as well as funding programs available from the State to make transportation-related improvements.

The following information outlines those projects and programs that we believe need to be incorporated into a comprehensive transportation program for our State.

1. U.S. Highway 75 needs to be improved and expanded from Holton North to U.S. Highway 36 and on North to the Nebraska border. With the significantly increased traffic volumes now utilizing this highway route, U.S. 75 needs to be expanded to a four-lane expressway to accommodate the current and anticipated future traffic volume for development occurring in this area including a new hospital and an industrial park North of Holton. This highway is a heavily traveled transportation route not only for commerce, but also for the recently developed attractions in Northeast Kansas including the tribal casinos.

**Joint House & Senate Transportation Committees  
February 25, 1999  
Attachment 6**

**430 Pennsylvania Avenue, Holton, Kansas 66436  
(785) 364-2721 FAX (785) 364-3887**



2. Kansas Highways 16 and 116 through Jackson County needs significant improvement. K-16 is a narrow two-lane road with virtually no shoulders and very limited sight distance in some areas including certain intersections including the entrance to Banner Creek Reservoir just West of Holton. K-16 and K-116 should be widened to incorporate improved shoulders and sight distance. Increased safety is of primary concern in proposing this improvement.
3. Payments to cities and counties through the Special City and County Highway Fund need to be fully funded and not "capped" by the Legislature. These funds are to be used by cities and counties for construction, reconstruction, alteration, repair, and maintenance of local roadways. The City is very concerned about legislative efforts that have capped the amounts that local units are to receive. It is our belief that the Legislature should continue its partnership with local government to fully fund the state aid programs and not impose "caps" on the growth of this type of state aid. We are all concerned with improving our transportation infrastructure, and the Special City and County Highway Fund is an important component of that effort.
4. The funding of the connecting link program for maintenance of selected state highway routes through the corporate limits of Kansas cities needs to be reexamined. Under the program, cities receive \$2,000 per lane mile for maintenance of these connecting links. The City of Holton has almost 3.6 lane miles of state highway (K-16) to maintain through the city limits, and the City receives only \$7,180 per year for maintenance. It is very difficult for us to stretch those dollars far enough to effectively maintain this route through our community given the volume and type of traffic on this highway. The per lane amount of funding needs to be increased to adequately provide for the maintenance of these connecting links for the highway system.

Again, I would like to thank you for conducting this hearing to gain input from local officials about what they perceive to be the needs that should be incorporated into a comprehensive state transportation program. We would encourage this joint committee to recommend and the Kansas Legislature to enact a new transportation program that recognizes the importance of transportation issues to rural communities such as Holton. We look forward to working with you on the implementation of a new comprehensive transportation program.

Sincerely,



Richard J. Mulroy  
Mayor



# Prairie Band of Potawatomi Nation Road & Bridge

House and Senate Transportation Committee  
State Capitol  
Topeka, Kansas

RE: Comprehensive Transportation Program

Committee Members;

The Prairie Band Potawatomi, thank the committee members for the opportunity to give testimony as to transportation needs of American Indians and Kansas Citizens living on the Prairie Band Potawatomi Federal Reservation, located west of Mayetta, Kansas in Jackson County.

We too have to seek funding for our construction road projects through the Bureau of Indian Affairs(IRR), Indian Reservation Roads. We currently maintain 115 miles of roads within our 121 square mile reservation. 73.6 being BIA Routes, 14 miles of F.A.S. Routes and 27.4 Tribal Roads. The balance is maintained by Jackson County. We maintain 63.8% of Reservation roads with 34% Land Ownership. Jackson County receives land taxes, while tribal roads do not.

We have lobbied for 12 years to get one of our most used roads built to up to date standards, which we have never had. This was through ISTEA Federal Highway Funds. It is 8 miles of Cut & Fill Hard Surface blacktop. We are somewhat successful in obtaining funding. We have used the 1% set aside Bridge funding through the State every year it was available.

Federal Law mandates that States using Federal Highway Funding also must include local governments, which includes Indian tribes having jurisdiction over land within the boundaries of the state.

14880 K Road  
Mayetta, Kansas 66509  
E'Mail: [pbprb@flinthills.com](mailto:pbprb@flinthills.com)

Joint House & Senate Transportation Committees  
February 25, 1999  
Attachment 7

Main Office 785-966-2375  
Fax 785-966-2390

The is stated as law in 23 (CFR) Code of Federal Regulations under section 450.208 A 23 this act of Federal Law continues provision of emphasis of involving Tribal Government in Statewide Transportation Planning Tips as well a STIP.

We have applied for a Transportation Enhancement project located through Mayetta to our reservation it is old U.S. Highway 75 . We would like it to be included in your total package. Your state planning departments have the paper work.

We are in the process of applying for a Recreational Trail located within our boundaries it is 3 miles long serving 73 homes and surrounding populations and Tribal Buildings and places of employment.

We have been a member of NE Kansas Transit Region for 3 yrs. This year we applied for a program to serve our reservation out of 6 members we were placed at No. 6 priority as to funding. We would have received less than 10% of the requested amount.

Now that ISTEA is over and we now move into TEA 21 money available through Federal Highway, has increased considerably.

I myself have been to Washington D.C. twice to lobby TEA 21 and ISTEA I have met with Senator Sam Brownback and Pat Roberts as well as Congressman Jim Ryan I was seeking support for IRR Funding.

I have been in Indian Transportation for 15 years and seen the changes and advancements of Indian Roads. U.S. 75 four lane improvement to Holton is a lifesaving money, well spent, as well as economic betterment for NE. Kansas Tribal members have died on this road over the years. As a subject to study a deceleration lane from the north at 158 is needed as well as an engineer assessment as to 150 Intersection to our Tribal Casino. The revenues from this Casino fund 80% of our Construction and Maintenance Budget Fund. This shows a commitment of our Tribal Council to improve the safety and economic development for our reservation and members.

I will state again these funds pass through funds from ISTEA, which mandates Tribal Governments involvement.



**TEA-21 - Transportation Equity Act for the 21st Century**  
***Moving Americans into the 21st Century***

## Fact Sheet

[TEA-21 Home](#) | [DOT Home](#) | [Fact Sheet Index](#)

### STATEWIDE PLANNING

#### **Program Purpose**

The statewide planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State and is administered jointly by FHWA and FTA.

#### **Continuing Provisions**

Among the most significant continuing provisions are the following:

- Federal reliance on the statewide transportation planning process, established under ISTEA, as the primary mechanism for cooperative transportation decision making throughout the State.
- Coordination of statewide planning with metropolitan planning
- Opportunity for public involvement provided throughout the planning process.
- Emphasis on fiscal constraint and public involvement in the development of a three-year Statewide Transportation Improvement Program.
- Emphasis on involving and considering the concerns of Tribal governments in planning.
- State development of statewide transportation plans and programs.

#### **Funding**

FHWA statewide transportation planning funding derives from a 2 percent takedown of State apportionments for the Interstate Maintenance, NHS, Surface Transportation, Congestion Mitigation and Air Quality Improvement, and Bridge Rehabilitation and Replacement Programs.

The 2 percent takedown averages \$481.5 million per year for the 6 years of TEA-21, or a total of \$2,888.8 million. Of the amounts set aside by the takedown, 25 percent must be used for research, development, and technology transfer activities.

Statewide planning is an eligible activity for additional funding under the NHS and STP programs.

FTA State transportation planning funding authorizations may vary for any year, depending on the degree to which Congress appropriates non-guaranteed funds authorized to be appropriated from the General Fund. Funding authorized from the Mass Transit Account of the HTF, and certain funds authorized to be appropriated from the General Fund, are guaranteed. Authorizations for state planning from all sources average a total of \$15.4 million per year for the 6 years of TEA-21, or a total of \$92.2 million, while guaranteed funding averages \$10.5 million per year, for a total of \$62.9 million. [3029(a)]

### Key Modifications

TEA-21 consolidates the previous sixteen planning factors into seven broad areas to be considered in the planning process (same as for metropolitan planning): [1204(c)]

- Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight; -1570
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Failure to consider any one of the areas is not reviewable in court.

Adds provision for State to consult with non-metropolitan officials responsible for transportation in making transportation decisions in both the plan and the STIP. In addition, the concerns of local elected officials of units of non-metropolitan general purpose local governments must be considered in the planning process and affected local officials are to be involved in selecting projects for implementation from the STIP. Each State must document a process for consultation with local officials within one year of enactment (not subject to Secretarial review or approval). [1204(e), 1204(f)]

The Secretary will study and report to Congress within two years on effectiveness of local elected official participation in transportation planning and programming. [1204(i)]

Modifies the general objectives of the planning process to include operations and management of the transportation system. [1204(a)]

Strengthens language concerning the intermodal nature of the State transportation system as an integral part of the Nation's intermodal system. [1204(a)]

Clarifies the focus on a 20-year planning horizon for the transportation plan. [1204(e)]

Adds financial plan option for State plan and program. [1204(e), 1204(f)]

Adds option of identifying, for illustrative purposes, in a financial plan which may be part of a long-range transportation plan or transportation improvement program, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. States and MPOs are not required to advance such projects and action by the Secretary is required before they can be included in a TIP or STIP. [1204(e), 1204(f)]

Adds a provision that the Secretary, prior to approving the STIP (at least every two years), must "Find" that the planning process producing the STIP is consistent with the statewide and metropolitan planning requirements. [1204(f)]

Adds freight shippers and users of public transit to list of specifically identified stakeholders that must be afforded an opportunity to comment on the plan and STIP. [1204(f)]

Adds a provision that only regionally significant Federal lands projects need to be individually identified in the STIP. [1204(f)]

Exempts Federal actions on State plans and STIPs from review under NEPA. [1204(h)]

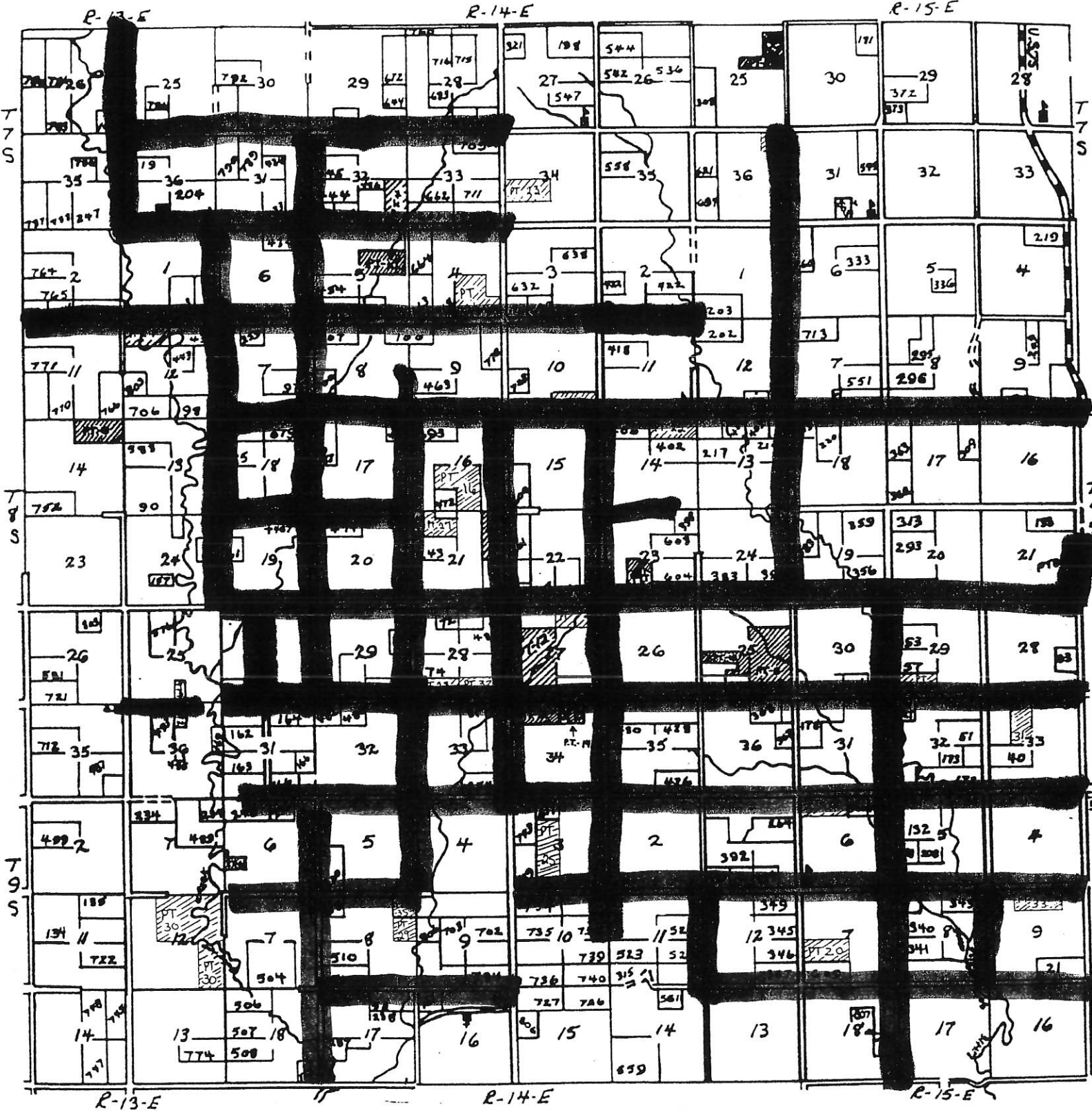
September 14, 1998

[TEA-21 Home](#) | [DOT Home](#) | [Fact Sheet Index](#)  
United States Department of Transportation

# HORTON AGENCY KANSAS

# PBP

January 1, 1983



TRIBAL 

Nick Cobos  
800 SE 36<sup>th</sup> Street  
Topeka, Kansas 66605

Ladies and Gentleman of the Committee-

I would like to tell you why public transportation is important to people with disabilities like me and an important part of our lives.

I use public transportation at least once a week.

I like public transportation because it gives me a feeling of freedom and independence I need to be a productive, active member of my community.

I feel like I can go anywhere as long as I know where that bus stop is!

I like to ride the bus to and from work, when my parents can't do it.

I also like to ride the bus to go shopping (department stores) and to go to the bank to deposit my paychecks. I also ride the bus to visit with my close friends and other special people in my life. I talk with them about my job or things I am doing, or want to do, away from work.. They make time for me-according to the bus schedule. They give me advice, encouragement and moral support. This quality time is very important to me.

Public transportation is the number one resource for people with disabilities. The #1 resource to find and maintain good quality jobs. The #1 resource to living in safe, quality housing. The #1 resource to give people with disabilities a taste of the American dream.....life, liberty, and the pursuit of happiness!!

Don't let our dream end?

Thank you.

**Joint House & Senate Transportation Committees  
February 25, 1999  
Attachment 8**



Alan Winkler  
Wabaunsee County Commissioner  
February 25, 1999

Wabaunsee County is a rural area located in the Flint Hills just 10 miles west of Topeka. With a population of approximately 6,700 people and 7 incorporated towns, it is no surprise to state that farming and ranching are the main industries of the county. Towns and people are dispersed widely among the 797 square miles of landscape. Infrastructure is a high priority item to accommodate the needs of a widespread population. This is why I am speaking today in support of a statewide Comprehensive Transportation Program to help fund the transportation needs in Wabaunsee County as well as those throughout the state.

Wabaunsee County is blessed with 197 bridges and about 50 miles of paved roads (not including the state highways or Interstate 70). The remaining 800 miles of county and township roads are gravel and some dirt and require constant maintenance from the effects of weather and travel. It is these gravel roads which seem to draw the ire of citizens and generates the greatest number of complaints and comments to county commissioners.

Let me assure you that Wabaunsee County is making a local effort to improve its infrastructure and answer the needs of its people. 34% of the Wabaunsee County tax mill levy is devoted to roads and bridges. This includes payments for \$2,125,000 in bonds taken out in 1997 to replace 12 bridges. County citizens were informed that the bonds would increase taxes, but few complaints were received because people want their transportation needs met. I think this will be also be true throughout the state. We have a society which spends a great deal of time in motor vehicles and people are willing to pay the taxes to keep the wheels running smoothly.

Despite the bridge replacement program in Wabaunsee County, it is difficult to be optimistic when considering that 22 bridges in poor condition still remain and will need replacement in the future. With work occurring on Interstate 70, Wabaunsee County has made a considerable commitment to purchase the milled asphalt produced by pavement replacement. The county is planning to recycle the millings by placing them on gravel roads, compacting them and then covering with a chip and seal. The end result will be more paved roads. The funds are not available to apply new layers asphalt. Wabaunsee County has its share of transportation needs but lack of funds prevents many of these needs from being addressed.

The last issue I want to address is not a need but an item not needed. I am referring to maintenance agreements being sought by KDOT, which will transfer the responsibility of maintaining the frontage roads and bridges along Interstate 70 to the county. These frontage roads and bridges were constructed to accommodate limited access to the interstate and have been maintained by the state for the past 37 years. Wabaunsee County doesn't need more infrastructure to maintain. The county has problems enough maintaining what it currently has. If the maintenance of these roads and bridges is going to be mandated to Wabaunsee County, hopefully funds will accompany the mandate. Again, this could be accomplished by more funds through a statewide Comprehensive Transportation Program or removing the cap from the Special City and County Highway Fund.

# JEFFERSON COUNTY

## ROAD DEPARTMENT

P.O. BOX 322  
OSKALOOSA, KS 66066  
PHONE (785) 863-2211  
FAX (785) 863-3026

**RICHARD L. TEAFORD, P.E. L.S.**  
COUNTY ENGINEER

**RONALD E. KARN**  
ROAD SUPERINTENDENT

---

February 22, 1999

Jefferson County is a diverse and rapidly growing county. On one part it has a deep agricultural history and on the other it is rapidly becoming a bedroom community. In Jefferson County, K-92 has become the dividing line between the rural residential community and the agricultural community. Good agricultural land is becoming sites for new homes at a rate of 107 per year.

With this change comes an increasing demand for more and better services. North of K-92 modern farmers are requesting better roads for larger trucks needing heavier load limits on newer wider bridges.

New residents moving into the southern half of the county expect more frequent and better services. Things like smoother asphalt roads with shoulders to reduce dust and improve safety.

Demands, such as these, are only obtainable by increasing taxes or other sources of revenue.

According to the Kansas Department of Transportation, Jefferson County has 37 deficient bridges out of 146 which have an estimated replacement cost of \$6,345,994. The county currently receives only \$141,187 each year from KDOT plus from \$45,000 to \$65,000 which is funded by the county annually. At this rate all current bridges being replaced today will be deficient by the time the bridge replacement list is completed. It would take 45 years to complete the 37 bridges.

With the movement of more people into Jefferson County the number of vehicles on local gravel roads are increasing as well. The concerns about dust and speed of traffic in the summer and the lack of surface material in the spring and fall are becoming the top issues to deal with.

Jefferson County's Road and Bridge Department has seen an increase in funds of 180% over the past 7 years. This increase is very rare when you look at other counties across the state.

Joint House & Senate Transportation Committees  
February 25, 1999  
Attachment 10

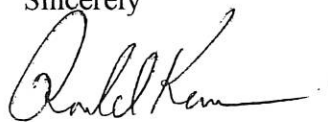
Many counties cannot afford to participate in the state program because of the lack of funds. Most have bond programs to generate the needed funds. Many counties are nearing their budget limits to address the local needs.

The Federal Highway Administration considers the replacement of surface material greater than 400 ton per mile to be betterment. If Jefferson County were to use this formula, it would need to purchase \$334,000 tons of surface material each year at a cost of \$1,670,000 to be considered adequate. This amount would still, according to FHWA, not be considered betterment and is 4 times more than Jefferson County currently spends.

Using this information, Jefferson County needs an estimated \$7,000,000 to adequately maintain its road and bridge system.

That's why I find it disturbing that the State Legislators would consider the needs of special interest groups over the needs of their local people and local governments they represent.

Sincerely

A handwritten signature in black ink, appearing to read "Ronald Karn", with a long horizontal flourish extending to the right.

Ronald Karn  
Jefferson County Road Superintendent

JEFFERSON COUNTY BRIDGES  
BRIDGES WITH SUFFICIENCY RATINGS BELOW 50%  
BECAUSE THEY ARE STRUCTURALLY DEFICIENT AND/OR FUNCTIONALLY OBSOLETE

<u>BRIDGE #</u>	<u>LOCATION</u>	<u>CO. ROAD</u>	<u>COST</u>	<u>BRIDGES ELIGIBLE</u>
				<u>FOR REPLACEMENT</u>
				<u>SR &lt; 50%</u>
BSN 24	WILD HORSE CR.	FERGUSON	\$570,000	47.60%
BSN 38	ROCK CREEK	81	\$463,000	36.00%
OS 24	FRENCH CREEK	114	\$137,000	21.00%
OS 85	CROOKED CR.	THOMAS	\$222,760	21.50%
OS 1	TRIB. DELAWARE RI.	206	\$155,000	22.00%
OS 7	ROCK CREEK	122	\$177,000	22.00%
OS 43	TRIB. JOHANNES CR.	MARION	\$116,000	22.00%
OS 79	TRIB. CROOKED CR.	SALINE	\$80,000	22.50%
OS 2	N. CEDAR CR.	178	\$238,000	22.60%
OS 60	STONE HOUSE CR.	46	\$71,000	22.90%
OS 58	BIG SLOUGH CR.	98	\$263,000	23.00%
OS 104	INDIAN CR.	142	\$111,000	23.90%
OS 80	CROOKED CR.	182	\$255,000	24.00%
OS 54	TRIB. BIG SLOUGH CR.	110	\$63,360	24.30%
OS 47	BIG SLOUGH CR.	90	\$80,000	24.90%
OS 30	N. FORK WALNUT CR.	JACKSON	\$136,000	25.00%
OS 49	BIG SLOUGH CR.	90	\$366,000	25.00%
OS 96	SCATTER CR.	126	\$124,000	25.60%
OS 42	WILD HORSE CR.	39	\$162,000	29.60%
OS 73	CROOKED CR.	175	\$250,000	29.90%
OS 31	WALNUT CR.	JACKSON	\$160,000	30.10%
OS 84	MUD CR.	46	\$71,000	30.20%
OS 17	ELM CR.	21	\$323,000	31.60%
OS 33	FISHPOND CR.	118	\$108,000	33.30%
OS 45	WILD HORSE CR.	LINN	\$241,000	34.10%
OS 27	TRIB. PETERS CR.	154	\$114,000	35.20%
OS 82	TRIB. HONEY CR.	SALINE	\$72,000	36.30%
OS 46	TRIB. WALNUT CR.	190	\$89,000	38.00%
OS 53	TRIB. STONE HOUSE CR.	4	\$182,000	39.00%
OS 90	HULLS BRANCH	182	\$80,000	43.80%
OS 87	MUD CR.	27	\$173,000	44.10%
OS 110	DAWSON CR.	259	\$71,874	44.70%
OS 109	WALNUT CR.	134	\$83,000	45.20%
OS 55	TRIB. STONE HOUSE CR.	23	\$123,000	46.20%
OS 52	TRIB. STONE HOUSE CR.	OAK	\$155,000	47.30%
OS 74	HONEY CR.	126	\$158,000	49.20%
OS 83	TRIB. CROOKED CR.	175	\$102,000	49.70%

Tot \$6,345,994

RLT

2-10-99

## BUILDING PERMITS

Year	# of Permits	Single Family Dwellings		
		Estimated Cost of Construction		
1991	65		3,939,300.00	
1992	84		4,214,000.00	
1993	91		5,751,000.00	
1994	116		8,620,000.00	
1995	112		7,290,220.00	
1996	105		8,000,000.00	
1997	109		8,280,700.00	
1998	107		9,327,600.00	
<b>COMMERCIAL</b>				
1991	1	Bed & Breakfast Facility	105,000.00	1991 Total
	6	Additions to existing "	43,000.00	\$148,000.00
1992	1	Communications Tower	160,000.00	1992 Total
	8	Additions to existing Facility	171,100.00	\$331,100.00
1993	1	Church	65,000.00	1993 Total
	6	Additions to existing	140,700.00	\$205,700.00
1994	1	County Weed Shop	109,500.00	
	1	Machine Shop	75,000.00	1994 Total
	9	Additions to existing	202,770.00	\$387,270.00
1995	9	Additions to existing	250,500.00	
1996	1	Gambinos Pizza	82,000.00	
	1	Convenience Store & Storage	80,000.00	
	1	PreCast Concrete	400,000.00	1996 Total
	1	Mini Storage (VF)	44,000.00	\$1,058,555.00
	1	Addition to Heinen Repair	20,000.00	
	1	RWD #2 Tower	333,380.00	
	1	Professional Bldg.	82,000.00	
	1	Ruralgas	13,175.00	
	1997	12	List Attached	

## 1998 HAUL ROAD QUESTIONNAIRE SUMMARY

<u>COUNTY</u>	<u>TYPE OF FACILITY</u>	<u>TYPE OF SURFACE / MILES</u>				<u>TOTAL MILES</u>
		<u>ROCK/SAND</u>	<u>CHIP SEAL</u>	<u>ASPHALT</u>	<u>CONCRETE</u>	
ATCHISON	ROCK QUARRIES (3)	3.00	0.00	19.00	0.00	22.00
	ROCK QUARRY/ASPHALT PLANT	1.00	0.00	3.00	0.00	4.00
BARBER	NONE	0.00	0.00	0.00	0.00	0.00
BARTON	SAND PLANTS	0.00	0.00	1.25	0.00	1.25
	SAND AND GRAVEL QUARRY	0.00	0.00	0.50	0.00	0.50
BROWN	NONE	0.00	0.00	0.00	0.00	0.00
BUTLER	ROCK QUARRIES (2)	6.00	23.00	9.50	0.00	38.50
CHAUTAUQUA	NONE	0.00	0.00	0.00	0.00	0.00
CHEYENNE	CONCRETE PLANT	0.00	0.00	0.50	0.00	0.50
CLARK	NONE	0.00	0.00	0.00	0.00	0.00
CLAY	ROCK QUARRIES (3)	0.00	0.00	18.00	0.00	18.00
COMANCHE	SAND PITS (2)	5.00	0.00	0.00	0.00	5.00
DICKINSON	ROCK QUARRIES (2)	3.00	0.00	28.00	0.00	31.00
	SAND QUARRY	0.00	0.00	3.50	0.00	3.50
DOUGLAS	CONCRETE PLANTS (2)	0.00	0.00	1.00	0.50	1.50
	ASPHALT PLANT	0.00	0.00	1.00	0.00	1.00
	ROCK QUARRIES (6)	5.50	18.75	0.00	0.00	24.25
	SAND PLANT	1.00	0.25	0.00	0.00	1.25
ELLIS	ROCK QUARRY	5.00	0.00	0.00	0.00	5.00
	SAND PLANT	5.00	0.00	0.00	0.00	5.00
	ASPHALT PLANT	0.00	0.00	1.00	0.00	1.00
ELLSWORTH	NONE	0.00	0.00	0.00	0.00	0.00
FINNEY	SAND PITS	2.00	0.00	13.00	0.00	15.00
	ASPHALT PLANT	2.00	0.00	3.00	0.00	5.00
GOVE	ASPHALT PLANT	20.00	0.00	0.00	0.00	20.00
GRANT	SILICA PIT	5.00	0.00	9.00	0.00	14.00
HARVEY	ASPHALT PLANT	0.00	0.00	2.00	0.00	2.00
	SAND PIT	1.00	0.00	2.00	0.00	3.00
JEFFERSON	ROCK QUARRIES (5)	8.00	0.50	0.00	0.50	9.00
JEWELL	ROCK QUARRIES (3)	18.50	0.00	0.00	0.00	18.50
<b>TOTALS</b>		<b>91.00</b>	<b>42.50</b>	<b>115.25</b>	<b>1.00</b>	<b>249.75</b>

## 1998 HAUL ROAD QUESTIONNAIRE SUMMARY

COUNTY	TYPE OF FACILITY	TYPE OF SURFACE / MILES				TOTAL MILES
		ROCK/SAND	CHIP SEAL	ASPHALT	CONCRETE	
JOHNSON	HOT MIX ASPHALT PLANT	0.00	0.00	4.00	0.00	4.00
	SAND PLANT	0.20	0.00	0.50	0.00	0.70
KINGMAN	NONE	0.00	0.00	0.00	0.00	0.00
LANE COUNTY	NONE	0.00	0.00	0.00	0.00	0.00
LEAVENWORTH	ROCK QUARRY	1.50	0.00	0.00	0.00	1.50
	SAND PLANT	0.00	3.20	0.00	0.00	3.20
	CONCRETE PLANT	0.00	0.25	0.00	0.00	0.25
LINN	ROCK QUARRIES (6)	5.00	0.00	18.00	0.00	23.00
LYON	ROCK QUARRIES (2)	5.50	0.00	17.00	0.00	22.50
	ASPHALT PLANT	0.00	0.00	0.00	2.00	2.00
MARION	ROCK QUARRIES (2)	1.50	0.00	0.00	0.00	1.50
MCPHERSON	NONE	0.00	0.00	0.00	0.00	0.00
MIAMI	ROCK QUARRIES (2)	1.50	8.00	0.00	0.00	9.50
	ROCK QUARRY/ASPHALT PLANT	0.00	0.00	0.50	0.00	0.50
MORRIS	ROCK QUARRIES (2)	3.50	0.00	0.00	0.00	3.50
	STATE HYW PROJ.(DETORS)	0.50	0.00	0.00	0.00	0.50
NEMAHA	ROCK QUARRIES (2)	4.00	0.00	27.00	0.00	31.00
NEOSHO	CONCRETE PLANTS (2)	0.50	1.00	6.00	2.00	9.50
	ROCK QUARRIES (3)	1.50	9.50	0.00	0.00	11.00
OSAGE	ROCK QUARRIES (5)	9.00	0.00	8.50	0.00	17.50
OSBORNE	NONE	0.00	0.00	0.00	0.00	0.00
OTTAWA	CEMENT PLANT	0.00	1.00	2.00	10.00	13.00
	SAND PLANT	0.00	10.00	0.00	10.00	20.00
POTTAWATOMIE	ROCK QUARRIES (4)	3.00	0.00	1.00	0.00	4.00
REPUBLIC	CONCRETE PLANT	0.00	0.00	0.00	2.00	2.00
	SAND PLANT	10.00	0.00	0.00	0.00	10.00
RILEY	ROCK QUARRIES	2.00	0.00	1.50	0.00	3.50
	SAND PLANT	0.00	0.00	1.00	0.00	1.00
	ASPHALT PLANT	0.00	0.00	1.00	0.00	1.00
RUSH	NONE	0.00	0.00	0.00	0.00	0.00
<b>TOTALS</b>		<b>49.20</b>	<b>32.95</b>	<b>88.00</b>	<b>26.00</b>	<b>196.15</b>





To State of Kansas, Senate and House Transportation Committees  
From Morris County Commissioners: Darrel Miller, Chairman,  
Robert Mark, Vice Ch., and Jerry Britt, Member  
By Edward L. Teghtmeyer, P.E., Road and Bridge Supt.  
Date/Time 2/25/99 at 12:00 PM  
Subject This presentation to the Senate and House Transportation  
Committees is made to emphasize the need for State Funds to help  
maintain roads and bridges and other transportation facilities  
throughout Morris County.

A. Transportation System within Morris County

1. State/Federal Highways, US56, US77, KS177/57, KS4, KS149--  
109 mi total.
2. County Roads, 1100 mi. total, of which 75 mi hard surf., 75 mi.  
dirt/low maint., and the balance of 950 mi of gravel. App. 230 miles  
are on FAS routes.
3. Railroads, UP and BNSF totaling app. 40 mi. MP track was  
abandoned in the late 1980's. There are no "short lines" operating in  
Morris County.
4. Airports, Delavan Airbase now Herington Municipal and a "landing  
strip" near Council Grove.

B. State/Federal Highways: we will not dwell on the need here other than to say  
that the majority of those miles have little or no shoulder and have  
the resulting safety related problems.

C. Railroads: we will not dwell on this issue either other than the fact that some of  
the crossings are hazardous and the abandonment of the MP line was a  
severe blow to the County's economy.

D. Airports: the County is currently served by one airport capable of accomodating  
aircraft commonly used by business and industry larger than single  
engine, that being the old airbase at Delavan, which is owned and  
operated by the City Of Herington (Dickinson Co.). An effort is  
under way to convert this airport to a regional facility. Morris County  
is a willing participant in this endeavor.

E. County Highway System: the need to maintain and upgrade our local road system  
is an ongoing and financially demanding endeavor, not only for routine  
maintenance, but also replacement of obsolete/failing bridges, and  
replacement of equipment required to maintain the "infrastructure".

1. Our current Road and Bridge budget totals \$1.3 million and  
includes: 550,000 salaries, 560,000 commodities, leaving only 190,000  
for equipment replacement and new construction.

2. Our current allocation of Federal/State money for new  
construction, ie, "5-year plan", TEA-21, is \$121,249/year. Of that,  
app. 57,000 is STP fund and 64,000 is BR fund.

Fax

3. Our needs far exceed those dollar amounts!!

a. Bridges (greater than 20' long): Morris County has 51 bridges on FAS routes, and 109 "off-system" bridges. Of these, 13 of the FAS and 28 OS are deficient because of weight limit restrictions, less than 15T. Thirty four (34) of these require posting of 10T or less.

b. Non-Bridge Bridges (those less than 20' in length): Morris County has a plethora of bridges throughout the county that are less than 20' long but are deficient in any or all of several ways: deteriorated condition, load capacity, roadway width, roadway alignment, etc. We do not have an exact count on these but almost every mile of road has at least one of this nature. Many should be replaced immediately and more will demand replacement in the foreseeable future.

c. Roadways: Of the County's 1100 miles of roadway, 230 mi carry an FAS classification, and of those only 67 miles are hard surfaced (chip sealed). Citizens are demanding that more chip-sealing be done. It costs app. \$20,000 per mile to accomplish (2-year program). One such length, between Council Grove and Parkerville is 10 miles long and would cost \$225,000. The County alone cannot afford this! Additionally, several miles of existing chip-sealed roads are becoming deteriorated to the extent that complete reconstruction will be required in the foreseeable future at an added cost of 25000 per mile.

d. Recent completed and scheduled Improvements: Improvements completed in the past two years include: one bridge using BR funds; replacement of seven(7) bridges financed by a \$1.5 million bond issue, and bridge deck repair of \$80,000 financed from the County's emergency/contingency fund, replacement of a 19'6" non-bridge damaged by the Nov. '98 flood. costing \$10000 from emergency/contingency fund, and replacement of numerous non-bridges with large culverts from operating budget.

A contract has been recently awarded for replacement of another bridge from the "timber bridge demonstration fund". Another bridge replacement is scheduled for bid-letting in Aug. '99, another in Nov., '01, and replacement of 10 non-bridges in Apr., '02.

Cost of these "committed" bridge and road" projects are itemized as follows:

<u>Description</u>	<u>Total</u>	<u>\$\$</u>	<u>BR</u>	<u>STP</u>	<u>Special</u>	<u>County</u>
Timber Br.	242,000		42,000		152,000	48,000
Br. Aug.'99	208,000		166,000			42,000
Br. Nov.'01	210,000		168,000			42,000
n-Br. Apr.'02	<u>240,000</u>		<u>000</u>	<u>192,000</u>	<u>00</u>	<u>48,000</u>
Tot. Com.	900,000		376,000	192,000	152,000	180,000
5 Yr Alloc			320,000	285,000	152,000	
Balance for added projects			-56,000	93,000		0
Net balance for added projects				37,000		

You will note that the State provides NO FUNDS!!! for new construction. As a matter of fact, an administration and contingency fee of 10-15% of the Contract Amount is added by the State/KDOT for administration of projects let through KDOT, which comes out of the "County's money" (2-3% directly from the County as its 20% local match and 8-12% of the Federal money). Discontinuance of this practice by KDOT, alone, would be of substantial benefit.

Attached for your are:

- a. List of bridge/road projects committed and proposed.
- b. List of bridges are deficient but unaffordable.
- c. A PARTIAL/sample listing of deficient "non-bridges".
- d. A listing of road surface upgrades that will be needed.

Thank you for the opportunity to allow us to make this presentation.

Morris County Commissioners, Darrel Miller, Chairman

Morris County Road and Bridge Department

Transportation 2000, Comprehensive Transportation Plan

Replacement costs(\$1000's) for the 8 yr period beginning in 2000 to correspond w/ state "PLAN"

Year	Project ID	Address	Description	S. R.	99	00	01	02	03	04	05	06	07	08	Future Unfunded
			Bridge replacement (over 20'long--State/Fed Inspected)												
	80	WC WbRd w.2400	Replaced existing '98	Done											
	220	Bd 2800 n.of BB	Replaced existing '98	Done											
	1	WC F w.of 2700	Replaced existing '98	Done											
	45	WC Q w.of H149	Replaced existing '98	Done											
	49	WC P e.of 149	Replaced existing '98	Done											
	20	Dw H e.of 800	Replaced existing '98	Done											
	31	Dw H w.of 1600	Replaced existing '98	Done											
	67	CG U e.of 200	Replaced existing '98	Done											
	110	WC Skdy n.of B	Replace deck '98	Done											
	130	Dlp DlpRd e.of X	Replace existing	25.9	242	Contract awarded									
	290	Pv 1700 s.of J	Replace existing	38.4	209	Scheduled for letting in Aug.									
	R1339	Dw B 1400-2400	Upgrade road and replace 10+culverts						240	tentative schedule					
	35	WC L e.of 2100	Abut.,narrow,rebar exp	41.2		210	tentative schedule								
	14	Dw F w.of 500	Repl.prev.reblt,abut.failure	82.8??	150										
	104	CG 875@NCL	Repl. exist 5T or less limit	32.9	Will require Abut repair this year				250						
	416	Dp DD w.of 200	Conc Grdr 10T	29.7	Hvy Rd & Kahola traffic				150						
	87	Wil 1500 s.of Z	Repl. exist 5T or less limit	22.9	Hvy farm/ranch traffic				200						
	450	CG old4 s. of M	Repl RC Grdr	51.4	16'Rdwy on high speed rd, min.sight dist Conc deter.				175						
	6	Dw D w.of 1600	Repl. exist 5T or less limit	26.4	Stone abut good, Deck narrow & weak				150						
	40	Pv 1800 s.of J	Repl. St.truss NO wt lim	61.3	Bridge narrow,banks eroded,poor alinmt				750						

11-4

Morris County Road and Bridge Department  
 3 Year Capital Improvement Plan

Transportation 2000, Comprehensive Transportation Plan

Replacement costs(\$1000's) for the 8 yr period beginning in 2000 to correspond w/ state "PLAN"

O#	Near	Address	Description	S. R.	99	00	01	02	03	04	05	06	07	08	Future
The following are candidates for future consideration															
O 9	Dw	F w.of 1200	Repl. narrow St truss	34.2											175
O 28	Dw	1400 s.of J	Repl. exist 5T or less limit	41.8											200
O 3	Sk	2600 s.of B	Repl. exist 5T or less limit	22.8											200
O 29	Dw	J w.of 1400	Repl. exist 5T or less limit	33.3											175
O 72	Wil	V e.of 1500	Repl. exist 5T or less limit	32.9											150
O 82	Wil	Y w.of 1700	Repl. exist 5T or less limit	26.4											175
O 70	CG	V e.of 700	Extend and realign V ave	70.5											150
O 36	WC	2100 s.of J	Repl. exist 5T or less limit	26.4											200
O 27	Dw	1300 s.of G	Repl. exist 5T or less limit	28.5											125
O 10	Dw	800 n.of G	Major Repair 7T limit	91.9?											100
O 4	WC	2500 s.of F	St Str 10T	33.7											150
F 453	Dw	300 s.of G	St Str 10T (on Co.Line)	47.2											150
O 16	Dw	500 n.of H	RC Slab 10T	47.7											125
O 32	WC	H e.of 1900	RC Slab 10T	47.7											100
F 460	Lat	K w.of 2800	St Grdr 10T	48.7											100
F 310	Wil	Z w.of 1500	Repl ConcGrdr 10T	49											100
O 34	WC	K e.of 2100	StStr 9T	54.2											125
F 60	Dp	DpRd n.CC	Repl PI Grdr 13T	55.2											500
F 414	Dp	400 s.of DD	Metal Arch 10T	59.7											100
O 71	Wil	1400 n.of V	StStr 10T	62.7											100
O 55	Wil	1600 n.of R	StStr 8T	64.3											150
F 20	DS	DsRd n.DD	Repl St Grdr 10T	67.5											500
O 96	Dp	400 n.of AA	StStr 9T	67.9											100
O 51	Wil	2000 s.of R	RC Slab 10T	69											125
O 54	Pv	P e.of 1800	StStr 9T	73.5											125
F 420	WC	B e.of SkRd	Repl. exist 9T limit	54											125
F 230	Bd	2800 n.of AA	Repl. exist 8T limit	43.2											125
O 118	Lat	J w.of 2800	Repl. exist 5T or less limit	41.3											250
F 400	Dw	G e.of H177	Repl. exist 8 T limit	48.6											175
F 390	Dw	G e.of H177	Repl. exist 10 T limit	75.5											175
O 52	Wil	2000 e.of R	Repl. exist 5T or less limit	26.5											100
<b>Total future and "unfunded" bridges</b>															<b>6975</b>

5 Year Capital Improvement Plan

Replacement costs(\$1000's) for the 8 yr period beginning in 2000 to correspond w/ state "PLAN"

O#	Near	Address	Description	S. R.	99	00	01	02	03	04	05	06	07	08	Future
<b>Non-bridge" Bridges</b>															
			This is only a partial list												Unrounded
O	Dw	D 1400-1700	Replace 4 culverts w/16-18'roadway plus Br OS-6--see above												200
Off	Dw	D w.of 1700	Replace 18' RCB (decent cond but narrow road)												50
R2220	Dw	1400 s.of G	Replace 2 culverts,1@18'Rdwy,1 deteriorated												100
R1756	CG	old4 n.of P	Replace narrow (18' Rd) culvert(wings deter) along w/ FAS 450 above												25
Off	Del	X w.of 2400	Replace narrow timber bridge												50
Off	CG	@int 1400&R	Extend culvert both ends Narrow bridge diagon across intersection												50
R468	Bd	2800 n.of BB	Replace 16x24 timber deck on 5T wt limit 'This bridge is better than wt limit allows												50
Off	Dw	A w.of H177	Replace stone arch (previous repairs have been made)												150
Off	Dw	J w.of 1400	Replace stone arch (previous repairs have been made)												50
Off	Dw	H e.of 1600	Replace narrow box												40
Off	Bd	AA w.of 2800	Replace 2 narrow box culverts												50
Off	Bd	2900 s.oe AA	Replace narrow box culvert												25
Off	Pv	1600 n.of Q	replace narrow Bridge												25
Off	Dw	J w.of 1000	Large StrStPI culvert failing major work soon												200
Off	Dw	1600 n.of B	Replace narrow box culvert												25
<b>PARTIAL Total of "Non-Bridge" Bridges</b>															
<b>1090</b>															

Road project Upgrades and other major work

On/off	Chip Seal	co. rds, app. 25 mi/yr from Oper.	Budget	175	175	175	175	175	175	175	175	175	175	175		
M5601	CG	100@Q	Relocate Road/washed out	50	(25 by Lyon Co)											
Off	Dp	AB e.of 400	Repair road washout	50												
Off	CG	Meadow Lane	New Chip seal 1/4 mi	5	4											
R1756	CG	old4 n.of H56	Rebuild&rechip 4 miles			50	30									80
R467	CG	LakRd-KelsoRd	Rebuild&rechip 4 miles					50	30							80
R467	Pv	Kelso Rd	New Chip Seal 4 miles				60	30								90
R467	Pv	P'ville Rd	New Chip Seal 6 miles					90	45							135
Off	Dw	F w.of 1700	Raise road for 1/4 mi		20											20
R1339	Dw	C 1400-1800	Rebuild&rechip 4 miles							60	30					90
R193	WC	WbRd 22-3200	Rebuild&rechip 10 miles									150	75			225
R413	Dp	CGr-Dunlap	Asphalt overlay 11 miles	1550	T/mi											682
<b>Unfunded road projects</b>																
<b>1402</b>																