

MINUTES OF THE JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Representative Gary Hayzlett at 12:10 p m..on February 9, 1999 in Room 313-S of the Capitol.

All members were present except: Senator Jordan  
Senator Harrington  
Senator Huelskamp  
Senator Gilstrap

Committee staff present: Hank Avila, Legislative Research Department  
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Al Silverstein, Great Bend  
Jolene Brauer, Barton Co. Commissioner  
Howard Partington, Great Bend  
Charles A. Bartlett, P.E., Great Bend  
Clayton Williamson, Hoisington  
Rep. Dennis McKinney  
Janette Siemens, Pratt CofC  
Howard K. Loomis, Pratt  
Jeff Christensen, Havilan  
Don Knappenberger, St John City Atty.  
Sarah Krom, Great Bend  
Bill Oswalt, Rice Co. Commissioner  
Aaron Lynn McKee, Lyons  
Susan Cadorett, Russell Area CofC  
Rep. Laura McClure  
Senator Lee  
Margaret L. VanScyoc, Osborne  
Rep. John Edmonds

Others attending: See attached sheet

**Briefing on transportation issues**

Chairman Hayzlett advised conferees of time restraints, but added the meeting could be continued in the regularly scheduled House Transportation Committee meeting at 1:30 in Room 519-S, so all could be heard.

Senator Laurie Bleeker, addressed the needs of central and south central Kansas and urged passage of a bill to meet those needs (Attachment 1). Al Silverstein, President and CEO, Great Bend, Chamber of Commerce; and Jolene Brauer, Barton County Commissioner; presented information in support of T-2000 program. Howard Partington, Great Bend City Administrator advised his written testimony is part of the package, and that he wished to verbally present testimony for Great Bend Mayor Lillian Papay, who could not be present, because she was attending her brother's funeral. In addition to the above, Mr. Partington advised the package also contains letters of support from other communities in Barton County. Charles A. Bartlett, P.E., Great Bend City Engineer, also spoke on the issues of public transportation, and enlarged on the previously addressed "Northwest Passage" discussion. The entire delegation strongly advocated passing a meaningful transportation bill in line with recommendations of the T-2000 Task Force. See package (Attachment 2).

Written testimony was submitted by Thomas Corns, Greensburg State Bank, Chairman of the Transportation Committee for the City of Greensburg and County of Kiowa; and by Dea Corns, representing Greensburg and tourism along Highway 54 where they have preserved "The Big Well" a marvel of pioneer engineering and the "World's Largest Pallasite Meteorite" (Attachment 3).

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE, Room 313-S Statehouse, at 12:10 p.m. on February 9, 1999.

City of Hoisington Mayor Clayton Williamson, expressed his area's concerns, explained needs and support for an equitable program, especially the "Northwest Passage" (Attachment 4). Rep. McKinney, addressed the Highway 54 matter and introduced members of Pratt County delegation. Janette Siemens, Pratt Chamber of Commerce (Attachment 5); Howard K. Loomis, Pratt, Medicine Lodge, Sharon, Liberal, Kansas (Attachment 6); Jeff Christensen, Havilan Mayor (Attachment 7); all explained the changes and circumstances which have resulted in this area's need for enhancements in the transportation system.

Don Knappenberger, St. John City Attorney presented a six point position paper for Stafford County, explaining their position in the middle of this area being discussed today (Attachment 8) Sarah Krom, Sunflower Diversified Services, Great Bend advised members regarding public transportation needs of rural citizens. Her organization is responsible for serving Rush, Rice, Pawnee, Stafford and Barton counties (Attachment 9).

Bill Oswalt, Chair, Board of Rice County Commissioners spoke specifically to the issue of non-state bridge and road maintenance program primarily because of the demise of rail services and the fact that these rural roads are now bearing loads approaching that of state and federal highways (Attachment 10). He advocated for the Northwest Passage which issue was also addressed in more detail by following conferees. Aaron Lynn McKee, City Administrator, City of Lyons continued the testimony regarding needs of their area. After introducing other members of their delegation, he emphasized their strong support of a strong comprehensive transportation program. Discussed the Northwest Passage (Attachment 11).

Susan Cadoret, Executive Director, Russell Area Chamber of Commerce for Russell County Transportation Task Force, summarized their air, rail, public, etc. needs, as well as the Northwest Passage and provided supporting documents (Attachment 12).

Representative Laura L. McClure provided a copy of her testimony before the Transportation 2000 Task Force and wished to re-emphasize the fact that Kansas citizens want and need an infrastructure to meet their needs (Attachment 13). Senator Lee briefly addressed the group, advising that she supports the needs as outlined by counties in her District. Margaret L VanScyoc, Economic Development Director for the City of Osborne, talked about the highway, air, and rail concerns that impact the economy of Osborne and expressed their support for the Northwest Passage (Attachment 14) Representative Edmonds, reported that he is highly supportive of his constituents efforts in connection with this program.

Senator Vidricksen advised attendees to pick up copies of the names and addresses of Senators and Representatives and contact them regarding support for a comprehensive program. He also reminded them that 22% of funding is returned to local governments.

Chairman Hayzlett announced the House Transportation Committee would meet at 2 p.m.

The meeting adjourned at 1:25 p.m.

The next meeting of the Joint Senate and House Transportation Committee is scheduled for February 10, 1999..

**JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE  
GUEST LIST**

**DATE: FEBRUARY 9, 1999: 12:00 NOON TO 1:30 P.M.**

| NAME                   | REPRESENTING               |
|------------------------|----------------------------|
| Bill Oswalt            | RICE Co. Commissioner      |
| Erna David             | Lyons Chamber of Commerce  |
| Jelene Brauer          | Barton Co Commish          |
| Darron Leiker          | Sterling City Manager      |
| THEA DVORAK            | Lyons Ministerial Alliance |
| AARON LYON MCKEE       | Lyons City Administrator   |
| Laureen Pfannerstiel   | Lyons Chamber of Commerce  |
| Herman B. Hoffmann III | Lyons City Councilman      |
| Howard D. Partington   | Great Bend - City          |
| CHUCK BARTLETT         | CITY OF GREAT BEND         |
| Ted Roberts            | Retired KDOT               |
| Tamara Tremann         | KS Dept of Hwy             |
| Calora Hayse           | Pratt                      |
| Paul Hayse             | Pratt                      |
| JIMMIE L. DOWNING      | GREAT BEND KS.             |
| Jeff D. Christensen    | Haviland Mayor             |
| Heather "              | Haviland                   |
| Jeanne Christensen     | Coldwater                  |
| Matt Christensen       | Haviland                   |

**JOINT MEETING - TRANSPORTATION COMMITTEE  
GUEST LIST**

**DATE:** February 9, 1999

| NAME                 | REPRESENTING                          |
|----------------------|---------------------------------------|
| Don J Kruppenberger  | City of St John Stafford Co.          |
| CAYTON WILLIAMSON    | CITY OF HISINGTON                     |
| Tom Van Bommel       | City of Herington                     |
| Mike Wilcoxon        | KDOT                                  |
| Margaret L Vanhook   | CITY OF OSBORNE                       |
| Charlene Mault       | Russell                               |
| CARLOS M. MILLER     | Great Bend                            |
| <del>Steve Sch</del> | <del>Great Bend</del>                 |
| Brian J Harrison     | Great Bend                            |
| Ray Rogers           | Great Bend                            |
| Clark Kingbury       | Great Bend                            |
| Phil Grossardt       | Great Bend                            |
| Jerry N Turner DVM   | Great Bend                            |
| Jim Kawalsky         | Great Bend                            |
| D.J. Handley         | Great Bend                            |
| Janet A. ...         | KS Public Transit Baiter Co.          |
| Jim Magee            | Independent Connection / OCK Inc      |
| Judy Brown           | Independent Conn / OCK Co.            |
| Curtis Linder        | MID-STATE AGENCY <sup>SALISBURY</sup> |

LAURIE BLEEKER

SENATOR, 33RD DISTRICT

5948 16TH ST. TERRACE  
GREAT BEND, KANSAS 67530  
(316) 793-3839

STATE CAPITOL, ROOM 460 EAST

TOPEKA, KANSAS 66612

(913) 296-7394



TOPEKA

## SENATE CHAMBER

COMMITTEE ASSIGNMENTS

EDUCATION

FEDERAL &amp; STATE AFFAIRS

JOINT COMMITTEE ON ARTS  
& CULTURAL RESOURCES

PUBLIC HEALTH AND WELFARE

Testimony of Senator Laurie Bleeker  
To the House and Senate Transportation Committees  
February 9, 1999

Chairman Vidrickson, and members of the committee:

Thank you for the opportunity to appear before you today. Many on this committee have spent long hours to travel our state during the interim, and hear the transportation needs our various communities have voiced, as in my community of Great Bend.

Throughout central and south central Kansas I have heard unsolicited comments as to the success of the last comprehensive highway plan. These comments have come, not just from those who would benefit directly from construction or the economic impact on our rural towns, but from the ordinary taxpayer who has seen his tax dollar at work on the infrastructure system he uses every day. And increasingly, I am hearing people talk of the need to continue that level of maintenance and improvement. But my constituents want two things: that any new plan will be funded and paid for in a responsible manner, and that an adequate amount of funding will be appropriated to build and maintain high quality roads with a reasonable life expectancy.

In central and south central Kansas, truck damage has taken an extraordinary toll on the rural secondary arterial, and we have experienced the loss of much of our short line railroad. In fact, most of the Kansas rail lines scheduled for abandonment are in a area from Great Bend south to the Oklahoma border. If we cannot save these lines with dollars for the short line owners, we might possibly spend the money better by "beefing up" the roads in these areas to deal with the heavy axle weight of harvest laden trucks.

Heavy truck traffic already dominates Hiway 54, and when Seaboard places the largest pork processing plant in the U.S. in Great Bend, the long time desire for a four lane diagonal corridor connecting at Hutchinson will be elevated to the one of need. For reasons of safety and the ability to move goods, we will need major modifications and enhancements to adequately service our agricultural and industrial commitments.

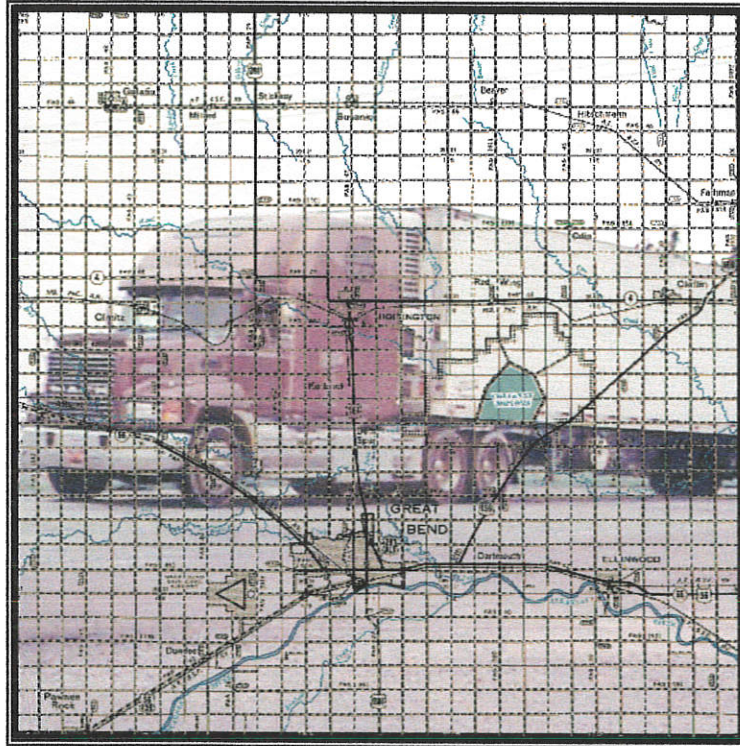
Numerous papers have credited the aircraft industry, and secondly the record wheat crops for the increased revenue the state has received. Yet rural Kansans have dealt with bottom dollar prices for grain, higher valuations on agricultural land, and increased cost of transporting their product. We all recognize that our roads, air and rail systems are the lifelines of the economy. As you put together a transportation plan, I encourage you to assist our agricultural and business entrepreneurs, because what is good for western Kansas is going to benefit our entire state.

Thank you for your consideration,

  
Senator Laurie Bleeker

JOINT SEN. & HOUSE TRANS. COMM.  
February 9, 1999  
Attachment #1

# *Great Bend/Barton County*



## *A Proposal to the Kansas Senate-House Transportation Committee*

### *For the Kansas Comprehensive Transportation Program*

JOINT SEN. & HOUSE TRANS. COMM.

February 9, 1999

Attachment #2



THE CITY OF GREAT BEND

Lillian D. Papay, Mayor

February 9, 1999

Senator Ben Vidrickson  
Chairman Senate Transportation Committee  
&  
Representative Gary Hayzlett  
Chairman House Transportation Committee

Dear Honorable Ben Vidreckson and Gary Hayzelett and Committee Members:

I appreciate the opportunity to address this committee on the very important transportation needs for the State of Kansas. I am Lillian Papay, the Mayor of Great Bend and a former State Senator.

First, I would like to acknowledge and express my appreciation to those who supported the 1989 Comprehensive Highway Program. I had the opportunity to work with many of the people who made the program possible. They realized the many lives that would be saved, the economic development opportunities that would be created, the time and property damage that could be saved and the many jobs that would become available. I thank those legislators and other supporters and know the people of Kansas also thank them.

As we move into the 21<sup>st</sup> Century we must also have the courage to face the future and fund the unmet needs of our transportation systems. Our community desperately needs the completion of the Northwest Passageway from Wichita to I-70 thru Great Bend. This corridor was recommended almost 40 years ago by the Jogenson Report. It was again recommended by the Smith and Associates study in 1975. Again in 1987, the Governor's Highway Task Force described the need for this route. Our community has not prospered in recent years primarily due to depressed oil and farm prices. The completion of the Northwest Passageway is essential to our survival.

There is a concern among legislators as to who will be the first to suggest a sufficient increase in user fees to fund an adequate program. You should not be concerned. The people of Kansas are willing and want to pay for continuing transportation improvements at the level recommended by T-2000.

Sincerely,

Lillian D. Papay  
Mayor

RESOLUTION NO. 100697-A

A RESOLUTION SUPPORTING THE COMPLETION  
OF THE NORTHWEST PASSAGE

WHEREAS, we recognize the importance of a safe transportation infrastructure system;  
and

WHEREAS, we support the Northwest Passage in Kansas from Hutchinson to Great  
Bend to Interstate 70; and

WHEREAS, we acknowledge the need and importance of direct access from Interstate  
40 to Interstate 70.

NOW, THEREFORE, BE IT RESOLVED that we support the completion of the  
Northwest Passage from Hutchinson to Great Bend to Interstate 70.

ADOPTED AND PASSED this 6th day of October, 1997.



*Lillian D. Papay*  
Lillian D. Papay, Mayor

ATTEST

*Wayne E. Henneke*  
Wayne E. Henneke, City Clerk





THE CITY OF GREAT BEND

Lillian D. Papay, Mayor

February 9, 1999

TO: Senate-House Transportation Committee

FROM: Howard D. Partington *HP*

RE: Joint Transportation Committee Public Hearing

Chairman Vidrickson, Chairmam Hayzlett and members of the committee, thanks for the opportunity to speak to you. Our area has long been a supporter of highway improvements and that support continues. We feel there is justification for another transportation program in Kansas. The Kansas Department of Transportation proved that they could produce on time and within budget. It's time to allow them the opportunity to begin a new round of major construction projects. System enhancements were a vital element of the previous program and should be the cornerstone of any future initiative.

We understand that consideration may be given to additional transportation activities such as airports and general public transportation. Our main priorities are highway related, but we also have considerable needs relating to both air and general public transportation. The safety of our residents is utmost in our consideration of transportation related deficiencies. Traffic accidents on 10th Street (K-96, US-56 and US-156) have been in excess of 123 accidents each year for the past four years.

I would direct your attention to the Statement of Priorities, which was adopted by the Great Bend City Council on August 3<sup>rd</sup>. Great Bend has completed a preliminary assessment of transportation needs and has listed them for your consideration. The City feels the improvements are essential to the future safety of our citizens and to our future economic well being, growth, and development over the next decade and beyond. The absence of such highway and transportation improvements will severely impede and may prevent the economic needs and growth from being met. We would be unable to finance such highway and related projects without substantial assistance from the State of Kansas through KDOT.

The City of Great Bend endorses and supports the enactment of a new transportation program. The program should be of sufficient size and magnitude to address some of our projects along with other capital improvements throughout the state. The City supports the T-2000 funding level, as it allow for increased system enhancements and greater funding of our existing highway maintenance needs.

The City of Great Bend's priorities include the Northwest Passage, numerous airport improvements, the Commission on Aging's transportation program and our four proposed bypasses. Our needs are great and we feel a new comprehensive transportation program is vital not only to our area but the entire state.

Your time and consideration is greatly appreciated.

## COMPREHENSIVE HIGHWAY PROGRAM STATEMENT OF PRIORITIES

The City of Great Bend has determined its needs for highway and transportation improvements. These specific highway and transportation improvements are essential to the future safety of its citizens, to the future economic well being of its community and to its growth and development over the next decade or more. The absence of such highway and transportation improvements will severely impede and may prevent the economic needs and goals of its community from being met. The City of Great Bend is unable to finance such highway and transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation.

The City of Great Bend does 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 below.

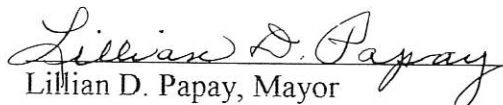
### Regional Significance Projects


- Northwest Passage, a four-lane highway from Hutchinson to Great Bend continuing on to Interstate 70.
- Airport Improvements

### Local Interest Projects

- General Public Transportation - Commission on Aging busses and vans provide service for our community.
- East Bypass - connects U.S. 56 to U.S. 281 and provides a convenient alignment for the Northwest Passage around the perimeter of Great Bend
- North Bypass- connects K-96 to U.S. 281 and utilizes existing right-of-way 1 1/2 miles north of Great Bend
- West Bypass - utilizes the existing Airport Road, which fronts the Great Bend Industrial Park and efficiently connects U.S. 156 to K-96
- South Bypass - utilizes the existing Railroad Avenue right-of-way and improves the corridor from U.S. 156 to U.S. 281.

The above is a true and accurate account of the Comprehensive Highway Plan Priorities agreed upon by the City Council at their August 3, 1998 City Council Meeting.

  
Lillian D. Papay, Mayor

  
Wayne E. Henneke, City Clerk





# Barton County KANSAS

Office of County Commissioners

(316) 793-1847

Courthouse

P. O. Box 1089

Great Bend, KS 67530

TO: Honorable Chairmen and Members of the  
Joint House and Senate Transportation Committee

FROM: Jolene Brauer  
Chair, Board of Barton County Commissioners

DATE: January 27, 1999

Thank you, Senate Committee Chairman Senator Ben Vidricksen and House Committee Chairman Representative Gary Hayzlett, and the members of the Joint Senate and House Transportation Committee, for the time you are contributing to the citizens of Kansas and for this opportunity to address this committee. Barton County offers enthusiastic support for a new statewide comprehensive transportation program. We take great pride in being strategically located within the transportation system of the state that includes: US Highways 281, 156, 96 and 56; State Highway 4; two railways; air transport for passenger and package services, and a public transportation network that links our citizens to community services. Within that system, Barton County has 399 miles of county highway and close to 700 bridges that help link area residents to the state and national transportation systems.

The 1989 Kansas Highway Plan greatly improved the highway system of this region. That plan replaced bridges, widened roadways, designed gentler slopes for shoulders and improved driver vision by cutting out small rises and straightening curves. The improvements have increased the safety of our highways and enhanced opportunities for economic growth.

Today, you will hear testimony of support for a new comprehensive highway plan. The three larger cities in Barton County have or will be considering actions in support of a new comprehensive highway plan along with specific projects. In turn, Barton County will consider a resolution that incorporates those projects. Together, I believe that we are excited about our economic future, especially concerning anticipated opportunities for economic growth.

To meet the anticipated growth in our community, I will mention two priorities for Barton County. The first concerns county highways and I ask that the off-system bridge replacement and maintenance program be continued. In 1999 the off-system program will fund the replacement of a bridge over the Arkansas River just east of Great Bend. The bridge, on a County highway, connects the Dartmouth grain elevator to US Highway 56. To pay for that bridge, at a cost estimated at over \$1 million, Barton County is to provide matching funds along with state and federal funding. Continuing the off-system bridge program in the next state comprehensive plan makes good sense. An off-system program should also include applications for County highway improvements.

The second priority for the next comprehensive highway plan is completion of the Northwest Passage from Hutchinson to Great Bend. For many years we have been planning a Kansas route as part of the Memphis to Denver highway corridor. As part of the corridor, the expansion of US Highway 96 between Wichita and Hutchinson is nearing completion, and what a magnificent highway. A similar four-lane expressway would dramatically enhance opportunities of economic development in central and western Kansas. In order to complete the Memphis to Denver route, the Northwest Passage will eventually continue on to Interstate 70. That project should be included in a third five-year comprehensive highway plan.

On July 27, 1998, the Board of Barton County Commissioners dedicated \$50,000 of our cash reserve for the Northwest Passage. The money will be used for planning involved with the Hutchinson to Great Bend highway enhancements. Barton County will participate with representatives from Reno and Rice Counties, as well as from our communities, in the preliminary planning for that route. To meet the anticipated demands placed on the central Kansas infrastructure due to the placement of a Seaboard Farms pork processing plant in Barton County, these transportation enhancements will be crucial to our community and the state.

Other Barton County officials and I would welcome any opportunity in the future to talk with you about specific transportation needs. Again, thank you, Senator Vidricksen, Representative Hayzlett, and members of the Joint Senate and House Transportation Committee for your time and for taking an interest in the transportation needs of Kansas.

RESOLUTION 1998-09

A RESOLUTION SUPPORTING THE COMPLETION  
OF THE NORTHWEST PASSAGE

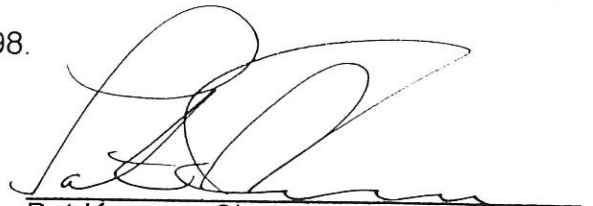
**WHEREAS**, the Board of County Commissioners of Barton County, Kansas, recognize the importance of a safe transportation infrastructure system; and

**WHEREAS**, the Commission supports the Northwest Passage in Kansas from Hutchinson to Great Bend to Interstate 70; and

**WHEREAS**, the Commission acknowledges the need and importance of direct access from Interstate 40 to Interstate 70.


**NOW THEREFORE, BE IT RESOLVED**, that the Board of County Commissioners of Barton County, Kansas, supports the completion of the Northwest Passage from Hutchinson to Great Bend to Interstate 70.

**ADOPTED** this 16th day of March, 1998.

  
Pat Keenan, Chairman

ATTEST:

  
Donna Zimmerman, County Clerk

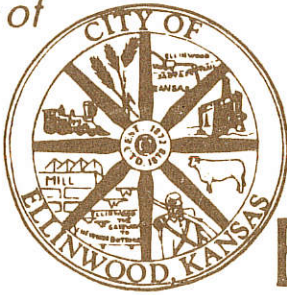
  
Jolene Brauer, Member

APPROVED AS TO FORM

  
Jeanette A. Shirer, Member

  
Richard A. Boeckman  
County Counselor

City of



## ELLINWOOD

January 29, 1999

To: Honorable Senate and House Members  
Joint Senate and House Transportation Committee

Dear Sirs:

The City of Ellinwood wishes to express its support for a statewide Comprehensive Transportation Program. We believe that in order for our state to grow and prosper all aspects of transportation must be addressed.

Ellinwood is located in Barton County on U. S. Highway 56 (State Highway 96) and only a short distance from the intersection of Highways 56 and 156. In addition, Central Kansas Railway and our local municipal airport serve Ellinwood.

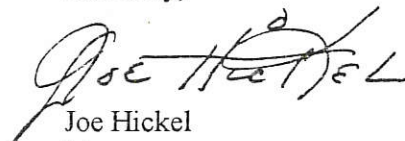
The availability of funds for completion of additional transportation projects and enhancements is paramount for our community's future. A specific project widely supported by our community and by our City Council is the development of a four-lane expressway from Hutchinson to Interstate 70. This four-lane expressway has commonly been referred to as the "Northwest Passage."

In spite of the State's recent economic growth, Barton County and Ellinwood remain in a depressed economy. This downturn is a direct result of low markets in our two major industries of oil and agriculture. In spite of the recent economic downturn we remain optimistic for the future and for the growth of our region. That is why development of quality transportation is of utmost importance.

The City of Ellinwood supports full funding of the Transportation 2000 plan and especially the funding and eventual construction of the Northwest Passage. We look forward to working with other local and state agencies to see this plan to completion.

Thank you for your consideration of this most important issue.

Sincerely,

  
Joe Hickel  
Mayor

"transportation"

P.O. Box 278  
Ellinwood, KS 67526  
316-564-3161

2-9



Clay Guthmiller  
Superintendent

John Harris  
Dr. Mike Aytes  
Assistant Superintendents

February 5, 1999

Honorable Chairmen and Members of the Joint House and Senate Transportation Committee:

Thank you, Senate Committee Chairman Senator Ben Vidrickson and House Committee Chairman representative Gary Hayzlett, and members of the Joint Senate and House Transportation committee for the opportunity to express our support for a new Comprehensive Highway Program. Transportation needs in Great Bend and Barton County continue to be a priority for our existing businesses as well as potential businesses. The creation of a Northwest Passageway would provide a vital link between central and western Kansas.

USD 428 is supportive of a highway program that would include the creation of a bypass in Great Bend. This bypass would be very beneficial to our students from a safety standpoint. Our district currently buses hundreds of regular and special education students on a daily basis. A bypass would create a much safer traffic pattern for our students and district patrons.

The need for improved roads is essential to the growth and development of Kansas. Great Bend and Barton County are on the verge of significant growth. A Comprehensive Highway Program that includes improvements to Barton County and Great Bend is a must.

Thank you for the opportunity to express our support for an aggressive Comprehensive Transportation Program that will best serve the interests of Kansans.

Sincerely,

A handwritten signature in cursive script that reads "Clay Guthmiller".

Clay Guthmiller  
Superintendent of Schools

CGva



Honorable Chairmen and Members of the  
Joint House and Senate Transportation Committee

Dear Chairmen and Committee Members:

I am writing this letter in support of the continuation of the Comprehensive Highway Program.

While the "electronic" highway is becoming increasingly important in today's world, so too are the paved highways in our nation. Completion of the Comprehensive Highway Program will provide a lifeline from Central Kansas to the rest of the State. This will afford us the same opportunities for economic growth and improved travel and safety that other communities within the state enjoy.

In addition, the Northwest Passage will provide opportunities for new businesses to locate within our area, thus creating new jobs and encouraging taxpayers to spend their dollars locally. I strongly believe that the entire population of Kansas will benefit from this Comprehensive Transportation Program and the continuation of the Northwest Passage. I applaud you and the Committee members, for your efforts to improve Kansas' roadways and to provide a highway system that will prepare our State for the next century.

Sincerely,

A handwritten signature in black ink, appearing to read "Veldon L. Law".

Veldon L. Law, Ed.D.  
President





Chamber of Commerce  
1307 Williams, P.O. Box 400  
Great Bend, KS 67530  
Phone: (316) 792-2401  
Fax: (316) 792-2404

February 9, 1999

Honorable Chairmen and Members of the  
Joint House and Senate Transportation Committee

Thank you, Senate Committee Chairman Senator Ben Vidrickson and House Committee Chairman Representative Gary Hayzlett, and members of the Joint Senate and House Transportation Committee for the opportunity to appear before you today.

The Great Bend Chamber of Commerce would like to express our member's appreciation to the State of Kansas for the successful completion over the last eight years of many beneficial highway improvements, which have been a part of the 1989 Comprehensive Highway Program. We believe that the current legislature and its members must enact legislation this session that establishes a new Comprehensive Transportation Program for the benefit the citizens of the State of Kansas.

The State of Kansas is at a critical juncture with the completion of the 1989 Comprehensive Highway Program. We have seen the economic and safety benefits that the program has delivered to the citizens of Kansas. We believe the lives of many Kansans were saved by the enactment of the 1989 Comprehensive Highway Plan. Kansans cannot rest on past successes and must now undertake passage of an aggressive Comprehensive Transportation Program like the one recommended by the T-2000 Task Force.

The Chamber strongly supports the continuation of the construction of the Northwest Passage as a four-lane highway from Hutchinson, through Great Bend, to I-70. In addition, system enhancement projects like the bypasses proposed by the City of Great Bend will alleviate the bottleneck that is currently created on 10th Street where US 56, 156, 281 and 96 all converge.

The Chamber recognizes that a properly funded Comprehensive Transportation Program will need a number of revenue sources. We believe that our members and the citizens of Kansas are willing to pay for a T-2000 type of plan which could include a user fee increase on gasoline, registration fee increases, 1/4% sales tax increase and reasonable bonding not to exceed 15 years.

Thank you for the opportunity to express our organization's support for an aggressive Comprehensive Transportation Program and that includes continuation of the Northwest Passage through Great Bend to I-70.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan I. Silverstein", is written over the word "Sincerely,".

Alan I. Silverstein  
President & CEO



*Barton County Economic Development Commission*

1300 Kansas  
Great Bend, KS 67530  
(316) 793-1950  
FAX (316) 793-1952

February 2, 1999

Honorable Chairmen and Members of the  
Joint House and Senate Transportation Committee

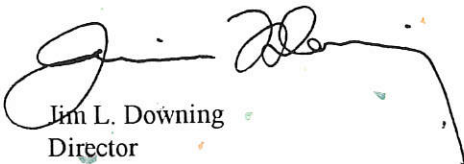
The Barton County Economic Development Commission commends the State of Kansas for its foresight in enacting the comprehensive highway program which can be credited with many, important improvements throughout the State over the past 8 years. BCEDC fully supports the efforts of your Committee and of the Legislature to develop the next phase of this transportation plan for Kansas and offers its services in any way we may be of assistance.

The flow of commercial transportation is vital to the future of rural Kansas communities, especially Barton County which is a regional hub of commerce in Central Kansas. Not only are we home to The Fuller Brush Company and Essex Group, Inc., two well known international-trade companies, but Seaboard Farms, Inc., one of the largest multi-national, agri-businesses in the world, will soon construct a new pork processing facility, scheduled to begin operation in Barton County in 2001. The economic vitality of our area is closely tied to the success of such businesses as these, and their success is closely tied to the safe, effective and efficient transportation of their goods and services to the world-wide market place.

Every Statewide study in recent years, of Kansas transportation needs, has identified the essential importance of the "Northwest Passage" connecting the Memphis to Denver route of commerce. The only section of the Passage which has not been completed is the segment between Hutchinson, Kansas, and I-70, and we respectfully request that your Committee recognize and affirm completion of this link as a priority in your new plan.

Thank you for seeking input from our area as you develop your recommendations. Please do not hesitate to contact BCEDC if we may assist you in your efforts.

Sincerely,



Jim L. Downing  
Director



## The Fuller Brush Company

---

Brady Gros  
Chief Financial Officer  
Vice President of Finance

February 5, 1999

Mary Tarkington  
Chair Transportation 2000 Committee  
Transportation 2000 Committee Members

Dear Sirs:

In October, 1994, CPAC, Inc. (NASDAQ: CPAK) acquired The Fuller Brush Company, Inc. Since that date, CPAC has invested more than \$5.2 million in new equipment for our facility. Most of the equipment purchased was for the manufacture of current or new products. Our employment level has grown from 249 in October, 1994 to 490 in January, 1998.

In April, 1995, Fuller licensed the Stanley Home Products name and began distribution of the products immediately. This transaction increased our annual sales by \$16 million and doubled our distribution equipment and employment level. Their product line was purchased from outside vendors. We added equipment and tooling to manufacture all of the Stanley product line in Great Bend.

On July 23, 1997, CPAC, Inc. acquired certain assets of the commercial cleaning chemicals business of IVAX Industries, Inc. We have incorporated the acquisition into our newly formed Cleaning Technologies Group and operate it as a division of The Fuller Brush Company in Great Bend, Kansas. Certain products of the Cleaning Technologies Group were produced in a 220,000 sq ft. Marion, Ohio plant. Included in the employment level above are 87 jobs in the Marion, Ohio plant. The decision was made to close the Marion, Ohio facility and move the manufacturing equipment and employment to Great Bend, Kansas. This acquisition increased our sales by \$27 million and tripled our freight traffic.

In November 1998, the Board of Directors approved a plant warehouse expansion at the Great Bend, Kansas facility of 105,000 sq. ft. This new warehouse facility will meet our current needs and allow for future expansion.

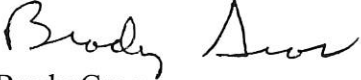
It has been publicly stated that CPAC plans to grow Fuller Brush in Great Bend by 20% per year through acquisitions.

We currently ship approximately 100 million total pounds of inbound and outbound materials. This freight is transported by highways, rail lines and airports. We need to continue to upgrade the transportation infrastructure to insure continued economic

development. If the Northwest Passage from Hutchinson through Great Bend to I-70 and the proposed bypasses around Great Bend are completed, any realized freight savings to Fuller Brush will be reinvested in the Great Bend facility to expedite our growth plans.

If you have any questions or require further information, please contact me. CPAC has numerous press releases related to the items mentioned above.

Sincerely yours,

  
Brady Gros

February 1, 1999

Ben Vidrickson  
Chairman Senate Transportation Committee

Representative Gary Hayzlett  
Chairman House  
Transportation Committee

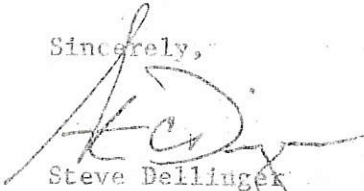
Dear Sirs,

Transportation in the state of Kansas provides a lifeblood for Economic Development and prosperity in our state. In our business our customers utilize our highways to transport many products across Kansas and the United States. Our employees, our most valuable asset, also utilize these systems in conducting our business and in their personal lives. As you can see, we are in the transportation business and we believe the construction of the Northwest Passage as a four-lane highway from Hutchinson, through Great Bend to I-70 will produce significant economic benefits in moving goods and travelers from Memphis to Denver by way of the Northwest Passage. We strongly support the Northwest Passage.

I understand that the City of Great Bend is also proposing a bypass around the city which will positively impact the livability of Barton County Communities as well as the efficient movement of goods and vehicles in and around Great Bend.

Thank you for the opportunity to express my support for the Northwest Passage.

Sincerely,

  
Steve Dellinger  
General Manager

**DOONAN**



**TRUCK AND EQUIPMENT, INC.**

HWY. 56 AND 156  
BOX 1286  
PHONE: 316-792-2491  
GREAT BEND, KANSAS 67530

2-16



*The People Who Know Tires Best*

P.O. BOX 268

904 WASHINGTON

GREAT BEND, KANSAS 67530

PHONE (316) 793-5414

February 9, 1999

Honorable Chairman and Member of the  
Joint House and Senate committee

Dear Chairman and Committee Members,

Becker Tire started as a small 2 man operation in Great Bend in July 1954 and grew to multiple locations using, conservatively, over 300 trucks per month furnishing finished products and raw materials to us plus distribution of our own products going out across the country.

One of the main assets to Barton County is the central location we enjoy in distributing our products. We are somewhat handicapped without a four lane highway system connecting us to interstate highways. We, and I speak of all local businesses and residents, need the Northwest Passage for continued growth and prosperity. I strongly support the continuation of the construction of the Northwest Passage because of the positive impact for our community. Residents and businesses alike will see significant economic benefits in moving goods and travelers efficiently through Kansas.

Becker Tire recognizes that a properly funded Comprehensive Transportation Program will need a number of revenue sources. We believe that the citizens of Kansas are willing to pay for a T-2000 type of plan which could include a user fee increase on gasoline, registration fee increases, 1/4% sales tax increase and reasonable bonding not to exceed 15 years.

I thank this committee for the foresight to work for the passage of this comprehensive transportation plan that will benefit the citizens of the State of Kansas and thank you for the opportunity to express my support for the Northwest Passage.

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Becker". The signature is written in dark ink and is positioned above the typed name.

Wayne H. Becker  
President/ CEO



February 5, 1999

Mary Turkington  
Chair Transportation 2000 Committee  
Transportation 2000 Committee Members

Dear Madam Chair and Committee Members:

The Highway Improvement Program of the past eight years has been an unqualified success. All citizens and business entities in Kansas have benefitted in some way from the enhancements to our transportation systems. As a business leader and resident of Great Bend and Barton County, I'm thankful for the progress to date, but not satisfied that our needs have been met yet.

Great Bend Manufacturing is a mid-sized company with 8 to 10 trucks per day making deliveries and another 4 to 6 trucks per day leaving with finished products. This truck traffic could more than double if we are successful in landing a Midwest distribution center for our parent corporation. Our chances would be greatly improved if we had quick and easy access to I-35 and I-70 highways. Therefore, I strongly urge your committee to recommend to the Governor and Legislature the construction of the "Northwest Passage" as a four lane highway from Hutchinson through Great Bend to I-70. Please give consideration, as well, to the bypasses proposed by the City of Great Bend, as they will greatly relieve congestion on our already busy roadways.

Thank you for your willingness to work on this very important committee, and I trust you will find a way to meet the needs of Great Bend and Barton County.

Best Regards,

A handwritten signature in cursive script that reads 'Ron Werth'.

Ron Werth  
Controller

at Bend Industries  
8701 6th Street  
Great Bend, KS 67530  
Phone: 316-792-4368  
Fax: 316-792-3935

Turning Ideas Into Engineered Solutions  
**KAYDON**  
FLUID POWER PRODUCTS GROUP

Seabee Corporation  
Victor Fluid Power  
Gold Star Manufacturing

February 5, 1999

Honorable Chairmen and Members of the  
Joint House and Senate Transportation Committee

Thank you, Senate Committee Chairman Senator Ben Vidrickson and House Committee Chairman Representative Gary Hayzlett, and members of the Joint Senate and House Transportation Committee for hearing our chamber representative.

Great Bend Industries, a Kaydon Company, would like to express our appreciation to the State of Kansas for the successful completion over the last eight years of many beneficial highway improvements, which have been a part of the 1989 Comprehensive Highway Program. We believe that the current legislature and its members must enact legislation this session that establishes a new Comprehensive Transportation Program for benefit to the citizens of the State of Kansas.

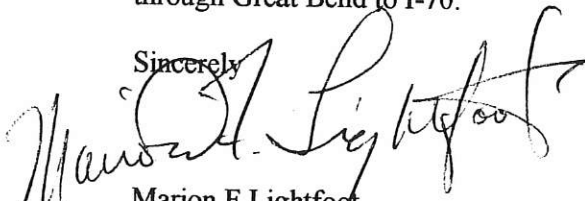
The State of Kansas is at a critical juncture with the completion of the 1989 Comprehensive Highway Program. We have seen the economic and safety benefits that the program has delivered to the citizens of Kansas. We believe the lives of many Kansans were saved by the enactment of the 1989 Comprehensive Highway Plan. Kansans cannot rest on past successes and must now undertake passage of an aggressive Comprehensive Transportation Program like the one recommended by the T-2000 Task Force.

Great Bend Industries strongly supports the continuation of the construction of the Northwest Passage as a four-lane highway from Hutchinson, through Great Bend, to I-70. In addition, system enhancement projects like the bypasses proposed by the City of Great Bend will alleviate the bottleneck that is currently created on 10<sup>th</sup> Street where U.S. 56, 156, 281 and 96 all converge.

We recognize that a properly funded Comprehensive Transportation Program will need a number of revenue sources. We believe that our members and the citizens of Kansas are willing to look at a T-2000 type of plan, which could include a user fee increase on gasoline, registration fee increases, ¼% sales tax increase and reasonable bonding not to exceed 15 years.

Thank you for the opportunity to express our organization's support for an aggressive Comprehensive Transportation Program and that includes continuation of the Northwest Passage through Great Bend to I-70.

Sincerely



Marion F Lightfoot  
General Manager





## The Great Bend Cooperative Association



P.O. Box 68  
Great Bend, Kansas 67530  
Telephone: 316 793-3531  
Fax: 316 792-1999

February 6, 1999

Senate Committee Chairman Senator Ben Vidrickson  
House Committee Chairman Representative Gary Hayzlett.  
And Members of the Joint Senate & House Transportation Committee

Dear Senator Ben Vidrickson, Representative Gary Hayzlett and Committee Members:

I would like to express my appreciation to the State of Kansas for the successful completion over the last eight years of many beneficial highway improvements, which have been a part of the last comprehensive transportation plan.


First, I would like to tell you who we are. The Great Bend Cooperative Association is an Agri-business located in Barton County. The organization consists of elevators in 6 locations receiving and shipping grains. Along with our elevators we are involved in fertilizer, fuel, feed, chemicals and farm products. Our sales last year was over \$30 million produced from book assets of \$12 million. We employ over 60 full time and 10 part time employees who live throughout Barton County.

Transportation is vital in the movement of our products. A few short decades ago we relied on the railroad for the transportation of our grain to market. Today our markets have changed and railroad service has declined causing us to move most of our grain by truck. Last year we moved over 5,500 trucks of grain to market or approximately 22 trucks per workday. All this grain arrived in our facilities by truck, Over 7,000,000 bushels of grain was handled at the Great Bend Cooperative last year. We received 16,450 truck loads of grain from the area farm community.

We receive all our crop inputs by truck. Fertilizer, fuel, feeds, chemical and various other commodities arrive exclusively by truck. over 1,650 trucks a year is depended on to bringing products for the rural community. Most of these products come from Kansas.

Many of the products we receive and ship go to Hutchinson or Wichita. I strongly support the construction of the Northwest Passage as a four-lane highway from Hutchinson, through Great Bend to I-70. This area will see significant economic benefits in moving goods and travelers efficiently throughout Kansas. The bypass proposed by the City of Great Bend will also enhance the transportation system for city residence and state travelers alike.

Thank you for the opportunity to express the Great Bend Cooperatives position on the proposed Northwest Passage project. It would be a very important improvement to the transportation system of Kansas

Sincerely,  
  
Frank J. Riedl  
President

2-20



JOHN MORRELL & CO

February 5, 1999

Honorable Chairmen and Members of the  
Joint House and Senate Transportation Committee

I would like to take this opportunity to express my support for a new comprehensive transportation program, and the continuation of the Northwest Passage.

John Morrell & Co.'s Great Bend, Kansas facility is one of, if not the largest manufacturer of processed pork products in the state. As such, we utilize over 120 trucks weekly to bring in our raw materials, and ship out finished goods. Obviously, adequate transportation is the lifeblood of our industry. We feel that a comprehensive transportation plan will greatly benefit economic development, and assist our 350 employees in conducting business, and in their personal lives.

I would like to express my appreciation to the State of Kansas for the successful completion over the last several years of the various highway improvements that have already been made as part of the last comprehensive plan. I would also like to commend this committee, and the legislature for having the foresight to work for the passage of a new comprehensive transportation plan that will not only benefit the citizens of Barton County, but the entire State of Kansas.

We support the local Chamber of Commerce in its efforts to encourage the passage of a new comprehensive transportation program.

Thank you,

Larry D. Holtrop  
General Manager  
Great Bend Packing, Co.

February 9, 1999

Honorable Chairmen and Members of the  
Joint House and Senate Transportation Committee

On behalf of Essex Group, Inc. and our employees, I would like to thank you for the many highway improvement projects that have been completed through the last State of Kansas comprehensive transportation plan. It is also imperative that considerations be made to support future legislation that will establish a new transportation plan that will carry us into the 21<sup>st</sup> century.

The condition and accessibility of the transportation infrastructure provide key elements to the survival and success of our business and the prosperity in our state. We extensively use the highways, rail lines and airports to move over 5 million pounds per month of raw materials in support to our plant and to transport the finished products to our customers. Without the ability to move materials easily, safely, and quickly via a sound transportation system, we and many other like businesses would be forced to relocate out of state.

Continued improvements and enhancements to the existing transportation systems only serve to guarantee the stability and growth of current communities and generates the relocation of new business to our state. Future construction, like the Northwest Passage through Barton county which would provide significant transportation access to existing interstate highways, critically raises freight movement efficiencies. The positive impact on western Kansas would be long lasting.

Thank you for the opportunity to express my support for a new comprehensive transportation program and the continuation of the Northwest Passage.

Sincerely,



Brent Rensch  
Plant Manager



A division of J-Star Industries, Inc.

2205 E. Wyatt Earp • P.O. Box 1724 • Dodge City, Kansas 67801 • 316/225-1142 • FAX: 316/225-6370

February 5, 1999

Chairman and Committee Members  
Joint House and Senate Transportation Committee


We at Roto-Mix would like to express our gratitude to the State of Kansas for the successful completion over the last eight years of many beneficial highway improvements, which have been a part of the 1989 Comprehensive Highway Program. We believe that the current legislature and its members must enact legislation this session that establishes a new Comprehensive Transportation Program for the benefit of the citizens and businesses in the State of Kansas.

The State of Kansas is at a critical stage with the completion of the 1989 Comprehensive Highway Program. We have seen the economic and safety benefits that the program has delivered to the citizens and businesses in Kansas. Kansans can not rest on past successes and must now undertake passage of an aggressive Comprehensive Transportation Program like the one recommended by the T-2000 Task Force.

As a business in Barton County, Roto-Mix strongly supports the continuation of the construction of the Northwest Passage as a four-lane highway from Hutchinson, through Great Bend, to I-70. In addition, the system enhancement projects like the bypasses proposed by the City of Great Bend will alleviate the bottleneck that exist on 10<sup>th</sup> Street, where US 56, 156, 281, and 96 all converge.

Thank you for the opportunity to express our company's support for an aggressive Comprehensive Transportation Program that includes continuation of the Northwest Passage through Great Bend to I-70.

Sincerely,

  
John Hawkins  
Controller



THE CITY OF GREAT BEND

Lillian D. Papay, Mayor

February 9, 1999

Senator Ben Vidrickson, Chairman Senate Transportation Committee,  
Representative Gary Hayzlett, Chairman House Transportation Committee,  
and Members of the House-Senate Transportation Committee:

Since 1989 I have had the opportunity to see the implementation of the first Comprehensive Highway Program and the subsequent Interim Program for the State of Kansas. As a motorist and an engineer I have appreciated on a personal and professional level the many highway improvements completed as a part of this program. Safety and efficiency have noticeably improved.

Here in Barton County we have benefited from Substantial Maintenance Projects on U.S. 281 and U.S. 156, and Major Modifications on U.S. 281, U.S. 56, and K-96. However, despite submitting proposals for bypasses in the first Comprehensive Highway Program, the City of Great Bend was unable to demonstrate a need greater than those communities where projects were funded. While working for the City of Great Bend, I have observed that the problems that precipitated the requests for bypasses around Great Bend in 1989 have been intensified with larger volumes of vehicles. For example, according to KDOT traffic counts, traffic volumes along 10<sup>th</sup> Street (U.S. 56) have increased from ten to fifteen percent over the last four years. Most noticeably, however, is the intersection of Washington and 10<sup>th</sup> Street (U.S. 56) where traffic volumes have increased from 15,785 vehicles per day in 1993 to 21,750 in 1997, an increase of 38 percent. Furthermore, in 1987 KDOT traffic studies showed that 21 percent of the vehicles traveling on highways in Great Bend were trucks. In a recent cursory study of the intersection of 10<sup>th</sup> Street (U.S. 56) and Main Street (U.S. 281) truck traffic accounted for 26 percent of the vehicles. Finally, from April of 1995 to April of 1998 429 accidents were reported on 10<sup>th</sup> Street (U.S. 56) alone. This equates to over 140 accidents per year for just 4 ½ miles of highway.


What does this data tell us? For the City of Great Bend, the data demonstrates that our need for a bypass system not only continues to exist but is more of a need than in 1989. It can only be assumed that the need for a bypass system will continue to increase in the years to come.

As an effort to alleviate the congestion and potential conflicts within the Great Bend roadway system a four-phased bypass system is proposed. One phase, the south bypass, utilizes the existing Railroad Avenue right-of-way and improves the corridor from U.S. 156 to U.S. 281. Another phase, the west bypass, utilizes the existing Airport Road, which fronts the Great Bend Industrial Park and efficiently connects U.S. 156 to K-96.

The third phase, the north bypass, connects K-96 to U.S. 281 and utilizes existing right-of-way 1 ½ miles north of Great Bend. The final phase, the east bypass, connects U.S. 56 to U.S. 281 and provides a convenient alignment for the Northwest Passage around the perimeter of Great Bend. It is believed that a system of roadways bypassing the City in a manner similar to this proposal will efficiently move truck traffic around the community, aid producers of goods within the community to more efficiently gain access to the State's highway system, and improve the livability of the community.

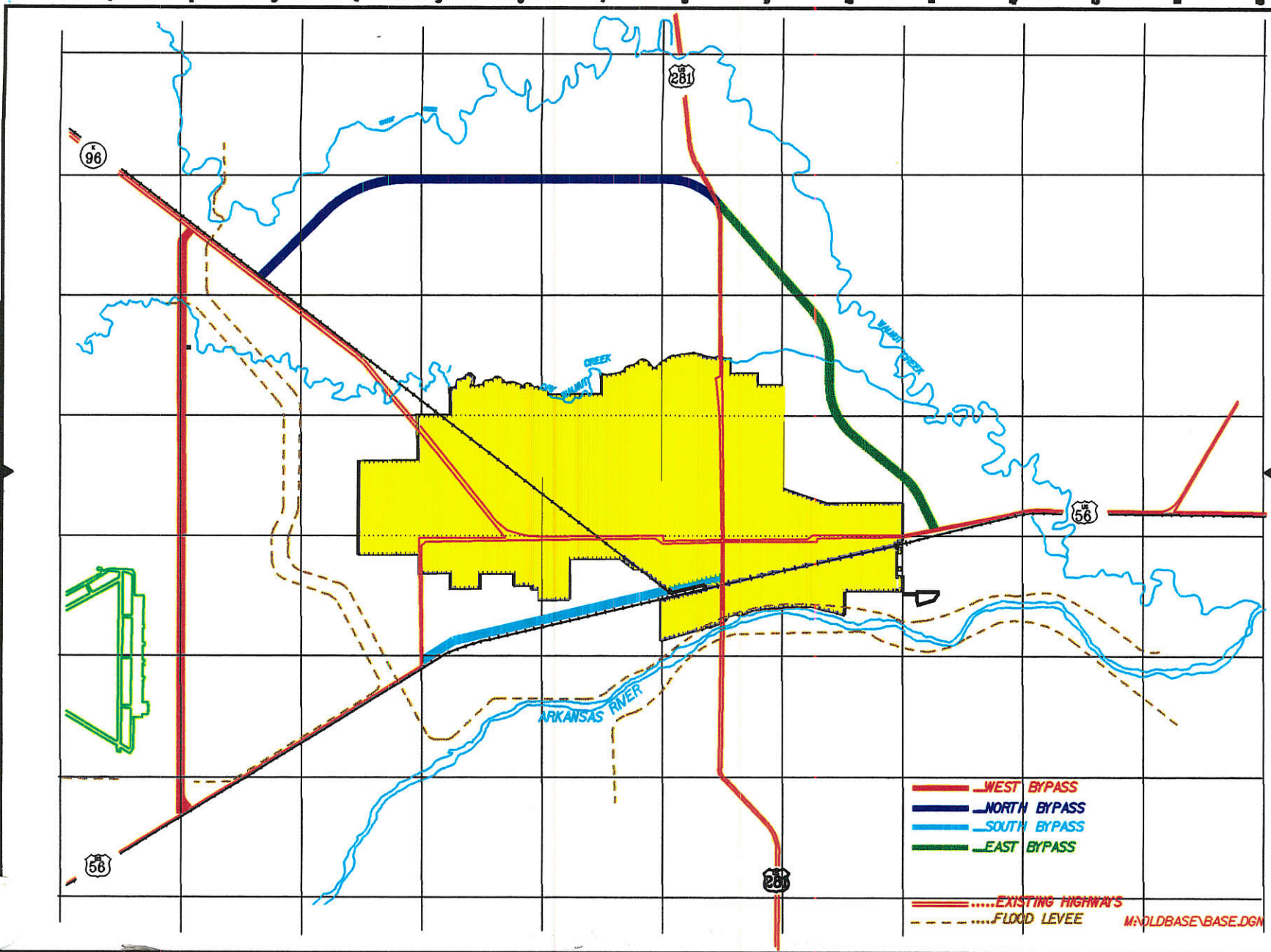
Thank you for the opportunity to present the City of Great Bend's proposal for bypasses in our community. Please allow me to answer any questions you may have about our proposed bypass system.

Sincerely,

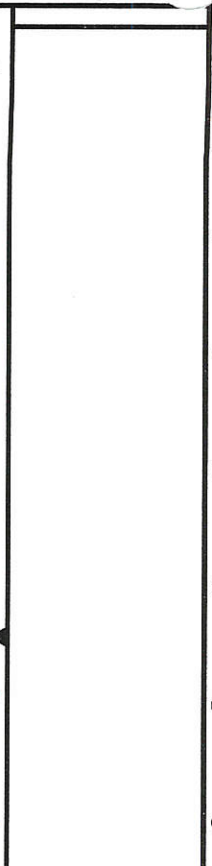
A handwritten signature in cursive script, appearing to read "Charles A. Bartlett".


Charles A. Bartlett, P.E.  
City Engineer

2-26



- WEST BYPASS
  - NORTH BYPASS
  - SOUTH BYPASS
  - EAST BYPASS
  - = = = EXISTING HIGHWAYS
  - - - FLOOD LEVEE
- M:\OLDBASE\BASE.DGN



  
 SCALE: 1" = 4000'  
 revision no. by date  
 site of  
**Great Bend, KS**  
 1209 WILLIAMS BOX 1188 - 67530  
 project no. contract no.

**BY-PASS PROPOSALS**  
 dgn file: \_\_\_\_\_  
 ref file: \_\_\_\_\_  
 scale: \_\_\_\_\_  
 sheet: \_\_\_\_\_ of \_\_\_\_\_  
 drawn by: \_\_\_\_\_  
 checked: \_\_\_\_\_  
 date: \_\_\_\_\_

2-24



January 20, 1997  
U.S. 56 (10<sup>th</sup> Street) and Sheridan Street, Great Bend, Kansas

Accident Data Summary  
U.S. 56, U.S. 156, K-96 (10<sup>th</sup> Street)  
Great Bend, Kansas

Maximum Average Annual Vehicles per Day (1997) .....21,750

Average Annual Accidents (4/95 to 4/98) .....143





THE CITY OF GREAT BEND

Lillian D. Papay, Mayor

**TO:** Senator Ben Vidrickson  
Chairman Senate Transportation Committee  
&  
Representative Gary Hayzlett  
Chairman House Transportation Committee

**FROM:** Robert G. Suelter, Great Bend Airport Manager

**RE:** Kansas Comprehensive Transportation Program

A new Comprehensive Transportation Program is now being considered by the State of Kansas. The issue of the inclusions of airports and airport improvements in that plan has been discussed. Currently airports receive no funding from the State of Kansas although they are an essential part of the Kansas Transportation System. In order to prevent the further deterioration of airports around the State of Kansas, and specifically the Great Bend Municipal Airport, it appears that it would be proper to include airports in any newly developed transportation plan.

The Great Bend Municipal Airport is a vital link serving the transportation needs of the Golden Belt area. Currently served by two airlines providing air service to Kansas City and Denver, the airport is rapidly becoming a starting off point for persons connecting with flights all over the world. The travelling public using the airport are from the business and the private sector. The airport is also used by the Lifewatch provider for transporting persons experiencing health emergencies to treatment not available in the Great Bend, Kansas, area.

The Great Bend Municipal Airport is operated by the City of Great Bend, Kansas. The airport was given to the City of Great Bend, Kansas, after it was determined to be excess property. The airport was constructed by the United States government as a training base during World War II. The airport was operated for training until the end of the war at which time it was abandoned by the government.

The Great Bend Municipal Airport is a facility that is in excess of fifty years old. It has been operated by the City for a number of years. The City has maintained the airport in a safe and adequate condition through its own resources and other resources available. The City has worked with the Federal Aviation Administration to keep up the airport. That agency has been of assistance in providing funds, which the City matches, that are used to maintain the runways and taxiways. Additionally, the Federal Aviation Administration has provided funds for some equipment at the airport. The Federal Aviation

Administration has also provided and maintained most of the landing and navigational aids at the airport.

Since the City is attempting to operate a fifty-five year old airport there are several problems that are encountered. The pavement at the airport is aging and deteriorating rapidly. Although the taxiways and the runways are in fair shape, they are deteriorating and will need work to maintain their quality. The apron areas around the hangars are not overlaid with asphalt and the concrete in the area is deteriorating. Many of the users of the airport complain about the deterioration of the concrete and the fact that as it chips loose that the loose debris is picked up by the propellers of the airplanes and strikes the fuselage.

The Great Bend Municipal Airport is served by two airlines. United Express and U.S. Air Express both serve the airport. They are faced with limited space in the terminal building. The terminal services and space will need to be updated in the future to accommodate these airlines.

The City anticipates that in the future it will need funds to:

1. Replace and upgrade the fire and rescue vehicles at the airport.
2. Repave the runways and taxiways
3. Repaint and remark the runways and taxiways at the airport.
4. Replace upgrade fencing at the airport.
5. Upgrade the concrete areas surrounding the hangers.
6. Update and upgrade radio communications equipment.
7. Further upgrade of snow removal equipment.
8. Further upgrade of maintenance equipment
9. Financing for planning studies for the operations area of the airport.
10. Updating and refurbishing Storage facilities at the airport
11. Continued updating and upgrading of lighting.
12. Maintenance and improvement offermlnal facilities.
13. Planning and expansion of the terminal facilities.
14. Upgrade of storage of transient aircraft.

The above matters are matters that are currently financed either partially or entirely by the City. In the event there are Federal Aviation Funds available and the City qualifies, those funds are used and matched by the City for specific purposes.

The City generates a limited amount of money from the airport. Money is generated form hanger rentals of the City owned T-hangers. The City also generates money by leasing out a portion of the airport for the growing of crops. The funds generated form these sources do not cover the expenses associated with the operation of the airport and certainly generate no funds for any of the above items



THE CITY OF GREAT BEND

Lillian D. Papay, Mayor

February 9, 1999

Senator Ben Vidrickson  
Chairman Senate Transportation Committee  
&  
Representative Gary Hayzlett  
Chairman House Transportation Committee Members

When considering enactment of a new statewide comprehensive transportation program, it is extremely important that improved access to public transportation services be considered. The citizens of Great Bend rely on elderly and handicapped coordinated public transportation to meet their special needs. Without public transportation many of our citizens would lose their mobility and have their lifestyles dramatically changed.

Our public transportation provides our elderly population access to our senior citizen center which is the focal point for many activities as well as the location for Elder Care Friendship Meals provided through the Southwest Kansas Area Agency on Aging. Many elderly and disabled citizens use this transportation system as well as for shopping, health care services and other business and social activities.

The cost of providing and maintaining totally accessible transit service for the elderly and disabled would be extremely difficult if not impossible without state assistance. Because of state funding we have been able to provide mini-bus service as well as operation of a cab. The demand for these services is continually increasing and needs to be a consideration of any comprehensive transportation program. We urge you to keep improved access to public transportation services in mind as you develop the new statewide comprehensive transportation program.

Sincerely,

Cherie Orth  
Assistant City Administrator

CO:hjb

**Great Bend Commission on Aging**  
**2005 Kansas Ave.**  
**Great Bend, Kansas 67530**

Senate-House Transportation Committee:

The City of Great Bend / Commission on Aging have been in operation since, 1974. We are a member of Coordinated Transit District #14 of Southwest Kansas. We provide transportation for the City of Great Bend, Elderly, Handicap, & General Public. We have two mini-buses that are wheelchair equipped & The CAB is a van that is the taxi for the city. In 1998 we have made the following one way transportation trips.

|           | Buses      | CAB       |
|-----------|------------|-----------|
| Shoppers  | 1,654      | 1,500     |
| Health    | 3,235      | 1,469     |
| Social    | 1,399      | 1,585     |
| Business  | 3,801      | 3,911     |
| Meals     | 1,945      | -----     |
| <br>Total | <br>11,756 | <br>8,736 |
| <br>Handi | <br>1,588  | <br>924   |
| Lift      | 1,235      | -----     |
| Under 60  | 2,149      | 3,824     |
| Over 60   | 9,607      | 4,912     |

We collected \$17,263.70 in bus fares and \$11,447.47 in CAB fares in 1998. We receive \$18,800.00 from KDOT Operating grant each year. Also \$4,700.00 from State grant in 1998. We received a grant for replacement for a bus of 80%-20% capital grant. Total expenses for the buses were \$44,387.08, CAB \$24,962.54, Dispatcher and other transportation expenses \$16,383.57. We had a total of 46,610 miles on the buses with an average fare of \$1.46 each. The CAB had 29,509 miles with the average fare of \$1.31.

We operate the buses from 8-5 Monday-Friday, Sat & Sun 9-4. Cab operates Monday-Friday 6:30 -6:30. We have 2 part time dispatchers with the service of a answering service.

The Great Bend City public transportation program is very essential for our city.

Senior Center Director  
 Rozena Tomlin

January 27, 1999

Kansas Representatives and Senators



Sunflower provides transportation services to a 5 county rural area. We serve Rush, Rice, Pawnee, Stafford, and Barton. During fiscal year July 1996 to June 1997 we provided approximately 4900 rides a month - close to 57,000 rides that year on KDOT/ Section 18 vehicles. These vehicles are funded through a 60% local match which requires a commitment from our agency to support and supplement the costs to keep affordable transportation for our rural citizens.

In March 1998 we cooperated with KDOT to retire 5 high mileage/high maintenance vehicles from our project cutting the number of reimbursable rides to approximately 2500 per month. This has necessitated a renewed commitment of an estimated additional \$30,000 minimum in agency funding to ensure the needs of transportation clientele don't go unmet.

Should we only serve those transportation clientele for which we receive reimbursement approximately 2100 rides a month would not be possible. Without a commitment from the state to address the needs of rural transit in the next round of legislative appropriations that will be the reality of our customers future.

Additional appropriations need to be made to assist with **vehicle replacement needs and operating expenses**. The current projections will not have the 5 retired vehicles replaced until the year 2001, that will not meet the need for any further replacement of the vehicles currently in the project or any service expansion required by the economic development of this area.

The information provided to you has a bottom line - the unfunded commitment made by our agency in project year 97/98 was \$126,188.00. With the addition of the \$30,000.00 required to maintain services and meet the needs of those we serve Sunflower is committing 83% of funding required.

Sunflower is supporting Governor's recommendation to increase rural funding to address the transportation needs of our clients. Sunflowers mission statement says it best -

**OUR MISSION IS TO PROMOTE INDEPENDENCE, INTERDEPENDENCE, AND INTEGRATION IN THE COMMUNITY TO ENHANCE INDIVIDUAL LIFE-STYLES.**

Fiscal Services  
P.O. Box 838  
8823 4th Street  
Westport Addition  
Great Bend, KS 67530

(316) 792-1321  
Fax (316) 792-4709

- Early Education Center  
Serving Children 0-3 Yrs. of Age

1312 Patton Rd.  
Great Bend, KS 67530

(316) 792-4087

- Rehabilitation
- Supported Employment
- Manufacturing
- Transportation Services

8823 4th Street  
Westport Addition  
Great Bend, KS 67530

(316) 792-1321

- Support Services  
(Case Mgmt. & Admissions)

- Community Living Services

1521 K-96 Highway  
Great Bend, KS 67530

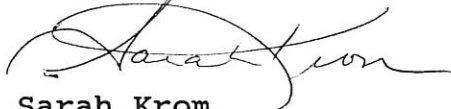
(316) 792-1325

Transportation is a key factor in our ability to provide the public with independence and opportunities to physically access the community.

O.W. Holmes once said: *"The great thing in this world is not so much where we are, but in what direction we are moving."*

Rural transportation needs must be met the question is - when. In what direction are we moving? As you consider the total package of transportation improvements which you been presented please don't dismiss the Public Transit systems and the struggle Public Transportation faces daily to meet the needs of rural Kansans.

Sincerely,



Sarah Krom  
Transportation Coordinator SDS

Sunflower Diversified Services, Inc.  
 Transportation Data  
 8/5/98

| Month         | KDOT Ridership | # of Miles on KDOT Vehicles | Maintenance Cost on KDOT Vehicles | Overall Expenses on KDOT Vehicles<br>(less project income) | # of riders on Non-KDOT Vehicle |
|---------------|----------------|-----------------------------|-----------------------------------|--|---------------------------------|
| July          | 4619           | 31766                       | 1307.67                           | 15621.82   | n/a                             |
| August        | 4403           | 26443                       | 3303.83                           | 16804.84   | n/a                             |
| September     | 4674           | 32973                       | 2115.73                           | 16530.59   | n/a                             |
| October       | 4959           | 30810                       | 3217.07                           | 16770.29   | n/a                             |
| November      | 4045           | 23343                       | 2400.04                           | 15747.42   | n/a                             |
| December      | 3771           | 22719                       | 1598.55                           | 18129.22   | n/a                             |
| January       | 4225           | 24873                       | 2821.19                           | 17789.86   | n/a                             |
| February      | 4207           | 25331                       | 2635.48                           | 17665  | n/a                             |
| March*        | 2143           | 13072                       | 1538.13                           | 7564   | 2873                            |
| April         | 2263           | 15987                       | 2213.54                           | 8928.47  | 2854                            |
| May           | 2473           | 16605                       | 2703.08                           | 8956.21  | 1874                            |
| June**        | 2333           | 17941                       | data not available                | data not available   | 1549                            |
| <b>TOTALS</b> | <b>44115</b>   | <b>281863</b>               | <b>25854.31</b>                   | <b>160507.72</b>   | <b>9150</b>                     |

2-34

KDOT reimbursement amount for fiscal year '97-98 was \$73682.89

5 KDOT vehicles were retired effective 3/1/98  
 1 KDOT vehicle was added effective 6/1/98

DOT vehicle #2324 was inoperable due to mechanical problems.

|           |                       |
|-----------|-----------------------|
| 160507.72 | Overall KDOT expenses |
| 27082.27  | Project income        |
| <hr/>     |                       |
| 187589.99 | Total project cost    |
| <br>      |                       |
| 49121.93  | Sec. 18 Reimbursement |
| 12280.48  | State Match           |
| <hr/>     |                       |
| 61402.41  | Total Reimbursement   |

|           |                                    |
|-----------|------------------------------------|
| 187589.99 | Overall KDOT Expenses              |
| 61402.41  | less Sec 18 & State Match          |
| <hr/>     |                                    |
| 126187.58 | Local Project Match-unreimbursable |

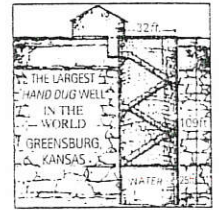
2-34

# Greensburg, Kansas 67054

CITY OFFICE: 239 SOUTH MAIN

PHONE (316) 723-2751

FAX (316) 723-2644



February 8, 1999

TO: House and Senate Transportation Comprehensive Committee

SUBJECT: Development of Highway 54 from Pratt to Mullinville

FROM: Thomas V. Corns, Chm. Transportation Committee for the City of Greensburg and County of Kiowa

The City of Greensburg and Kiowa County would like to present three points to the committee:

1. Support highway development of Highway 54 from Pratt to Mullinville - - one of the most heavily traveled roads in Kansas.
2. Emphasize the feelings of this community that Highway 54 should continue through the City of Greensburg for economic reasons. Our merchants in this small town cannot afford to relocate to a highway interchange. A bypass would be economic disaster for this town.
3. Relocation of Highway 54 several years ago has shortened our airport runway and rendered it dangerous. The city and county have retained an airport architect to develop a masterplan to relocate the airport to a safer location that will also accommodate Lifewatch fixed wing aircraft.

Highway 54 is vital to the development of Southwest Kansas and an important interlink to points as far south as El Paso and Mexico. The most heavily traveled portion of this road is from Pratt to Mullinville. This stretch of road was redone several years ago, but due to very heavy usage by trucks traveling to and from packing plants in Dodge City, Garden City, Liberal and destinations to the Southwest, the road is again in poor shape. The deep ruts left by these trucks fill with water and are dangerous.

JOINT SEN. & HOUSE TRANS. COMM.  
February 9, 1999  
Attachment #3



Route of Highway 54 through Greensburg: Our community supports highway expansion, but fears that a bypass around the community would be economic death. Much of our local economy is derived from the highway and the tourist. Our motels, gas stations, restaurants, tire shop and Big Well would be negatively impacted with a bypass. The community would enthusiastically support a four lane Highway 54 through town on it's present site. Our local businesses do not have the funds to relocate to a highway bypass interchange. These businesses would wither, and we fear the community would wither with them.

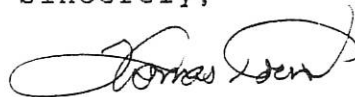
Airport Development: Restructuring of Highway 54 several years ago shortened our already short airport runway. There is no possibility of lengthening the runway or rebuilding the airport at the present site. It is bordered on the north by Highway 54 and on the south by a thirty foot drainage ditch. There is no runway overrun to allow aircraft to travel beyond the 2400' runway length. An engine failure during takeoff would result in a crash. Lifewatch fixed wing aircraft cannot serve our county.

The City and County have retained an airport architect and have developed an Airport Master Plan. A new site has been selected. The problem, of course, is funding for land purchase and building construction.

Kiowa County feels we have an urgent need to improve our present airport situation. We have taken steps to plan our airport and have funded development to date, but can't go further without assistance.

Thank you for your consideration and your efforts to develop our State of Kansas.

Sincerely,



Thomas V. Corns  
Kiowa County and City of  
Greensburg Transportation  
Committee Chairman

# The Big Well

315 S. Sycamore  
Greensburg, KS 67054  
phone (316)723-2261 1-800 207 7369  
bigwell.midway.net

## Chairperson and Committee Members:

*My name is Dea Corns. I am representing Greensburg and tourism along Highway 54.*

*Greensburg is a small rural community located on highway 54, known the world over because we have preserved a marvel of pioneer engineering, "The Big Well." Last year more than 52,000 visitors, including over 14,000 out-of state guests representing every state in the union and 55 foreign countries stopped to see the Well and the "World's Largest Pallasite Meteorite."*

*Highway 54 is the primary avenue bringing tourists to our county. It is very important that this passage way be improved to a four lane to provide safe travel for tourist into our town and at the same time expedite travel for the trucks carrying products from farm to market.*

*We in Greensburg are keenly interested in preserving our community. There are worthwhile attractions in Greensburg: the Well, the Meteorite, a Historical Museum, and Old Fashioned Soda Fountain, antique stores and businesses of interest to tourist. Our neighboring town of Mullinville has a restored historical round barn and a metal art display. Tourists are finding this area to be part of an interesting journey through Kansas. Once we get the tourists here we can help them find additional attractions in neighboring towns. We maintain over 250 brochures featuring attractions in Kansas in our tourist information center at the Big Well. We can help the traveler find additional attractions in neighboring towns and they are often surprised at the variety of things to do in Kansas. Our warm Kansas hospitality is inviting and makes tourists want to return for future visits.*

*The ratio of truck-car traffic is particularly dangerous between Pratt and Greensburg with increased traffic feeding in from the North-South Highways 183 and 61. There is a great variance of vehicle speeds, with a heavy volume of trucks moving at maximum speeds and recreational vehicles with cars in tow moving at much slower speeds, creating a very unsafe situation.*

*Please give your careful consideration to a comprehensive highway plan for Kansas to add safety and efficiency and bring additional traffic and revenue to Kansas from outside states.*

*Thank you*



*Dea Anne Corns  
Manager of the Big Well  
Greensburg, Kansas*

# CITY OF HOISINGTON

OFFICE OF THE MAYOR

PO Box 418  
HOISINGTON, KS 67544

PHONE 316-653-4125

DATE: February 9, 1999

TO: Members of the Joint House and Senate Transportation Committee

FROM: Clayton Williamson, Mayor  
City of Hoisington, Kansas

Thank you for the opportunity of coming before you today to express my city's concerns on the highway issue now before this committee.

I would like to speak of the impact that the segment of highway commonly known as the "Northwest Passage" would have on my community. But first, I would like to speak briefly about my community and its recent trials.

Hoisington is located in Barton County where for many years the oil industry supported thousands of jobs bringing wealth to the community. In the early Eighties the oil industry collapsed causing many to seek employment elsewhere. Population in the county fell considerably leaving empty homes throughout Hoisington. Stores closed from a lack of patrons, more people moved away to find employment and the city's tax base took a serious hit.

More recently, with the merger of the Union Pacific and Southern Pacific railroads, Hoisington was dealt another economic blow. The cross country rail line that ran through Hoisington was closed. Prior to that closing, there were 12-16 trains daily running through and changing crews in Hoisington. Today, there are a couple of trains a week running on a "short line". Hoisington has lost approximately 60 families through the merger leaving more homes vacant.

Additionally, the rail line was downgraded from a "Class 1 rail line" to a "Class 4 rail line" with the resulting taxes paid to the county being reduced by 97 percent.

A domino effect came into play, people in supporting industries and stores lost jobs and more stores closed. This caused additional people to seek work elsewhere leaving more homes vacant. There are now fewer people left to pay taxes and taxes have risen for those remaining, many of those are on fixed incomes.

JOINT SEN. & HOUSE TRANS. COMM.  
February 9, 1999  
Attachment #4

In the past twelve months, a convenience store in Hoisington that catered to railroad crews has experienced a 13.8 percent loss in overall sales. Other businesses in town are experiencing similar losses.

Hoisington is at the crossroads of highways US 281 and K-4. Grain, cattle, freight and fuel trucks run through Hoisington which has a old main street consisting of brick that was built to accommodate Model A cars and small trucks. Today's eighty thousand pound loads are devastating to a street of that age resulting in constant and expensive repairs.

Throughout central and western Kansas farmers and elevators are experiencing serious difficulty in getting grain shipped to markets. Many rail sidings have been ripped out at elevators leaving no way to load rail cars. And, in some cases the entire rail line has been ripped out leaving trucks as the only way to move grain. I remember last Summer's horror stories of thousands of tons of grain rotting on the ground throughout the state. Somehow, this does not strike me as conducive to a healthy economy for Kansas.

Our secondary highways are carrying loads daily that they are not designed to carry. If this practice continues, our existing bridges and highways will begin to deteriorate. For example, K-4 was overlaid a few years ago from the east K-4 / US 281 junction in Hoisington to the west K-4 / US 281 junction 4 miles west of Hoisington. Today, you can feel every expansion joint in that four miles, each joint will literally rattle your teeth.

Opportunities are in short supply in central and western Kansas. It's imperative that we look at any opportunity for growth. Opportunities and growth follow the path of least resistance -- including adequate transportation avenues. The completion of the Northwest Passage would bring new prospects for growth to our area.

With K-96 from Wichita to Hutchinson already in place as a four lane, the logical answer is to finish it on through Great Bend, Hoisington and on to Russell to connect with I-70. That link would greatly enhance traffic from Memphis, Tennessee through Denver, Colorado and into the Northwest.

I believe that the route continuing from Hutchinson to Great Bend then north to Hoisington and following Highway 281 north to Russell would be the least expensive, most expedient route to complete the Northwest Passage, and be beneficial to all Kansans.

Much of the funding could and should come from user fees, a small sales tax increase, vehicle licensing increases -- even as a toll road if necessary.

Thank you very much for your time and attention.

STATEMENT OF JEANETTE SIEMENS, EXECUTIVE DIRECTOR  
PRATT AREA CHAMBER OF COMMERCE & ECONOMIC DEVELOPMENT  
JOINT COMMITTEE ON COMPREHENSIVE TRANSPORTATION PLAN  
TOPEKA, KANSAS FEBRUARY 9, 1999

U.S. HIGHWAY 54 & 400 IS EXTREMELY IMPORTANT TO THE SURVIVAL AND GROWTH OF SOUTH CENTRAL AND SOUTH WEST KANSAS. UPGRADING OF THE HIGHWAY NEEDS TO BE AN INTEGRAL PART OF THE KANSAS TRANSPORTATION SYSTEM. THE WESTERN ONE HALF THE STATE CAN BECOME ISOLATED IF THE TRANSPORTATION INFRASTRUCTURE DOES NOT PROVIDE THE CRITICAL TIE TO THE EAST AND NORTH WHERE THE METROPOLITAN AREAS ARE LOCATED.

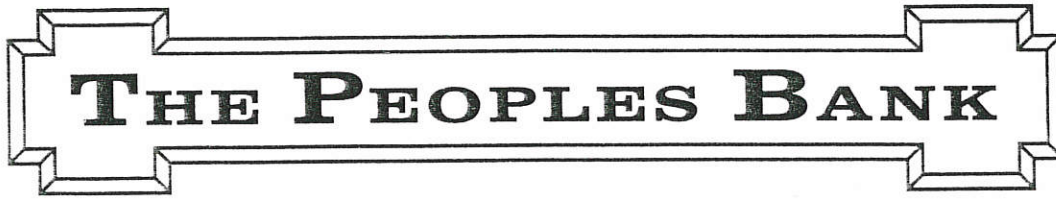
AS ONE OF THE RURAL COMMUNITIES IN THE STATE FACING DECLINING POPULATION AND TRYING TO MAINTAIN A SOLID ECONOMIC BASE, THE IMPORTANCE OF A QUALITY TRANSPORTATION SYSTEM CANNOT BE UNDERSTATED. WE ARE A REGIONAL RETAIL/SERVICE CENTER IN OUR AREA. NOT ONLY ARE MANY SMALL COMMUNITIES DEPENDENT ON WHAT WE HAVE TO OFFER, WE ARE DEPENDENT ON THEIR SUPPORT. GOOD TRANSPORTATION FACILITIES ARE NECESSARY FOR THIS TO HAPPEN. WE RECENTLY WORKED IN COOPERATION WITH NEIGHBORING COUNTIES OF KINGMAN AND KIOWA TO DESIGNATE THAT SECTION OF HIGHWAY 54 AS THE CANNONBALL STAGELINE HIGHWAY FOR TOURISM PURPOSES. COLLECTIVELY, WE HAVE MUCH TO OFFER AS A TOURISM DESTINATION, BUT WE ALL KNOW THAT GOOD HIGHWAYS AND ROADS ARE WHAT VISITORS EXPECT AND DEMAND. THE AREA OF TOURISM IS JUST NOW BEING DEVELOPED AND HAS GREAT POTENTIAL IF TRANSPORTATION NEEDS ARE MET.

AGRICULTURE IS A MAJOR PART OF OUR ECONOMY. THE RAILROAD SITUATION HAS MADE TRUCK TRANSPORTATION EVEN MORE CRITICAL TO OUR AREA FOR THE MOVEMENT OF GRAIN. WITH THE GROWTH IN THE FEEDING AND PROCESSING INDUSTRY IN WESTERN KANSAS, TRUCK TRAFFIC IS ONLY INCREASING, MAKING A QUALITY HIGHWAY SYSTEM, SPECIFICALLY HIGHWAY 54, MORE IMPERATIVE.

THE TRAFFIC COUNT ON HIGHWAY 54 FROM WICHITA ON PAST GREENSBURG IS DESIGNATED HEAVY COMMERCIAL TRAFFIC, JUST LESS THAN 6,000 DAILY COUNT. IN PRATT PROPER, THE COUNT IS MORE THAN 6,000 DAILY. THE SHEER NUMBERS OF THESE KINDS OF VOLUME INDICATE HOW VITAL THIS HIGHWAY IS TO OUR ECONOMY. IT ALSO RAISES ISSUES OF SAFETY. SAFETY CONSIDERATION FOR STUDENTS AND STAFF OF OUR LOCAL SCHOOL DISTRICT HAS BEEN BROUGHT TO OUR ATTENTION. IT IS THE HOPE OF THE DISTRICT THAT ANY LONG RANGE PLAN WILL ADEQUATELY ADDRESS THIS MAJOR ISSUE WHERE A LARGE NUMBER OF STUDENTS AND EMPLOYEES MUST CROSS THIS MAJOR HIGHWAY ON A REGULAR BASIS. THE EASE WITH WHICH TRAFFIC IS MOVED AND THE MAINTENANCE REQUIRED WITH THIS AMOUNT OF TRAFFIC IS AN ISSUE. CONCERNS ABOUT HAZARDOUS WASTE BEING MOVED FROM ONE LOCATION TO ANOTHER WITH THIS HIGH TRAFFIC COUNT HAS BEEN RAISED. HIGHWAY 54 IS A NATURAL INTERSTATE ROUTE THAT PROVIDES ADDITIONAL TAX REVENUES FOR THE STATE. IT IS ALSO A CONNECTING LINK FOR THE KANSAS TURNPIKE ASSOCIATION.

PRATT LIVESTOCK, THE LARGEST VOLUME CATTLE AUCTION FACILITY IN THE NATION, IS LOCATED ON HIGHWAY 54. THEY ALONE AVERAGE 100 TRUCKS IN AND OUT ON A WEEKLY BASIS. THAT NUMBER CAN COME WITH 30 OR SO A WEEK UP TO 200. HIGHWAY 54 IS THE CONNECTING LINK FOR PRATT LIVESTOCK WITH OTHER MAJOR HIGHWAYS. RECENT IMPROVEMENTS, WHICH INCLUDE A TURNING LANE, ARE HELPING WITH THE CONVENIENCE AND SAFETY OF THIS KIND OF TRAFFIC, BUT THE VOLUMES ARE NOT DECREASING ONLY INCREASING. THIS DOES NOT ACCOUNT FOR THE OTHER TYPES OF VEHICLES OF 30-60 FARMERS WEEKLY WITH TRUCKS AND TRAILERS. IF THE HIGHWAYS ARE SAFE AND THUS PROVIDE NOT ONLY A FASTER COMMUTE TO WICHITA AND OTHER MORE POPULATED AREAS FROM PRATT, THEY WILL ALSO PROVIDE THE REVERSE FROM THESE CITIES TO ALLOW WORKERS FROM LARGER AREAS TO COMMUTE TO PRATT TO HELP SUPPORT POTENTIAL EMPLOYMENT NEEDS THAT MIGHT RESULT FROM INDUSTRY EXPANSION IN THIS PART OF THE STATE.

A NEW COMPREHENSIVE TRANSPORTATION PLAN IS VERY IMPORTANT TO THE ENTIRE STATE, BUT OF COURSE WE ARE MORE AWARE OF OUR OWN NEEDS AND WE KNOW THAT TO GROW AND EVEN MAINTAIN, A GOOD HIGHWAY SYSTEM ALONG WITH OTHER TRANSPORTATION NEEDS IS CRITICAL.



222 South Main Street · Pratt, Kansas 67124-1102  
316-672-5611

PRATT · MEDICINE LODGE · SHARON · LIBERAL  
KANSAS

Testimony of Howard K. Loomis, Pratt, Kansas

The 1989 Comprehensive Highway Plan is a great success. Narrowly adopted after a special session of the Legislature had failed to resolve the issue the preceding year, it has saved untold lives, substantially reduced accidents, and jump started the Kansas economy.

After two decades of underfunding highways and seeing the economy grow slower than other states, Kansas has reversed its malaise and now enjoys the best business and population growth in the West Central United States.

Kansas has come a long way in the past decade, thanks to the one legislator who provided the margin to adopt the 1989 Comprehensive Highway Plan. Even legislators who had opposed the plan came to realize how it has benefitted all Kansans.

As a result of the 1989 plan, Kansas is enjoying the results of a decade of solid economic growth, rising tax revenues, improved safety, and better access to all areas of the state.

You are now asked to build on proven success. Kansas once again has economic momentum, thanks to improved highways. In the past four years, the Kansas legislature has been able to reduce taxes each year and reduce the cost of doing business and living in Kansas to the level of surrounding states.

This happened because the Kansas economy grew in response to the successful highway program now being completed.

Only a small portion of the 1989 program went to system enhancements, and this is the reason that an ambitious Comprehensive Transportation Plan is now before the Legislature. Enhancements do not come cheap.

An ambitious program is needed to assure that Fort Scott, Coffeyville, Winfield, Belleville, Phillipsburg, Great Bend, Dodge City, Garden City, Liberal, and Pratt - and all the cities and towns near them - participate fully in the growth of the Kansas economy and are tied in efficiently to the national interstate highway system.

The beef packing plants of Southwestern Kansas have generated millions of dollars of payroll and tax revenues, probably enough in taxes to build a four-lane yellow brick road to

Liberal and Garden City. Yet today all of their output is shipped by truck to their customers beginning on two-lane roads.

The US 54-400 corridor from Wichita to Liberal and Garden City is an interstate traffic route as well as a key Kansas traffic route. Every day in Pratt we see snowbirds from Minnesota and Iowa taking their motor homes to Arizona in the winter, as well as Oklahomans with ski racks on their Explorers heading for the slopes in Colorado.

West of Pratt, 4,500 vehicles use this road every day including 1,300 large trucks. When US 54-400 is four-laned, I'll bet that the traffic doubles. Increased travel means increased taxes, increased jobs, increased payroll, increased sales.

The State of Kansas will strengthen and diversify the economy of Southwest Kansas by linking up with the commitments of Oklahoma, Texas, and New Mexico to four-lane US 54 from I-35 at Wichita to I-40 at Tucumcari. Motorists and truckers will save 120 miles of driving when the entire corridor is four-laned, and the road will be safer. Does Kansas want to forego this additional business? I hope not! Only the State can provide the improvement that makes this happen.

Should Pratt ignore its unmet travel potential? I think not! We now have three miles of four-laned US 54-400 in Pratt County, passing lanes courtesy of the 1989 plan. They are wonderful compared to the other 27 miles.

Four-laning US 54-400 will come in my lifetime only if a Comprehensive Transportation Plan is adopted this year. It is never easy to fund a vision. All of Southwest Kansas needs a four-laned US 54-400 from Wichita to Garden City and Liberal. The sooner it is completed the sooner Kansas generates additional tax revenues and enjoys a stronger economy. Highways are lifelines.

The section of highway between Mullinville and Kingman intersects at Mullinville with Highways 54 and 400, at Greensburg with Highway 183, and at Pratt with Highway 281 and 61.

Putting in the four lane highway out to Western Kansas would give easier access to business and commerce travel.

The highway is already busy with truck traffic from Western Kansas from ag related business such as national carriers and others hauling such ag related products as grain, chemicals, livestock and fertilizers that are necessary for the farm communities in this area of Kansas.

The Central Kansas Railway (CKR) that connects Wichita terminal elevators to the South Central Kansas towns of Protection, Coldwater and Wilmore is not moving freight west of Coates. The tracks have been picked up from Englewood, Ashland and Sitka. This has forced those elevators to use trucks to move their grain to market.

Haviland has built and is operating a unit train loader that will handle approximately 6,000 to 12,500 trucks a year. Haviland will, in essence, become a substitute for a shortline railroad. Thus, saving the wear and tear on those highways east of Haviland by keeping those trucks from going all the way into traditional markets of Hutchinson, Wichita or Kansas City.

The last traffic count that was taken west of Haviland in 1998 before the loader was in operation was 4,865 of which 1,300 were trucks. East of Haviland the count was 4,800 of which 1,295 were trucks. Since then, Haviland, has taken in over 3,000 trucks and shipped over 1,200 rail cars of grain.

Haviland is also the home of Barclay College, the only four year college in South Central Kansas. Plans to expand our highway will enhance the opportunities for both Barclay College and the city of Haviland to grow.

--Jeff Christensen  
February 9, 1999



## PROPOSED PROJECTS FOR STAFFORD COUNTY T-2000 TASK FORCE REPORT

Projects proposed for the next ten year comprehensive plan for Stafford County:

1. Build an over pass at the junction of U.S. Highways 50 and 281. A number of fatality accidents have occurred here over the past five years.
2. Complete U.S. 281 highway as a "Super 2" highway between Pratt and Great Bend. A portion of this highway still needs to have paved shoulders.
3. Reopen the State KDOT office in Stafford County. The maintenance of the highways in Stafford County has suffered greatly, especially in winter, since the closing of the local office two years ago.
4. Fund city and county highway funds at the highest level possible, local funding is becoming more difficult with the shrinking property tax base.
5. Long term plan of making U.S. Highway 50 a four lane road to Colorado State Line.
6. Stafford County supports the Northwest Passageway.

RESOLUTION 99-6

RESOLUTION  
ENDORISING THE ENACTMENT OF  
THE HIGHWAY 2000 PLAN


WHEREAS, the Board of Commissioners of Stafford County wish to join with the Kansas Association of Counties, the Kansas Association of School Boards and the Kansas League of Municipalities in endorsing the enactment of the Highway 2000 Plan;

WHEREAS, the economy and well being of the State of Kansas and Stafford County are greatly affected by the quantity and quality of roadways,

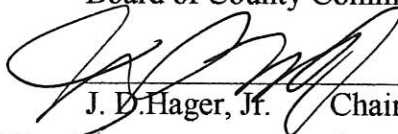
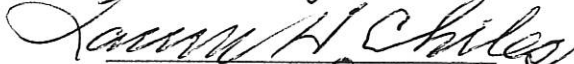
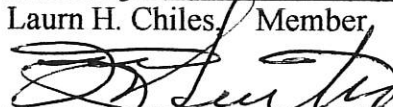
NOW, THEREFORE, BE IT RESOLVED, by the Board of Stafford County Commissioners that Stafford County endorses the Highway 2000 Plan and encourages the Governor and State Legislature to adopt the Highway 2000 Plan and to take positive steps toward enhancing the road network within Stafford County, Kansas

Adopted by the Board of County Commissioners of Stafford County, Kansas  
This 8<sup>th</sup> day of February, 1999.

Attest

  
Dorothy L. Stites  
County Clerk

Board of County Commissioners

  
J. D. Hager, Jr. Chairman  
  
Laurn H. Chiles, Member  
  
Lee Suiter, Member

## RESOLUTION SUPPORTING T-2000 TASK FORCE REPORT

Whereas the City of St John, Kansas realizes the importance of a new ten year comprehensive transportation plan for the State of Kansas, and

Whereas the Transportation 2000 Task Force recommendations are substantially more complete than the plan proposed by the Governor's office, and

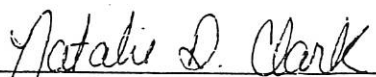
Whereas the City of St John, Kansas supports the efforts of the Transportation 2000 Task Force Committee and its recommendations to the Governor and Legislature.

Now therefore be it resolved that the City of St John supports the plan proposed by the Transportation 2000 Task Force and requests that the Legislature and the Governor approve the plan as proposed.

Approved by the City Council this 2nd day of February, 1999.

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

RESOLUTION  
ENDORISING THE ENACTMENT OF  
THE HIGHWAY 2000 PLAN

WHEREAS, The City Council of Macksville, Kansas, wish to join with the Kansas Association of Counties, the Kansas Association of School Boards and the Kansas League of Municipalities in endorsing the enactment of the Highway 2000 plan;

WHEREAS, the economy and well being of the State of Kansas and The City of Macksville are greatly affected by the quantity and quality of roadways.

NOW, THEREFORE, BE IT RESOLVED, BY THE City Council that the City of Macksville endorses the Highway 2000 Plan and encourages the Governor and State Legislature to adopt the Highway 2000 Plan and to take positive steps toward enhancing the road network within Stafford County, Kansas.

Adopted by the City Council of Macksville, Kansas.  
This 1st day of February, 1999.



William L. Schumaker, Mayor



Attest

Janet S. Hudson, City Clerk

Good Afternoon !

Representatives and Senators

I am Sarah Krom, Community Inclusion/Transportation Coor. for Sunflower Diversified Services. I would like to address the need for increased State investment in public transportation of Kansas' rural citizens.

Sunflower provides transportation services to a 5 county rural area. We serve Rush, Rice, Pawnee, Stafford, and Barton. During fiscal year July 1997 to June 1998 we provided approximately 4900 rides a month - close to 57,000 rides that year on KDOT/ 5311 General Public vehicles. These vehicles are funded through a 60% local match which requires a commitment from our agency to support and supplement the costs to keep affordable transportation for our rural citizens.

In March 1998 we cooperated with KDOT to retire 5 high mileage/high maintenance vehicles from our project cutting the number of reimbursable rides to approximately 2500 per month. This has necessitated a renewed commitment of an estimated additional \$30,000 minimum in agency funding to ensure the needs of transportation clientele don't go unmet. This commitment comes at the expense of other services we could provide to the disabled if those dollars were available.

Should we only serve those transportation clientele for which we receive reimbursement approximately 2100 rides a month would not be possible. Without a commitment from the state to address the needs of rural transit in the next round of legislative appropriations that will be the reality of our customers future. This situation is not unique for our area, most providers have a large unfunded commitment to meeting the majority of the transportation needs of the elderly, disabled, and general public. Funds need to be appropriated to assist providers in maintaining and expanding the current level of service.

Additional appropriations need to be made to assist with vehicle replacement needs and operating expenses. The current projections will not have the 5 retired vehicles replaced until the year 2001, that will not meet the need for any further replacement of the vehicles currently in the project or any service expansion required by the economic development of this area. The lack of adequate funds for vehicle replacement also threatens the safe transportation of citizens. Current mileage on 4 of the remaining General Public vehicles ranges from 123,000 to 370,000 with 3 of those vehicles over 253,000 miles each. As with all high mileage vehicles to keep the them in service and operating safely maintenance costs are astronomical.

The information provided to you has a bottom line - the unfunded commitment made by our agency in project year 97/98 was \$126,188.00. With the addition of the \$30,000.00 required to maintain services and meet the needs of those we serve Sunflower is committing 83% of funding required. Providers across the state are being forced to evaluate how much longer we can provide transportation.

Transportation is a key factor in our ability to provide the public with independence and opportunities to physically access the community. There is a large unmet need for medical, work, and recreational transportation for the total citizenry. Sunflowers mission statement says it best -

OUR MISSION IS TO PROMOTE INDEPENDENCE, INTERDEPENDENCE, AND INTEGRATION IN THE COMMUNITY TO ENHANCE INDIVIDUAL LIFE-  
STYLES.

O.W. Holmes once said: *"The great thing in this world is not so much where we are, but in what direction we are moving."*

Rural transportation needs must be met the question is - when? In what direction are we moving? As you consider the total package of transportation improvements which have been presented please don't dismiss Public Transit systems and the DAILY struggle Public Transportation faces to meet the needs of rural Kansans.

Sunflower is supporting the recommendation to increase funding to rural providers, addressing the transportation needs of those Kansans who must rely on public transportation to meet the basic need of physical access to their communities.

Sunflower Diversified Services, Inc.  
 Transportation Data  
 8/5/98

9-3

| Month         | KDOT Ridership | # of Miles on KDOT Vehicles | Maintenance Cost on KDOT Vehicles | Overall Expenses on KDOT Vehicles<br>(less project income) | # of riders on Non-KDOT Vehicle |
|---------------|----------------|-----------------------------|-----------------------------------|--|---------------------------------|
| July          | 4619           | 31766                       | 1307.67                           | 15621.82   | n/a                             |
| August        | 4403           | 26443                       | 3303.83                           | 16804.84   | n/a                             |
| September     | 4674           | 32973                       | 2115.73                           | 16530.59   | n/a                             |
| October       | 4959           | 30810                       | 3217.07                           | 16770.29   | n/a                             |
| November      | 4045           | 23343                       | 2400.04                           | 15747.42   | n/a                             |
| December      | 3771           | 22719                       | 1598.55                           | 18129.22   | n/a                             |
| January       | 4225           | 24873                       | 2821.19                           | 17789.86   | n/a                             |
| February      | 4207           | 25331                       | 2635.48                           | 17665  | n/a                             |
| March*        | 2143           | 13072                       | 1538.13                           | 7564   | 2873                            |
| April         | 2263           | 15987                       | 2213.54                           | 8928.47  | 2854                            |
| May           | 2473           | 16605                       | 2703.08                           | 8956.21  | 1874                            |
| June**        | 2333           | 17941                       | data not available                | data not available   | 1549                            |
| <b>TOTALS</b> | <b>44115</b>   | <b>281863</b>               | <b>25854.31</b>                   | <b>160507.72</b>   | <b>9150</b>                     |

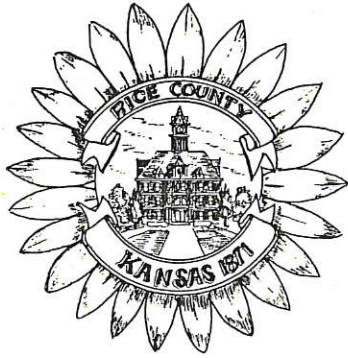
KDOT reimbursement amount for fiscal year '97-98 was \$73682.89

5 KDOT vehicles were retired effective 3/1/98  
 1 KDOT vehicle was added effective 6/1/98

DOT vehicle #2324 was inoperable due to mechanical problems.

|           |                       |
|-----------|-----------------------|
| 160507.72 | Overall KDOT expenses |
| 27082.27  | Project income        |
| <hr/>     |                       |
| 187589.99 | Total project cost    |
| <br>      |                       |
| 49121.93  | Sec. 18 Reimbursement |
| 12280.48  | State Match           |
| <hr/>     |                       |
| 61402.41  | Total Reimbursement   |

|           |                                    |
|-----------|------------------------------------|
| 187589.99 | Overall KDOT Expenses              |
| 61402.41  | less Sec 18 & State Match          |
| <hr/>     |                                    |
| 126187.58 | Local Project Match-unreimbursable |



# Rice County

LYONS, KANSAS 67554

BOARD  
COMMISSIONERS

COURTHOUSE  
(316) 257-2232  
or  
(316) 257-3039

TO: Honorable Senate and House Members  
Joint Senate and House Transportation Committee

FROM: Bill Oswalt  
Chair, Board of Rice County Commissioners

DATE: February 9, 1999

Thank you, Senate Committee Chairman Senator Ben Vidricksen and House Committee Chairman Representative Gary Hayzlett, and the members of the Joint Senate and House Transportation Committee, for the opportunity to address this committee. During this series of hearings you will hear a number of different reasons why counties support continuation of a state comprehensive highway program, several of which we undoubtedly share in Rice County.

Today I want to speak primarily to one area, the continuation and hopeful increase in funds for the off-system bridge and road maintenance program. With the demise of railroad services, many of our county roads are experiencing weight and traffic count loads approaching that of nearby state and federal highways.

As an example, in my small town of Little River, virtually one hundred percent of the grain produced reaches the terminal elevators by truck. After leaving Little River these trucks spend most of their time on a county road known as Plum Street, which connects Hutchinson with Highway 56. This is a twenty mile stretch of pavement maintained segmentally by Reno, Rice and McPherson counties.

On any given weekday, a driver on this road will encounter a continuous flow of eighteen wheeler traffic. Most of the grain from the counties northwest of Hutchinson, such as Rice, Ellsworth, Barton, Lincoln, and even Rush and Ellis, reaches the Hutchinson terminals by this route. I can only assume that the other counties encircling Hutchinson or any other terminal city are experiencing the same truck problem.



Even our townships are feeling this problem. With the basis increasing between terminal and local elevator grain prices because of increased shipping cost, more farmers are trucking direct to the terminal. This means putting eighty thousand pound semi loads over local county and township bridges designed for ten, fifteen and twenty tons. In our county, we are able to replace three to five bridges a year out of the 260 bridges for which we are responsible. Our list of structurally deficient or obsolete bridges is increasing at a rate faster than that. Assuming that rail service to the small communities in our county is past saving, I once again emphasize the need for the off-system bridge and road maintenance funds.

Several counties will speak for the Northwest Passage. I want to add our support for this project, not only because of its economic development possibilities, but because it will offer access to the terminal elevators around the southern edge of Hutchinson. This will help alleviate some of our grain transportation problems.

Thank you for your time.

2-9-99

TESTIMONY BEFORE THE  
JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES OF THE  
LEGISLATURE OF THE STATE OF KANSAS

Representing Rice County, the City of Lyons and the City of Sterling

- Bill Oswalt, Rice County Commission
- Herman Hoffman III, City Council, City of Lyons
- Erna David, Executive Director, Lyons Area Chamber of Commerce
- Laureen Pfannenstiel, Business Owner and Board Representative,  
Lyons Area Chamber of Commerce
- Thea A. Dvorak, Minister and Vice President, Ministerial Alliance, Lyons
- Darren Leiker, City Manager, City of Sterling
- Aaron Lynn McKee, City Administrator, City of Lyons

Good afternoon!

The needs of a great state are before you. We represent the desire for well-designed, well-constructed, well-maintained, safe and efficient highway systems and transportation connections with Kansas communities. Our presence with you today is a sign of our strong support for a statewide Comprehensive Transportation Program. Such a Program must be large enough to encompass local transportation needs.

The economies of Rice County and of the communities of Sterling and Lyons are tied to the need for an exceptional highway system. We are fortunate now to have K-14, K-96 and U.S. Highway 56 serving the citizens of Rice County. In Sterling, the K-14 and K-96 corridor is the central business district. In Lyons, K-14 and K-96 lead to our central commercial area, and U.S. Highway 56 anchors the north side of our Downtown Square and leads to a major commercial corridor as West Main Street.

Commercial haulers utilize these highways and bring dollars of economic activity to Sterling and Lyons. In Lyons alone, there are major businesses responsible for significant commercial truck traffic. Just last week, IMC Global announced that IMC Salt at Lyons would expand its operation dramatically. The cattle operations of Knight Feedlot and Sellar's Feedlot

11-1

produce heavy commercial truck traffic. STI Trucking and Branson Truck Lines are major providers of commercial truck service. We need support for this activity.

Non-commercial, tourism-related traffic is important as well. People from Maine to California and from Georgia to Oregon pass through Sterling and Lyons, spending dollars for goods and services. Our economic blood pumps through these highway systems.

As improvements are considered to the state highway system, one of the projects you will hear of is the Northwest Passage. Designed to be an improvement to the current K-96 / U.S. 56 corridor, it is proposed to link Hutchinson with Great Bend and then connect to I-70. We in Rice County believe that any such improvement must not leave the nearly 7,000 residents of the communities of Sterling and Lyons behind. We envision an exceptional highway system that can move commercial truck traffic efficiently, make travel safe for visitors to our great state and serve to increase the economic vitality of our communities. We believe that regional highway system improvements such as the Northwest Passage are needed by our citizens and must be funded through the statewide Comprehensive Transportation Program now being considered. The process for involvement by citizens and communities is essential as well.

Beyond the arena of concrete and asphalt ribbons for autos and trucks is the arena of aviation in Kansas. Modern airports with sound runways, taxiways and aprons for airplane traffic also are an essential element to the economic health of Kansas and its citizens. The Lyons-Rice County Airport, a facility jointly owned and operated by the City of Lyons and the Rice County Government, provides a much-needed link that must be maintained and expanded. We in Rice County ask that the statewide Comprehensive Transportation Program address aviation by providing funding for the improvement of airports in communities of all sizes in Kansas. This important link must be improved.

Together, the citizens, communities, counties and the Legislature of the State of Kansas can improve dramatically the economic health of the Sunflower State by providing significant funding for improvements to, and expansion of, regional highway systems, connecting links to Kansas communities, and airports in medium- and small-sized cities.

FOR IMMEDIATE RELEASE

News  
Release*Investor Contact:*  
David A. Prichard  
847.205.4843*News Media Contact:*  
Thomas C. Pasztor  
847.205.4801**IMC SALT ANNOUNCES REORGANIZATION  
OF EVAPORATED SALT OPERATIONS IN MIDWEST**

NORTHBROOK, IL, February 1, 1999 - IMC Salt, a business unit of Northbrook-based IMC Global Inc. (NYSE: IGL) announced today the reorganization of its Midwest evaporated salt operations. The move will expand IMC Salt's market presence and significantly lower costs. Facilities affected by the reorganization are located in Lyons and Hutchinson, Kansas; Hersey, Michigan and New Johnsonville, Tennessee.

In Kansas, salt production capacity will be increased at the Lyons facility to 420,000-plus short tons annually. The operation also will be upgraded with new technology that will improve its overall efficiency.

The expansion and modernization of Lyons, scheduled to begin in the spring of 1999, will coincide with the discontinuation of operations at the Hutchinson plant. The operation is scheduled to cease production in the fall of 1999 when the Lyons' expansion is completed. Hutchinson has approximately 120 employees.

IMC Salt's Hersey plant, which is the nation's newest and lowest cost salt producer, will continue to increase its output from the current 200,000 short tons annually to 300,000-plus short tons by late 1999. With its additional capacity, Hersey will expand its market territory in the nation's Great Lakes region. Customers in much of this geographic area are currently served by IMC Salt's Kansas operations at higher costs, primarily due to distribution logistics.

The New Johnsonville salt operation, a joint venture with DuPont that began production in mid-1997, will continue increasing its output to an annual capacity of 180,000 short tons. As

(more)

salt production rises at New Johnsonville, it will begin supplying customers in the Southeast who were previously served by operations in Kansas.

"This reorganization will enable us to better serve customers, improve our competitiveness and expand our presence in the domestic market," said Robert F. Clark, president of IMC Salt. "By capitalizing on the strong synergies created by IMC Global's acquisition of Harris Chemical Group, Inc. in April 1998, IMC Salt will realize substantial efficiencies as well as increased market penetration. The decision to streamline our operations will further drive down costs and make IMC Salt more competitive."

IMC Salt is the world's third-largest producer and marketer of salt with operations in North America and the United Kingdom. Its parent company, IMC Global Inc., is one of the world's leading producers and suppliers of agricultural products and salt. With 1998 revenues and EBITDA of \$2.7 billion and \$825.6 million, respectively, the Company is among the world's largest producers and marketers of phosphate and potash crop nutrients, salt and animal feed ingredients.

*This news release contains forward-looking statements that involve risks and uncertainties. These statements are based on current expectations; actual results may differ materially. Among the factors that could cause actual results to differ materially are general business and economic conditions in localities where the Company operates; the impact of competitive products; pressure on prices realized by the Company for its products; constraints on supplies of raw materials used in manufacturing certain of the Company's products; capacity constraints limiting the production of certain products; difficulties or delays in the development, production, testing, and marketing of products; difficulties or delays in receiving required governmental or regulatory approvals; market acceptance issues, including the failure of products to generate anticipated sales levels; difficulties in rationalizing acquired businesses and in realizing related cost savings and other benefits; foreign exchange rates and fluctuations in those rates; the costs and effects of legal, including environmental, and administrative proceedings involving the Company; and the other risk factors reported from time to time in the Company's SEC reports.*

###

(IMC Global news releases are available on the Company's Web site: <http://www.imcglobal.com>. They also can be obtained in the U.S. at no charge via fax by calling "Company News on Call" at 1-800-758-5804, ext. 433650.)

**Joint Senate and House Transportation Committees Hearing**

**February 9, 1999**

Testimony of Susan NeuPoth Cadoret, Executive Director, Russell Chamber of Commerce, for Russell County Transportation Task Force

Good afternoon, I am Susan NeuPoth Cadoret, Executive Director of the Russell Chamber of Commerce. Senator Vidrickson, Representative Hayzlett and members of the Senate and House Transportation Committees, I want to thank you for this opportunity to discuss the transportation needs of Russell County and our surrounding communities.

Russell County has formed a citizen task force which has been working in conjunction with Economic Lifelines and our neighboring counties to identify the transportation needs of our county and region. Today I will try to summarize several of the areas which have been identified as our high priority transportation concerns.

I will begin by addressing the air and rail transportation needs, which are regional and statewide in nature. Previous state transportation programs have concentrated extensively on highway needs, but the rapid decline in recent years of our air and rail infrastructure makes it imperative that we find a way to address these areas now. In recent years the communities of Hays, Salina, Great Bend, Goodland, Dodge City and Garden City have worked hard to maintain commercial air service to their cities. A state

transportation program needs to define and address the state's role in developing and maintaining this service.

Local airfields throughout the rural areas of the state are in need of improvements to continue "flights of life" services. Many of the runways do not meet the minimum requirements to land such flights, greatly reducing the chances of survival for persons needing specialized medical treatment in communities which are under-served by the medical field. The Russell Municipal Airport, while to some would appear to be ahead of the game as it is hard surfaced, is in fact facing problems of safety, length and surface deterioration. The existing runway has a line of sight problem, as it is nearly impossible to see from one end of the runway to the other due to a change in elevation. The existing surface is nearing the end of its useful life. As to the existing runway length of 4,400 feet, while it allows for many of the current use demands, the future forecast for use by commercial, private and life flight is for a minimum length of 5000 feet as required by aircraft insurance companies.

The increasing number and miles of abandonment by rail lines throughout Kansas has increased the amount of heavy weight transport across our highways. Locally, in the northern part of Russell County, Union Pacific abandoned their line which served several grain elevators. Their only means of transporting products to market is now by truck over county and state highways which were never designed to carry the additional amount of weight and traffic. Such use only increases the demand for additional dollars to be spent on our highway maintenance programs. Any transportation plan passed must

address the rail needs of Kansas shippers and to stem the negative effects that abandonments have on rural Kansas towns.

Russell County municipalities, businesses and organizations have all adopted resolutions in support of a new transportation plan. Today I will talk about some of the existing highway needs which have been identified. The portion of highway 281 that runs from Interstate 70 to the Nebraska border concerns our county and our neighbors from Osborne County. Highway 281 through Russell County is characterized by minimum lane widths, no shoulders, and deep unprotected drop-offs. The highway closely follows the contour of the land, crossing five river valleys. KDOT has worked for the past five years to stabilize the steep side shoulders of this road, but to no avail as the road and shoulders continue to sluff off. The stretch of Highway 281 from Russell to Osborne has one of the highest accident rates in the state.

Additionally three state bridges located within Russell County along Highway 281 have been identified for major repair or replacement. Possibly the most dangerous is located at the Smoky Hill River crossing. This bridge has been the site of many serious accidents as it is a narrow bridge, with high arches on the sides and an intersection located at the south end of the bridge.

Other existing highway concerns in Russell County include the I-70 sinkhole and the effects it has on not only the interstate highway, but the overpass bridge. In recent years the declining elevation, due to the sink hole, has become so noticeable that travelers



can feel their cars being thrown toward the edge of the road and the overpass bridge has a definite tilt to the east.

The previously mentioned transportation concerns are the specific existing transportation needs of our county. There is an additional request that I would add to this list of existing needs, and that is for the continued support of the state and local partnership in meeting the transportation needs of our local governments.

Finally, I would be remiss if I did not include in our presentation the consideration of new highway needs. The long standing proposal to build a highway to link Wichita, Hutchinson, and Great Bend to I-70 continues to be supported by our county, but at the same time, the point of where this highway connects to Interstate 70 is a volatile and controversial issue. The City of Russell is the first major city located west of Salina along Interstate 70, and Russell has been the location selected by the only two studies conducted by the state concerning this highway. A 1986 study entitled "The Western Kansas Turnpike/Freeway Feasibility Study" concluded a diagonal highway from Wichita to I-70 would follow the existing right of way of Highway 281 north to near Russell. The major reason for this recommendation was to avoid the need to condemn land and to utilize existing right of ways of the state. In 1987 the Governor's Highway Task Force report concluded that Russell would be the logical point for termination of such a new highway.

The conclusion of these studies clearly supports the current traffic patterns of northbound traffic from Great Bend to I-70 which routes through Hoisington. The communities of Hoisington and Russell have joined a partnership to financially support an engineering study to determine the best solution for routing the north end of this so-called "Northwest Passage."

The issue in Russell has always been not to gain any particular economic advantage because of the connection of the diagonal highway to Interstate 70, but rather to guard against a great economic loss that would occur if that highway were to locate any point west of Russell. Should a point of connection be to the west of Russell, it is reasonable to assume that measurable traffic will be diverted off Interstate 70. This would result in an economic loss in both property values and in a growing service industry in Russell.

In conclusion, I want to commend all of you in your efforts to endeavor to adopt a comprehensive transportation plan which will aid in the future growth and productivity of our state. We realize that the easy part of this process is for us to identify the transportation needs, the harder part will be in determining the funding for such a plan. It is our belief and understanding that there will be a need for a mix of funding resources and we are prepared to lend our support to such a proposal which includes user fees, fuel taxes and bonding. Our local task force will continue to work closely with Economic Lifelines in carrying the message of importance of such a plan.

7/3/99

**RUSSELL TRANSPORTATION  
TASK FORCE**

| <b>NAME</b>             | <b>ADDRESS</b>                          | <b>REPRESENTING</b>                                  |
|-------------------------|---|--|
| Don Augustine           | PO Box 112, Russell, KS                 | Director Electrical Department, City of Russell      |
| Carol Bennett           | 1222 Kilian, Russell, KS                | Owner, Bennett & Schulte Oil                         |
| Pete Bernard            | 470 W 10th, Hoisington, KS 67544        | City of Hoisington                                   |
| Norma Jean Cook         | Box 371, Russell, KS 67665              | Russell City Council                                 |
| Carol Dawson            | 458 E 3rd, Russell, KS 67665            | Former Kansas Legislator                             |
| Rick Eggert             | 601 Margaret, Russell, KS 67665         | Retired Pharmacist                                   |
| Bruce Garrett           | 130 Cindy Drive, Russell, KS            | Russell Hosp.  |
| Robert Glynn            | 123 N Main, Hoisington, KS 67544        | Hoisington C of C                                    |
| Gordon Gorton           | PO Box 586, Russell, KS                 | KRSL/KCAY Radio                                      |
| Don Haberer             | 4971 Canyon Road, Russell, KS 67665     | Russell Co. Commission                               |
| Michael & Nancy Holland | 210 Fossil, Russell, KS 67665           | Attorney/Russell Main Street                         |
| Harry Hunsley           | PO Box 295, Russell, KS                 | Retired Engineer                                     |
| Ruth Keil               | PO Box 175, Russell, KS 67665           | Dean's Auto Repair                                   |
| Roger Knak              | 108 Cindy, Russell, KS 6765             | Russell Hospital                                     |
| Lucy Knopp              | 372 West 12th, Russell, KS              | Owner, A&W Root Beer Drive In Restaurant             |
| Kevin Kramp             | PO Box 63, Hoisington, KS 67544-0063    | Hoisington C of C                                    |
| Marvin Mader            | 121 Eves Drive, Russell, KS             | Owner, Marvin's Garden                               |
| Charlene Marek          | 357 West 1st, Russell, KS               | Retired Citizen                                      |
| Susan NeuPoth Cadoret   | 610 N Main, Russell, KS                 | Executive Director, Russell Chamber of Commerce      |
| Mary Jo Ray             | 109 E 1st, Hoisington, KS 67544         | City of Hoisington                                   |
| Judy Sargent            | PO Box 112, Russell, KS                 | City Manager, City of Russell                        |
| Frank Schulte           | %Fossil Station, S 281 Hwy, Russell, KS | Owner, Fossil Station Mesquite Grill                 |
| Dan Soeker              | 271 W 8th, Hoisington, KS 67544         | City of Hoisington                                   |
| John Stannard           | Russell County Courthouse, Russell, KS  | Russell County Extension Agent                       |
| Chuck Stinchcomb        | 655 S Van Houten, Russell, KS           | Owner, Town & Country Animal Hospital                |
| Russ Townsley           | 429 N Ash, Russell, KS 67665            | Retired Newspaper Editor                             |
| Lenny Tyson             | Russell Courthouse, Russell, KS         | Russell County Public Works                          |
| Ron Underwood           | 225 N Seitz, Russell, KS                | Russell Citizen                                      |
| Arlyn Unrein            | 111 South Ash, Russell, KS              | Public Works Administrator, City of Russell          |
| Bill Walters            | 221 West 5th, Russell, KS 67665         | Retired Auto Parts Business Owner                    |
| Clayton Williamson      | 272 West 6th, Hoisington, KS 67544      | City of Hoisington                                   |
| Jeri Willson            | 3469 184th Street, Russell, KS          | Director of Vintage Place Assisted Living Residence] |
| Daron Woelk             | 815 Mecca Mall, Russell, KS             | Owner, Woelk's House of Diamonds                     |
| Marcia Yost             | 109 S Brooks, Russell, KS               | Owner, Yost Oil Company                              |

12-6

12-6

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, Russell County Economic Development has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.
- ◆ South 281 Highway in city limits.
- ◆ Business 40 Highway from Highway 281 to east city limits.
- ◆ With particular attention to the overpass on 179<sup>th</sup> St. and the sinkhole problem in general

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)
  - Highway 40 east over Fossil Creek

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

WHEREAS, Russell County Economic Development has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, Russell County Economic Development has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of Russell County Economic Development:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by Russell County Economic Development, this 4<sup>th</sup> day of June 1998.

Carol J. Bennett, Chrm.  
by CAROL J. BENNETT, Chrm.

(Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the City of Paradise has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, the City of Paradise has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of Kansas Department of Transportation; and

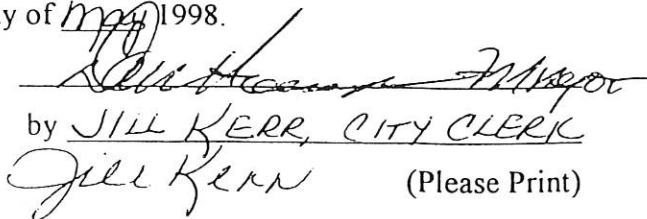
WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the City of Paradise:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the City of Paradise, this 13<sup>TH</sup> day of may 1998.

  
by JILL KERR, CITY CLERK  
Jill Kerr (Please Print)

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the City of Russell has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.  
South 281 Highway in city limits.  
Business 40 Highway from Highway 281 to east city limits.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)  
Highway 40 east over Fossil Creek

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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



WHEREAS, the City of Russell has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the City of Russell:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the City of Russell, this 19th day of May, 1998.

Neal Farmer  
by Neal Farmer, Mayor

(Please Print)

RESOLUTION NO. 98-1

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the City of Bunker Hill has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, the City of Bunker Hill has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the City of Bunker Hill:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the City of Bunker Hill, this 12<sup>th</sup> day of May 1998.

  
by Bradley Baral, Mayor

(Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Scenic Byway Committee has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

12-15

WHEREAS, the Scenic Byway Committee has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the Scenic Byway Committee:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the Scenic Byway Committee, this 21 day of May, 1998.

Connie Daugherty  
by Connie Daugherty  
(Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Lucas Chamber of Commerce has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, the Lucas Chamber of Commerce has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the Lucas Chamber of Commerce:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the Lucas Chamber of Commerce, this 21<sup>st</sup> day of May, 1998.

[Signature]  
by Lucas Chamber of Commerce  
(Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, Lucas Lions Club has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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



WHEREAS, Lucas Lions Club has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of Lucas Lions Club:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by Lucas Lions Club, this 18<sup>th</sup> day of MAY, 1998.

Lucas Lions Club  
by Jim SVATY Pres.  
(Please Print)

RESOLUTION NO. 01-18

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Russell Rotary Club has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, the Russell Rotary Club has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the Russell Rotary Club:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the Russell Rotary Club, this 11<sup>th</sup> day of May, 1998.

Norma Jean Cook  
by Norma Jean Cook

(Please Print)

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Russell Chamber of Commerce has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, the Russell Chamber of Commerce has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of Kansas Department of Transportation; and

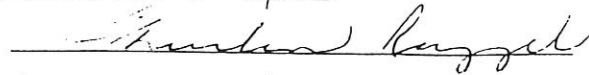
WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the Russell Chamber of Commerce:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the Russell Chamber of Commerce, this 15<sup>th</sup> day of April, 1998.

  
by Thelene Ruggels, Chairperson  
(Please Print)

12-24

RESOLUTION NO. 106

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the City of Dorrance has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

12-25

WHEREAS, the City of Dorrance has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of Kansas Department of Transportation; and

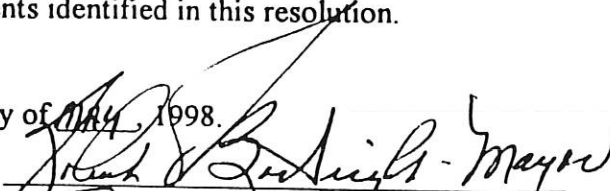
WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the City of Dorrance:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the City of Dorrance, this 9<sup>th</sup> day of MAY, 1998.

  
by ROBERT D. BOATRIGHT

(Please Print)



A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Russell County Commission has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

\* WITH PARTICULAR ATTENTION TO THE OVERPASS ON 179TH STREET AND  
**Infrastructure** THE SINKHOLE PROBLEM IN GENERAL

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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



WHEREAS, the Russell County Commission has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of Kansas Department of Transportation; and

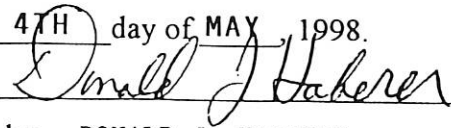
WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the Russell County Commission:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the Russell County Commission, this 4<sup>TH</sup> day of MAY, 1998.

  
by DONALD J. HABERER

(Please Print)

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Russell County Convention & Visitors' Bureau has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

WHEREAS, the Russell County Convention & Visitors' Bureau has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, the Russell County Convention & Visitors' Bureau has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of the Russell County Convention & Visitors' Bureau:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by the Russell County Convention & Visitors' Bureau, this 20<sup>th</sup> day of April, 1998.

  
by Gordon Gordon, CHAIRPERSON  
(Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, Russell Main Street, Inc. has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

WHEREAS, Russell Main Street, Inc. has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, Russell Main Street, Inc. has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of Russell Main Street, Inc.:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by Russell Main Street, Inc., this 28 day of Apr, 1998.

Russell Main Street, Inc.  
by Cynthia R. Smith, Pres.  
Cynthia R. Smith (Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, Eschbaugh Advertising has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, Eschbaugh Advertising has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of Eschbaugh Advertising:

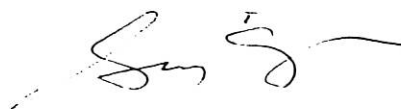
SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by Eschbaugh Advertising, this 22<sup>nd</sup> day of APRIL 1998.

GEORGE ESCHBAUGH ADU, INC  
by GEORGE ESCHBAUGH

(Please Print)



RESOLUTION NO. 98-101

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, The Grassroots Art Center has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

WHEREAS, The Grassroots Art Center has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and



WHEREAS, The Grassroots Art Center has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of The Grassroots Art Center:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by The Grassroots Art Center, this 27<sup>th</sup> day of April, 1998.

Douglas Hickman, Pres.  
by Douglas Hickman

(Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, Energy Dynamics has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, Energy Dynamics has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of Energy Dynamics:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by Energy Dynamics, this 24 day of 4, 1998.

Jerry Bigham  
by JERRY BIGHAM.

(Please Print)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR RUSSELL COUNTY AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, Heartland Wheat Growers has determined it needs the following transportation improvements:

**Comprehensive** – Consider all transportation needs including rail and vital air service.

**Existing Roads**

- ◆ Improvements to Highway 281 north of Russell to the Osborne County line to establish stabilized shoulders, guardrails, improve the line of site, and safety.
- ◆ Continue to maintain and improve I-70 across the county.
- ◆ Consider scenic turnout enhancements to K-232 that are recommended in the Post Rock Scenic Byway Corridor Management Plan.
- ◆ Improve Business 40 from Exit 189 and I-70 to east city limits of Russell.
- ◆ Consider the local road and bridge funding needs of local government.
- ◆ Safety improvements at west Highway 281 and K18 dead end.

**Infrastructure**

- ◆ Bridges – replace or rebuild
  - Highway 281 at Smoky Hill River
  - Highway 281 at Saline River
  - Highway 281 at Paradise Creek (road closed 1993 from flooding over bridge)

**New Highways**

- Northwest Passage link to I-70 at Highway 281 or east of Russell.

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

WHEREAS, Heartland Wheat Growers has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

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

WHEREAS, Russell County is unable to finance such highway and transportation improvements without substantial assistance from the State of 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 community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW THEREFORE, BE IT RESOLVED by the governing body of Heartland Wheat Growers:

SECTION 1. That it does hereby endorse and establish the need and its support for (name specific highway and transportation projects and improvements) as being vital to the economic growth and development of its community and the safety of its citizens;

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 by Heartland Wheat Growers, this 22<sup>nd</sup> day of Apr., 1998.

  
by A. Paul Armbrust

(Please Print)

LAURA L. MCCLURE  
202 SOUTH 4TH  
OSBORNE, KS 67473  
(785) 346-2715



REPRESENTATIVE, 119TH DISTRICT  
STATE CAPITOL  
ROOM 278-W  
TOPEKA, KS 66612-1504  
(785) 296-7680  
1-800-432-3924

TOPEKA  
HOUSE OF  
REPRESENTATIVES

**Joint Senate and House Transportation Committee  
February, 1999**

As a representative of five rural counties (Ellsworth, Lincoln, Mitchell, Osborne and Russell) and a member of the House Transportation Committee I testified before the Transportation 2000 Committee in September. I emphasized the following issues that must be addressed in the new Transportation Plan.

**Shoulders.....**There are two very dangerous sections of highway in my district, Hwy 281 south out of Osborne to Luray and Hwy 14 south out of Beloit to Lincoln. These sections have no shoulders, steep drop offs, curves and have been built up so many times that if you get one wheel off the highway you're sucked off the road. These routes are heavily traveled by trucks heading north and south. There are about 4,000 miles in Kansas with no shoulders. We've been told that it would take approximately \$1 million per mile to provide shoulders on these two segments.

**Airports.....**Our small rural airports are in big trouble and of these 55 are unable to allow "life" planes to land. The runways are either too short or in such bad shape that it is dangerous to land and take off again. In previous Legislative sessions the House has passed legislation setting up a fund to support these airports through a tax on aviation fuel.

**Public transportation.....**Many citizens of rural Kansas face many obstacles getting to the doctor, grocery store, work or church on Sunday. Some folks are too proud to ask for a ride from a neighbor, relative or friend. Generally they can't afford to pay much for a ride if there is transportation provided in the area, making it difficult to run such an operation on a fee basis. We need to look at ways to work together in the community to provide transportation. A coordinated effort by the aging groups, churches, city, county, and state needs to be encouraged.

**Bridges and county roads.....**Many counties across the state are experiencing difficulties maintaining and rebuilding their bridges and roads. This problem is worsened by the abandonment of rail service throughout these counties. Our county roads are being used to haul in all the agricultural inputs and haul out all our products, increasing the strain on these roads and bridges.

**Reassess roads in areas of rail abandonment.....**We've seen several mainline and shortline rail abandonments in Kansas over the last 10 years. I believe KDOT should reassess those highways and county roads being used by trucks to fill the transportation void left by the abandonment of rail service to our rural elevators.

The citizens of Kansas want and need safe, reliable and affordable transportation and infrastructure. These needs are critical for rural Kansas, if we are to compete and survive.



CITY of

Osborne

DEPARTMENT OF ECONOMIC DEVELOPMENT

(785) 346-2670  
FAX (785) 346-2522

Web Site: skyways.lib.ks.us/kansas/towns/Osborne  
E-Mail: Osborned@ruraltel.net

130 North First  
Osborne, Kansas 67473

## LEGISLATURE'S TRANSPORTATION COMMITTEE 2000 HEARINGS

TOPEKA, KANSAS

February 9, 1999

Chairmen Senator Vidrickson and Representative Hayzlett and committee members.

I am Margaret VanScyoc, Economic Development Director for the City of Osborne, Kansas. I want to commend this Transportation committee for your efforts to seek further testimony on future transportation needs of the state. Today I want to talk about highway, air, and rail concerns that impact the economy of Osborne and to make clear we certainly support an Enhancement program for Highway 281.

Osborne's air transportation needs are not unlike other communities with a population under 2,000. We did not qualify for federal funding, so undertook the project to build our own asphalt runway. But in the future we will need assistance to maintain that surface plus build supporting taxiways and other infrastructure. Many airfields in our region need improvements to take advantage of business opportunities and continue flights for life services.

A transportation plan for the year 2000 and beyond must also address the rail needs of smaller Kansas communities. Without the short line rails to transport crops, the burden shifts to trucks, which increases traffic on the local, county and state roadways.

Osborne is located on Highway 281, connecting Interstate 70 on the south and Interstate 80 on the north. Russell County, our neighbors to the south, and Smith County, our neighbors to the north, have similar needs and concerns about highway safety. Highway 281 is characterized by minimum lane widths, no shoulders and deep unprotected drop-offs. The highway closely follows the contour of the land, crossing five river valleys. These valleys cause the highway to be extremely hilly and the unprotected steep side canyons are a danger to all traffic.

KDOT has worked for the past few years to stabilize the steep shoulders, but to no avail as the shoulders continue to sluff-off. The stretch of 281 from Osborne to Russell has one of the highest accident rates in the state. Besides the steep shoulders, many accidents are caused by the deer population. The Department of Wildlife and Parks may want to increase deer permits in this area and I'm sure insurance companies would concur. Included in this packet is a list of the accidents over the past 10 years, plus other pertinent highway information for our county.


In addition, we support our neighbor, Russell, in their bid for the Northwest Passage. Construction of this Passage would make Highway 281, named the American Legion Memorial Highway, an even more important north-south corridor from Canada to Mexico.

Although Kansas is the nation's leader in the production of general aviation aircraft it has failed to provide it's smaller communities with the means to maintain their airports, navigation and communication facilities.

Surrounding states have not made this error and for more than twenty years have been getting most of the airport development money that could have been used in Kansas had there been a program in Kansas similar to our immediate neighbors.

A lack of good runways and quality hangers causes a lack of demand for airplanes. Kansas more than any state around us should be doing more to help create a demand for our own product.

Topeka needs to be reminded that Kansas does not end on the west side of Salina!

Osborne Aviation  
  
Robert Sahm, owner  
P.O. Box 6  
Osborne, KS 67473



September 10, 1998

TO: Kansas Department of Transportation  
American Legion Hall  
Marysville, Kansas

TESTIMONY OF: Tom Lutgen  
521 West Main Street  
Osborne, Kansas 67473  
785-346-5447

I appreciate the opportunity to address concerns of the cities and towns along the route of US Highway 281 concerning the highway. In particular from the City of Osborne and my own personal experience of the dangers of the current condition of US Highway 281 south of Osborne, KS.

I fully understand that each and every person who testifies here today has real and immediate needs. The concerns I have are indeed equally real and immediate. The role of this committee is to establish priorities for the Kansas Department of Transportation.

In my opinion, one of the most significant projects of the Kansas Department of Transportation in the last few years is the project underway on US 81 Highway from Salina to the state line. As a resident of North Central Kansas and a frequent traveler on US 81 highway, I am grateful that the project is underway and has been partially completed. The economic benefit to the cities and towns along US 81 will be enormous. The most important benefit, however, in my opinion, is the safety of the passengers of trucks, cars and school busses that use the highway.

Members of the Osborne community have already presented statistics and other vital information concerning traffic patterns and accident statistics concerning US 281 south of Osborne. *I am one of the most recent accident statistics of Highway 281 south of Osborne.*

On July 24, 1998 at approximately 6:15 in the morning the 1997 Chevrolet truck I was driving, left the roadway. My truck then flipped end for end and rolled 1 1/2 times. The vehicle ended up on the passenger's side. I released my seatbelt and pulled myself up and crawled out of the driver's side window. It is in my opinion nothing short of a miracle that I have the opportunity to be here today. I believe my guardian angel was a passenger in the vehicle and while my guardian angel has not always been proud of me, she stood by my side and protected me. Perhaps there are things I have yet to accomplish in this life, and one of them may be taking the time to be here today.

The fact of the matter is it was my error that my vehicle left the roadway. The split second of being distracted from the responsibility of driving caused me to leave the roadway. I take responsibility for my error.

On US 281 south of Osborne, the lack of adequate shoulders leaves no forgiveness for inattentive driving. Nor is there any forgiveness for swerving to avoid a deer or another oncoming vehicle. Attentive, defensive driving could also result in an accident similar to mine.

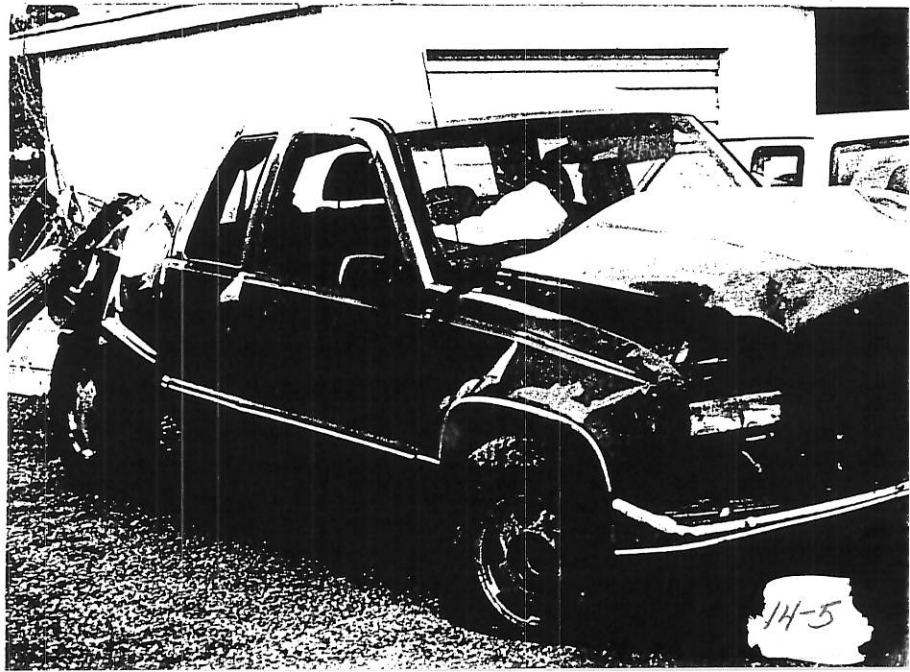
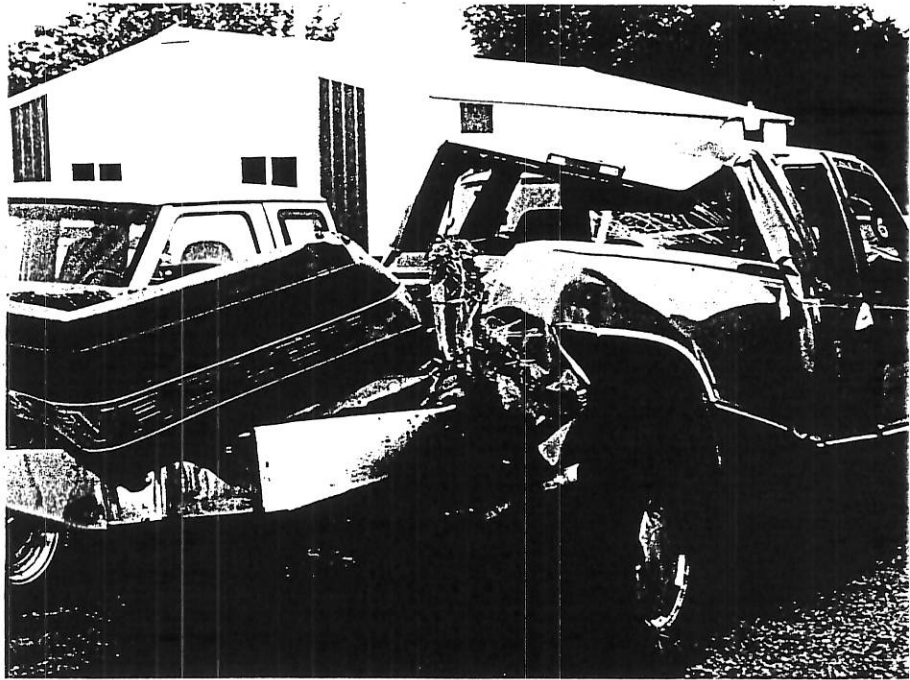
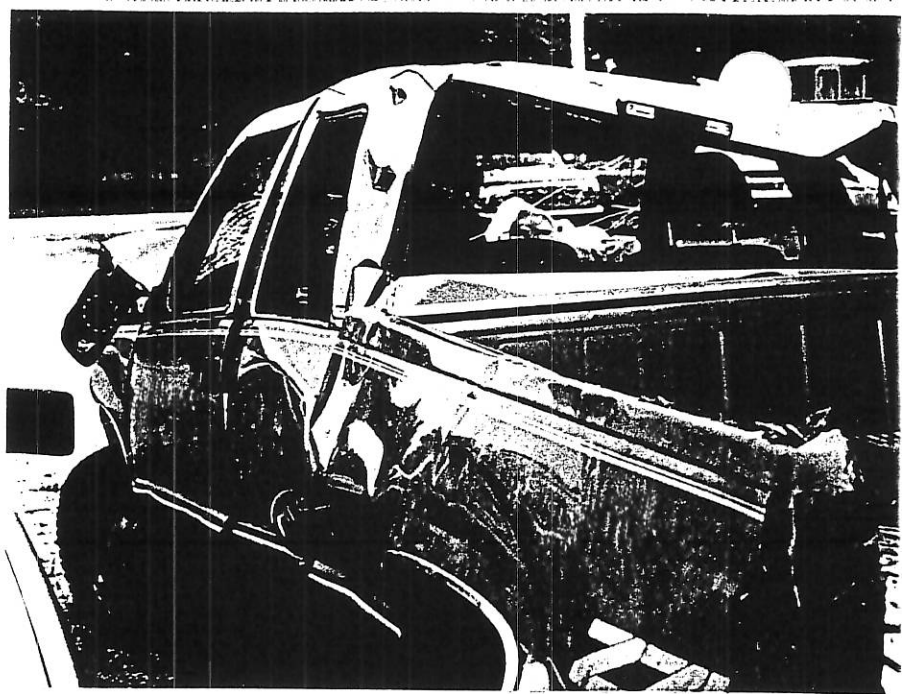
I am no engineer, I do not know the requirements for shoulders on highways, but I can say that if the shoulders on US 281 are in accordance with technical standards in "*legally accurate*" terms, common sense would easily and successfully prove otherwise.

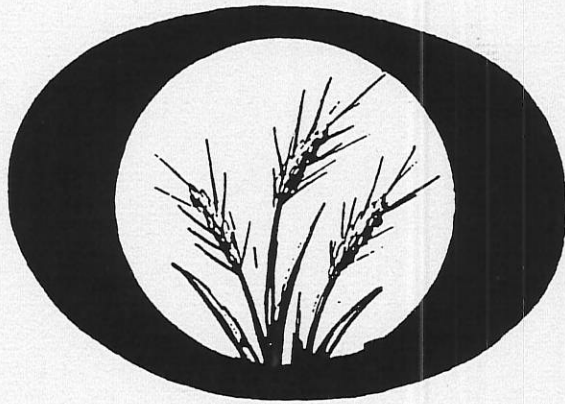
I am not suggesting a new highway with paved shoulders; I am not suggesting a four lane highway. I am here today to state the need for just "*shoulders*".

The automobile wreck and realizing just how fortunate I am to be breathing, has given me time to reflect on many things. One of those is how lucky we have been in our community not to have a death as a result of the numerous wrecks. Unfortunately, sometimes it takes a tragic event to spur attention to serious problems.

As I take my children to load them on a bus to attend various school events in all directions from Osborne, I fully understand why I am here today to talk to you about the conditions of US 281 south of Osborne.

I thank you for the time and commitment you are making in assessing the priorities of the highway system in Kansas.





**Osborne**

**KANSAS**



*Department of Economic Development*

**Annual Average 24 Hour Traffic - City of Osborne - Osborne County**

|                             | <b>1984</b>        | <b>1988</b>        | <b>1990</b>        | <b>1992</b>        | <b>1994</b>        | <b>1996</b>        | <b>1998</b>        |
|-----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 100' North of Junction      | <u>1590</u><br>255 | <u>1880</u><br>280 | <u>1820</u><br>270 | <u>1875</u><br>255 | <u>1240</u><br>180 | <u>1570</u><br>185 | <u>1855</u><br>250 |
| 1.0 Mile West of Junction   | <u>790</u><br>150  | <u>1110</u><br>120 | <u>1070</u><br>105 | <u>1035</u><br>90  | <u>950</u><br>105  | <u>840</u><br>110  | _____              |
| 100' West of Junction       | <u>1185</u><br>180 | <u>1045</u><br>115 | <u>1065</u><br>105 | <u>1100</u><br>110 | <u>1060</u><br>100 | <u>1170</u><br>105 | <u>1645</u><br>268 |
| 100' South of Junction      | <u>2700</u><br>300 | <u>2425</u><br>305 | <u>2675</u><br>300 | <u>2680</u><br>285 | <u>2505</u><br>260 | <u>2380</u><br>270 | <u>2660</u><br>270 |
| South City Limit            | <u>1005</u><br>120 | <u>1110</u><br>240 | <u>1205</u><br>225 | <u>1230</u><br>215 | <u>1040</u><br>150 | <u>965</u><br>155  | <u>1035</u><br>155 |
| 2.0 Miles South of Junction | <u>760</u><br>95   | <u>895</u><br>230  | <u>1005</u><br>215 | <u>1035</u><br>218 | <u>1255</u><br>175 | <u>1325</u><br>180 | <u>1305</u><br>180 |

Ledgend    Total Volume  
                  Heavy Commercial Volume

|    | Date of Accident | Location of Accidents South on Highway 281 | Injury/or Non-injury | Type of Vehicle Involved | Total per Year |
|----|------------------|--|----------------------|--------------------------|----------------|
| 1  | 1/18/88          | 10 1/2 miles                               | non-injury           | semi                     |                |
| 2  | 3/31/88          | 11 miles                                   | non-injury           | car-semi                 |                |
| 3  | 4/2/88           | 14 miles                                   | injury               | 2-car                    |                |
| 4  | 4/30/88          | 3 miles                                    | non-injury           | semi                     |                |
| 5  | 5/4/88           | 4 miles                                    | non-injury           | car                      |                |
| 6  | 5/21/88          | 1 mile                                     | non-injury           | car                      |                |
| 7  | 5/21/88          | 2 miles                                    | non-injury           | car                      |                |
| 8  | 5/30/88          | 15 miles                                   | non-injury           | van                      |                |
| 9  | 5/30/88          | 19 miles                                   | non-injury           | truck                    |                |
| 10 | 6/13/88          | 18 miles                                   | injury               | car                      |                |
| 11 | 6/18/88          | 13 miles                                   | non-injury           | van                      |                |
| 12 | 7/31/88          | 18 miles                                   | injury               | truck                    |                |
| 13 | 8/23/88          | 16 miles                                   | non-injury           | semi                     |                |
| 14 | 8/25/88          | 17 miles                                   | non-injury           | semi                     |                |
| 15 | 8/25/88          | 19 miles                                   | non-injury           | semi                     |                |
| 16 | 9/10/88          | 2 miles                                    | injury               | car                      |                |
| 17 | 9/11/88          | 18 1/2 miles                               | non-injury           | semi                     |                |
| 18 | 11/26/88         | 5 miles                                    | non-injury           | van                      |                |
| 19 | 12/15/88         | 16 miles                                   | injury               | truck                    | 19             |
| 20 | 1/15/89          | 7 miles                                    | non-injury           | semi                     |                |
| 21 | 3/20/89          | 12 miles                                   | non-injury           | car                      |                |
| 22 | 3/30/89          | 4 miles                                    | injury               |                          |                |
| 23 | 4/15/89          | 14 miles                                   | non-injury           | car                      |                |
| 24 | 5/27/89          | 4 miles                                    | non-injury           | car                      |                |
| 25 | 6/5/89           | 6 miles                                    | injury               | truck                    |                |
| 26 | 6/23/89          | 14 miles                                   | injury               | truck                    |                |
| 27 | 7/3/89           | 15 miles                                   | injury               | van                      |                |
| 28 | 7/6/89           | 1 mile                                     | non-injury           | truck                    |                |
| 29 | 7/11/89          | 16 miles                                   | non-injury           | semi                     |                |
| 30 | 7/24/89          | 15 miles                                   | non-injury           | tanker                   |                |
| 31 | 8/19/89          | 8 miles                                    | non-injury           | semi                     |                |
| 32 | 9/19/89          | 1 mile                                     | non-injury           | semi                     |                |
| 33 | 9/27/89          | 4 miles                                    | injury               | semi                     |                |
| 34 | 10/21/89         | 20 miles                                   | non-injury           | van                      |                |
| 35 | 10/27/89         | 1 mile                                     | non-injury           | 2 cars                   |                |
| 36 | 11/27/89         | 4 miles                                    | non-injury           | semi                     | 17             |
| 37 | 1/3/90           | 3 miles                                    | non-injury           | car                      |                |
| 38 | 1/19/90          | 18 miles                                   | non-injury           | truck                    |                |
| 39 | 2/1/90           | 8 miles                                    | non-injury           | car                      |                |
| 40 | 3/13/90          | 6 miles                                    | injury               | semi                     |                |
| 41 | 4/28/90          | 18 miles                                   | injury               | van                      |                |
| 42 | 5/3/90           | 4 miles                                    | non-injury           | truck                    |                |
| 43 | 6/29/90          | 1 mile                                     | non-injury           | truck                    |                |
| 44 | 7/16/90          | 11 miles                                   | non-injury           | truck                    |                |
| 45 | 9/6/90           | 8 miles                                    | non-injury           | semi                     |                |
| 46 | 9/26/90          | 3 miles                                    | non-injury           | car                      |                |
| 47 | 10/13/90         | 9 miles                                    | injury               | truck/car                |                |
| 48 | 12/28/90         | 1 mile                                     | injury               | van-car                  | 12             |

|    | Date of Accident | Location of Accidents South on Highway 281 | Injury/or Non-injury | Type of Vehicle Involved | Total per Year |
|----|------------------|--|----------------------|--------------------------|----------------|
| 49 | 4/11/91          | 18 miles                                   | non-injury           | car                      |                |
| 50 | 4/21/91          | 13 miles                                   | non-injury           | car                      |                |
| 51 | 5/21/91          | 4 miles                                    | non-injury           | semi                     |                |
| 52 | 5/30/91          | 13 miles                                   | non-injury           | combine                  |                |
| 53 | 6/18/91          | 14 1/2 miles                               | injury               | semi                     |                |
| 54 | 6/22/91          | 17 miles                                   | non-injury           | 2 cars                   |                |
| 55 | 6/26/91          | 4 miles                                    | injury               | truck                    |                |
| 56 | 8/24/91          | 7 miles                                    | non-injury           | car                      |                |
| 57 | 11/18/91         | 1 mile                                     | non-injury           | truck                    |                |
| 58 | 12/15/91         | 17 miles                                   | injury               | van                      | 10             |
| 59 | 2/17/92          | 6 1/4 miles                                | injury               | car                      |                |
| 60 | 3/1/92           | 12 miles                                   | injury               | truck                    |                |
| 61 | 3/18/92          | 15 1/2 miles                               | non-injury           | semi                     |                |
| 62 | 4/2/92           | 13 miles                                   | non-injury           | semi                     |                |
| 63 | 4/28/92          | 11 miles                                   | non-injury           | semi                     |                |
| 64 | 5/25/92          | 1 mile                                     | non-injury           | car                      |                |
| 65 | 5/31/92          | 6 miles                                    | non-injury           | semi                     |                |
| 66 | 7/21/92          | 13 miles                                   | non-injury           | car                      |                |
| 67 | 7/27/92          | 4 miles                                    | injury               | 2 trucks                 |                |
| 68 | 9/23/92          | 9 miles                                    | injury               | semi                     |                |
| 69 | 11/14/92         | 5 miles                                    | non-injury           | truck                    | 11             |
| 70 | 1/4/93           | 15 miles                                   | non-injury           | truck/semi               |                |
| 71 | 1/22/93          | 17 miles                                   | non-injury           | 2 trucks                 |                |
| 72 | 2/18/93          | 2 miles                                    | non-injury           | truck/semi               |                |
| 73 | 2/21/93          | 19 miles                                   | non-injury           | car                      |                |
| 74 | 2/26/93          | 10 miles                                   | non-injury           | truck                    |                |
| 75 | 3/4/93           | 2 1/4 miles                                | non-injury           | truck                    |                |
| 76 | 5/19/93          | 18 miles                                   | non-injury           | car                      |                |
| 77 | 7/12/93          | 4 miles                                    | non-injury           | semi                     |                |
| 78 | 7/12/93          | 4 miles                                    | non-injury           | truck                    |                |
| 79 | 7/12/93          | 2 miles                                    | non-injury           | semi                     |                |
| 80 | 7/28/93          | 10 miles                                   | non-injury           | car/truck                |                |
| 81 | 7/27/93          | 16 miles                                   | non-injury           | 2 cars                   |                |
| 82 | 7/28/93          | 10 miles                                   | non-injury           | car/truck                |                |
| 83 | 9/19/93          | 1 1/2 miles                                | non-injury           | car/deer                 |                |
| 84 | 9/20/93          | 15 1/2 miles                               | injury               | truck                    |                |
| 85 | 11/3/93          | 2 miles                                    | non-injury           | car/deer                 | 16             |
| 86 | 1/4/94           | 15 miles                                   | non-injury           | car                      |                |
| 87 | 1/26/94          | 14 miles                                   | non-injury           | truck                    |                |
| 88 | 1/26/94          | 15 miles                                   | non-injury           | car                      |                |
| 89 | 3/25/94          | 10 miles                                   | non-injury           | truck/deer               |                |
| 90 | 5/22/94          | 8 miles                                    | non-injury           | semi                     |                |
| 91 | 10/14/94         | 7 miles                                    | non-injury           | car                      |                |
| 92 | 11/9/94          | 4 miles                                    | non-injury           | semi                     |                |
| 93 | 11/11/94         | 1 1/2 miles                                | non-injury           | car                      | 8              |
| 94 | 1/14/95          | 10 miles                                   | non-injury           | car                      |                |
| 95 | 2/6/95           | 1 1/2 miles                                | injury               | car/truck                |                |
| 96 | 3/6/95           | 7 miles                                    | injury               | car                      |                |
| 97 | 6/14/95          | 18 miles                                   | non-injury           | truck(combine)           | 4              |

14-9

## SUMMARY

January, 1988 to June, 1995

These 97 accidents were worked by the Osborne County Sheriff's Department, and do not include 14 accidents worked by the Kansas Highway Patrol.

Of the total accidents, 25% were semis, 50% were vehicles, and 25% were trucks and farm equipment.

Car/truck accidents averaged \$4,300 and Semi accidents averaged \$56,000.

Accidents did not happen in any special stretch of the highway, but on every mile between Osborne and Luray as indicated below.

|           |    |            |    |
|-----------|----|------------|----|
| 1-2 mile  | 17 | 11-12 mile | 5  |
| 3-4 mile  | 15 | 13-14 mile | 10 |
| 5-6 mile  | 6  | 15-16 mile | 12 |
| 7-8 mile  | 8  | 17-18 mile | 12 |
| 9-10 mile | 8  | 19-20 mile | 4  |



## Accidents on South Highway 281 in Osborne County

### June-Dec. 1995

| Mile Post | Type     | # Vehicles | Injury/non |
|-----------|----------|------------|------------|
| 170       | Deer     | 1          | non        |
| 189       | off road | 2          | non        |
| 189       | deer     | 1          | non        |
| 181       | deer     | 1          | non        |
| 186       | deer     | 1          | non        |
| 176       | deer     | Semi       | non        |
| 176       | deer     | 1          | non        |

### Jan-Dec. 1996

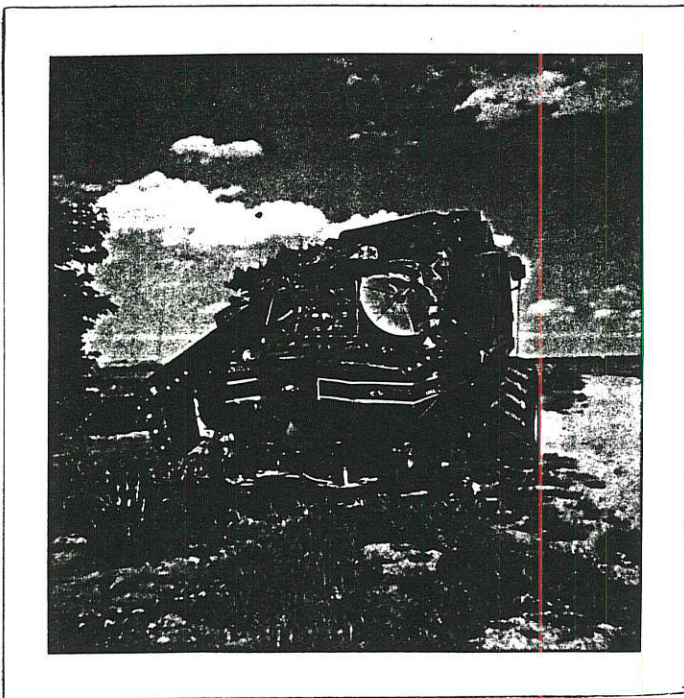
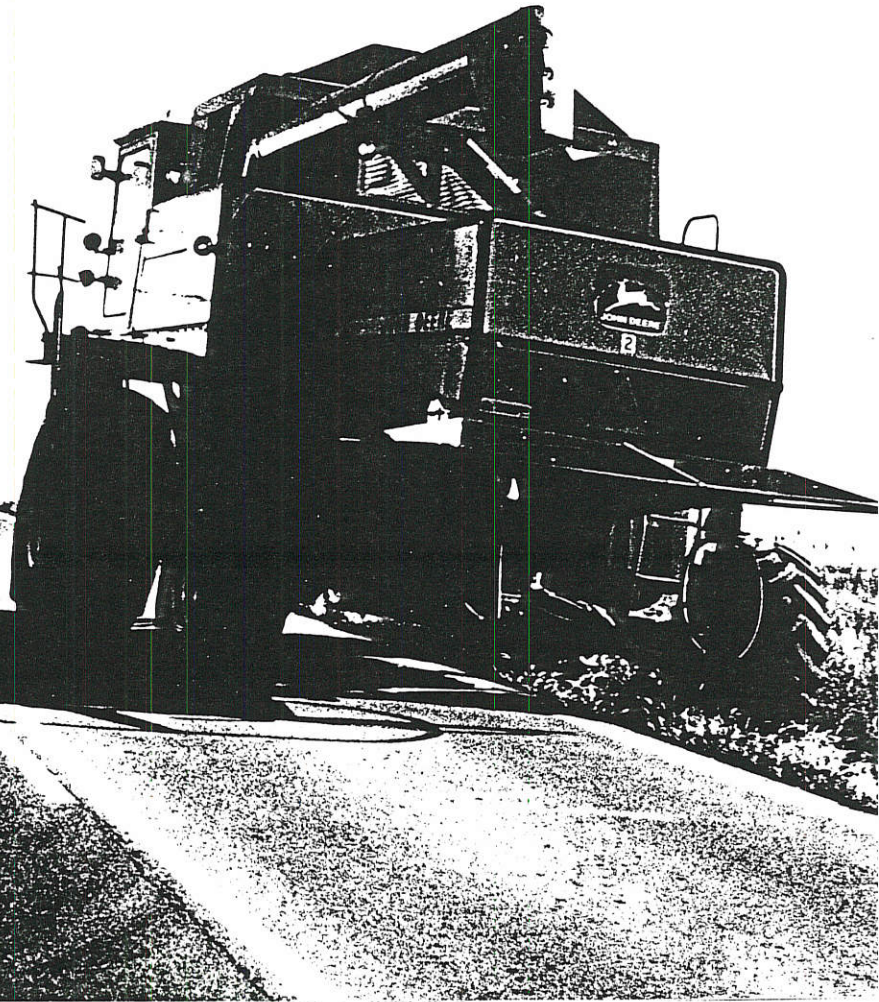
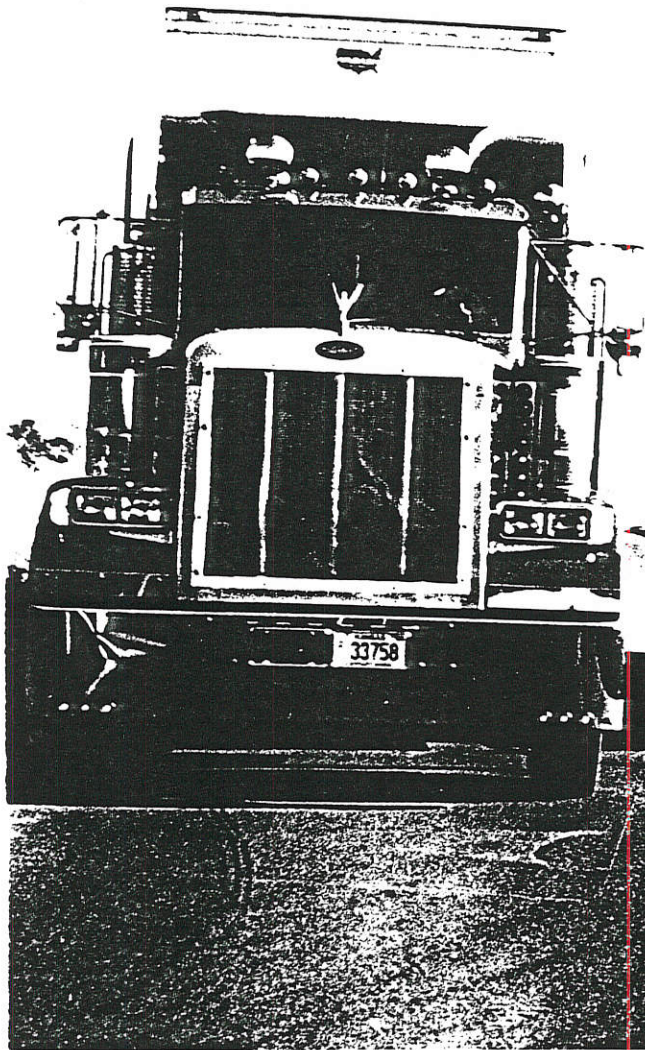
| Mile Post         | Type            | # Vehicles            | Injury/non |
|-------------------|-----------------|-----------------------|------------|
| bridge city limit | avoid on coming | semi                  | non        |
| 187               | rollover        | 1                     | inj        |
| 173               | side swipe      | 2 (semi & truck)      | non        |
| 183               | deer            | 1                     | non        |
| 184               | off roadway     | 1                     | 2 inj      |
| 174               | flat tire       | 1                     | non        |
| 173               | rollover        | semi                  | inj        |
| 183               | side swipe      | semi & farm equipment | non        |
| 179               | deer            | 1                     | non        |
| 177               | deer            | 1                     | non        |
| 197               | deer            | 1                     | non        |
| 198               | deer            | 1                     | non        |
| 171               | cow             | 1                     | non        |
| 179               | deer            | 1                     | non        |
| 180               | deer            | 1                     | non        |
| 178               | deer            | 1                     | non        |
| 182 1/2           | rollover        | 1                     | non        |

### Jan-Dec. 1997

| Mile Post | Type        | # Vehicles | Injury/non |
|-----------|-------------|------------|------------|
| 191       | off roadway | 1          | inj        |
| 176       | off roadway | 1          | non        |
| 172       | rollover    | semi       | non        |
| 190       | off roadway | 1          | non        |
| 176       | deer        | 1          | non        |
| 189       | deer        | 1          | non        |
| 177       | deer        | 1          | non        |
| 181       | deer        | 1          | non        |
| 180       | deer        | 1          | non        |
| 180       | deer        | 1          | non        |
| 170       | deer        | 1          | non        |
| 189       | off roadway | 1          | non        |
| 176       | calf        | 1          | non        |
| 176       | calf        | 1          | non        |
| 171       | deer        | 1          | non        |
| 172       | rollover    | semi       | non        |

**Jan-Aug. 1998**

| <b>Mile Post</b> | <b>Type</b> | <b># Vehicles</b> | <b>Injury/non</b> |
|------------------|-------------|-------------------|-------------------|
| 170              | Rollover    | semi              | non               |
| 184              | Deer        | 1                 | non               |
| 180              | Deer        | 1                 | non               |
| 169 1/2          | Deer        | 1                 | non               |
| 175              | Off roadway | 1                 | non               |
| 180              | Deer        | 1                 | non               |
| 175              | Deer        | 1                 | non               |
| 182              | Off roadway | 1                 | inj               |
| 188              | Off roadway | 2                 | non               |
| 187              | Off roadway | semi              | non               |
| 181              | Cow         | semi              | non               |
| 175              | Off roadway | 1                 | inj               |
| 179 1/2          | Off roadway | 1                 | non               |
| 179              | Off roadway | 1                 | non               |
| 171              | Cow         | 1                 | non               |
| 189              | Off roadway | semi              | non               |



This picture was staged three miles south of Osborne on Highway 281. It depicts the potential hazardous problem when a semi and combine meet when there are no shoulders.

Notice how close they would be if the combine were unable to get a wheel off the highway.

The small picture of the wrecked combine happened 18.5 miles south of Osborne.

A combine on a trailer was traveling south when they met a vehicle and got too far over, causing the trailer to drop off the highway. He could not get back on and lost the combine. The combine replacement cost was estimated at \$93,000.

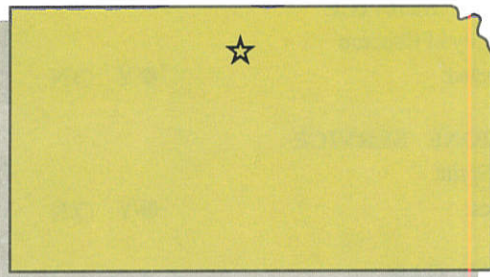
# KANSAS • Ad Astra—To The Stars

## Osborne DATA SHEET

### LOCATION

Distance in miles from:

|                   |       |
|-------------------|-------|
| Chicago .....     | 764   |
| Dallas .....      | 565   |
| Denver .....      | 365   |
| Kansas City ..... | 265   |
| Los Angeles ..... | 1,250 |
| Minneapolis ..... | 722   |
| New York .....    | 1,585 |
| St. Louis .....   | 518   |



### POPULATION

|            | City               | County |
|------------|--------------------|--------|
| 1990 ..... | 1,778 <i>1,830</i> | 4,867  |
| 1980 ..... | 2,120              | 5,959  |
| 1970 ..... | 1,980              | 6,416  |
| 1960 ..... | 2,049              | 7,506  |

### CLIMATE

Average daily temperature:

|               |     |               |     |
|---------------|-----|---------------|-----|
| January ..... | 28° | July .....    | 80° |
| April .....   | 56° | October ..... | 56° |

Average annual precipitation ..... 26 in.  
Average annual snowfall ..... 27 in.

### WORK FORCE

#### Labor Data for Osborne County

|                           |       |
|---------------------------|-------|
| Civilian Work Force ..... | 2,530 |
| Employed .....            | 2,467 |
| Manufacturing .....       | 300   |
| Services .....            | 325   |
| Government .....          | 475   |
| Whls/Retail .....         | 475   |
| Agriculture .....         | 575   |
| Unemployed .....          | 68    |
| Unemployment Rate .....   | 2.5%  |

#### Hourly wage rates in selected occupation

| Occupation                                | Average wage rates |
|---|--------------------|
| Assembler, Light .....                    | \$7.04-8.04        |
| Clerk, General .....                      | \$5.08-6.08        |
| Industrial Truck Operator .....           | \$8.42-9.42        |
| Machine Operator .....                    | \$7.65-8.95        |
| Mechanic, Maintenance .....               | \$9.09-10.09       |
| Welder Combination .....                  | \$7.28-8.28        |
| Percentage of labor force unionized ..... | 0%                 |
| Work stoppages in past two years .....    | 0                  |

### MUNICIPAL SERVICES

#### Type of local government: Mayor/Council

|   |  |
|---|--|
| Comprehensive city plan:                    | <input checked="" type="radio"/> Y <input type="radio"/> N |
| City zoning adopted:                        | <input checked="" type="radio"/> Y <input type="radio"/> N |
| Full-time fire department personnel .....   | 0  |
| Volunteer fire department personnel .....   | 20   |
| Fire insurance class in the city .....      | 6  |
| Fire insurance class outside the city ..... | 10   |
| Full-time police officers .....             | 3  |
| Part-time police officers .....             | 1  |
| Full-time sheriff patrol officers .....     | 4  |

## TRANSPORTATION

### MOTOR CARRIERS

Number of Carriers ..... 4  
 Number of Terminals in the Community ..... 0  
 Highways serving the community:  
 Interstate (E-W) ..... I-70/48 mi.  
 Interstate (N-S) ..... I-135/100 mi.  
 U.S./Kansas (E-W) ..... US-24/0 mi.  
 U.S./Kansas (N-S) ..... US-281/0 mi.

Time in transit for carload or truckload lots:

| City              | Days     |             |
|-------------------|----------|-------------|
|                   | by Truck | by Railroad |
| Atlanta .....     | 2        | 5           |
| Chicago .....     | 1        | 3           |
| Dallas .....      | 1        | 3           |
| Denver .....      | 1        | 3           |
| Kansas City ..... | 1        | 2           |
| Los Angeles ..... | 3        | 4           |
| Minneapolis ..... | 2        | 5           |
| New York .....    | 3        | 6           |
| St. Louis .....   | 1        | 4           |
| Seattle .....     | 3        | 7           |

### RAIL

Railroads serving the community:  
 KYLE, Central Kansas

Reciprocal switching available:  Y  N  
 Distance to nearest piggyback service: 60 mi.

### PACKAGE DELIVERY SERVICE

Ground firms: UPS, Pony Express, Purolator, Federal Express

Air firms: Wichita Air Cargo

### AIR

Distance to nearest public airport ..... 1 mi.  
 Runway surface ..... Asphalt  
 Length ..... 4,000 Ft.  
 Lighted  Y  N  
 Tower  Y  N  
 Private aircraft storage available  Y  N  
 Nearest commercial air service ..... 75 mi., Hays  
 Name(s) of airline(s) serving: Air Midwest

### BARGE

City adjoins navigable river  Y  N  
 Channel depth .....  
 Width .....  
 Shipping season .....  
 Number of public terminals .....  
 Distance to public terminal .....  
 Name(s) of barge firm(s) serving

## UTILITIES

### ELECTRIC SERVICE

Supplier: City of Osborne  
 Interconnected:  Y  N

### TELEPHONE SERVICE

Supplier: Sprint  
 Fiber Optics:  Y  N

### NATURAL GAS

Supplier: Western Resources

### WATER

Supplier: City of Osborne  
 Source: River and Well  
 Capacity of water plant ..... 1,500,000 gal./day  
 Average consumption ..... 295,000 gal./day  
 Peak demand ..... 1,000,000 gal./day  
 Storage capacity ..... 660,000 gal.

### SANITATION

Type of sewage treatment plant: Lagoons

|                             | Capacity | Present Load |
|-----------------------------|----------|--------------|
| Primary                     |          |              |
| Gallons/day .....           | 250,000  | 200,000      |
| Population equivalent ..... | 2,500    | 2,000        |

## TAX STRUCTURE

| Total sales tax rate (city, county and state): |        | 5.4%   |        |        |  |
|--|--------|--------|--------|--------|--|
| Property                                       |        |        |        |        |  |
| Tax Rate                                       | 1998   | 1997   | 1996   | 1995   |  |
| City   | 67.28  | 68.50  | 63.93  | 63.59  |  |
| County   | 54.45  | 62.47  | 59.61  | 52.68  |  |
| School   | 35.00  | 35.00  | 35.00  | 35.00  |  |
| Other  | 1.50   | 1.50   | 1.50   | 1.50   |  |
| Total  | 158.23 | 167.47 | 160.04 | 152.77 |  |

Assessed Value: \$4,360,622

14-15

## COMMUNITY SERVICES

### SUPPORT SERVICES

Machine shops in the city:      Y   No. 1    N  
 Tool & die shops in the city:      Y   No. 1    N

### FINANCIAL INSTITUTIONS

Number of banks in the city ..... 2  
 Assets ..... \$58,234,000  
 Number of Savings and loan firms ..... 0  
 Assets .....

### HEALTH CARE

Hospital in the community:              Y    N  
 Number of beds ..... 29  
 Nearest hospital:

Clinic in the community:                  Y    N  
 Medical personnel:  
 MD ..... 1   Optometrist ..... 1  
 Dentist ..... 1   Osteopath ..... 1  
 Chiropractor ..... 1   Podiatrist ..... 0

### HOUSING

No. of housing units built in last 2 years ..... 10  
 Average monthly rental: Houses ..... \$300  
   Apartments ..... \$260  
 Average cost - new construction ..... \$60-65 /sq. ft.  
 Average cost - lots: ..... \$ 2,500

### RECREATION FACILITIES

Recreation facilities in city or within 25 miles:  
 Public golf course .....    Public tennis crts .....   
 Public parks .....    Public swim. pools .....   
 Country club .....    YMCA .....   
 Library .....    No. of theatres ..... 0  
 Nearest public access lake, reservoir or river:  
 Glen Elder Reservoir  
 Distance: ..... 18 mi.  
 Activities allowed:     swimming .....   
                                   fishing .....    water skiing .....   
                                   boating .....    camping .....

### CONVENTION/LODGING FACILITIES

Number of hotels ..... 0   Rooms .....  
 Number of motels ..... 1   Rooms ..... 32  
 Bed & Breakfasts ..... 1   Rooms ..... 2  
 Largest banquet room ..... 400 persons

### MEDIA

Newspaper:   Daily    Weekly   
 No. of Radio Stations .. 0   Cable TV .....   
 No. of TV Stations ..... 0   TV Channels ..... 40

### RELIGIOUS INSTITUTIONS

Protestant ..... 8   Catholic ..... 1  
 Synagogues ..... 0   Other .....

## EDUCATION FACILITIES

### PUBLIC SCHOOLS

| Type                   | Number | Enrollment | Teacher/<br>Pupil Ratio |
|------------------------|--------|------------|-------------------------|
| Elementary             | 1      | 266        | 1:14                    |
| Jr. High/Middle School | 1      | 83         | 1:10                    |
| Senior High            | 1      | 149        | 1:9                     |

### PRIVATE SCHOOLS

| Type                   | Number | Enrollment | Teacher/<br>Pupil Ratio |
|------------------------|--------|------------|-------------------------|
| Elementary             |        |            |                         |
| Jr. High/Middle School |        |            |                         |
| Senior High            |        |            |                         |

### VOC-TECH/JUNIOR COLLEGES

| Name                                 | Location  | Enrollment | Distance |
|--------------------------------------|-----------|------------|----------|
| Cloud County Community College ..... | Concordia | 1,257      | 66 mi.   |
| Colby Community College .....        | Colby     | 1,146      | 130 mi.  |
| North Central AVTS .....             | Beloit    | 472        | 36 mi.   |
| Salina AVTS .....                    | Salina    | 338        | 105 mi.  |

### UNIVERSITIES OR COLLEGES

| Name                             | Location  | Enrollment | Distance |
|----------------------------------|-----------|------------|----------|
| Fort Hays State University ..... | Hays      | 5,540      | 75 mi.   |
| Kansas Wesleyan University ..... | Salina    | 637        | 105 mi.  |
| Kansas State University .....    | Manhattan | 19,184     | 150 mi.  |

