

Approved: April 7, 1999

Date

MINUTES OF THE JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Senator Ben Vidricksen at 12:05 p m..on February 17, 1999 in Room 313-S of the Capitol.

All members were present except: Senator Harrington  
Senator Huelskamp

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

Conferees appearing before the committee: John Zutavern, Abilene  
John Whitehair, Dickinson County  
Tony Frieze, Chapman  
John Neal, Hutchinson  
Lisa Warner, Hutchinson  
Rep. McClure  
John Highland, Beloit  
Roger Nelson, Concordia  
Stanley Smith, Concordia  
Kirk Lowell, ABB, Concordia  
Tim Rogers, Salina Airport Authority  
Josie Torrez KCDD  
Phyllis Anderson, OCCK  
Linda Peterson, Marion Co. Commissioner  
Delores Dalke, Mayor of Hillsboro  
Rep. Krehbrel  
Don Schroeder, McPherson County  
Ms. Ingrid Gustafson, McPherson Middle School  
Julie Covert Walter, Manhattan  
Don Hanson, Ellsworth County

Others attending: See attached list

**Briefing on comprehensive transportation program**

Chairman Vidricksen welcomed guests and thanked them for their interest. He advised them of time constraints and the need to keep testimony brief.

John Zutavern, Abilene City Commissioner, (Attachment 1); Paul Whitehair, Dickinson County Commissioner introduced other members of their delegation. Mentioned materials provided members last week and stated he wished to re-emphasize their need for assistance in dealing with the problems created by the three large rock quarries in this county which provide materials to the State of Kansas. Truck traffic associated with them have really devastate the county roads. All their efforts to obtain relief have met no success. Ask legislative assistance to resolve this issue (no written testimony). He then introduce Tony Frieze, Assistant Superintendent of Schools, Chapman who discussed all school transportation and the related importance of safety related to vast areas and transportation. His area deals with 90 routes, in Chapman alone. They would hope to receive continued support and would like to have a program that will adequately fund their needs (no written testimony).

John Neal, Chairman, Hutchinson/Reno County Highway Development Coalition explained the packet of materials provided members (Attachment 2). Highlighted their major concerns and strongly urged passage of a comprehensive transportation program. They frankly recommend adopting the T-2000 plan. Obviously community after community from throughout the state

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE,  
Room 313-S Statehouse, at 12:05 p.m. on February 17, 1999.

have expressed their desire for this program. Lisa Warner, appeared in support of Hutchinson but also as a representative of Kansas Public Transit Association. She is the Assistant Director of the Reno County Department of Aging and addressed the needs of public transportation (Attachment 3).

Representative McClure introduced David Fraser, Beloit City Manager and other members from her district. She advised that John Highland a member of the Beloit City Council would speak for the city of Beloit (Attachment 4).

Roger Nelson, Concordia, representing a five county commission brought a large delegation and strongly urged support for the T-2000 program. He turned the program over to Stanley L. Smith, Concordia, City Manager who advised that this large delegation represents a collaborative interest in the transportation program for the state, specifically as it affects the growth and development of north central Kansas. The packet of their materials provides phone numbers and names of persons to contact if there are any questions. Kirk Lowell, ABB Concordia, spoke briefly calling special attention to the the last page of their attachment - noting they'd really like a highway in Kansas to transport that item through to Canada (Attachment 5).

Tim Rogers, Executive Director, Salina Airport Authority and member of the T-2000 Task Force, spoke on behalf of the City of Salina, Saline County, etc. urged passage of a meaningful program (Attachment 6). Josie Torrez, Kansas Council on Developmental Disabilities, addressed the tremendous need for adequate and meaningful transportation of people with disabilities; She introduced Phyllis Anderson, OCCK, Salina to tell you about their transportation grant (Attachment 7). Ms. Anderson, Occupational Center of Central Kansas (OCCK), explained the demonstration grant mentioned by Ms. Torrez, and resulting benefits and concerns regarding what happens when the grant expires (Attachment 8)

Recognition was given to the large delegation from Central Kansas. Linda Peterson, Marion County Commissioner spoke on the transportation issues and urged passage of a comprehensive transportation program. She also provided additional written testimony from St. Luke's Hospital regarding extending the airport runway for medical purposes. (Attachment 9). Ms. Peterson introduced Max Hahn, City of Marion Mayor and the next speaker, Delores Dalke, Mayor of Hillsboro. Mayor Dalke talked about how small cities are in desperate need for a complete comprehensive highway bill (Attachment 10).

Rep. Krehbrel stated he wished to extend a welcome to McPherson County people .He then turned the meeting over to them. Don Schroeder, Chairman Board of County Commissioners asked his delegation to stand and be recognized. He called special attention to the students who were present. He addressed the needs of the entire county and advocated a strong transportation program for not only their area but the state's position in the economic arena. He introduced Ms. Ingrid Gustafson, McPherson Middle School Student who told the committee about the safety threats existing in their area and asked for greater funding for projects in communities. (Attachment 11).

Julie Govert Walter, Executive Director, North Central-Flint Hills Area Agency on Aging, described the large area and population they service and the needs for public transportation (Attachment 12).

Don Hanson, Ellsworth County, informed the members regarding the bridge problems in their county and urged increasing the share of transportation funding to local city and county projects (Attachment 13).

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE,  
Room 313-S Statehouse, at 12:05 p.m. on February 17, 1999.

The meeting adjourned at 1:30 p.m.

The next meeting is scheduled for February 18, 1999 at 12:00 noon in 313-S.

**JOINT MEETING - TRANSPORTATION COMMITTEE  
GUEST LIST**

DATE: February 17, 1999

NAME	REPRESENTING
JOE PALACIOZ	CITY OF HUTCHINSON
Jon Davlin	Hutchinson Chamber of Comm.
Darrell ROSE	HUTCHINSON - DILLON STORES
Lisa Waener	Hutchinson - Perm Co. Dept of Aging
Richard Shuch	Southwestern Bell - Hotel.
<del>BOB ZELLO</del>	CITY OF HUTCHINSON
REG JONES	CITY OF HUTCHINSON
Bernie Dultsin	City of Hutchinson
Dennis M. Clennan	City of Hutchinson
Quinn Zeeper	City of South Hutchinson
Conrad K... ..	KANSAS GAS SERVICE - Hutchinson
Bruce Harris	KS. GAS SERVICE - SALINA
Don Mense	Mid America Tire Dealers HUTCHINSON
BOB HARDEW	CITY OF MCPHERSON
MARVIN PETERS	MCPHERSON MUNICIPAL DEV. CO.
Louise Schlar	Dickinson Co. Comm.
Paul L Whitehaer	Dickinson Co. Comm.
TONY FRICZ	USD 473 - Chapman, KS
Dale Curtis	DK Co Hwy Adv.

**JOINT MEETING - TRANSPORTATION COMMITTEE  
GUEST LIST**

DATE: February 17, 1999

NAME	REPRESENTING
Billie L. Wolf	Medina Kansas.
STANLEY L. SMITH	CITY OF CONCORDIA CLOUD COUNTY, KS
Sinda Peterson	Marion County
Max Haysen	City of Marion
Roger Nelson	Cloud County, Commission Chairman
Neva Brewer	Cloud Corp Pan American Highway Assn
MIKE WILKESSEN	KDOT
Nelson Hale	City of Wellsville
Jodi Sells	" " "
Bryan Wemy	Concordia
John F. Highland	Beloit.
David Frasier	Beloit
GARY ROHRER	HUTCHINSON, KENO COUNTY
Eric Andersen	Concordia
Bella Blosser	Concordia
Theodore C Samuelson	Concordia
Roberta Lewicki	Concordia Chamber of Commerce
Barbara Henry	CLOUD COUNTY COMMISSION ON AGING
Gary Frasier	County Commissioner Cloud

**JOINT MEETING - TRANSPORTATION COMMITTEE  
GUEST LIST**

DATE: February 17, 1989

NAME	REPRESENTING
Dan Koch	Concordia / Cloud County
Don Bantz	CONCORDIA / CLOUD COUNTY
Phil Gilliland	CLOUDCORP / CONCORDIA
Jim Huff	CCC Concordia
JOE STRECKER	CONCORDIA / CITY COMM
Dale E. Swenson	Cloud Corp / Cloud County
Lee W. Boyer	Concordia Cloud County
Wilbur Naylor	Concordia Cloud County
Christ E. Mitchell	Hutchinson - Chamber of Commerce
Claude J. Harwood MD	Glasco - Pres. Chamber of Commerce
Marilyn L. Harwood	member Cloud Corp + Glasco Chamber of Commerce
JOHN POLZAR	



## INTRODUCTION

**To: State of Kansas Legislature  
Joint Senate-House Transportation Committee**

**Re: State Comprehensive Transportation Program**

I am John Zutavern, a City Commissioner from the City of Abilene and also the current President of the League of Kansas Municipalities and with me today from Abilene is City Commissioner, Bill Peterson and City Manager, Mark Arbuthnot and we are here today to voice our support for enactment of a new state-wide Comprehensive Transportation Program. Any plan that is adopted should meet as many local transportation needs as possible and be inclusive of all areas of transportation. Adequate transportation systems are essential to the safety and economic vitality of Kansas communities so, the City of Abilene encourages funding by the State to improve and maintain both local and State transportation infrastructure.



## AIRPORT IMPROVEMENTS

Local airport funding is important so that we can maintain and improve our facilities to meet the transportation requirements of our major employers in the community such as Duckwall-Alco who has corporate based aircraft and Russell Stover Candies as well as all other business and general aviation users who rely on our airport to meet their individual transportation needs. Airports are also a valuable part of our local economy and provide another economic lifeline into our communities.

## ROAD IMPROVEMENTS

Our local funding sources for roads in Abilene and Dickinson County are currently not sufficient to meet the level of improvements that are needed to keep up with the day to day road maintenance and reconstruction needs created by our local residents and businesses. The City and County have jointly funded road projects in the past in an effort of cooperation but our resources are not able to fund all of the work that needs to be accomplished. This problem is compounded by the many tourists who visit our local attractions such as the Eisenhower Center, Greyhound Hall of Fame, Kansas Sports Hall of Fame, Russell Stover Candies, Kirby House Restaurant, Eisenhower Park, Brown's Park and the many others that attract people to our City and the surrounding areas within our county. It is estimated that visitors to the Eisenhower Center will increase by 50% to 133,000 annually after the current remodeling of the facilities is completed in three years. The recent legislation to recognize Dwight Eisenhowers birthday on October 14 will also heighten the awareness of the Eisenhower Center and the number of people who visit it. We are grateful to have the many tourists who visit our community annually as they are valuable part of our local economy.

As we all know the state, local and county road systems are important to the farming community, school systems, commercial and industrial businesses and our citizens as the roads are our economic lifelines and must be maintained and improved. Unified School District 435 as well as Duckwall-Alco, Russell Stover Candies, De Bruce Grain and ADM Milling are just a sampling of our local schools and businesses that rely on the City and County road systems to meet their daily transportation needs. The economic impact to the City is further evidenced by the annual City and County sales tax receipts which make up 40% or \$850,000 of the City's total General fund revenues in the 1999 budget. It is estimated that a large percentage of these revenues are generated by visitors to our community and the surrounding areas.

With the potential of lost sales tax revenues due to catalog and Internet sales of goods and services it is increasingly important that our road systems provide safe and dependable access to our downtown mainstreets and other businesses in our communities. Any lost sales tax revenues to the City and the County would place more of a burden on other revenue sources with the largest of those being property taxes.



## SPECIFIC PROJECT LISTING

1. Municipal airport improvements which include additional taxiways, an overlay of the main runway and improvements to the existing terminal building.
2. Reconstruction of a 2,200' portion of North Buckeye(K-15 Highway), including widening, removal of the existing frontage roads, storm drainage improvements and intersection signalization to improve traffic flow and safety.
3. Improvements on west Fourteenth Street (former U.S. 40 Highway)include extension of the existing four lane to Vine Street, reconstruction of the bridge over Mud Creek to K.D.O.T. design and load capacities and reconstruction of the Fourteenth Street and Van Buren intersection including signalization to improve traffic flow and safety.

Fourteenth Street is used extensively by Duckwall-Alco for access to their distribution center and by Russell Stover Candies for access to their manufacturing plant. This street also provides a by-pass around the west side of the City for car and truck traffic.

4. Construction of a new interstate interchange at North Brady St. and I-70. The City has approved a \$1.4 million dollar road improvement project for 21<sup>st</sup> and Brady St. that will provide for an east by-pass around the City and open up additional areas for residential and commercial development with completion in approximately two years. This new interchange will help to provide easier access to this part of the City with improved traffic flow and safety.
5. Construction of an alternate railroad route across K-15 Highway south of Abilene for the Union Pacific and Burlington Northern-Santa Fe Railroads including flood control facilities to improve traffic flow through the City and eliminate problems for emergency service providers when train traffic blocks Buckeye St.(K-15 Highway) and other local streets and to also improve safety. Currently there are twelve scheduled trains daily through Abilene and it is anticipated that this number will only increase. When trains block the roads emergency services such as Fire, Police and Ambulance are cut off to the southern part of the City. Major attractions such as the Eisenhower Center, Old Abilene Town, Greyhound Hall of Fame, Telephone Museum and the Abilene Smoky Valley Railroad as well as other businesses, residents and visitors to this area are at risk if emergency services don't have access in case of an emergency. We have a responsibility to provide for the safety of our community and its citizens.



**CLOSING STATEMENT**

In closing the formulation of a new state-wide Comprehensive Transportation Plan is unanimously supported by the Abilene City Commission who feels that such a plan is essential to the economic well-being of the cities and counties across the State of Kansas and that it should provide for long term growth and development which benefits everyone.

On behalf of myself and those of us here today from Abilene we thank you for the opportunity to speak to you today and also for your time and consideration on this issue.

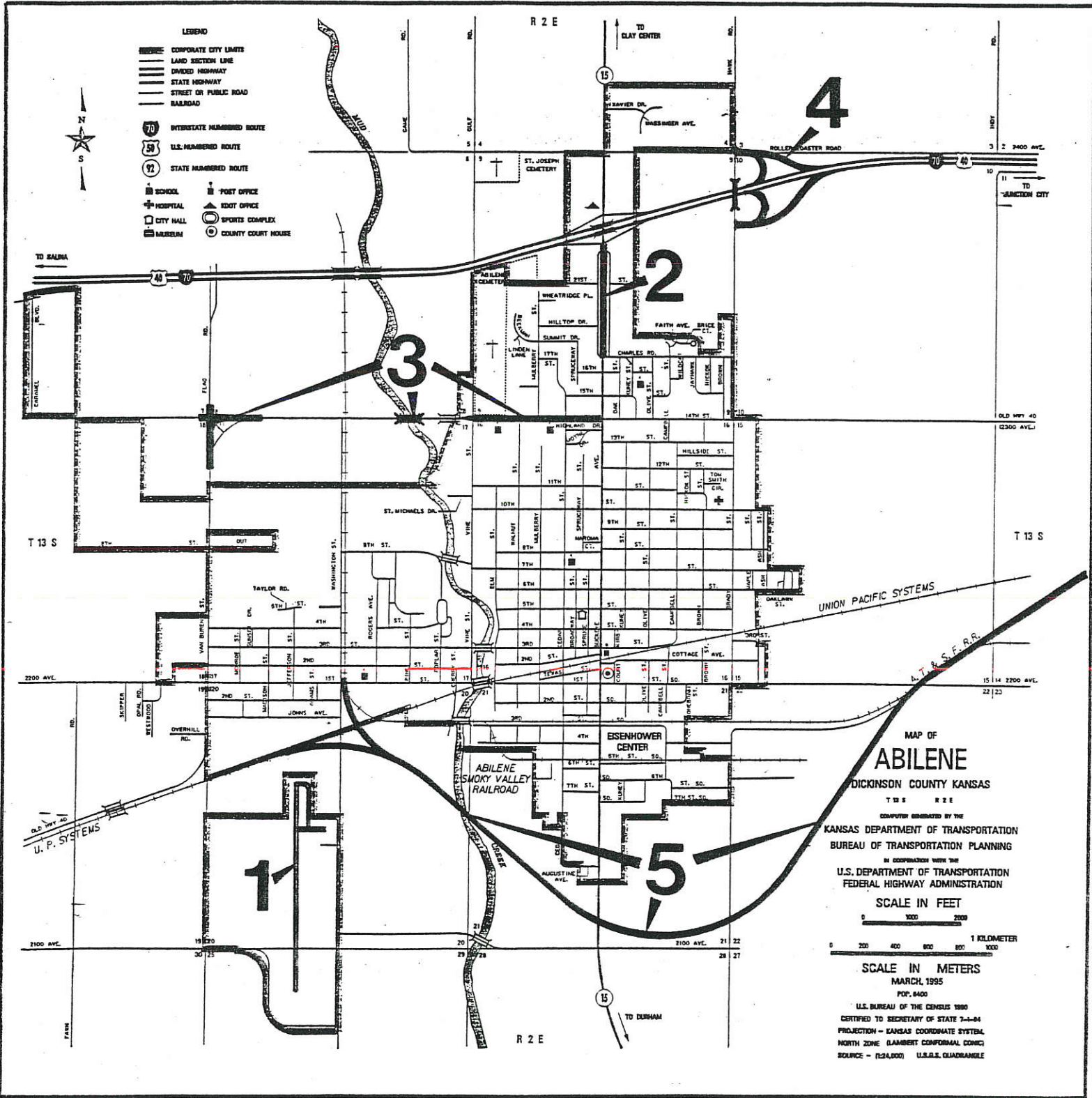
**John Zutavern**

**Abilene City Commisisoner**

**President of the League of Kansas Municipalities**



# PROJECT LOCATION MAP



1-5

**RESOLUTION 020899**

**A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE CITY OF ABILENE, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS**, one of the major responsibilities of municipal government is to plan for the immediate and long-term transportation needs of the City and surrounding areas;

**WHEREAS**, the Governing Body of the City of Abilene, Kansas (hereinafter the "City"), has conducted the necessary investigations to identify the transportation capital improvements that are needed by the City; and

**WHEREAS**, these specific transportation capital improvements are vital to the economic well being of the City and to its long-term growth and development; and

**WHEREAS**, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City from being accomplished; and

**WHEREAS**, the City is unable to finance such transportation capital improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

**WHEREAS**, the State of Kansas and the Kansas Department of Transportation can not sufficiently address the transportation needs of the City and other cities and counties across the state without enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF ABILENE, KANSAS:**

**Section 1. Priority Transportation Projects.** After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City and the safety of its citizens:

1. Municipal airport improvements, such as additional taxiways, an overlay of the main runway, and improvements to the existing terminal building.

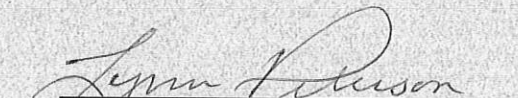
2. Reconstruction of a 2,200' section of North Buckeye Avenue (K-15 Highway), including widening, removal of existing frontage roads, intersection signalization and storm drainage improvements.
3. Improvements on Northwest Fourteenth Street (former U.S. 40 Highway) to include extension of existing four lane to Vine Street, reconstruction of the bridge over Mud Creek, reconstruction of the Fourteenth Street and Van Buren intersection including signalization.
4. Construction of a new interchange at North Brady Street and I-70.
5. Construction of an alternate railroad route through undeveloped floodplain south of Abilene for the Union Pacific and Burlington Northern-Santa Fe Railroads and to include flood control facilities.

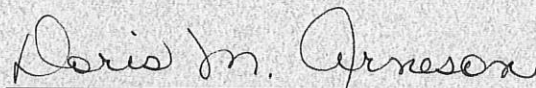
**Section 2. New Comprehensive Transportation Program.** The City hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

**Section 3.** The City Clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves, State Senator Don Steffes; State Representative Shari Weber; and the League of Kansas Municipalities.

**ADOPTED this 8<sup>th</sup> day of February, 1999.**



  
**Lynn Peterson**  
**Mayor**

  
**Doris M. Arneson**  
**City Clerk**

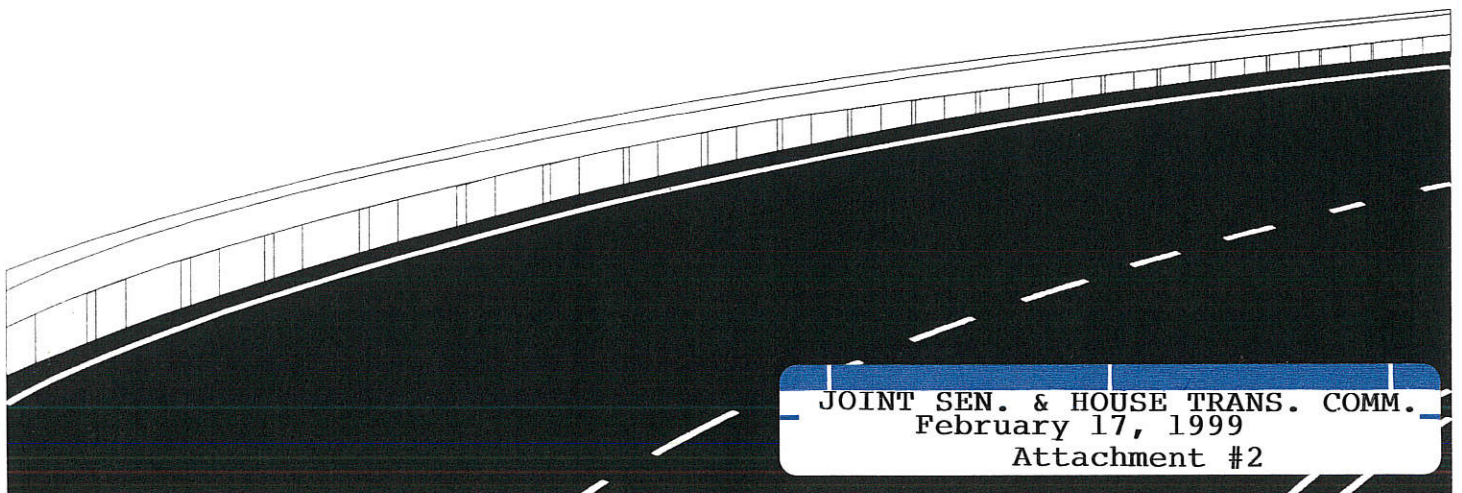
**HUTCHINSON/RENO COUNTY  
Highway Coalition**

**Testimony Before**

**Joint  
House and Senate  
Transportation Committees**

February 17, 1999

Compilation of testimony provided to the  
Transportation 2000 Task Force



**Testimony**  
**submitted to**  
**The Joint Senate and House Transportation**  
**Committees**  
**of**  
**The Legislature of the State of Kansas**  
  
**by**  
**John Neal, Chair**  
**Hutchinson/Reno County**  
**Chamber of Commerce Highway Development Task Force**

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February 17, 1999

Senators and Representatives:

Thank you for the opportunity to appear today. I am John Neal, Chair of the Hutchinson/Reno County Chamber of Commerce Highway Development Task Force. I am here to speak on behalf of Hutchinson and Reno County in support of the passage of a strong, effective, state-wide comprehensive transportation program.

Like virtually all counties and communities in the state, we have a list of transportation needs and projects which we consider essential to our area and the state of Kansas. These are not just limited to highways, although much of what I say today will focus on our highway needs. We also have significant and important needs in the area of public transportation. Later today you will hear from the Reno County Department of Aging concerning the importance of funding for public transportation, which must be considered a necessary and vital part of any comprehensive transportation program. Given a reasonable opportunity and an adequately funded state transportation program, we have no doubt that we can establish the importance of Reno County's highway and other transportation needs and show why they should be addressed under any new comprehensive program passed by the Legislature.

For example, our two key highway projects are completion of a "diagonal corridor" from Hutchinson to Great Bend, which would continue to improve K-96 toward the northwest and toward an ultimate connection with I-70, and the widening of 21.8 miles of K-61 between Hutchinson and McPherson to four lanes. The importance of the K-96 project was recognized as early as 1962, when the State Highway Commission and the Legislative Council commissioned a needs study and hired Roy Jorgenson and Associates to recommend actions to implement effective highway, road and street programs throughout Kansas. The K-96 project, often referred to as the "Northwest Passage", and the widening of K-61 to four lanes, were both recognized as key projects in 1975 when Wilbur Smith & Associates did a needs study authorized by the Legislature.



In more recent years, the importance to our area of the K-61 project has been emphasized by a feasibility study, completed in January, 1997, by Wilson and Company of Salina. This feasibility study examined the upgrading of K-61 to four lanes between Hutchinson and McPherson. It cost approximately \$70,000 and was paid for by the governing bodies of Reno County, McPherson County, the City of Hutchinson, the City of McPherson and the City of Inman. The study demonstrates the strength of commitment to this project by our area of the state, analyzes construction costs, substantiates the need for the project, and will assist KDOT in identifying the best alignment for the two additional lanes.

Neither of these projects has yet been started, but at the appropriate time we can and will make a very strong case for their inclusion in any new statewide transportation program.

For us to have a fair chance to get such projects included, however, any transportation program this Legislature passes must contain significant funding for system enhancements, the category into which such projects as the "Northwest Passage" and the widening of K-61 will probably fall. Without adequate funding for system enhancements, projects such as these would most likely fall by the wayside. While I am not here today to speak for or against specific projects, failure to provide adequate funding for these types of projects, whether from Reno County or parts of the state, would not be in the best interests of the state as a whole and certainly would not be in keeping with the concept of a truly "comprehensive" statewide transportation program.

Therefore, my purpose today is to urge you to do everything possible to assure adequate funding for whatever program is passed by this Legislature, especially when it comes to system enhancements. While the Governor's program addresses many of the needs across the state, it simply does not go far enough. Since neither of the projects I have mentioned is included in the list of Major Modifications under the Governor's program, they could not be funded under that program unless chosen as part of the system enhancement projects. Yet the Governor's proposal does not appear to provide enough funds to adequately address many of the system

enhancement needs identified by the Transportation 2000 Task Force, which was, of course, appointed by the Governor. Failure to adequately address these needs would not only be detrimental to the long-term interests of all Kansans, it would surely make it very difficult to obtain the support of enough legislators to pass any kind of a really meaningful new transportation program.

We ask that you strongly consider the funding recommendations put forth last week by Economic Lifelines. Economic Lifelines recommends spending \$1.2 billion dollars over an eight year period for system enhancements. This, we believe, is the minimum additional amount needed to fund system enhancements at a level substantial enough to meet the needs of communities in all parts of the state. We also support the Economic Lifelines overall approach to funding because it relies less on bonding, provides for shorter term bonds, and outlines a funding blend of bonding, user fees, and general fund sales tax transfers.

In 1989 the Legislature exercised extraordinary courage and vision by passing the Comprehensive Highway Act. The results are evident in the improved highways that we all drive on, which stand as testimony to the vision and forward thinking of the people of this state. It surely is not an accident that over the last few years, since passage of the 1989 legislation, this state has enjoyed unparalleled growth and economic success. The improvement of our highways has undoubtedly been an important factor in bringing about this growth. Whether it is in private business or in state or local government, the continued development and improvement of the infrastructure of any entity is essential for the continued growth, development, and long-term stability of that entity.

We cannot lose sight of that fundamental truth. We now have an opportunity to build on our proven success by continuing to invest in our future. While we certainly will, and should, debate what methods should be used for funding, we cannot afford to inadequately fund any portion, including the system enhancements portion, of whatever program is ultimately passed. The Transportation 2000 Task Force has heard and identified the needs across the state. It is now up to the Legislature to make certain that these needs are adequately funded.

In summary, Hutchinson and Reno County strongly urge your support for an adequately funded and truly comprehensive transportation program. We ask that you seize this opportunity, that you expand upon the vision and courage shown by the Legislature in 1989 by providing for and appropriately funding all aspects of our state's transportation needs, including system enhancements, as we enter the new century. The needs are clear. In the many hearings before the Transportation 2000 Task Force the citizens of this state outlined what those needs are. Community after community left no doubt that transportation is a very high priority throughout this state. We urge you to respond by not only passing a truly Comprehensive Transportation Program, but by funding it appropriately and adequately so that it is substantial enough to meet highway and other transportation needs all across the state.

Thank you.

RESOLUTION NO. 3025

**A RESOLUTION IN SUPPORT OF A TRANSPORTATION  
PLAN FOR THE STATE OF KANSAS.**

WHEREAS, Kansas Governor Bill Graves appointed a Transportation 2000 Task Force on June 12, 1998 to study the States transportation needs; and

WHEREAS, Town Hall meetings were held at all regions of the State of Kansas; and

WHEREAS, Transportation 2000 is endorsing a 12.4 billion dollar plan over eight years; and

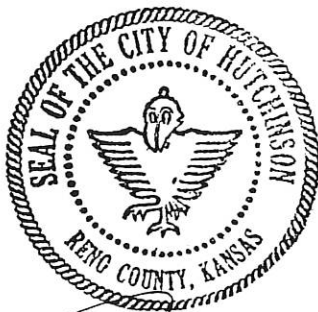
WHEREAS, the Governor of Kansas has announced his support for a transportation plan which calls for a 10.68 billion dollar plan over eight years; and

WHEREAS, the City of Hutchinson, Kansas supports the concept of a long term transportation plan as recommended by both the Governor and Transportation 2000 Task Force.

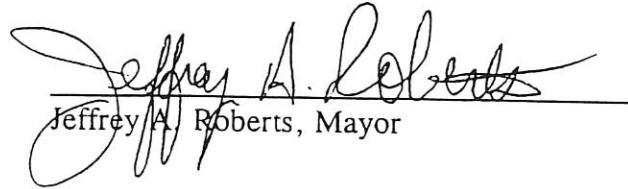
NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF HUTCHINSON, KANSAS:

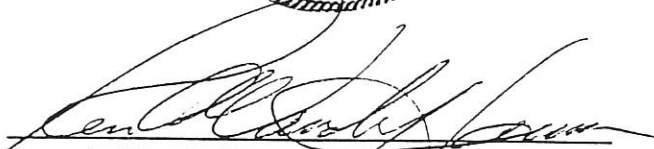
That the City of Hutchinson, Kansas is supportive of the Transportation 2000 Task Force recommendation as a more comprehensive approach in meeting the needs of our Kansas Communities.

PASSED BY THE GOVERNING BODY this 2<sup>nd</sup> day of February, 1999.



ATTEST:

  
Jeffrey A. Roberts, Mayor

  
Ross A. VanderHamm  
Finance Director/City Clerk

RESOLUTION NO. 99-09

**A RESOLUTION IN SUPPORT OF A TRANSPORTATION  
PLAN FOR THE STATE OF KANSAS**

WHEREAS, Kansas Governor Bill Graves appointed a Transportation 2000 Task Force on June 12, 1998 to study the State of Kansas needs; and

WHEREAS, Town Hall meetings were held in all regions of the State of Kansas; and

WHEREAS, Transportation 2000 is endorsing a 12.4 billion dollar plan over eight years; and

WHEREAS, the Governor of Kansas has announced his support for a transportation plan which calls for a 10.68 billion dollar plan over eight years; and

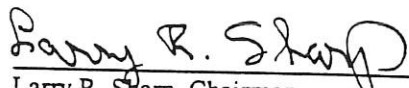
WHEREAS, Reno County supports the concept of a long term transportation plan as recommended by both the Governor and Transportation 2000 Task Force.

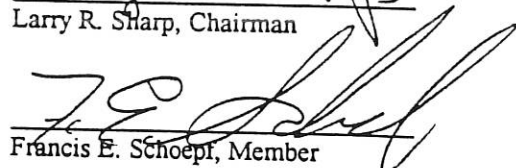
NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF RENO COUNTY, KANSAS:

That the County of Reno is supportive of the Transportation 2000 Task Force recommendation as a more comprehensive approach in meeting the needs of our Kansas Communities.

ADOPTED in regular session this 9<sup>th</sup> day of February, 1999.

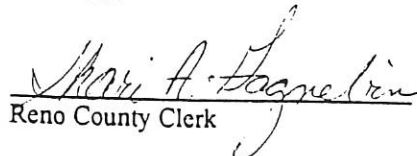
BOARD OF COMMISSIONERS OF  
RENO COUNTY, KANSAS

  
Larry R. Sharp, Chairman

  
Francis E. Schoepf, Member

  
Frances J. Garcia, Member

ATTEST:

  
Mari A. Laguerre  
Reno County Clerk

Compilation of Testimony  
to  
Transportation 2000 Task Force

September 2, 1998

Corridor Project ...

4-Lane Expressway - K-61  
Hutchinson/McPherson

- Engineering Report, Wilson & Company
- John Neal, Chairman, Highway Coalition - Hutchinson/Reno County
- Senator Dave Kerr
- Representative Janice Pauls
- Reno County Commission
- City of Hutchinson
- Kansas State Fair
- Dillon Stores
- Kansas Cosmosphere

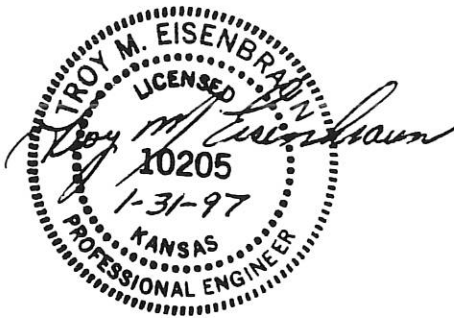
ENGINEERING REPORT

submitted to

Reno County,  
McPherson County,  
City of Hutchinson, and  
City of McPherson

*for a*

Feasibility Study  
K-61 Expressway  
McPherson and Reno Counties



Address all communication  
regarding this work to:

Wilson & Company  
P.O. Box 1640  
Salina, Kansas 67402-1640  
(913) 827-0433

January 1997  
WCEA File: 96 410 017

**WILSON**  
& COMPANY



# Feasibility Study K-61 Expressway McPherson and Reno Counties

## EXECUTIVE SUMMARY

To identify the corridor for a possible 4-lane expressway between Hutchinson and McPherson, local governmental units initiated a study to examine the feasibility of this concept. Authorization of the study was made in late 1995, which had the following objectives:

- Determine the most feasible location for a 4-lane expressway within a corridor limited to a band on either side of the existing highway.
- Determine the location of proposed access points to the expressway.
- Evaluate the need for and locate any grade separation structures.
- Assess the right-of-way needs for the proposed alignment.
- Develop project cost estimates for the expressway plan.
- Provide for public involvement and comment on the proposed expressway plan.

One basic assumption made was that the 4-lane expressway would be created by adding two lanes to existing K-61 Highway. Utilization of the existing road was a primary goal in order to lessen the impact on adjacent residential and commercial development, minimize costs, and limit the amount of additional right-of-way needed. The need for new alignments around developed areas to improve traffic safety and efficiency was also addressed in the study.

In examining the need for the expressway, several factors were evaluated. While the accident rate on K-61 Highway is below the state average for 2-lane highways, traffic volume has grown rapidly in recent years. While this recent rate of growth is not expected to continue, moderate growth can reasonably be expected. Traffic volumes are expected to approach the capacity of the existing 2-lane highway early next century.

Public involvement and comment on the proposed expressway project was encouraged as part of the feasibility study. Through Public Information Meetings held in Inman and Hutchinson, interested citizens were informed of the expressway concept, proposed alignment, and other preliminary design details. Public comment on the proposed project was divided, as detailed later in this report.

Total probable cost for the proposed 22.3 mile expressway project is estimated at slightly over \$78,441,000, which includes design, construction, right-of-way, legal, and administrative costs. The proposed new alignments around Medora and Inman will add approximately 1/2 mile to the existing 21.8 mile route.



## I. GENERAL

### Introduction

This study was initiated in late 1995 to examine the feasibility of upgrading K-61 Highway between Hutchinson and McPherson to a 4-lane expressway. The study was initiated by local units of government including the cities of Hutchinson and McPherson, and Reno and McPherson counties. Work on the study began in early 1996 and was completed in January 1997. Public participation and input into the feasibility study were obtained through public information meetings held in September of 1996.

### Project Scope

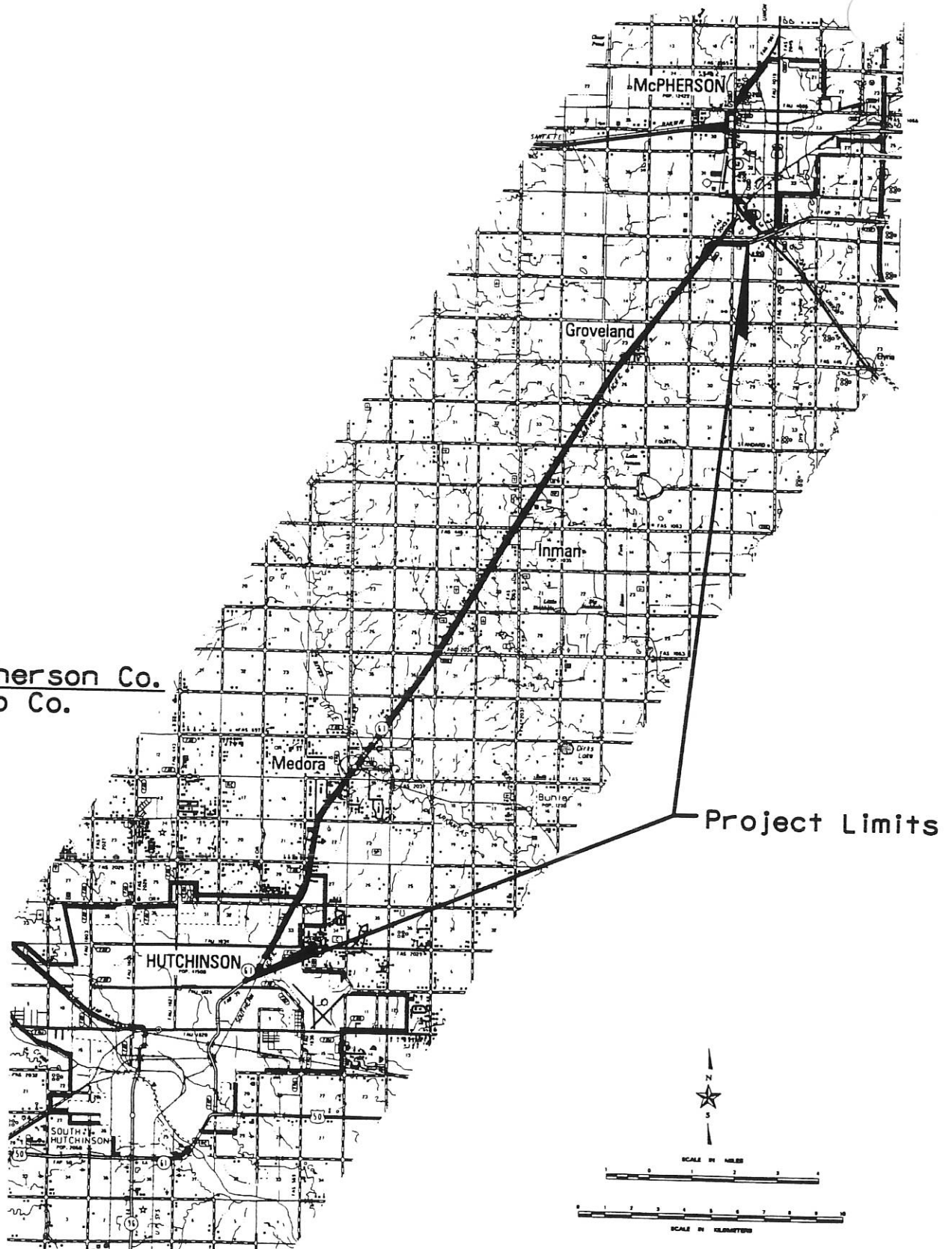
The scope of this study is to examine the feasibility of constructing a 4-lane expressway along the present K-61 Highway between Hutchinson and McPherson, Kansas. The major objectives of the study include:

- Determine the most feasible location for a 4-lane expressway within a corridor limited to a band on either side of the existing highway.
- Determine the location of proposed access points to the expressway.
- Evaluate the need for and locate any grade separation structures.
- Assess the right-of-way needs for the proposed alignment.
- Develop project cost estimates for the expressway plan.
- Provide for public involvement and comment on the proposed expressway plan.

### Project Description and Limits

K-61 Highway is a southwest to northeast diagonal connecting Pratt to Hutchinson to Interstate 135 in south central Kansas. It is part of the state highway system and is classified as a principal arterial by the Kansas Department of Transportation. The area encompassed by the study begins at the end of the present 4-lane facility northeast of 17th Street in Hutchinson and continues northeast approximately 21.8 miles (35.1 km) to the beginning of the 4-lane section southwest of McPherson. The highway generally parallels the Southern Pacific Railroad between these two towns. The project location and study limits are shown in Figure I-1; some of the other major roadways in the region are shown in Figure I-2.

McPherson Co.  
Reno Co.



**Figure I-1**  
**PROJECT LOCATION MAP**

## II. PROJECT PURPOSE AND NEED

### Existing Highway

The present road is a 2-lane highway with 12 ft. lanes and 10 ft. shoulders. For most of the route the shoulders are composite, with 3 ft. paved and the remaining width turf. The present highway was constructed in the late 1950's and early '60's. Since then, most of the roadway has received several bituminous resurfacing operations, the latest in the early '90's.

Built on a diagonal alignment to follow the railroad, the highway intersects numerous county and township roads, often at severe angles. Except for the overpass at the Southern Pacific Railroad and Old K-61 Highway, all of the existing intersections are constructed at grade. While many of the intersecting sideroads have low traffic volumes, several carry significant amounts of traffic. The only controlled intersection for through traffic is the signalized intersection at 30th Street in Hutchinson.

The highway abuts the northwest side of the Southern Pacific Railway and shares a common right-of-way line. The offset between the centerlines of the two facilities is generally 110 feet, too close to provide adequate storage for traffic stopped between the two facilities, particularly at major sideroads. Of particular concern are the sideroads at Medora and Inman.

Located in a rural setting, the highway is used by area farmers for access to their fields. Without fully paved shoulders, slow moving farm implements must use the driving lanes and impede traffic for short periods of time. Agricultural traffic also crosses at almost all intersecting sideroads.

Although primarily a rural highway, K-61 does pass through and close to urban areas. In addition to the portion inside the Hutchinson City limits, the highway abuts the eastern side of Medora and passes through the western edge of Inman. In both communities, existing businesses and residences directly front the highway. The small community of Groveland is also located along K-61 Highway, but is situated on the southeast side of the railroad tracks.

### Projected Traffic Volumes

Based on an evaluation of historical data, population trends and a review of the Reno and McPherson County Comprehensive plans, traffic projections have been prepared for the year 2025. This evaluation suggests that traffic will increase by approximately 2 percent annually between now and the year 2025. This rate reflects historic and projected increases in traffic volumes experienced across Kansas. Current and projected traffic volumes are shown in Table II-1.

**TABLE II-1**  
**Current and Projected Traffic Volumes**

<u>Segment</u>	<u>Year</u>	<u>AADT</u>	<u>Trucks</u>
Hutchinson - 17th St. to 43rd St.	1994	6,230	680
	2025	11,510	1,260
43rd St. to Medora	1994	5,860	830
	2025	10,830	1,530
Medora to Inman	1994	4,490	500
	2025	8,300	920
Inman to Groveland	1994	4,675	525
	2025	8,640	970
Groveland to Jct. Old K-61	1994	5,155	545
	2025	9,520	1,010
Jct. Old K-61 to 4-Lane Section	1994	2,860	300
	2025	5,280	550

The areas with the highest traffic volumes are located in and near Hutchinson. Average Annual Daily Traffic (AADT) projections for the year 2025 range from 11,510 vehicles north of 17th Street to 8,300 south of Inman. The area with the lowest traffic volume is located just east of the junction with Old K-61 near McPherson, and has a projected volume of 5,280 AADT.

Peak hour traffic volumes are often higher than would normally be experienced due to school and seasonal traffic. The Buhler School System is located northeast of Hutchinson and utilizes K-61 and RS 2031 (85th St.) for a significant amount of their traffic. Seasonal traffic generated by the Kansas State Fair in September, as well as national junior college sporting events, generate substantial traffic from across the state.

Continued growth and development to the north of Hutchinson is expected to have a direct impact on traffic using the highway. A generalized comparison of the maximum AADTs versus the Level of Service (LOS) for 2-Lane Rural Highways indicates the projected increase in traffic volumes will cause a decline to LOS "D" for all of the 2-lane sections of K-61 Highway in the study area. At this level of service, traffic flow approaches unstable conditions. Passing capacity tends to be zero, while passing demand is very high. A moderate reduction in average operating speeds can also be expected.



**PRESENTATION TO THE TRANSPORTATION 2000 TASK FORCE**

**Presented on September 2, 1998**

**Presented by John Neal, Chairman of the Hutchinson/Reno County Chamber of Commerce Highway Development Task Force**

\*\*\*\*\*

Good Afternoon. My name is John Neal. I am a long-time resident and business owner in Hutchinson. Currently I am Chairman of the Hutchinson/Reno County Chamber of Commerce Highway Development Task Force. I very much appreciate the opportunity to appear before you today.

Along with a number of Hutchinson and Reno County residents, I am here today to focus on the need to widen K-61 from a two-lane highway to a four-lane expressway between Hutchinson and McPherson. You will be hearing from several other representatives from Hutchinson and Reno County during our presentation, and I will introduce each of them as they speak. I would, however, like you to know that others who are quite interested in this vital project have come to this hearing, and I would like to ask that all of the representatives from Hutchinson and Reno County to stand.

In late 1995 an engineering feasibility study was initiated to examine the upgrading of K-61 between Hutchinson and McPherson to a four-lane expressway. This study was conducted by Wilson and Company of Salina. It cost approximately \$70,000 and was paid for by the governing bodies of Reno County, McPherson County, the City of Hutchinson, the City of McPherson and the City of Inman. Work on the feasibility study began in early 1996 and was completed in January, 1997. The importance of this study is as follows:

1. It demonstrates the strength of the commitment to this project by these local units of government
2. It analyzes construction costs.
3. It substantiates the need for this project.
4. It will assist KDOT in identifying the best alignment for the two additional lanes and will help to preserve the integrity of the corridors so that additional construction does not take place on land that will be needed for future right-of-way.

Several people in our contingent today are quite familiar with all aspects of this study. Joe Palacios, Hutchinson City Manager, Dennis Clennan, Director of Public Works for the City of Hutchinson, and George Sugars, Director of Public Works for Reno County, will distribute copies of this study to you at the end of our presentation today. They will also be available for questions should you have any questions for them either during or after this hearing.

This past Spring the governing bodies of both Reno County and Hutchinson reaffirmed their belief in continued improvement of the state's highway system and enactment of a new state-wide comprehensive transportation program by passing resolutions supporting these programs. In each of those resolutions, attached to your copies of my presentation, each governing body identified the widening of K-61 to four lanes as its number one local interest project.

As you hear presentations from other community representatives today you will hear a number of specific reasons why this project is so significant. For a few moments, however, I would like to offer a general overview of this project and its importance.

For many years Hutchinson, one of the state's major cities, was the largest city in the state not served by a four-lane highway. As the importance of modern expressways and freeways grew, Hutchinson and Reno County, located just 50 miles from the state's largest city but, in effect, isolated by not being on a four-lane highway, found that it was more and more difficult to participate in the opportunities for economic development and increased tourism that were occurring in other parts of this state. The overwhelming majority of us saw this as a great disadvantage, not only to our local economy, but to the state as a whole.

In spite of this, Hutchinson and Reno County did not sit still. For years we have been the site of the Kansas State Fair and the National Junior College Basketball Tournament. We have

long had one of the finest golf courses in the world, Prairie Dunes Country Club. In more recent years we have developed one of the nation's best softball complexes, attracting teams from all over the United States. And, of course, we have developed one of the most outstanding space museums anywhere in the world, the Kansas Cosmosphere and Space Center.

These attractions have not only helped the local economy, they have contributed significantly to the overall economic development of the state. While it is amazing that they all happened without the presence of a modern, four-lane highway serving our area, their increased usage places a strong demand on our highways and emphasizes the long-existing and urgent need for additional highway improvement in central Kansas.

Recognizing the growing need to improve our highway system, in 1984 the citizens of Hutchinson and Reno County committed themselves to the long-range goal of improving highways, both throughout the state and in our area. As many of you on this committee are aware, Hutchinson and Reno County residents were among the most involved and supportive citizens of this state during efforts to pass the Comprehensive Highway Program of 1989. Projects selected as part of that program included the widening of K-96 between Hutchinson and Wichita, which will be finished later this year.

As work authorized by the 1989 Program nears completion, many highway and transportation needs remain to be addressed. As Jon Daveline, President and CEO of our Chamber outlined in his presentation to you recently in Great Bend, the state-wide system of express highways and freeways identified by the Legislature as early as 1969 and outlined by the Wilbur Smith & Associates report in 1975, still has a long way to go before completion. As you will note from the Map with Color Legend on the easel before you, one of the key segments of that express highway and freeway system was the approximately 21.8 miles of K-61 between Hutchinson and McPherson.

Traffic surveys show that by 1997 the traffic count on part of this highway was already averaging more than 6000 vehicles per day. The Wilson and Company engineering feasibility study estimated that traffic volumes will approach the capacity of the existing two-lane highway by early next century. Peak hour traffic volumes will be even higher due to school traffic and seasonal usage generated by special events such as the movement of grain during harvest, the State Fair and the National Junior College Basketball Tournament.

City and county housing construction are growing toward the northeast. As this occurs, demands for usage of K-61 will increase even more. As the Wilson engineering feasibility study states, over time traffic flow will approach unstable conditions. Passing capacity will tend to be zero, while passing demand will be quite high. Anyone driving this highway today can attest that this is already occurring.

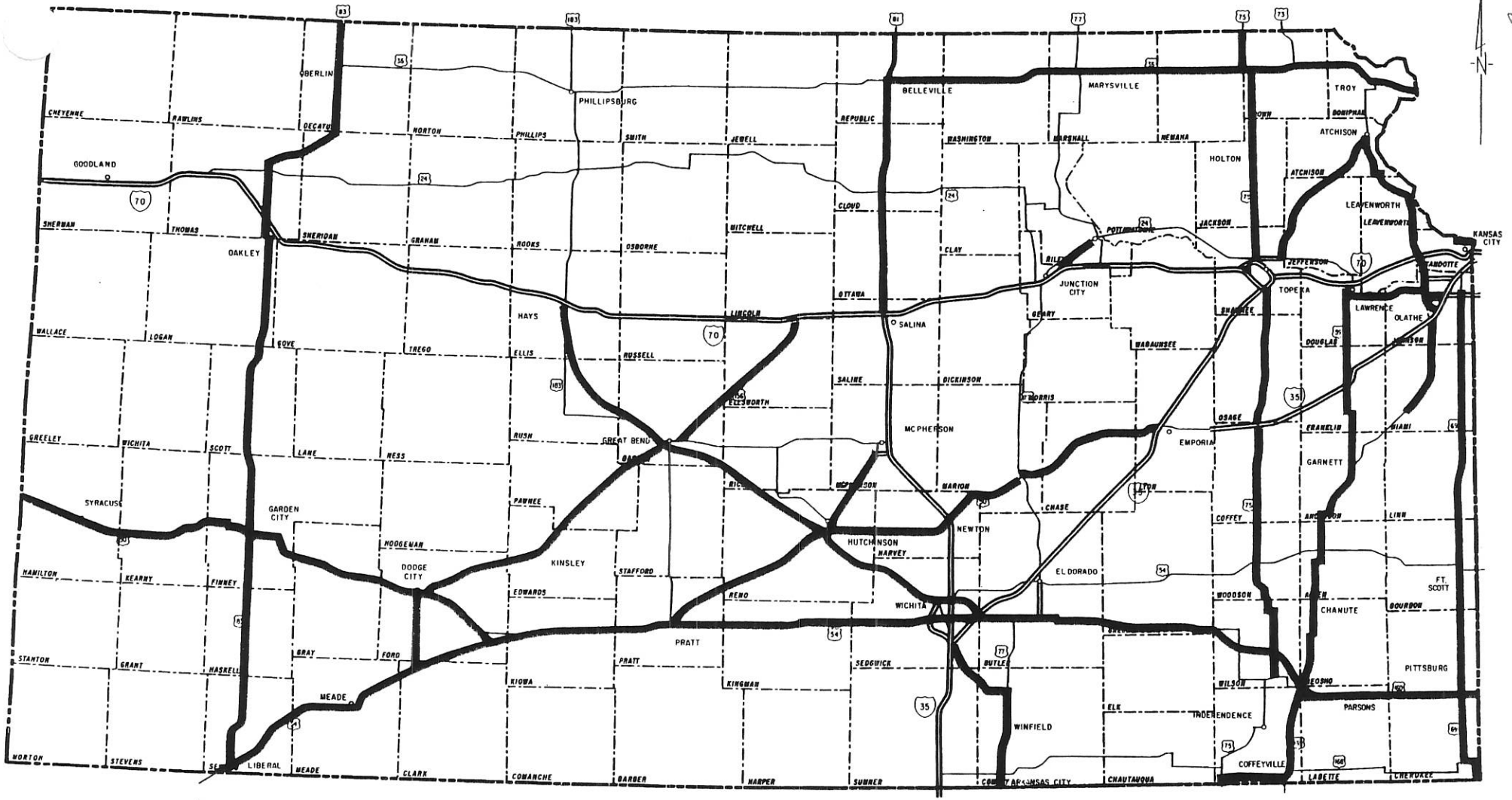
Those of us who live in this part of the state know that we have tremendous potential for economic growth and increased tourism. In Hutchinson and Wichita alone, attractions already in place, as well as those being developed are drawing more people than ever, not just to one city or the other, but to the entire central region of the state. People throughout this region of the state are discovering numerous opportunities to work together to support the economic development of the region, not just their local communities.

Clearly we all recognize that continued economic growth, including the growth of the tourist industry, will not be able to take place in the future without the accompanying development of our transportation and highway systems. Growth of the economy and growth of tourism in any part of the state benefits all of the state. Just as the northeast part of our state has depended on an improved highway system to support its fabulous growth and development, communities and counties in the central part of Kansas, including areas in and around Wichita, Hutchinson, and McPherson, need continued improvement of our highways if we are to realize the exciting potential that exists in this part of the state. Realization of that potential will benefit not just the central region, but the entire state as well.

Those of us in Hutchinson and Reno County believe that we have shown what we can do in the absence of the types of modern highways available to many other cities and counties in this state. We will continue to aggressively seek every possible way of attracting business development and tourists to our area, but we cannot begin to realize our full potential unless the improvement and enhancement of our highway system keeps pace with our other development efforts. For these reasons we seek support for the widening and improvement of K-61 between Hutchinson and McPherson to four lanes.

I would now like to call on other members of our delegation for some additional remarks.








**Kansas  
State Highway Needs  
and  
Corridor Analysis**

Wilbur Smith and Associates

**Corridor Selection**

**Legend**

-  State System of Express Highways and Freeways According to KSA, 1974 Supp. 68-2301
-  Additional Corridors to be Examined



**N**

0 20  
miles

# RESOLUTION NO. 2990

## A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR THE CITY OF HUTCHINSON, KANSAS AND FOR THE ENACTMENT OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM

WHEREAS, the City of Hutchinson has determined it needs the following transportation improvements; and

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

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this 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 Hutchinson:

**Section 1.** That it does hereby endorse and establish the need and its support for the following projects:

### **Local Interest Project**

1. To widening K-61 from 17th Avenue in the City of Hutchinson 21.8 miles (35.5 k.m.) to the beginning of the four-lane section southwest of the City of McPherson, Kansas.

**Regional Significance Project**

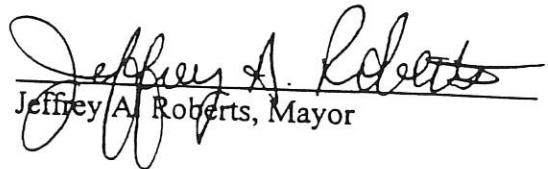
1. K-96 to a four lane expressway (northwest passage) from Hutchinson to I-70.

The above projects are vital to the economic growth and development of its community and 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 GOVERNING BODY, this 28<sup>th</sup> day of April, 1998.



  
Jeffrey A. Roberts, Mayor

ATTEST:

  
Ross A. VanderHamm  
Finance Director/City Clerk

RESOLUTION NO. 98-25

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS  
FOR RENO COUNTY, KANSAS AND THE ENACTMENT BY THE  
KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE  
TRANSPORTATION PROGRAM

WHEREAS, one of the major responsibilities of County government is to plan for the immediate and long-term transportation needs of the county;

WHEREAS, the Board of County Commissioners of Reno County, Kansas (hereinafter the "County"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the County; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the County and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the County from being accomplished; and

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

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the County and other counties and cities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF RENO COUNTY, KANSAS:**

**Section 1. Priority Transportation Projects.** After careful investigation of the transportation needs in the County, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the County and the safety of its citizens:

**Local Interest Project**

To widening K-61 from 17<sup>th</sup> Avenue in the City of Hutchinson 21.8 miles (35.5 k.m.) to the beginning of the four-lane section southwest of the City of McPherson, Kansas.

Regional Significance Project

K-96 to a four lane expressway (northwest passage) from Hutchinson to I-70.

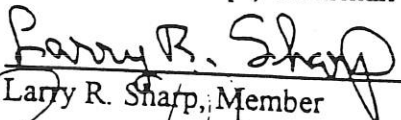
The above projects are vital to the economic growth and development of its community and safety of its citizens.


**Section 2. New Comprehensive Transportation Program.** The County hereby endorses the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

**Section 3.** The County Clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Dave Kerr; State Representatives Robert Krehbiel, Melvin Minor, Michael O'Neal and Janice Pauls; all candidates for state representative; all local news media outlets; and the Kansas Association of Counties.


ADOPTED this 13<sup>th</sup> day of May, 1998.

  
Francis E. Schoepf, Chairman

  
Larry R. Sharp, Member

  
Robert P. Fischer, Member

ATTEST:

  
Shari A. Gagnebin, County Clerk

DAVE KERR  
SENATOR THIRTY-FOURTH DISTRICT  
P O BOX 2620  
HUTCHINSON, KANSAS 67504-2620  
(316) 663-1225  
STATE CAPITOL ROOM 120-S  
TOPEKA, KS 66612-1504  
(913) 296-7368

STATE OF KANSAS



TOPEKA

SENATE CHAMBER

## Testimony for Transportation 2000 Task Force September 2, 1998

COMMITTEE ASSIGNMENT  
CHAIRMAN WAYS AND MEANS  
MEMBER EDUCATION  
JOINT COMMITTEE ON PENSIONS,  
INVESTMENTS, AND BENEFITS  
LEGISLATIVE BUDGET COMMITTEE  
ORGANIZATION, CALENDAR AND  
RULES  
KANSAS TECHNOLOGY ENTERPRISE  
CORPORATION

Good evening, I am Senator Dave Kerr from Hutchinson. I want to thank you for the time you are donating to assisting the Governor and the Legislature in analyzing the transportation infrastructure needs in Kansas, both now and in the foreseeable future.

In 1989 the Comprehensive Highway Plan launched Kansas on an enviable course of major highway improvement which is paying dividends now and will continue to pay large dividends in the years to come. The Kansas Department of Transportation has utilized the authority and funds provided by that Comprehensive Highway Plan to address many of the highest priority roadway problems. Kansas roads are now better maintained than those of our neighbors.

Even though low oil prices, low interest rates and successful management on the part of KDOT have resulted in more road needs being addressed than were originally planned in 1989, we all know much remains to be done. Indeed, if we do not go forward with a new comprehensive highway plan, we will actually be going backward toward the days when maintenance dollars were inadequate to prevent deterioration of the system.

Like the 1989 plan, the new plan must focus the majority of the funds on substantial maintenance and necessary modifications. But for both political buoyancy and economic progress it is essential that a portion of any new funds be set aside for what have been called, "System Enhancements." These are the projects which can stir the dreams of lawmakers and laymen alike because they can turn the isolated into the accessible and the deadly into the safe. I urge you to recommend that the new plan include funds for "System Enhancements."

Hutchinson, the largest city in the state not presently served by a 4-lane highway knows about isolation. However, it is an isolation that is about to be relegated to the pages of history as the completion of K-96 from Wichita is now only weeks away. This will be one of the great economic events in our community's history. But as you have heard from Mr. Neal and will hear in the brief presentations to follow, additional links to the rest of Kansas are essential if we are to realize our obvious potential as a tourism center, a distribution center, a manufacturing center, as a medical center and as a retail center.

Our community has positioned itself well to play a strategically important role for Kansas in the next century. If we are to benefit from our strengths and if the rest of the state is to benefit from them as well, then further improvement in access is essential. As you will hear, the K-61 connection between Hutchinson and McPherson is heavily traveled. It provides a key link to the interstate highway system.

In conclusion, the new highway plan should include system enhancements and K-61 as a 4-lane between Hutchinson and McPherson should be one of these enhancements. My colleagues will present more of the case beginning with Representative Jan Pauls.

JANICE L. PAULS  
 REPRESENTATIVE, DISTRICT 102

**TOPEKA ADDRESS:**

STATE CAPITOL—272-W  
 TOPEKA, KANSAS 66612-1504  
 (913) 296-7657

**HUTCHINSON ADDRESS:**

1634 N. BAKER  
 HUTCHINSON, KANSAS 67501  
 (316) 663-8961



TOPEKA

HOUSE OF  
 REPRESENTATIVES

## COMMITTEE ASSIGNMENTS

MEMBER: JUDICIARY  
 LABOR AND INDUSTRY  
 TRANSPORTATION  
 JOINT SENATE AND HOUSE COMMITTEE ON  
 ADMINISTRATIVE RULES AND REGULATIONS  
 WORKERS' COMPENSATION FUND  
 OVERSIGHT COMMITTEE

September 2, 1998

Testimony before the Transportation 2000  
 Task Force concerning the proposed 4-lane  
 improvement to K-61 highway.

Thank you for the opportunity to address the Task Force regarding this project. I would like to add my endorsement to the effort to create the much needed four lane highway between Hutchinson and McPherson. I have been a member of the Kansas House of Representatives standing Committee on Transportation since 1991 and have requested to be reassigned to that committee each session since that first year, because of the importance I see in a vibrant transportation and highway system for the future of Kansas. Before coming to the Kansas House I sat in on a lot of what some would call tedious meetings as Reno County Counselor when the use and upkeep of county roads was discussed. I believe I have a good sense of the public passion if not demand for safe efficient roadways. We are a nation of travelers with safer and more comfortable automobiles. At the same time commerce and trucking are increasingly dominating the highway system. For major corridors in the state such as K-61 between Hutchinson and McPherson, the natural progression is to the four lane that most planners feel will have to be built sooner or later. I feel we should look to the need forty or fifty years into the future when the volume of automobile and truck traffic will be much higher. There does not seem to be any push to a future with hover craft or planes in every home.

Travel and tourism is becoming the national pastime. As the population ages I know a lot of anxiety exists in sharing two lane highways with heavy traffic, and we in Hutchinson don't want to discourage anyone from a safe pleasurable trip to see our Cosmosphere, basketball tournament, or State Fair. A good roadway for the coming increased commercial transportation I feel is a given, and a safe, dependable way to share that space is a must.

Representative Jan Pauls  
 Hutchinson





COUNTY COMMISSION

RENO COUNTY  
206 West First Ave.  
Hutchinson, Kansas 67501-5245  
316-694-2929  
Fax: (316) 694-2928  
TDD: Kansas Relay Center 1-800-766-3777

August 24, 1998

Dear Committee Task Force Members:

I am speaking to you not only as a Reno County Commissioner, but also as a 26-year veteran of the Hutchinson Police Department, retiring from the traffic bureau where I was a Traffic Reconstructionist. I investigated virtually all of the critical and fatality accidents that occurred within Hutchinson for a number of years prior to my retirement. Being given this opportunity to address our proposal for the K-61 Highway Corridor, I am proud that I live in Reno County and have been given the opportunity as a County Commissioner to serve the citizens of our county.

Recognizing that transportation needs are of critical importance to our county, the Reno County Commission has undertaken a program to meet the anticipated transportation needs of our county as we approach the next century. The Board has implemented a substantial road improvement plan to update our county's major road system. Our emphasis has been that area surrounding Hutchinson which is, of course, the center of commerce and trade for Reno County. We have undertaken plans to improve many of our roads which, when built in the 1940's and 1950's, were adequate to meet the transportation needs of that time. However, today's traffic is certainly a different matter as evidenced by higher speed limits, heavier traffic and increased traffic volume.

I applaud the State of Kansas for implementing the massive reconstruction projects across the state for the past several years. It is certainly my hope that this will continue and that our newly improved county financed road system will be connected to a new, modern four-lane road, such as K-61.

I would also like to talk to you from a safety viewpoint. I am talking as a retired police officer and I know firsthand the value of safe and efficient road travel for our citizens and certainly can appreciate the economic value and vitality that it lends to a community. Since I have been on the Board, a local growth committee task force recently determined that a substantial amount of future growth in Reno County will be to the north and northeast of our county. This, of course, will most likely be centered in and around the K-61 area, running from Hutchinson north to the county line. As traffic volume increases, so does the need for safe and efficient travel for our road system.

I am speaking on behalf of the Reno County Commission in saying that our Board stands committed to do whatever is necessary within our fiscal means to see that this K-61 project is carried through to fruition.

Once this project is completed we would essentially have a four-lane road system leading from the Wichita area through Hutchinson and north to I-70. The K-61 Highway project is that missing link which will complete, what we consider to be, a safe and efficient transportation network in Central Kansas. It is a highway system which we believe is essential to attract the necessary business and people to ensure our economic vitality.

Larry R. Sharp, District III Reno County Commissioner



TO: Transportation 2000 Task Force

FROM: Hutchinson/Reno County, Kansas  
Jeffrey A. Roberts, Mayor  
City of Hutchinson  
September 2, 1998

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My name is Jeffrey A. Roberts, I am the Mayor of the City of Hutchinson, Kansas. My purpose for speaking to you today is to support placing the modernization and widening of K-61 Highway between Hutchinson and McPherson to a four (4) lane expressway on your priority list.

Hutchinson has long recognized the importance of good safe transportation systems. We provided leadership and financial support in the construction of K-96 Highway between Wichita and Hutchinson.

K-61 is a rural two (2) lane highway that connects Hutchinson to Interstate I-135 at McPherson. Traffic volumes have been increasing and will

CITY OF HUTCHINSON, P.O. BOX 1567, HUTCHINSON, KS 67504-1567

TELEPHONE: (316) 694-2611 FAX (316) 694-2673 TDD: (316) 694-2628



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continue to do so. Hutchinson has many attractions that bring people from across the state and nation. These include the world renown Cosmosphere, the Kansas State Fair and our nationally known Sports Complex, Fun Valley. All visitors coming to Hutchinson from the north and east utilize K-61.

The 1989 Comprehensive Highway Program was a resounding success. However, it was only the beginning. Much work is left to be done. The improvement of K-61 to a four (4) lane expressway is vitally important to our community and region. Recognizing this, the City of Hutchinson leads the way in establishing a coalition of cities and counties in funding a feasibility study to identify challenges in building a four (4) lane expressway along an existing alignment. Members of the unified coalition include McPherson County, Reno County, the City of McPherson, the City of Inman and the City of Hutchinson.

---

Madame Chairperson, as you and members of the Governor's Committee continue your deliberations on this extremely important topic, I again ask that you place the modernization and widening of Kansas Highway 61 between Hutchinson and McPherson on your priority list.

Finally, as Mayor, I would be remiss if I did not ask the Committee to give a high priority to continuation of sharing gasoline tax funding with cities. Since the last program was implemented by the Legislature in 1989, our City has seen an increase in gasoline tax revenue of about \$450,000 per year. This money has been put to good use providing long overdue maintenance for our streets and roadway system.

When you consider a new program, please keep in mind the needs of local units of government in maintaining our transportation infrastructure.

Thank you for your time and consideration.

4. Poplar St. • Hutchinson, KS 67502-5598  
(316) 669-3600  
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**BILL OGG**, *General Manager*  
**JOAN R. BROWN**, *Operations Manager*  
**LARRY ANKERHOLZ**, *Physical Plant Manager*

Starting the first Friday after Labor Day.

TRANSPORTATION 2000 TASK FORCE  
KANSAS STATE FAIR  
presented by Fair Board Member, Bob Barker  
September 2, 1998

The annual Kansas State Fair held in Hutchinson is the largest single event in the state drawing nearly 400,000 people to the fair each September, and another 200,000 people to events during the non-fair period. The Fair Board wishes to express its support of the K-61, four-lane highway project.

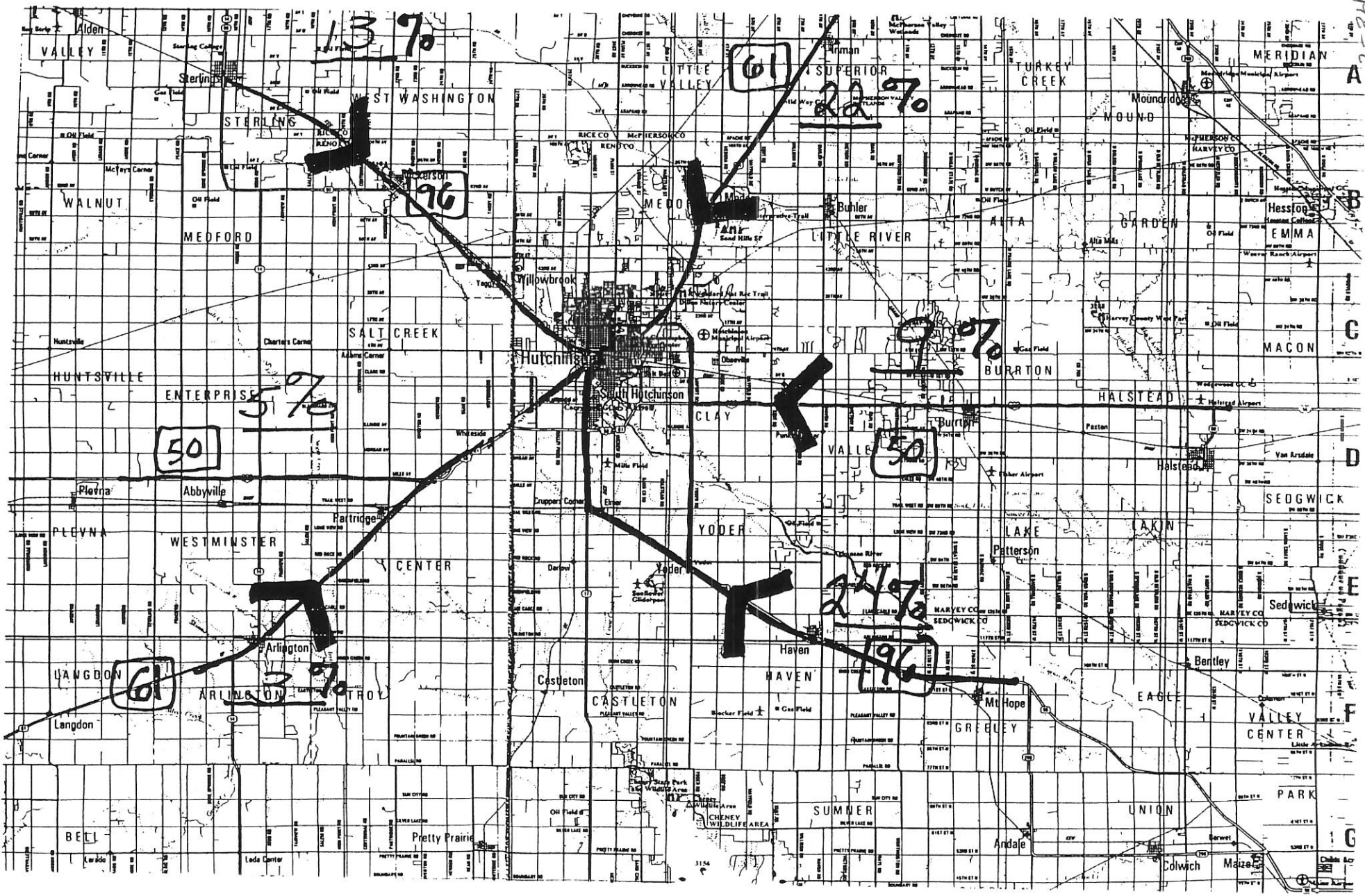
A recent Economic Impact and Marketing Study conducted by the Institute of Public Policy and Business Research at the University of Kansas indicated that 4.4% of those attending the Fair are from McPherson County or 17,600 people. If one adds in counties to the north and east that would predictably utilize K-61 that percentage equals 22% or 88,000 travelers. These figures reflect only traffic during the 10 days of the State Fair.

The mission of the Kansas State Fair is to promote and showcase Kansas agriculture, industry and culture, create opportunity for commercial activity, and provide an educational and entertaining experience that is the pride of all Kansans. Our goal is to make the fair accessible to all Kansans. To advertise four-lane access from the east, north and south would greatly enhance the appeal of the State Fair.

Fair-goers were asked how important the types of fair activities were in their decision to attend the Kansas State Fair. Livestock and agricultural exhibits were the highest-rated factors attracting people to the Fair, with over 46 percent of respondents citing this a "very important." With agriculture the number one industry in the state of Kansas, we feel it is important to do everything within our power to make the State Fair easily accessible.

Rental of the fairgrounds facilities for non-fair events has increased 800% between 1986 and 1997. In 1986 we hosted 24 events on the fairgrounds and in 1997 we hosted 194 events. The demographics of attendance at non fair time events would match fair surveys so easily 44,000 people would access the Fairgrounds via K-61. This trend will continue to grow as non-fair rentals are a source of revenue that can keep the annual Kansas State Fair affordable to all Kansans.

The State Fair is embarking on a master plan and feasibility study for fairgrounds improvements that would enhance the annual state fair and increase usage of the grounds year-round. The Fair Board supports the K-61 four-lane highway project the Northwest Passageway.





DILLON STORES, A DIVISION OF DILLON COMPANIES, INC.  
2700 EAST FOURTH - P.O. BOX 1608  
HUTCHINSON, KANSAS 67504 -1608 - (316)665-5511

To: Transportation 2000 Task Force

From: Darrell Rose  
Dillon Stores Co. Inc.  
Hutchinson, Kansas

\*\*\*\*\*

My name is Darrell Rose, I am Transportation Manager for Dillon Stores based in Hutchinson. I want to thank the Task Force for allowing me the opportunity to convey my concerns and interest in the development of our Kansas highway and infrastructure systems.

As the states largest food retailer, we use the roads that you have provided. In 1997 Dillon Stores traveled over 7 million miles in Kansas, from Colby to Independence, Liberal to Kansas City, we literally cross the state making our deliveries to our 68 stores in 30 different communities.

In any one day we dispatch over 100 truck loads of food products to our stores. This all comes from our distribution centers and manufacturing facilities in Kansas and Colorado. Many of you might not see our trucks on the highway, this is due to most of our work being done in the evenings and at night. We're proud of our 10,000 employees that take care of our 2 million customer that visit our stores each week.

Recently, Dillons made some changes in its distribution operations. In March we outsourced our transportation operations and this past weekend, combined our Lenexa and Hutchinson grocery warehouse operations into one facility in Goddard Kansas. We believe having two major facility, Hutchinson and Goddard, in the heartland of Kansas, with the right connecting highway corridors will allow us to have continued growth for our future. The most recently completed 1989 Comprehensive Highway



Program played a very valuable part in our decision because without these specific highway corridors this move would not have been possible.

Because of the 1989 CHP we are continuing to evaluate new store locations both within the state and in surrounding states. We just recently opened a new store in Newton, and have another under construction in Andover. Dillons also has 20 stores operating in Missouri, Arkansas, and Oklahoma, and is in the process of reviewing the opportunities of servicing them from our Kansas facilities. The first test store will be Pleasant Hill, Missouri scheduled for later this month.

I can't emphasize enough the importance we place on the right highway corridors. The difference between profit and loss can often come down to the efficiency of shipping their products. Building a safe reliable highway system is essential to the survival of every business.

\*\*\*\*\*

Besides my responsibilities with Dillons this year, I am president of the Kansas Motor Carriers Association. I am proud to state, the Kansas Motor Carriers is a charter member of Economic Lifelines and is represented by over 1500 members, and I might add, Kansas trucking wants to participate in future comprehensive transportation programs.

As I reviewed some of the project in the 1989 comprehensive highway program, I am amazed to find one major point besides all the success, and improvement in our highways and other projects, was K-DOT ability to successfully complete, the 1989 CHP – “On time and within budget all the projected targets throughout the state.” This gives not only myself but the trucking industry the confidence that K-DOT can continue to make the right decision for the new comprehensive transportation program for the future. **“ A job well done.”**

As this task force finalizes it's decisions and makes it recommendation on a new compressive transportation program, I ask each of you to keep in mind some very important thoughts.

- Agriculture is clearly a key component of Kansas' economy and its 65,000 farms rely nearly 100 percent on trucks and reliable access roads and highway corridors to get crops and livestock to market.
- Manufacturing is the third largest sector of the states' employment base with its exports going to 167 different countries. The goods manufactured are dependent on trucking and reliable highway corridors for fast, safe and flexible deliveries.
- Trucking companies carried 88 percent of all manufactured freight in the state.
- The Kansas Trucking Industry, with good, reliable highways, will enable continued business growth and the export of goods produced in our state.

Simple put

## **“TRUCKS MOVE KANSAS”**

The 1989 Comprehensive Highway Program, as successful as it was, only addressed the top 16% of the state's highway needs leaving approximately 84% unattended.

Looking back over the studies compiled by various groups

- 1948 “Highway needs study”
- 1962 “The Jorgenson Report”
- 1974 “Kansas Highway Needs and Corridor Analysis”
- 1975 “Wilbur Smith & Associates Study”

And of course the

- 1989 “ Comprehensive Highway Program”

One thing is clear, we need the continuation of highway corridors systems. As mentioned earlier we have seen the improvements in the corridors identified, but two specific project that need top priority are:

- The widening of K-61 from 17<sup>th</sup> Avenue in Hutchinson to begin a four-lane section running southwest of the city of McPherson.
- The continuation of "The Northwest Passage" from Hutchinson to I-70.

Both of these projects are in the original "1974 Kansas State Highway Needs and Corridor Analysis."

### **K-61 – Hutchinson to McPherson.**

Public interest in seeing a 4-lane K-61 between Hutchinson and McPherson runs high in this area. Public concerns for safety has initiated Reno County, McPherson County, City of Inman, City of Hutchinson, City of McPherson to have a feasibility study done.

Local government units authorized The Wilson & Company, Salina Kansas to compile the information and present it's findings. The study was completed in 1997.

The study was very specific in scope, showing the current highway, project description and limits, projected traffic volumes, accident data; and other pertinent information.

One conclusion can be made.

Traffic volumes are expected to approach the capacity of the existing 2-lane highway early next century.

- In 1994 Average Annual Daily Traffic (AADT) has over 6,230 vehicles in some locations.
- By the end of this century, the number of AADT will be over the 7,000 vehicles.

- At this level, traffic flow has already approaches unstable conditions. Passing capacity tends to be zero, while demands is very high.
- By the year 2005, it is estimated the AADT to be close to the 8,000 level.
- At the 8,000 level AADT exceeds some of the number used in justifying K-96 expansion.

It is our concern, that failure to wait for another Comprehensive Transportation Program, safety will be compromised and could lead to the potential loss of life due to the volume of vehicles already using the road.

### **What K-61 means to Dillon Stores**

For Dillon Stores, K-61 is our highway for the cities of McPherson, Salina, Junction City, Manhattan, and even Topeka. It's the first leg to supplying our products to these cities. If conditions presents itself, and we had to use US 50 to I-135 to make these deliveries we would add 78 miles to each trip. This doesn't sound like a lot, but if you annualize the number of trips we would increase our miles traveled close to 250,000 miles per year. This projects out to over \$ 375,000 annually in additional costs. This is why this K-61 highway is so important to us.

### **What K-61 means to our Kansas Agriculture.**

Hutchinson has 42 million bushels of active storage space. This space will turn an estimated 4.0 times with the majority of these volumes being received by truck and shipped out by rail. Hutchinson receives 20 % of the volume from the north and 15% from the east. These trucks travel K-61.

We only ask, that the task force recognize that in the next comprehensive transportation program that we have in place, the improvements to insure a continued safe and reliable highway between Hutchinson and McPherson.

I would like to offer two points about the “**The Northwest Passage**”

- The cities of Wichita, Hutchinson, and Salina ranks first second and third in the states’ bushel capacity for holding grain in their terminals. When the railroads **abandoned** the Kansas farmers and rural elevators, agriculture turned to the trucking industry to haul their crops. The Northwest passage would run through the heart of Kansas providing a safe and direct route from the fields to these elevators.
- As I mentioned, Hutchinson has 42 million bushels of active storage. 40% of our Kansas crops come from the west that goes into the grain terminals. Besides Hutchinson, Salina and Wichita are equally impacted with grain from our fields.

I offer to the Task Force any of the Kansas Motor Carriers Association resources for the purpose of input to any questions you might have. From Mike Kelley, Executive Director, KMCA staff, executive committee, board of directors, group or individual members, our goal is working with state and federal officials and the business community to ensure the continued safe, efficient, and timely movement of goods in Kansas.

\*\*\*\*\*

Everything moves by truck. That’s a simple statement that’s simply true. Trucks serve every hospital, school, shopping mall and grocery store in Kansas. Trucks serve every urban, rural, agricultural based and manufacturing based community in Kansas.

Trucks don’t discriminate. The trucking industry is about freedom. The freedom to ship what you want, when you want it and freedom to live and work in community of your family choice. Our great highway system is of critical importance to the future livelihood and economic freedom of our great state. Highways are the link between all our communities in Kansas and they are the foundation on which our future prosperity will be paved. The trucking industry is a proud partner in progress to determine opportunities to improve our great Kansas highway and Infrastructure systems.



**Transcript of Testimony**  
submitted to  
**Transportation 2000 Task Force**

*by*  
**Max L. Ary,**  
*President/CEO*  
Kansas Cosmosphere & Space Center

**September 2, 1998**

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2-41

Good afternoon. My name is Max Ary. I'm the President/CEO of the Kansas Cosmosphere & Space Center in Hutchinson. I would like to express my appreciation for having this opportunity today to talk about something that is very near and dear to my heart - getting tourists out of this state with a good impression, and with a little less money in their pockets.

Most Kansans still do not realize that one of the largest businesses in this state is now tourism. It is more than a \$3 billion a year business, and generates an estimated \$200 million in tax revenue for state and local governments each year.

Tourism is already the number one business in at least sixteen states in this country, and Kansas may not be far behind. Based upon the rate of growth we have seen in this state over the last two decades, tourism could become one of the top three industries in Kansas during the early part of the next century.

Why is this? We may not have the oceans and mountains that some states use to lure their visitors, but we do have geographic location - extraordinary geographic location. Some years ago, a study indicated that Kansas was the third highest traveled state in the country, next to Texas and California. The reason for this was simple. Because of our location, people have to travel through Kansas to get anywhere. Each year, this state literally has millions of travelers dropped into our laps simply because of our location. . . . millions of visitors that other out-of-the-way states, like Florida, that is not on a national passageway, spend billions of dollars each year to lure.

Our location is a gift from God, but we are not using it well. In spite of tourism being one of the fastest growing industries in the state, and in spite of it being a \$3 billion dollar a year business, Kansas still ranks toward the bottom of the list for tourism impact. Think about that for a minute. . . . We're one of the highest traveled states in the country, but one of the lowest when it comes to the money generated. People are going through Kansas, but not stopping. What an extraordinary business and economic potential this represents for our state. In fact, this may represent the single, greatest business and industrial potential Kansas will carry into the 21st Century.

To turn visitors into dollars, you have to get people to a place they want to stop long enough to spend some money. The burden to achieve this lies almost exclusively on the shoulders of Kansas attractions. These are the places that are getting people to stop and spend a couple of extra hours in our state . . . . a critical action that has to happen to cash in on this great tourism potential. But no matter how good an attraction is, it will always be limited by the quality of the pipeline used to move those tourists to those attractions - the highways.

One only needs to look at those states in which tourism is their number one business, like Florida, to see how this works. Virtually all of the major attractions in those states are fed with great highways and signage. If an attraction is off the beaten path, then get a state-of-the-art roadway to it. Don't allow the perception to exist that a quality attraction is too hard to get to.

The reverse of this concept is just as true, and no one understands that better than the people of Hutchinson, Kansas. I think it would be fair to say that our community has been one of the true leaders in the development of the tourism industry in this state. No one has worked harder to capitalize on the economic potential of tourism than Hutchinson, and our city now boasts of being home to probably the largest single group of major attractions and events in the state.

We maintain the Kansas State Fair, the state's largest single event, that brings in nearly 400,000 visitors each year from all over the Midwest. And that does not count the hundreds of thousands of added visitors that attend more than 200 additional events at the fairgrounds each year - such as the Mennonite Relief Auction that brought more than 35,000 people from all over the country to Hutchinson in just one weekend. The National Junior College Basketball tournament hosts nearly 50,000 people during its five-day run in March. The Fun-Valley Softball complex is recognized as one of the nation's best, and hosts numerous national and world championships each year, bringing over 1,000 teams from around North America, and even the rest of the world. Prairie Dunes Country Club, rated as one of the top 100 golf courses in the world, lures thousands of people to Central Kansas from around the globe. And the Cosmosphere, a world-class space museum that continues to be one of the highest attended educational attractions in the Midwest, with a yearly attendance that is quickly approaching the 400,000 mark. These high quality attractions, along with numerous other events, museums, nature centers, a zoo, etc. that have been developed in Hutchinson means that more than 1.25 million visitors a year travel to our community. That averages out to more than 3,400 visitors a day trying to find their way to Hutchinson.

What makes this such an extraordinary number is that this success has been achieved in spite of the fact that until this year, with the competition of the K-96 expansion from Wichita, Hutchinson was the largest city in the state not served by a four-lane highway. The question is obvious. What could Hutchinson be doing if we had the appropriate highways to make it even easier to get people into town from all directions? The new K-96 four-lane from Wichita is a tremendous start in lowering the logistic barriers to our city, but it is only a start.

For the Cosmosphere, we face an especially frustrating challenge. We have worked hard for two decades, and have invested tens of millions of dollars to develop one of the only destination attractions in the state, which means people are journeying to Kansas specifically to see the Cosmosphere. But yet, the Cosmosphere is one of the only major attractions in the Great Plains, with an annual attendance of more than 300,000, that is not properly served by an Interstate highway, or a series of four-lane corridors.

The importance of this point can be found in neighboring Nebraska. Up until this past year, the Strategic Air Command Museum was tucked away off the beaten path in Bellevue. Its annual attendance had stagnated for years at around 60,000 people. Last year, the museum was moved to a new building site on Interstate 80. Their annual attendance is now projected to be in excess of 400,000 - nearly a seven fold increase. Such is the power of a highway.



With a \$14 million expansion finished, and the opening of all of its new major exhibit galleries during the next two years, the Cosmosphere is well on its way to becoming the most comprehensive space museum in the world, exceeding even the Smithsonian in many areas. But this impact will be greatly tempered, and Hutchinson's future role as a tourism leader will be limited, unless the city becomes part of an aggressive highway plan, as is being discussed here today. We urge your support. Thank you.

# **Northwest Passage**

**K-96 Hutchinson - Great Bend/I-70**

**August 6, 1998**

**To: Transportation 2000 Task Force**

**From: Hutchinson/Reno County, Kansas**

**Jon R. Daveline, President/CEO  
Hutchinson/Reno County Chamber of Commerce  
August 6, 1998**

\*\*\*\*\*

**My name is Jon Daveline. I am President/CEO of the Hutchinson/Reno County Chamber of Commerce. My remarks today will focus on our communities long standing support for the modernization of the Northwest Passage highway corridor on K-96 from west of Hutchinson to Great Bend and on to I-70.**

**For the benefit of the Transportation 2000 Task Force and all of us across Kansas who have strong convictions for the continuation of another Comprehensive Transportation Program; allow me to refer back to previous needs studies of Kansas' highway corridors to illustrate that we do have some "unfinished" business to complete.**

**As I have researched the development of highways in Kansas I came across some very interesting findings that clearly demonstrate what was envisioned as far back as 1962 in how the highway corridor system in Kansas should be developed. Part of those recommendations have been implemented but we still have much to do.**

A brief historical perspective tells us that in 1948 Kansas undertook a "highway needs study". Estimates were made on population projections, number of vehicles and amount of travel anticipated in Kansas by 1970. By 1955, these projections had been exceeded and increases in each category have continued at a much more rapid rate than had been expected. That study was the beginning of establishing the highway corridor system in Kansas.

In 1962, the State Highway Commission of Kansas and the Legislative Council commissioned a needs study and engaged Roy Jorgenson & Associates to recommend actions to implement effective highway, road and street programs throughout Kansas. The report today is commonly referred to as "The Jorgenson Report".

The significance of the Jorgenson Report points out several interesting findings. Through the needs study process, maps were produced to illustrate..

1. recommended adjustments to the State Highway System.
2. recommended controlled access Highways.

On the map showing the recommended State Highway System.. 1244 miles are proposed for ultimate development to freeway standards with controlled access. Interesting that the Jorgenson Report recommended as far back as then a "diagonal corridor" to be built from Hutchinson to Great Bend... and 30 some years later the diagonal is yet to be built.

Then again in 1975, Wilbur Smith & Associates did a needs study as authorized by the Kansas Legislature. The purpose was to determine the present and future highway needs, to prepare a fiscal analysis of the present and future anticipated and needed financial resources and to establish an implementation plan for overcoming the needs on a priority basis.

From the Wilbur Smith Report I quote.

*“ A State system of express highways & freeways was designated and a separate construction program was created for the development of the system with the passage of House Bill No. 1142 by the 1969 Kansas Legislature. The description of these nine freeway corridors & the method of financing their construction are contained in KSA - 1974 Supp. 68-2301. ”*

The entire State Highway System was reviewed to identify other candidate corridors that should be evaluated. The selection of additional candidate corridors was based primarily on functional classifications, travel forecasts, system continuity, available capacity & the connection to urban centers.

The review resulted in the selection of 15 additional study corridors for a total of 24 that were evaluated. The 15 additional corridors consist of the most important principal arterials on the State Highway System. For the most part, these are high traffic volume corridors connecting important urban areas & also providing connections to the Interstate & freeway system.”

## **REFER TO THE MAP AND COLOR LEGEND**

**HB 2014, the 1989 Comprehensive Highway Program will go down in history as landmark legislation. The leadership of Governor Hayden and the Kansas Legislature should be acknowledged for their vision and foresight. Likewise, the Kansas Department of Transportation should be commended for the work which has been accomplished.. on budget and ontime.**

**Specifically, we can review the Wilbur Smith map to see what has been accomplished. A few examples include...**

- 1. the long awaited Joplin to Wichita major modification projects addressed many of the needs in southeast Kansas.**
- 2. the Wichita Northeast Circumferential was completed.**
- 3. The Wichita/Hutchinson four-lane expressway is scheduled for final completion later this year.**
- 4. The West Hutchinson By-Pass is funded and phase I of the project is now under construction.**

**The above four projects represent millions and millions of dollars of state and federal investment to modernize this diagonal corridor. This leaves the Northwest Passage west of Hutchinson to Great Bend and on**

to I-70 as the unfinished leg of the long awaited diagonal from southeast Kansas to northwest Kansas and beyond.

If Kansas is truly going to maintain and modernize the present corridor highway system, which is consistent with K-DOT's primary mission; then the Northwest Passage should be included as a priority project of the Transportation 2000 Task Force.

I trust the studies I have cited here plus other state directed needs studies all support the development of a diagonal from Wichita thru Hutchinson to Great Bend and I-70.

We ask for your support to complete the construction of the Northwest Passage. Thank you.

Testimony for Legislative Hearing  
February 17, 1999

Thank you Chairman and committee members for giving me this opportunity to address the needs of public transportation. I am Lisa Warner, Assistant Director of the Reno County Department of Aging. I am also a board member for Kansas Public Transit Association.

With the exception of a very small taxi service, our department is the sole provider of general public transportation in Hutchinson and South Hutchinson. In addition, we provide transportation for the elderly in rural Reno County.

Reno County Department of Aging provides demand-responsive transportation with seven buses in service daily. All of our buses are wheelchair lift equipped so we can transport persons with disabilities. Our service is open from 8:00 a.m. to 5:00 p.m. Monday through Friday.

We transport between 175 and 200 passengers each day. In 1998, we made a total of 45,995 passenger trips. Of those trips 59% were for elderly, 28% disabled, and 13% general public. Another statistic of interest is that 86% of our passengers have monthly incomes below \$1,000.

We charge each passenger a fare on a sliding scale based on income. Fares range from \$.50 to \$2.00 maximum with average fare collected of \$.98 per ride. Approximately 30% of our funding comes from fares charged.

Six of our buses are KDOT Section 18 vehicles. We are reimbursed a portion of our operating expenses for those vehicles. This reimbursement amounts to 15% of our funding.

The bulk of our funding (55%) comes from the elderly mill levy which cannot be utilized for the non-elderly population. As noted above, we are currently at 59% elderly riders, but in 1991 our elderly ridership was 83%. We are concerned about the integrity of our elderly mill levy.

This leads us to ask what the future holds for public transportation. This is a many faceted question. While Reno County has managed to function without reducing or eliminating services for a portion of the year as some of our neighboring counties have, without additional funding, there is always the possibility that the service will remain status quo, with limited operating hours that do not allow transportation for full-time employment, no weekend activities,



and sometimes long waiting periods for a bus. We intend to fight that scenario at every opportunity.

Reno County Department of Aging is a recipient of one of the Kansas Department on Aging Transportation grants. The focus of this grant project is to break down barriers in transportation for the citizens of Kansas. In Reno County, we have hired a consultant to assess our current service and the needs of the county. In addition, the Reno County Commissioners are appointing a task force that will coordinate the efforts of our community and will be a unified entity in making community-wide decisions about transportation needs and solutions. The intent is to change from viewing transportation solely from the Department of Aging perspective to the community's perspective and will allow for innovative solutions to our transportation barriers. Between the combined efforts of the consultant and the task force we intend to provide quicker response time and a more reliable service for all of our passengers.

Some of the topics that the grant project may address are expanded hours of service, weekend service, some fixed route service, general public service to rural county, and coordinated service with surrounding counties. These are all necessary and needed services, but will take extensive funding resources to come to fruition. Even if only a portion of these expansions are completed, additional vehicles and operating funds will be required.

We have been fortunate in Reno County that transportation of our public has been a priority that our commissioners have supported. However, if Kansas does not accept this challenge with regard to public transportation, we will soon be faced with some very difficult decisions.

On behalf of Reno County and KPTA, I encourage you to support a bill that will include the highest level of funding for public transportation possible. Thank you again for allowing me this presentation.

RESOLUTION NO. 46-98

**A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR CITY OF BELOIT, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM**

**WHEREAS**, one of the major responsibilities of local government is to plan for the immediate and long-term transportation needs to the Community; and

**WHEREAS**, the City Council of the City of Beloit, Mitchell County, Kansas (hereinafter the "City"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the City; and

**WHEREAS**, these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

**WHEREAS**, these specific transportation capital improvements are vital to the economic well-being of the City and to its long-term growth and development; and

**WHEREAS**, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City from being accomplished; and

**WHEREAS**, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

**WHEREAS**, the State of Kansas and Department of Transportation cannot sufficiently address the transportation needs of the City and other counties and cities across the state without the enactment of new Comprehensive Transportation Program by the Kansas Legislature.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Beloit as follows:

**Section 1. Priority Transportation Projects.** After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City and the safety of its citizens:

- I. On West 8th Street from the end of the curb & gutter west of Western Ave., westward past the airport, to the west side of Kan Am Industries.

The current street has inadequate strength, being on a prime and seal, and inadequate width, being only 22 feet wide.

The width needs widened to 26 feet with curb & gutter. Drainage is needed to the intersection ¼ mile west.

Cost: \$ 100,000

- II. Bridge number 00000000620530, located on West Main Street, just west of Independence Ave.

The existing bridge is a concrete box which is badly deteriorated in spots. Many rebar are exposed and some are badly rusted. The sufficiency rating is 40.

Proposed structure is a double 14'x6' reinforced concrete box. The roadway should be wide enough to not require guardrail.

Cost: \$ 90,000

— JOINT SEN. & HOUSE TRANS. COMM. —

February 17, 1999

Attachment #4

4-1

III. Hersey Avenue from Court Street to Third Street.

As with the two sections above, this street surface is original brick of the 1920 era. This street is on Kansas Highway 14 and carries significant heavy traffic, including many loads of rock destined for State highway construction. Each end of this section has been improved in recent years, leaving this 3-block section as a bottleneck in drainage and surface quality. Noise caused by the rough surface is a nuisance.

As with each end of this section, the entire roadway needs reconstructed with storm sewer.

Cost: \$860,000

IV. On K-14 Highway from 9th Street, past the shopping center, to US 24 junction.

This section of K-14 has relative high traffic count and turning movements for the roadway width of less than 24'. This project would connect to the 8th Street intersection improvement project constructed in 1996.

The improvement would consist of a three-lane roadway with the center lane being a two-way, left-turn lane, including curb and gutter and storm sewer past the shopping center and two-lane roadway the remainder of the project. Turning lanes would be provided at US 24 and a new drainage structure would be constructed at the quarter section corner.

Cost: \$2,200,000

V. On North Hersey from 8th Street to the Correctional Facilities.

This route has the original brick pavement, built around 1920. The surface is very irregular and drainage is poor. This street is the entry route for traffic entering Beloit on K-9, and also serves the Beloit Correctional Facility, the football stadium, the Beloit Jr-Sr High School and the Beloit Sports Complex.

Reconstruct to existing 31'-0" roadway width, including curb and gutter and storm sewer.

Cost \$830,000

VI. Walnut Street from the Youth Center (Beloit Correctional Facility) to the US 24 junction.

This route serves as the access route for the Youth Center, the Beloit Sports Complex, the USD football Stadium, the Mitchell County Fair Grounds, and the Beloit Jr-Sr High School.

Reconstruct only as necessary, utilizing existing pavement where possible. Add curb and gutter and storm sewer.

Cost: \$300,000

VII. West Main from Central Ave to Western Ave.

This federal route into the western section of Beloit is curb and guttered on all but this section. Included in this section is a railroad crossing.

Construct full depth concrete pavement with curb and gutter. Construct minimal storm sewer.

Cost : \$520,000

VIII. Main Street from Bell Street to Campbell.

This street is part of the main federal route running east west through Beloit. It also is an integral

part of downtown. The surfacing is original brick, and like the street above, was built around 1920. The surface is irregular and maintenance is costly.

Reconstruct to existing roadway width with new pavement, curb and gutter and storm sewer.

Cost: \$540,000

IX. East Main Street from Baldwin Ave to US 24.

This route serves as the main access from west bound US 24 to downtown Beloit. It also serves as a connecting link from west bound US 24 traffic and north bound K-14 traffic. The current cross section consists of a 23 foot bituminous pavement with open ditches. The pavement is of inadequate thickness with high maintenance and drainage is marginal. The narrow roadway is also inadequate.

Construct new two lane pavement with curb and gutters and storm sewers.

Cost: \$780,000

X. Mill Street from Court Street to 8th Street.

The southern portion of Mill Street is in downtown. The portion north of 3rd Street is residential and some commercial. This street serves the proposed new fire station and library. Significant downtown traffic uses this route for access. The surface is original brick and is in very poor condition.

Reconstruct Mill Street to the existing roadway width, improving the drainage with more storm sewers.

Cost: \$ 900,000

XI. Court Street from Hersey Ave, west to Boettcher Enterprises

This street is part of the commercial downtown area. It has the original brick surface and is in poor condition. The west end matches a quality concrete pavement.

Reconstruct to existing roadway width, including curb and gutter and storm sewer.

Cost: \$200,000

XII. Tenth Street from K-14 to Lincoln Ave.

This tow block section of 10th Street is the only section that still has open ditches. The roadway is narrow and the drainage is poor. It serves the Beloit Medical Clinic, Mitchell County Hospital and the Beloit Elementary School.

Cost: \$170,000

XIII. East 8th Street from US 24 to Fairway Drive.

Currently, this street has gravel surfacing with open ditches. It connects US 24 to a developing subdivision which is constructing its own internal street to current needs and standards. The weak link in access to this new area is this route. With the increasing volume of traffic, the surfacing is inadequate, both from a serviceability and a safety standpoint.

Construct a two lane street with curb and gutter and minimal storm sewers.

Cost \$265,000

- XIV. An industrial route comprising the south 700 feet of Elm Street, the industrial road through Boettcher Enterprises and Farmway Coop, and terminating at Asherville Road.

This route is presently gravel. It serves the Farmway Coop fertilizer outlet and Boettcher Enterprise. The gravel surfacing is inadequate for the volume and weight of trucks using it.

Construct 31'-0" back to back pavement with curb and gutter and storm sewers.

Cost: \$780,000

- XV. The runway at the Moritz Memorial Airport.

The current 3600 foot runway is in very good condition, having been built in 1991. The length, however, is 400 foot short of the length needed to permit the landing of corporate jets typically flown by clients of a commercial hunting enterprise at nearby Tipton, Kansas. With the additional length, these planes could land in Beloit, rather than in Salina.

Construct 400 foot extension to existing runway, including turnaround.

Cost: \$275,000

**Total Cost: \$8,810,000**

**Section 2. New Comprehensive Transportation Program.** The City hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

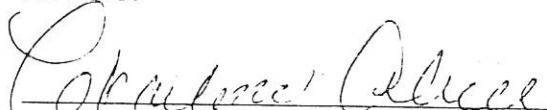
**Section 3. Endorsement of County Resolution.** The City hereby endorses and supports Mitchell County, Kansas Resolution No. 98-8 which identifies necessary transportation projects in Mitchell County, State of Kansas and further endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

**Section 4. Copies.** The City Clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Janis Lee, State Representative Laura McClure; all candidates for state representative; all local news media outlets; and the Kansas League of Municipalities.

**PASSED AND ADOPTED** by the City Council of the City of Beloit and signed by the Mayor this 18<sup>th</sup> day of August, 1998.

  
REBECCA KOSTER, Mayor

**ATTEST:**

  
CHARLENE ABELL, City Clerk



**TESTIMONY**

PRESENTED TO  
THE  
**JOINT TRANSPORTATION COMMITTEE**  
KANSAS STATE LEGISLATURE

CAPITOL BUILDING  
TOPEKA, KANSAS  
FEBRUARY 17, 1999

**CITIZENS, BUSINESS, EDUCATIONAL AND GOVERNMENT LEADERS  
OF  
CLOUD COUNTY, KANSAS**

# City of Concordia

701 Washington PO Box 603  
Ph: (913)243-2670

Concordia, Kansas 66901  
Fax: (913)243-3328

February 17, 1999

TO: Honorable Senator Vidricksen, Co-chairman  
Honorable Representative Hayzlett, Co-chairman  
And Distinguished Committee Members  
Joint Transportation Committee  
Kansas State Legislature

We are honored to present testimony in support of a comprehensive transportation program for the State of Kansas. This important project bears consideration of and by the people of Kansas, and your decisions represent the vision for future development of our state.

Each person in our group has valuable messages for you to hear, but those thoughts have been reduced to testimony by a few in consideration of time and schedules. We have attached printed copies of our testimony (including attachments) for your review at a later time.

The importance of this issue was realized in the recently completed comprehensive transportation program. Many economic problems were solved, and agencies were able to work together for the betterment of the state. But, our work is not complete. We have knowledge on how to develop a new program - - and do it with even greater results. Working collaboratively, we can build upon the solid foundation that earlier programs established.

Please call upon us if we can answer questions – or be of assistance. Thank you for your consideration.

Respectfully,  
Cloud County Leadership

City Hall  
701 Washington  
PO Box 603  
(913)243-2670  
FAX-(913)243-3328  
TDD-(913)243-2336

Parks Department  
401 W. 6th  
(913)243-7600

Police Department  
PO Box 603  
(913)243-3131

Fire Department  
701 Washington  
(913)243-4411

Municipal Judge  
812 Washington  
(913)243-1357

City Attorney  
613 Washington  
(913)243-3790  
FAX-(913)243-5018

5-2

**PRESENTATION BEFORE THE JOINT TRANSPORTATION  
COMMITTEE,  
CAPITOL BUILDING, TOPEKA, KANSAS  
FEBRUARY 17, 1999**

STANLEY L. SMITH  
CITY MANAGER  
CITY OF CONCORDIA  
P.O. BOX 603  
CONCORDIA, KANSAS  
785-243-2670

DISTINGUISHED CHAIRMEN VIDRICKSEN AND HAYZLETT,  
AND HONORABLE COMMITTEE MEMBERS. I AM STANLEY  
SMITH, CITY MANAGER OF THE CITY OF CONCORDIA, I AM  
PROVIDING TESTIMONY ON BEHALF OF CONCORDIA AND  
THE BUSINESSES, INDUSTRY, ORGANIZATIONS AND  
AGENCIES OF CLOUD COUNTY KANSAS. SEVERAL OF MY  
CONSTITUENTS ARE HERE TODAY REPRESENTING A  
COLLABORATIVE INTEREST IN THE TRANSPORTATION  
PROGRAM FOR THE STATE – SPECIFICALLY AS IT AFFECTS  
THE CONTINUED GROWTH AND DEVELOPMENT OF NORTH  
CENTRAL KANSAS. BUSINESS AND INDUSTRIAL LEADERS,  
BANKERS, FARMERS, RETAILERS, HEALTH CARE  
PROFESSIONALS, EDUCATORS, GOVERNMENT  
REPRESENTATIVES AND RETIREES ARE PRESENT HERE  
TODAY IN SUPPORT OF OUR TESTIMONY. AT THIS TIME I



ASK THE CLOUD COUNTY DELEGATION TO STAND AND BE RECOGNIZED.

I WILL CALL YOUR ATTENTION TO THE PUBLIC HEARING TESTIMONY ON TRANSPORTATION MATTERS THAT WAS PROVIDED BY THE CLOUD COUNTY CONSTITUENCY ON SEPTEMBER 10, 1998 IN MARYSVILLE KANSAS; AND THE RESOLUTION PASSED BY THE CLOUD COUNTY COMMISSION ON JUNE 8, 1998 REGARDING TRANSPORTATION NEEDS OF CLOUD COUNTY. THOSE DOCUMENTS IDENTIFY MANY OF THE PROJECTS WE BELIEVE ARE IMPORTANT IN TRANSPORTATION DEVELOPMENT OVER THE NEXT SEVERAL YEARS.

CONCERNS THAT RELATE TO TRANSPORTATION NEEDS OF OUR COUNTY, THAT WE BELIEVE ARE WORTHY OF YOUR CONSIDERATION ARE:

1. WE ARE AN ECONOMIC GROWTH CENTER FOR THE REGION. OUR NEEDS INCLUDE LONG RANGE DEVELOPMENT OF STRATEGICALLY SELECTED FARM TO MARKET ROADS IN CLOUD AND SURROUNDING COUNTIES. IT IS IMPORTANT TO NOTE THAT BUSINESSES AND INDUSTRIES IN

RURAL KANSAS ALSO SHIP OVERSIZED LOADS (IN WEIGHT AND LENGTH) THAT REQUIRE AN ADEQUATE RAIL AND HIGHWAY TRANSPORTATION SYSTEM. (SEE ABB AIR PREHEATER ATTACHMENT)

2. AIRPORT DEVELOPMENT MUST BE CONSIDERED IF OUR REGION EXPLOITS THE OPPORTUNITIES PRESENTED BY NEW HIGHWAY CONSTRUCTION. CURRENTLY, MEDICAL AIR SUPPORT IS EXTREMELY LIMITED BECAUSE OF THE FACILITIES WE HAVE TO WORK WITH. BUSINESSES IN CLOUD COUNTY OFTEN TRAVEL OR SHIP GOODS AND MATERIALS BY AIR. THAT TRANSPORTATION IS LIMITED BY THE CURRENTLY AVAILABLE FACILITIES AND OUTDATED OR NON-EXISTENT NAVIGATIONAL EQUIPMENT. WE ENCOURAGE MORE COMPREHENSIVE SUPPORT TO THE DEVELOPMENT OF UTILITY AIRPORTS INCLUDING RUNWAY AND TAXIWAY UPGRADES, NAVIGATIONAL AIDS (INCLUDING INSTRUMENT APPROACH PROCEDURES AND EQUIPMENT), AND LONG RANGE PLANNING FOR THE AIRPORTS INCLUDED IN THE STATE'S TRANSPORTATION SYSTEM.

3. K-9 AND K-28 HIGHWAYS MUST BE ON THE SCHEDULE FOR UPGRADE. THAT NEED PRESENTS ITSELF BECAUSE OF THE REVIVED AGRI-BUSINESS IN OUR COMMUNITY. ADDITIONALLY, RAIL TRANSPORTATION, SIDE-TRACK DEVELOPMENT AND SWITCHING PLAYS AN IMPORTANT PART IN THE SUCCESS OF THE MULTI MILLION-DOLLAR UNIT TRAIN PROJECT CURRENTLY UNDER DEVELOPMENT IN CONCORDIA (AND THAT IS BY PRIVATE INVESTORS).
4. FINALLY, CONTINUED DEVELOPMENT OF US HIGHWAY 81 WILL BENEFIT THE ENTIRE REGION – AND STATE.

IN CONCLUSION, WE ENCOURAGE THE LEGISLATURE TO COMMIT TO A DYNAMIC FINANCING PACKAGE THAT EXPLORES AND UTILIZES A WIDE ARRAY OF REVENUES, INCLUDING FEDERAL AND STATE RESOURCES – COMBINED WITH LONGER TERM (BOND) FINANCING IF NECESSARY.

THANK YOU FOR ALLOWING US TO BE WITH YOU TODAY.

**PRESENTATION BEFORE THE JOINT TRANSPORTATION  
COMMITTEE,  
CAPITOL BUILDING, TOPEKA, KANSAS  
FEBRUARY 17, 1999**

Patrick Breeding  
General Manager Delphos Cooperative Association  
P.O. Box 308  
Delphos, KS 67436  
785-523-4213

CHAIRMEN SENATOR VIDRICKSEN AND HAYZLETT, AND MEMBERS OF THE COMMITTEE, MY NAME IS PATRICK BREEDING AND I MANAGE THE DELPHOS COOPERATIVE ASSOCIATION IN DELPHOS, KANSAS. I AM HERE TO TESTIFY IN SUPPORT OF THE COMPREHENSIVE TRANSPORTATION PROGRAM.

THE DELPHOS COOPERATIVE HANDLES WHEAT, MILO, CORN, OATS, SOYBEANS AND SUNFLOWERS; AND PROVIDES FERTILIZER, AG CHEMICALS, FEED, ANIMAL HEALTH AND FARM SUPPLIES TO THE PRODUCERS IN THE DELPHOS AND SURROUNDING TRADE AREA. AT THIS TIME ALMOST 100% OF THE FERTILIZER, CHEMICALS AND SUPPLY PRODUCTS THE COOPERATIVE RECEIVES AND 100% OF THE GRAIN THE COOPERATIVE SHIPS IS MOVED

BY TRUCK. DELPHOS IS LOCATED SIX MILES SOUTH OF US HIGHWAY 24, AND FIVE MILES WEST OF US HIGHWAY 81-IN NORTHWEST OTTAWA COUNTY. THE COMMUNITY OF DELPHOS IS VERY FORTUNATE TO BE ALONG A PORTION OF HIGHWAY 81 THAT WAS UPGRADED TO A FOUR LANE HIGHWAY. THE CONVENIENCE AND MOST IMPORTANTLY THE SAFETY OF THE NEW HIGHWAY IS GREATLY APPRECIATED.

THE DELPHOS COOPERATIVE, ALONG WITH THE CLOUD COUNTY CO-OP IN CONCORDIA, THE RANDALL CO-OP IN RANDALL AND THE FARMWAY CO-OP IN BELOIT HAVE FORMED AN LLC. WE ARE SOON TO START CONSTRUCTION ON A \$7,000,000.00 TRAIN LOADING FACILITY NEAR CONCORDIA.

THE DELPHOS CO-OP IS A SINGLE LOCATION COOPERATIVE. CONCORDIA HAS A BRANCH LOCATION IN JAMESTOWN, AND RANDALL HAS A BRANCH LOCATION IN KACKLEY. THE FARMWAY CO-OP IS HEADQUARTERED IN BELOIT AND HAS ELEVEN BRANCH LOCATIONS IN MITCHELL, LINCOLN, CLOUD AND REPUBLIC COUNTIES.

THE TRAIN LOADING FACILITY WILL BE COMPLETED IN THE FALL OF 1999 AND THE FLOW OF GRAIN BY TRUCK IN NORTH CENTRAL KANSAS WILL CHANGE FROM WHAT IT IS TODAY. GRAIN FROM THE RANDALL AREA WILL MOVE DOWN KANSAS HIGHWAY 28 TO THE CONCORDIA FACILITY. THE GRAIN FROM THE BELOIT AREA COULD MOVE EAST ON KANSAS HIGHWAY 9 FOR SHIPMENT AT THE CONCORDIA FACILITY AND THIS WILL BE A CHANGE IN THE HISTORIC SHIPMENT PATTERNS.

KANSAS HIGHWAY 9 TO THE EAST OF CONCORDIA WILL ALSO BE VITAL TO THE MOVEMENT OF GRAIN. BOTH KANSAS HIGHWAYS 9 AND 28 ARE NARROW, WINDING HIGHWAYS, AND IT WOULD PROVIDE A MUCH SAFER DRIVING ENVIRONMENT IF THEY COULD BE WIDENED.

IT WILL ALSO BE A GREAT BENEFIT TO THE NORTH AND SOUTH CENTRAL KANSAS REGIONS WHEN HIGHWAY 81 BETWEEN CONCORDIA AND THE STATE LINE IS UPGRADED TO FOUR LANES. THERE IS ALREADY A LARGE AMOUNT OF GRAIN MOVING SOUTH ON HIGHWAY 81, AND COMPLETING THE FOUR LANE PROJECT TO THE NORTH CAN ONLY INCREASE THOSE NUMBERS.

THE DELPHOS COOPERATIVE AND THE TRAIN LOADING GROUP ARE SUPPORTIVE OF ANY FINANCIAL HELP THE STATE CAN PROVIDE FOR THE KYLE RAILROAD AND OTHER SHORT LINE RAILROADS IN KANSAS.

AGAIN, THANK YOU FOR THE HELP ON THE HIGHWAY 81 PROJECT BETWEEN CONCORDIA AND MINNEAPOLIS, KANSAS, AND I URGE YOUR SUPPORT OF A TRANSPORTATION PROGRAM THAT WOULD IMPROVE HIGHWAYS AND RAILROADS IN NORTH CENTRAL KANSAS.

THANK YOU.

**PRESENTATION BEFORE THE JOINT TRANSPORTATION  
COMMITTEE,  
CAPITOL BUILDING, TOPEKA, KANSAS  
FEBRUARY 17, 1999**

ROGER NELSON, CHAIRMAN  
CLOUD COUNTY COMMISSION  
COUNTY COURT HOUSE  
CONCORDIA, KANSAS  
785-243-8135

GOOD AFTERNOON.

REPRESENTING THE CLOUD COUNTY COMMISSION, I'M  
ROGER NELSON, CHAIRMAN. WE THANK YOU FOR THIS  
OPPORTUNITY TO MAKE OUR OPINION ON THE FUTURE  
TRANSPORTATION NEEDS FOR KANSAS – AND  
PARTICULARLY CLOUD COUNTY, KANSAS – KNOWN TO  
YOU.

WE OFFER OUR STRONG SUPPORT FOR A HIGHWAY  
PROGRAM THAT WILL CONTINUE THE PROGRESS MADE  
UNDER THE TRANSPORTATION LAW PASSED IN 1989.

TO MEET THE MANY NEEDS IN TRANSPORTATION IS A  
GREAT CHALLENGE. IN ONE AREA ALONE, THAT BEING



ECONOMIC DEVELOPMENT, WE MUST RECOGNIZE THAT THIS GROWTH FOLLOWS PLANNING – THEN IMPLEMENTATION OF OUR BASIC INFRASTRUCTURE. STATE INVOLVEMENT IS NECESSARY IN ALL ELEMENTS OF BASIC INFRASTRUCTURE, BUT IN NO AREA IS STATE PARTICIPATION MORE IMPORTANT THAN IN BUILDING THE NECESSARY TRANSPORTATION SYSTEM, WHETHER THAT BE ROADS AND HIGHWAYS, SHORTLINE RAILROADS, OR AIR TRANSPORTATION FACILITIES.

ADEQUATE FINANCING IS ESSENTIAL. SALE OF BONDS SHOULD BE A PART OF THE PROGRAM. GIVEN THE RECORD LOW RATES FOR BONDS NOW AVAILABLE, THEY OFFER A RARE OPPORTUNITY TO CONSTRUCT TRANSPORTATION IMPROVEMENTS AT BOND INTEREST RATES FAR BELOW POSSIBLE INFLATION RATES INCORPORATED INTO CONSTRUCTION PROJECTS SEVERAL YEARS INTO THE FUTURE.

I WOULD LIKE TO REQUEST TWO ADDITIONAL NEEDS FOR THE CITY OF GLASCO THAT I DID NOT PRESENT AT THE HEARINGS IN MARYSVILLE. TURNING LANES ARE NEEDED FOR THE FIRST TWO EXITS OFF US HIGHWAY 24 ON THE

EAST SIDE OF GLASCO. AND, A LOWER SPEED LIMIT IS NEEDED ON THE ENTIRE STRETCH OF US HIGHWAY 24 BORDERING THE CITY LIMITS OF GLASCO.

CLOUD COUNTY ENCOURAGES THIS COMMITTEE TO PRESENT TO THE 1999 LEGISLATURE A PROPOSAL THAT IS ADEQUATE TO MEET MUCH OF THE PRESENTLY IDENTIFIED TRANSPORTATION NEEDS FOR THE GOOD OF KANSAS CITIZENS IN THE 21<sup>st</sup> CENTURY.

THANK YOU.



February 15, 1999

Kirk Lowell,

I am sorry that I could not attend your trip this week to Topeka. I know that we will be well represented.

The two shipments made from the Concordia Plant during December were for the International Technology Corp. These shipments were destined for Ohio. Each rotary calciners weighed 160,000 lbs. The units were loaded on special trailers equipped with 19 axles. The overall length was 204 feet long. It took the transportation company 10 days to deliver the unit excluding holidays.

During 1999 we had several large loads shipped from Concordia. We load approximately ten trucks a week. These shipments are destined worldwide. In addition, we have four common carriers here daily, several times throughout the week. We use four express companies including UPS, Federal Express, DHL, and Eagle AirFreight.

Because of our location inland and not on the coastal areas of the United States, transportation is critical to our success or failure. It also determines how competitive we may be as a company. Fifty percent of our products are exported to all areas of the world. At the present time, we are in a good location being between Interstate 70 and Interstate 80. Access to Interstate 135 is thirty miles South with four lanes leading out of Concordia. We are hoping that soon four lanes will be complete to the Nebraska border.

If you need more photos of other products please advise.

Sincerely,

Bill Fellows  
ABB Air Preheater  
Concordia, Ks. 66901

ABB Air Preheater



The two shipments made from ABB Air Preheater, Concordia Manufacturing during December 1998 were for the International Technology Corp. These shipments were destined for Ohio. Each rotary calciners weighed 160,000 lbs. The units were loaded on special trailers equipped with 19 axles. The overall length was 204 feet long. It took the transportation company 10 days to deliver the unit excluding holidays. This is only one of many key reasons why good transportation infrastructure is needed in rural Kansas.

## ABB Air Preheater

1830 E. 6th St.  
Concordia, KS 66901

Telephone (785) 243-3300  
Fax (785) 243-1673

5-15

**Testimony Before the  
Joint House and Senate Transportation Committees  
Kansas Legislature**

**Wednesday, February 17, 1999**

**By**

**Timothy F. Rogers, A.A.E.  
Executive Director  
Salina Airport Authority  
Salina, KS**

Chairman Vidricksen, Chairman Hayzlett and members of the joint committee, my name is Tim Rogers, executive director of the Salina Airport Authority, Salina, Kansas. I was a member of the Transportation 2000 Study Group.

Thank you for holding hearings on the need to enact a new comprehensive transportation program for the State.

Today, I'm speaking on behalf of the City of Salina, Saline County, the Salina Area Chamber of Commerce, and the Salina Airport Authority. These organizations are unanimous in their opinion that the Kansas Legislature must enact a meaningful comprehensive transportation program during its 1999 session.

Only a meaningful program can address the need to preserve and enhance the State's system of highways, airports, public transit agencies and railroads. Without the funds to preserve and enhance highways, airports, public transit and railroads, our State will not be able to sustain the economic growth that all Kansas residents have benefited from.

In our opinion, a new comprehensive transportation program must include funding for the following components:

**Maintenance:**

- Routine Maintenance
- Substantial Maintenance

**Construction:**

- Major modifications & Priority Bridge
- System Enhancement

**Modes:**

- Aviation
- Public Transit
- Rail

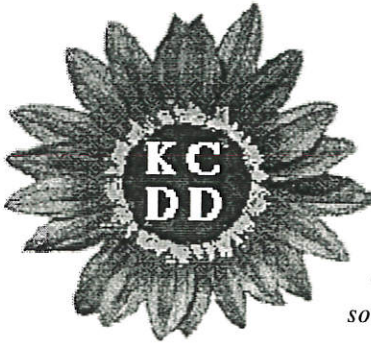
**Local:**

- Special City and County Highway Fund
- Local Federal Aid Projects
- Local Partnership
- KLINK Maintenance Payments

Without a comprehensive transportation program, the local needs for Salina and Saline County will not be met. It is only through the structure of a comprehensive transportation program that local highway, bridge, airport, public transit and rail needs can be successfully addressed.

In our opinion, the question is not whether a program should be enacted. The question is how large should the program be? The program must be of sufficient size to enable all Kansas cities, counties, airports, transit districts and short line rail operations to benefit.

Thank you for your time and attention. I would be pleased to answer any questions you may have at this time.



## ***Kansas Council on Developmental Disabilities***

BILL GRAVES, Governor  
DAVE HEDERSTEDT, Chairperson  
JANE RHYS, Ph. D., Executive Director

Docking State Off. Bldg., Room 141, 915 Harrison  
Topeka, KS 66612-1570  
Phone (785) 296-2608, FAX (785) 296-2861

*"To ensure the opportunity to make choices regarding participation in society and quality of life for individuals with developmental disabilities"*

My name is Josie Torrez and I represent the Kansas Council on Developmental Disabilities.

The DD Council is following transportation bills as it pertains to persons with disabilities. The emphasis on any transportation bill passed by this legislature must be affordability, accessibility and availability.

One of the grants that the DD Council has awarded is to OCCK in Salina. This grant began in October 1998 with the expectation of transporting 1,800 people with disabilities and the aging population during evening and weekend hours for the grant period of one year.

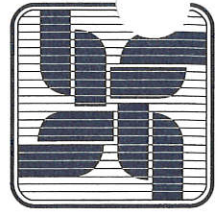
From October 1998 to December 1998, the actual number of persons transported was 1,105. OCCK projected transporting 450 people in this same time period. This is a difference of 655 people. The grant also provides taxi vouchers, of which 896 were provided. OCCK projected 250 taxi vouchers.

The DD Council grant provides two ways for consumers to request transportation. One is through a dispatch number. The other option is through a cellular phone, which offers the consumer an "as needed" choice - this means the person doesn't have to schedule transportation 24-48 hours in advance.

December 1998 reports 564 riders. There were 85 requesting accessible transportation and 479 did not have an accessibility need. The dispatch received 213 requests and the cellular phone received 352 requests.

We feel this information shows a tremendous need for adequate and meaningful transportation of people with disabilities. Emphasis must be on enhanced funding for public transit that is affordable, accessible and available. The DD Council grant began in October 1998 and ends in October 1999. We will keep this committee updated throughout this session. Phyllis Anderson from OCCK is here today from Salina to speak to you further on their grant.





2-17-99

## SALINA TRANSPORTATION PROJECT

People in Salina who need transportation have a resource most people in rural areas don't have. The Occupational Center of Central Kansas (OCCK) has provided some transportation services for the past 22 years. KDOT vehicles helped us get people to work at OCCK and to activities in their communities. But surveys we did with families sighted more transportation as a top priority. Dozens of other community surveys and studies by different organizations identified the same problem. It was consistently mentioned as a barrier to employment for many people because of the low entry-level wages and the high cost of taxi service.

There usually weren't any services available after we got everyone home from work at about 4:00 until the next morning when we came to pick people up. And in many cases when people got home from work on Friday evening, they were there until we came again on Monday morning. And we were able to work in rides for only about 100 members of the general public a month.

**That all changed with a demonstration grant from the Kansas Council on Developmental Disabilities last October.**

**Anyone can call for a ride any time between about 6:00 AM and 10:00 PM Monday through Friday and from 9:00 AM on Saturday and Sunday. There's a charge of \$1.50 per ride for any destination and wheelchair accessible vehicles are available.** The only other accessible transportation in Salina comes from two nursing homes that have offered their vans on occasion at a cost of \$15 per ride. Most people we know couldn't begin to afford \$30 to get to the grocery store and back.

Like most communities Salina's size and smaller, transportation is a huge problem. There are taxi companies in town, but many people can't afford the \$5.50 minimum for a one way trip.

Various groups studied and discussed the problem with no real solutions. The Salina Transportation Coalition researched all sorts of possibilities but couldn't find anything that was workable. But it was one of those discussions with representatives from the City Planning Department, the County Commission, the SRS, the Retired Senior Volunteer Program, area nursing homes, and several other interested groups that came up with the idea for this project.

The group working on the grant got information from the City from the 1990 Census (the most recent data available) that there were over 1,400 families with no vehicles in our town of about 28,000 families. Some of the agencies had funds to support transportation but no one could do enough to meet the need. OCCK picked up where the limited Hotline services left off and provided the accessible transportation to people using wheelchairs that no one else could. Then the project began to grow.

**The grant included money for us to pass through to three other community agencies, a community Hotline service, the Retired Senior Volunteer program, and the Commission on Aging.** Both the Hotline and the Commission on Aging have programs for taxi vouchers, which are discount coupons offered for limited transportation. Rides through the Hotline are only for work, medical appointments, or social service appointments and are limited to a total of 10 per family. Taxi vouchers at the Commission on Aging are \$1 off for a ride to meal programs or medical services. We reimburse the Retired Senior Volunteer Program volunteers who drive people to medical appointments in other cities like Wichita and Kansas City but they only ask for gas money – and sometimes lunch!

We estimated that with good marketing we could reach about 1,800 people for rides during the first year. **Were we ever wrong! We zipped past 1,800 in just the first three months – with very little marketing.**

**Drivers carry cell phones so they can be reached immediately and directly by those who need a ride.** An arrangement with a cell phone company gives us the first minute of incoming calls, evenings, and weekends free so our cell phone bills are low.

These programs can't help people go to the grocery store, to the Mall, to church or to community activities. One woman I know now goes to church even when her part-time attendant and driver is working at her other job. She told me she used to go clear across Salina in her power wheelchair to get to church – when the weather was good.

We have a number of people in the **Welfare to Work program that we help get to and from work each day.** I know another young man who gets to vocational training classes every evening now because of this service. He used to be unemployed, but things are really coming together for him now.

There are **numerous calls from older folks for rides to the south part of Salina to go to the Mall and to Wal-Mart, places they've told us they'd never been in the more than 10 years those stores have been open.** "It was too expensive to take a taxi," they told us, so they stayed in the north end of town and shopped at the places they could walk to and carry purchases home.

I rode with the driver one afternoon during the Christmas shopping rush, just to talk to people. You can't believe how excited they were to be able to go to Wal-Mart and shop for the first time!

**One of the great surprises was when a contribution came in the mail with a note to use it for people who couldn't afford even the \$1.50 for a ride.** We were able to use it just the very next day when one of the Welfare to Work mothers called to cancel her ride because her baby was sick. She didn't even have the \$3 for the round trip to the doctor. I wish I could share her relief with you when we told her to make the doctor's appointment and we'd take care of getting her there.

Our drivers share stories like these with us every single day. Stories of the people who pay \$15 a day for taxi fare to a part-time, minimum wage job. Stories of older people who can get out to visit friends, participate in activities in the community, and get to medical appointments. We've just begun another partnership with the hospital's oncology unit to transport people for cancer treatments or day surgeries.

We're excited about being able to get the hundreds of people who call us for a ride where they want to go. Even when our dispatcher tells someone with a smile that she'll have a driver there right away to pick them up then wonders how she'll fit one more person into the schedule that already has more than 120 people on it that day, it feels great. Even when it's one of the maintenance people who doubles as a driver on his way home for lunch and we joke about OCCCK standing for "Occasional car pools of Central Kansas," we know it's important to someone.

**But we're already concerned about what happens in October when our project grant runs out. We've talked to lots of people who say they may be able to help "a little," but it's a big project to get that many people where they need to go.**

**We need your help. OCCCK and other communities like Salina who can't afford to operate large public transit systems need your help. As you consider all the ways to spend money to move people around this state, we ask that you include funds in the transportation package to support small public transportation projects like ours.**

Thank you for your attention.

Phyllis Anderson, Director  
Community Resource Development

Feb. 1, 1999

To Whom It May Concern,

My name is Pat Davis. I have a need to use the OCCIC Bus. I cannot afford to use the taxi.

My job as dishwasher at Salina Presbyterian Manor starts at 7<sup>00</sup> AM - 3<sup>00</sup> PM. The taxi is expensive for me. I only make a little over minimum wage. The taxi costs me \$5<sup>50</sup> one way. That is over \$10<sup>00</sup> a day x 20 working days is over \$200<sup>00</sup> a month.

I don't drive and don't have anyone to take me to work.

I sure hope the bus starts taking people earlier. That would sure help me out

a lot. Thank you - Pat Davis

416 W. Ellsworth  
Salina KS 67401

(785) 827-~~8276~~

(7276)

Testimony on A New Comprehensive Transportation Program  
Senate and House Transportation Committees  
February 17, 1999

Good afternoon, Chairman and members of the transportation committee:

Thank you for the opportunity to speak on transportation issues.

I'm Linda Peterson Marion County Commissioner. Marion County has 1600 miles of roads to maintain and more than 300 bridges, plus many culverts to maintain and replace. Finances are tight and the cap on the County/City Highway Fund makes it difficult to keep up with road surfacing and bridge replacement. Marion County is a rural county that depends on roads for the movement of agricultural products. Currently, farmers are using much larger trucks for their farming operations than in the past. Rail service has been discontinued to many of our grain elevators, which has caused an increase in the number of large grain trucks hauling to the larger grain terminals. Because of these factors Marion County's hard surfaced roads are suffering.

As a county commissioner and a concerned citizen I'm also, interested in funding for small airports. The city of Marion needs to extend the airport runway for several reasons. One important reason is for economic development, but more important is for medical reasons. The most recent example was when a twin-engine aircraft flown by Midwest Organ Bank couldn't land because the runway wasn't long enough. The medical teams had to land in Newton, which is 35 miles away and drive to Marion. Time is critical for organ and tissue transplants and the 35-mile drive each way caused a significant delay.

Two years ago weather conditions would not allow a medical helicopter to travel to Marion to transfer a two-year-old girl in critical condition to Wichita. The weather would have allowed a medical emergency plane to fly to Marion, but it couldn't land at the Marion Airport due to the short runway. The girl was transported by ambulance. The family still mourns the death of their little girl.

There is a safety issue I would like to bring to your attention in Marion County. It has to do with an intersection on Highway 77-56 two miles north of Lincolnville. The Centre High-Junior High School is located just off of Highway 77-56. Turning lanes need to be installed at that intersection. Many school buses, student drivers, teachers and patrons turn at that intersection several times a day, five days a week during the school year. The heavy traffic on Highway 77-56 makes turns at that intersection difficult and dangerous.

I look at the transportation issue as a partnership between the State and counties that impacts economic development. The condition of our county and state roads leaves a significant impression on potential business developers and tourists when they visit Kansas. Economic development and tourism are very important to counties and the State of Kansas.

I know you have a difficult job, balancing needs and costs. You've just heard what is important to Marion County just as you've heard what is important to other counties and cities. We hear the same thing back home. Each road in the county is important to someone because roads are what we all use everyday.

I urge you to pass a new comprehensive transportation program.



**Marion County Commissioner**

---

**Linda D. Peterson**  
**Rt. 2 Box 34**  
**Burdick, KS66838**

February 18, 1999

Additional Testimony on a New Comprehensive Transportation Program:

The following page is a letter from the Nursing Administrator at St. Luke Hospital in Marion to the Marion City Administrator concerning the need for extending the airport runway.

This letter is backup information for the testimony I gave to the committee on February 17, 1999. I thank you for your time and efforts in developing a new comprehensive transportation program.

Sincerely,

*Linda D. Peterson*

Linda D. Peterson



January 12, 1999

## St. Luke Hospital

Dennis Nichols  
City Administrator  
City of Marion  
203 N. 3  
Marion, KS 66861

Dear Dennis:

I have been asked to gather information concerning needs by the Midwest Organ Bank in order to land at the Marion Airport with their Retrieval Teams. First, I would like to give you some background information.

Effective August 21, 1998, regulations concerning organ and tissue donation from the Health Care Financing Administration went into effect. Compliance with these regulations is required for St. Luke Hospital to continue participation in the Medicare and Medicaid programs.

In accordance with these regulations and the Missouri and Kansas Uniform Anatomical Gift Acts, we are required to report all deaths and impending deaths to the Organ Procurement Organization for our area, which is the Midwest Organ Bank, Inc. The purpose of these new requirements is to increase the number of organs and tissues available for transplantation, and to provide a more equitable system for placement of these organs and tissues.

When a death occurs, or brain death has been pronounced, hospital staff contacts Midwest Organ Bank to determine if the patient meets established criteria for retrieval of organs or tissues. If criteria is met, the family of the patient is then approached to gain consent. In the event criteria is met, consent is obtained, and a retrieval team is available, then a four person team is sent to the local facility to do the organ and tissue retrieval. By looking at the number of deaths in 1997 and 1998, we are anticipating that approximately six to twelve patients will meet criteria for organ and tissue retrieval with more meeting criteria for cornea retrieval. The Midwest team brings all equipment and supplies required to do this procedure. Midwest has several fixed wing aircraft in use. If these are in use a chartered plane is required for the flight.

The guidelines I received from Midwest is that the airport runway needs to be 1500 feet longer and 15 feet wider. These guidelines would allow them to land both their own and chartered planes. Lack of GPS or ILS at Marion's airport would also prevent them landing during fog and bad weather. In this event, they would still be required to land at Newton or Herington airports.

I have also visited with pilots from Lifewatch and EagleMed, critical care transport companies based in Wichita. These companies are utilized for emergency transports of critically ill patients to the hospitals and trauma centers in Wichita. They are not able to land at Marion with a fixed wing craft. Both companies utilize King Air planes and would require a runway length of 3000 feet minimum. They also would prefer a wider runway to make landings safer, as the wing span of their planes is 45 feet. The Lifewatch pilot commented that they may be available to participate in opening ceremonies in the event the runway is lengthened.

I hope this information will be helpful to you. Please contact me if I can provide further assistance.

Sincerely,

Patti Thomas  
Nursing Service Administrator  
St. Luke Hospital and Living Center  
1014 E. Melvin  
Marion, KS 66861

1014 East Melvin  
Marion, KS 66861  
(316) 382-2177

9-4

A member of Lutheran Health Systems



# City of Hillsboro

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118 East Grand • P.O. Box N  
Hillsboro, Kansas 67063  
Phone: (316) 947-3162  
Fax: (316) 947-3482

To: The Joint Transportation Committee

Approximately 10 years ago, Highway 56 was moved from going through Hillsboro to the North side of our city. I bring this up to help illustrate how important good roads are. The 4-lane street that was the old highway has had traffic counts double on it since the highway was moved. It has become our local corridor street leading to parks, recreation, restaurants, shopping, Tabor College, etc.

We are now seeing economic expansion along the Super 2 highway to the North of town. This growth is wonderful; however, we are in desperate need to make repairs and replacements to our infrastructure. The street which was the highway is in need of an overlay which has been estimated to cost \$225,000.

Our airport runway was rebuilt 8 years ago using recycled asphalt from state road projects. We have been slurry sealing it, but it needs an overlay costing \$200,000. This 3400 foot runway is essential to our community for economic development and medical purposes. Our local medical community uses helicopters to transport critically ill patients to larger facilities. However, sometimes fixed-wing aircraft are needed for the same purpose, making our airport a life and death issue.

Our other great need is the county road that links Hillsboro south to Newton and Wichita. This road has the highest traffic count in Marion County, but it is in the worst condition of all paved roads. I understand that our county cannot rebuild this road without help from KDOT. Marion County has a 1-cent sales tax and Hillsboro has a 1/2-cent sales tax to assist with roads and bridges. This is not enough. Our mill levies are as high as the citizens can bare. Fortunately, we have had economic growth which has helped to raise revenue. However, to offset that, demand transfers from the state have been capped for several years.

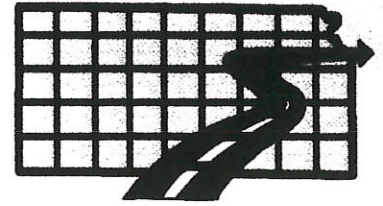
As you can see, small cities are in desperate need for a complete comprehensive highway bill that includes money for enhancements and airports. We would appreciate your support of a program which will assist the citizens of Kansas.

Respectfully Submitted,

Delores Dalke  
Mayor

JOINT SEN. & HOUSE TRANS. COMM.  
February 17, 1999  
Attachment #10

10-1



# **McPherson County**

## **Proposal to House and Senate**

### **Transporation Committee**

**February 17, 1999**

## **McPherson County, Kansas**

**Canton - Galva - Inman - Lindsborg**

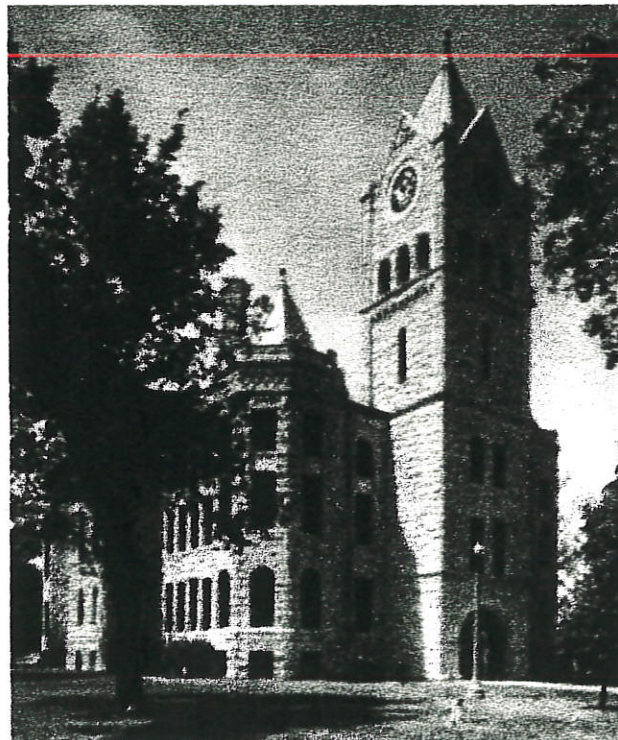
**Marquette**

**McPherson**

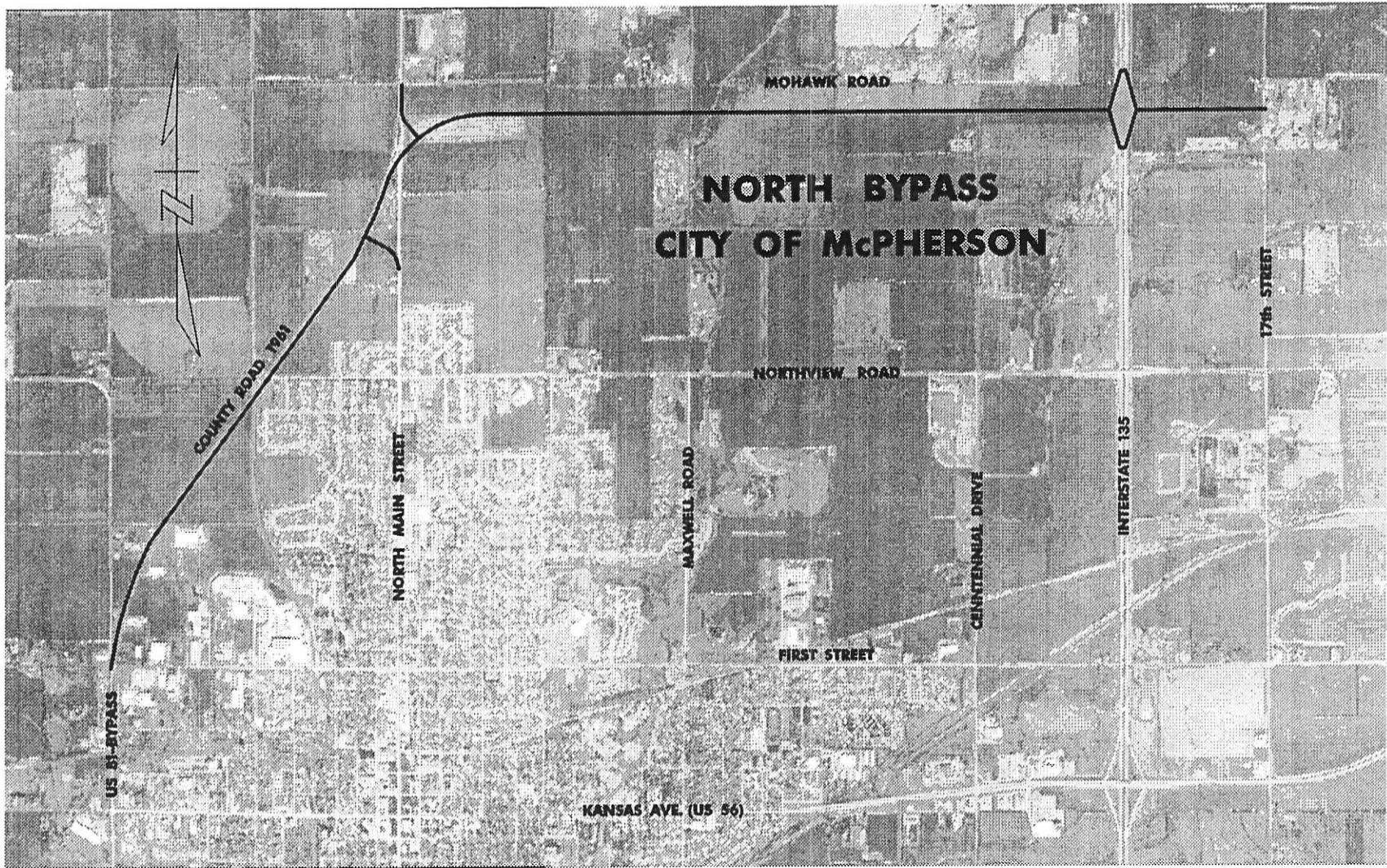
**Moundridge**

**Roxbury**

**Windom**



11-2



11-2

McPherson County  
Proposal to House and Senate  
Transportation Committee

February 17, 1999

TABLE OF CONTENTS

Testimony

Mr. Don Schroeder, Chairman Board of County Commissioners

Ms. Ingrid Gustafson, McPherson Middle School Student

Resolutions

McPherson County

City of McPherson

City/County Airport Board

City of Inman

City of Lindsborg

MR. DON SCHROEDER, CHAIRMAN  
BOARD OF COMMISSIONERS  
MCPHERSON COUNTY, KANSAS

Thank you for giving me the opportunity to address this body on behalf of the citizens of McPherson County, both urban and rural. The Governor's Transportation 2000 Committee is to be commended for its diligent effort to organize a plan for a State Comprehensive Transportation Program.

I am an active farmer in the Inman area. This, along with my responsibilities as a McPherson County Commissioner, affords me an excellent perspective on the needs of the entire county as they relate to transportation. A Comprehensive Transportation Program would provide the opportunity and impetus to improve both our area's and the State's positions in an ever increasing competitive economic atmosphere. Transportation is one of the most essential factors in attaining and maintaining a competitive edge.

McPherson County could well be viewed as a microcosm of Kansas. Sprawling farmlands are interspersed with communities of various size. Like Kansas might be compared to some other states in the nation, ... McPherson County is big on area, but small in population. We feel we are, however, no less important to the State, than Kansas is to the nation.

Growth is slow, and often difficult in our part of the State. Yet, with

perseverance, hard work, and a sense of entrepreneurship, we continue to thrive and prosper. Our needs and concerns, while perhaps not of the magnitude of more populous areas, are none-the-less, much the same.

The transportation projects recommended in the various resolutions you are furnished today have been studied in detail; and should be considered as "needed", as opposed to merely "wanted". We are also realistic enough to know, all will not likely make it into the State's Comprehensive Transportation Program, should one be passed. All are expensive. Few, if any, will be done without help from outside our county. Local governments cannot meet the financial needs alone. This is why we consider a new Kansas Comprehensive Transportation Program so important and vital to our future.

We are fortunate that Interstate 135 runs through our county. Other U.S. and State Highways also pass through a number of our communities. But therein also lies a challenge. Many of our small communities located along the highway system don't have the tax base and budgets to support their own street projects, let alone repair, replace and improve state and federal roads. A fifty percent, twenty-five percent, or even a ten percent share of a major geometric improvement often presents a financial burden. Many of these roads and highways were originally designed as streets, and not constructed to take the weight and volume of today's increased and heavier traffic. Often the intersections were not designed for the wide turning radius needed by today's

larger trucks. There is a heightened concern for the safety of school children and pedestrians, particularly those who must cross highways on a daily basis.

McPherson County is different in some respects from other less-populous counties. Simply put, we..make..things. According to the Kansas Department of Human Resources, with a civilian work force of approximately 16,300 men and women, nearly 13,700 are employed in industry...approximately one in four of these employed in manufacturing durable and non-durable goods. These goods don't travel on phone lines, fibre optic cables and micro waves. With diminishing rail access, a decreasing number are being shipped by this means. This is to say nothing of the agricultural products our extremely productive farmers transport from field to market. Our larger industries include such recognizable names as Abbott Laboratories, CertainTeed Corporation, Johns Manville, Koch Industries, and National Cooperative Refinery Association. All rely heavily on truck traffic as do many of our smaller industries. Airport facilities are also required to accommodate ever-increasing corporate traffic.

If industry and agriculture are the life-blood of our economy, our roads and highways are the arteries, veins, and capillaries through which our economic body is served. Yet, without the partnerships between federal, state, county, and city governments...partnerships which only a Comprehensive Transportation Program can help provide...much of this infrastructure can't even be maintained, let alone be expanded.

The transportation projects and programs detailed in the printed material you receive today represent what McPherson County, its cities, even small communities and rural areas feel, are vital. Not to slight any of the other proposals, two are particularly important to industrial and economic development: the K-61 project between McPherson and Hutchinson; and the Interstate 135 interchange project north of McPherson.

K-61 is one of the most if not the most heavily traveled 2-lane roads in the State. It is deceptively dangerous as evidenced by serious accidents in the past. It parallels a railroad which crosses Inman's main street, just off K-61. School buses stopped for trains can easily extend into the Main Street-K-61 intersection. We are confident you will find support for this projects from each end of this highway and all points between.

A new interchange on I-135 at Mohawk Road is critical to an improved route connecting K-153, U.S. 56, and utilizing U.S. 81 as a north Bypass. This project would allow the state to design a route to accommodate the truck traffic needs with controlled access and wider turn radius at the intersecting major arterials. This concept has already been presented to KDOT, FHWA, and other agencies. A traffic analysis of this route, and the impact on our community is presently being conducted by KDOT. The City and County have agreed to fund a feasibility study to accurately determine the cost of this project. But we already know, local funding alone cannot bring this to a successful conclusion.



Time does not permit me to detail the number of other proposals in our resolutions at this hearing. We have not even touched on the importance of an improved transportation system to a tourism industry which so desperately needs to be developed in our state. These projects are important to us, not for selfish reasons, but for the economic well being of the economy of the State. All Kansans are in this race together. None of us is an "economic island".

Please give serious consideration to our proposed projects as you enter the evaluation and decision-making process. Much of our future development is in your hands, and dependent on the willingness of all areas to share in this opportunity.

I would like to conclude by introducing a representative of our future, Ms. Ingrid Gustafson, a student at McPherson Middle School.

**Ingrid Gustafson**  
**McPherson Middle School Student**

K-61 Highway runs from McPherson County into Reno County. It's small and it's dangerous. It's a road that should have been widened decades ago. Once designed for smaller, slower, fewer vehicles, it is now serving larger, faster, and more vehicles. It's a threat to the safety of every man, woman and child who travels between McPherson and Hutchinson.

U.S. 56 Highway leading into McPherson was improved during the last Comprehensive Highway Program. We appreciate the economic benefits resulting from that improvement. But the increased truck traffic created by an improved 56 puts our children in jeopardy every day as they cross that road going to school or to the parks to play.

McPherson, Lindsborg, Moundridge, Inman, Canton, Galva, Marquette, Windom and Roxbury are McPherson County communities. Many of the highways and streets that run through them are in need of repair. But the budgets and tax bases of these communities are too small to generate the money needed to match state programs to make those much needed repairs.

Safety is the key reason we are here. It is the reason McPherson County and Reno County support the four-lane K-61 project. It is the

reason McPherson County and the City of McPherson support a new interchange at I-135 and a connecting link to the U.S. 81 Bypass. And it is the reason McPherson County asks for greater funding for projects within its communities. We trust that it will be the reason you include these projects in the state's next Comprehensive Highway Program.

The Resolutions of the governing bodies from McPherson County, the City of McPherson, McPherson City/County Airport, the City of Inman, and the City of Lindsborg are attached as supporting documentation for a new state-wide comprehensive transportation program.

Supporting [REDACTED] resolutions and letters of endorsement were also received from and previously provided the Governors Task Force, but are not included in this booklet, from the following:

McPherson Chamber of Commerce  
McPherson Industrial Development Company  
McPherson Main Street  
McPherson Convention and Visitors Bureau  
Inman Industrial Inc.  
Inman Chamber of Commerce  
Unified School District #448  
Lindsborg Chamber of Commerce  
Smoky Valley Development Company  
Canton Chamber of Commerce  
Canton Industrial Development Commission  
Maxwell Wildlife Refuge

**RESOLUTION  
(AMENDED)**

**McPHERSON COUNTY, KANSAS, RESOLUTION NO. 98-6**

THE BOARD OF COUNTY COMMISSIONERS  
MCPHERSON COUNTY, KANSAS



**A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR  
McPHERSON COUNTY, KANSAS AND THE ENACTMENT BY THE KANSAS  
LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION  
PROGRAM.**

**WHEREAS**, one of the major responsibilities of County government is to plan the immediate and long-term transportation needs of the county;

**WHEREAS**, the Board of County Commissioners of McPherson County, Kansas (hereinafter the "County"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the County; and

**WHEREAS**, these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

**WHEREAS**, these specific transportation capital improvements are vital to the economic well-being of the County and to its long-term growth and development; and

**WHEREAS**, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the County from being accomplished; and

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

**WHEREAS**, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the County and other counties and cities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

**NOW THEREFORE BE IT RESOLVED**, BY THE BOARD OF COUNTY COMMISSIONERS OF MCPHERSON COUNTY, KANSAS:

1. After careful investigation of the transportation needs in the McPherson County, the attached list of transportation capital improvements are hereby declared to be vital to the future economic growth and development of the County and the safety of its citizens.


2. McPherson County hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in the attached list of projects.

3. McPherson County supports and endorses the specific transportation capital improvement projects recognized and requested by the municipal jurisdictions within the County.

4. The County Clerk shall send copies of this resolution and any supporting documentation to Governor Bill Graves; State Senator Don Steffes, State Representatives Clark Schultz, Ellen Samuelson, Jack Wempe, Donald L. Dahl, Joe Kejr; all candidates for state representative; all local news media outlets; and the Kansas Association of Counties.

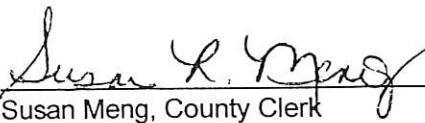
ADOPTED this 16<sup>th</sup> day of June, 1998.

  
HARRIS TERRY, CHAIRMAN

  
WES ADELL, MEMBER

  
DON SCHROEDER, MEMBER

ATTEST:

  
Susan Meng, County Clerk

w/attachment

**MCPHERSON COUNTY PROJECTS**  
to be included in the  
**STATE-WIDE COMPREHENSIVE  
TRANSPORTATION PROGRAM**

1. Widening of K-61 from 17<sup>th</sup> Avenue in the City of Hutchinson to the beginning of the four-lane section southwest of the City of McPherson, Kansas.
2. Widening of K-153 from US-56 south to K-61.
3. Paving of Pueblo Road (County Road 1771) through the Maxwell State Game Refuge from 27<sup>th</sup> Avenue (County Road 304) to 22<sup>nd</sup> Avenue (County Road 1068).
4. Paving and drainage improvements to Kiowa Road ( County Road 1073/Avenue A) from Maxwell Street to 17<sup>th</sup> Avenue (County Road 319).
5. Widening of 17<sup>th</sup> Avenue (County Road 319) from Kiowa Road to Mohawk Road to accommodate heavy truck traffic.
6. Paving and drainage improvements to Centennial Avenue (16<sup>th</sup> Avenue) from US-56 south to Kiowa Road (County Road 1073).
7. Airport Improvements Projects.
8. Railroad Crossing Improvements throughout McPherson County.
9. Interchange on I-135 and connecting roadway between Old 81 Bypass and 17<sup>th</sup> Avenue (CR 319) along the alignment of Mohawk Road (In conjunction with the City of McPherson).
10. Widening of US 81 Business route (South Main Street extended on 14<sup>th</sup> Avenue) from the south City to CR 2041.

RESOLUTION NO. 98- 18

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR THE CITY OF MCPHERSON, KANSAS AND FOR ENACTMENT OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the City of McPherson, Kansas has determined it needs the following transportation improvements estimated to cost 17 million dollars, more or less:

Interchange at I-135 and street from Old 81 Bypass to 17<sup>th</sup> Avenue near Mohawk Road  
Woodside reconstruction from Cedar to Main  
East Kansas geometric improvement from Maple to Park Street  
East Kansas geometric improvement from Park Street to Eby Street  
Northview Road widening and storm drainage from Main to Maxwell  
Avenue A widening and storm drainage improvement from Oak Street to Maxwell  
Maxwell Street widening and storm drainage improvement from First Street to Avenue A  
South Main Street bridge over Bull Creek  
Central Kansas Railroad crossing improvements (vehicle and pedestrian)  
Airport taxiway construction.

The City of McPherson also has determined that K-61 needs to be improved to four lanes from McPherson to Hutchinson as it is an important economic link to our community.

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

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this 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 McPherson:

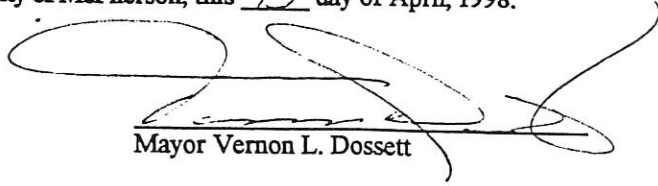
SECTION 1. That it does hereby endorse and establish the need and its support for the mentioned transportation improvement projects and considers these as being vital to the economic growth and development of its community and the safety of its citizens;

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.

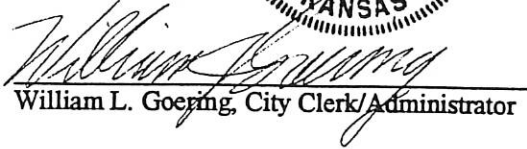


Adopted by the Governing body of the City of McPherson, this 13 day of April, 1998.



  
\_\_\_\_\_  
Mayor Vernon L. Dossett

Attest:

  
\_\_\_\_\_  
William L. Goering, City Clerk/Administrator

RESOLUTION

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE  
IMPROVEMENTS FOR THE CITY-COUNTY AIRPORT BOARD  
AND FOR THE ENACTMENT OF A NEW STATE-WIDE  
COMPREHENSIVE TRANSPORTATION PROGRAM

WHEREAS, the City-County Airport has determined it needs the transportation improvements as shown on Attachment A.

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

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

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this 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-County Airport Board:

SECTION 1. That it does hereby endorse and establish the need and its support for the attached airport 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 Governing body of the City-County Airport Board, this 3rd day of August, 1998.

  
\_\_\_\_\_  
President

ATTACHMENT A  
McPHERSON AIRPORT PROJECTS  
COMPREHENSIVE TRANSPORTATION

ITEM	COST
Acquire AWOS	\$65,000
Construct Taxiway	750,000
Resurface ramps, pads and taxiway	75,000
Resurface parking/south end	10,000
Grading and surfacing East-West runway	250,000
Construct fence balance facility	25,000
Construct tee hangars	150,000
Acquire balance of land surrounding south end runway	50,000
Grading and drainage south end of runway	200,000
Paint all hangars	20,000
Acquire GPS precision signal system	500,000
Tee hangar door maintenance	10,000
Construct corporate hangar	150,000

RESOLUTION NO. 98-02

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR THE COMMUNITY OF Inman AND FOR THE ENACTMENT OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the (community, city, chamber, etc. of Inman) has determined it needs the following transportation improvements:

Expanded intersections and turn off lanes

WHEREAS, the (community, city, chamber, etc. of Inman) has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, the (community, city, chamber, etc. of Inman) 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, the (community, city, chamber, etc. of Inman) is unable to finance such highway and transportation improvements without substantial

assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this 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 (community, city, chamber, etc. Inman):

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 Governing body of Inman, this 13th day of April 1998.

M. G. Schmidt  
(Mayor, Commissioner, Organization etc.)

RESOLUTION 05-98

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

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

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

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this 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 Lindsborg:

SECTION 1. That it does hereby endorse and establish the need and its support for the following transportation projects and improvements as being vital to the economic growth and development of its community and the safety of its citizens:

1. A Lindsborg interchange on I-135 at Wells Fargo Road (exit 75).
2. Lighting and overpass as K-4/business 81 leaves Lindsborg to the north.
3. Lighting the intersection of Bethany Drive and K-4/Business 81.
4. Completion of US81 as a four-lane highway to the Nebraska border.

5. A new bridge over the Smoky Hill River just south of Lindsborg on K-4/Business 81.

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 Governing Body of Lindsborg, this 1 day of July, 1998.



Donald L. Anderson, Mayor



Presentation to  
the Kansas House and Senate Transportation Committees

by

Julie Govert Walter, Executive Director  
North Central-Flint Hills Area Agency on Aging

February 17, 1999

Topeka, Kansas



Members of the Transportation Committees, I am Julie Govert Walter, Executive Director of the North Central-Flint Hills Area Agency on Aging, located in Riley County. We serve 18 counties with a population of about 300,000 and an elderly population of over 40,000. A majority of our services are targeted toward the elderly, but we also serve younger individuals and families with employment and housing programs.

I come before you to assert that it's time for public transportation to be discovered as the Cinderella of transportation needs in Kansas. The Governor's Study Group heard many of us speak about public transportation, and we can no longer relegate public transit to catching the crumbs from the table. Transportation is about people – moving people from one place to another. Roads and cars and railways are tools to get people moved. So are buses. Year after year, our needs assessments have shown transportation as one of the top three needs. Lack of funding has prevented us and other Area Agencies, cities and counties from implementing adequate public transportation that could address the needs expressed by our citizens and constituents.

This past summer, with the help of KSU, we conducted a transportation survey of both senior citizens and transportation providers in our 18 counties. Over 1,100 individuals from 16 counties completed a survey. One important finding was that the current level of community transportation curtails older residents who cannot drive from participating in their communities as fully as their neighbors who still have access to a car. The contrast of work-related trips by those who drive compared to those who do not is particularly striking. Additional research could be useful to find out whether rural communities would be economically served by increasing community transportation for employment purposes.

Another observation I would like to share with you is the fact that community transportation is currently funded within certain political boundaries such as cities or counties. Our customers do not live their lives within single political entities. Consider your own lifestyle -- is your travel circumscribed within a single city or county? Flexible funding for community transportation that transcends political boundaries is essential if we are to meet the real transportation needs of our citizens.

National research has shown that investments in public transportation, especially rural public transportation, have higher economic multipliers than investments in roads and highways.

Kansas' transportation plan for the future needs a comprehensive transformation of its community transportation system so that all Kansans have access to employment, shopping and commercial activities, medical care, recreation, volunteering, community services and religious activities.

Public transit, our Cinderella of transportation in Kansas, is waiting for you to fit her with a glass slipper that fits and allows her to run throughout the state with our citizens who deserve mobility even though they do not have access to cars.

Thank you.

BOARD OF COUNTY COMMISSIONERS

210 N. KANSAS

ELLSWORTH COUNTY

ELLSWORTH, KANSAS 67439-3118

Topeka State Capitol  
Topeka Ks.  
Feb.17,1999

Senate and House Transportation Committee

Honorable Co-Chairmen      Senator Ben Vidricksen  
   Representative Gary Hayzlett

Distinguished Members of the Committee,

My name is Don Hanson, and I am representing Ellsworth County before this committee.

Ellsworth County-----Population 6500

1997 valuation	\$56 477 796
net expenditures	\$ 4 522 989
taxes levied	\$ 2 556 016
1999 valuation	\$55 600 465
projected net expenditures	\$ 5 689 026
taxes levied	\$ 3 018 427

We are here to day to add our voice in support of a Comprehensive Transportation Program. We do however wish to voice opposition to the proposal that provides funding the program solely with bonded indebtedness.

Long term bonding for what has proven to be short life projects is not good business.

In an effort to encourage you to increase the share of transportation funding to local city and county projects we want to make you aware of our local concerns.

#1 Bridges-- The county responsibility is comprised of 750 structures we classify as bridges, 235 Of these are over 20 feet in length and thereby fall under the state bridge classification. All our structures are inspected as per state guidelines. The attached engineers report indicates 9 bridges needing replacement that fall under the FAS system, at an est. cost of \$3.9mm. In addition you see a list of 36 off system bridges in need of replacement at an est. cost of \$6.3mm. Over \$10mm in our county alone.

#2 Railroad-- The loss of rail service to the southwest part of our county left 5 active grain elevators with no option for grain transport other than transport trucking. This past year the increase in traffic caused much damage to several miles of gravel road, and 12 miles of surface road. We expect the commercial traffic to continue, thus making the

rebuilding of the surfaced roads providing access from our county line to highway 156 and highway 4 unavoidable. Four miles of this route is direct school bus route. Rebuilding and widening of this road will cost in excess of \$1.0 mm.

#3 Airport-- The importance of our local airport cannot be overemphasized. It is essential to our local industries, our agriculture, and especially to our Emergency Medical Services. The ability to transport by air to Wichita and other areas is essential to our health system. The age of our citizens, the high traffic rate on Interstate 70, Ks.156, Ks.140, Ks.14, and the major recreation areas of the Kanopolis Reservoir, and the Wilson Reservoir create a higher than normal incidence of Emergency use in our county. We have for some time been trying to get some assistance to renovate or move the existing facility with no success.

In order that you understand we are not just sitting back on our heels, in the last four years we at Ellsworth County have achieved some major accomplishments.

The voters approved a building program for U.S.D. 328 in excess of \$8mm. The project is nearly complete.

The voters approved a new Ellsworth County Medical Center to replace an outdated hospital facility. \$3.3mm

Upgraded our road and bridge program with increased budgeting and efficiency resulting in better methods of road maintenance and the replacement of 10 bridges without state assistance.

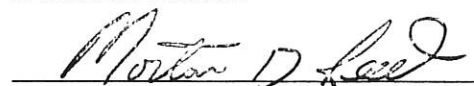
Rebuilt and surfaced a 2 mile road into an existing business to accommodate the increased transport truck traffic, with no state assistance. \$300m

Once again we recognize the need for and support a statewide transportation program, but part of that program must include a greater portion allocated to local city and county needs. Without strong local area economies our state cannot continue forward. without a strong infrastructure system we at the local level cannot support the growth needed to achieve a strong economy.

ELLSWORTH BOARD OF COUNTY COMMISSIONERS

  
Bobby C. Heitschmidt

  
Donald F. Hanson

  
Morton D. Reed

*Ellsworth County Highway Department*

408 W. 15th St.

Ellsworth, KS 67439-1623

Office: 785-472-4182

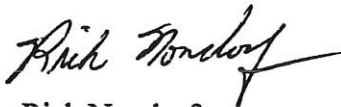
Fax: 785-472-4862

02/11/1999

Dear Sir:

Attached is a list of Ellsworth County bridges on state and federal routes with inspection results which require major repairs or total replacement.

Sincerely,



Rick Nondorf  
Road Superintendent

13-4

**FAS System**

Bridge #	Location	Directions	L x W	Span	Sufficiency Rating	Year Built	Status	Replacement Cost
270598	RS 2020	1.8 S 4 E of Wilson under railroad	49 x 0	41	0.00%	1900	Obsolete	
270230	Trib to Smoky Hill River	.4 S of Black Wolf on RS 240	31 x 23.9	15	31.70%	1954	Obsolete	\$155,000.00
270620	Cow Creek	.3 W .8 N of Black Wolf on Rs 2020	255 x 24	43	32.30%	1934	Obsolete	\$600,000.00
270540	Mulberry Creek	3 E 7.4 N of Carneiro on RS 1751	45 x 20	22	44.50%	1930	Obsolete	\$225,000.00
270530	Trib to Mulberry Creek	1.5 E 6.6 N of Carneiro on RS 1751	21 x 19.6	19	44.70%	1930	Obsolete	\$105,000.00
270510	Mulberry Creek	1.2 E 3.4 N of Carneiro on RS 1751	26 x 20	24	46.60%	1930	Obsolete	\$130,000.00
270160	Spring Creek	.9 W of Kanopolis on RS 238	58 x 20.3	27	50.50%	1925	Obsolete	\$290,000.00
270070	Smoky Hill River	3 S 3.4 E of Wilson on RS 236	304 x 20	83	64.10%	1939	Obsolete	\$800,000.00
270490	Smoky Hill River	2.8 S of Wilson on RS 1388	403 x 26	113	52.80%	1958	Obsolete	\$800,000.00
270240	Smoky Hill River	S. edge of Black Wolf on RS 240	304 x 20	83	52.20%	1939	Obsolete	\$800,000.00
TOTAL:								\$3,905,000.00

**Off System**

Bridge #	Location	Directions	L x W	Span	Sufficiency Rating	Year Built	Status	Replacement Cost
270709205020	Plum Creek	2.3 S 2.4 W of Lorraine	31 x 16	15	19.30%	1930	Obsolete	\$155,000.00
270739604820	Clear Creek	2 S 4 E of Kanopolis	30 x 15.8	29	23.70%	1916	Obsolete	\$150,000.00
270739304760	Clear Creek	1 N 3.6 E of Kanopolis	35 x 15.8	34	25.70%	1928	Obsolete	\$175,000.00
270745404745	Trib to Alum Creek	SE edge of Carneiro	25 x 16.4	25	26.80%	1912	Obsolete	\$125,000.00
270669304640	Wilson Creek	.8 E .9 S of Wilson	31 x 19.4	15	26.90%	1933	Obsolete	\$155,000.00
270709604680	Cow Creek	5.6 E 3 S of Wilson	30 x 18	14	26.90%	1928	Obsolete	\$150,000.00
270755804740	West Spring Creek	.2 N 5 E of Carneiro	55 x 15.8	29	29.70%	1925	Obsolete	\$275,000.00
270739704780	Clear Creek	4.1 E of Kanopolis	28 x 16	27	30.50%	1928	Obsolete	\$140,000.00
270715604820	Turkey Creek	3.3 S 4.1 W of Ellsworth	40 x 16.3	18	30.60%	1959	Obsolete	\$200,000.00
270701004644	Trib to Smoky Hill River	1.4 E 1.5 S of Wilson	40 x 19.5	19	32.30%	1962	Obsolete	\$200,000.00
270707104780	Trib to Wolf Creek	1.2 S 8.4 W of Ellsworth	29 x 23.9	14	34.00%	1955	Obsolete	\$145,000.00
270725404700	Oak Creek	.7 E 2.7 N of Ellsworth	59 x 22.9	20	37.00%	1961	Obsolete	\$295,000.00
270753004680	Trib to Mulberry Creek	3.5 E 3.5 N of Carneiro	33 x 16.2	31	37.30%	1962	Obsolete	\$165,000.00

13-5

Off System (Continued)

Bridge #	Location	Directions	L x W	Span	Sufficiency Rating	Year Built	Status	Replacement Cost
270707305000	Plum Creek	1.5 E 2.4 S of Holyrood	37 x 20.1	34	38.00%	1948	Obsolete	\$185,000.00
270725304640	Oak Creek	.6 E 5.7 N of Ellsworth	35 x 21.6	17	38.00%	1936	Obsolete	\$175,000.00
270709005006	Plum Creek	2.3 E 3 S of Holyrood	36 x 22	16	39.60%	1931	Obsolete	\$180,000.00
270709804780	Loss Creek	1.3 S 7 W of Ellsworth	30 x 20.1	29	39.60%	1935	Obsolete	\$150,000.00
270717004567	Buffalo Creek	3.7 W 9.1 N of Ellsworth	46 x 24	15	39.70%	1961	Obsolete	\$230,000.00
270705904980	Plum Creek	1 E 1.5 S of Holyrood	42 x 24	14	39.90%	1957	Obsolete	\$210,000.00
270709005004	Trib to North Plum Creek	2.3 E 2.8 S of Holyrood	58 x 23.9	15	40.00%	1949	Obsolete	\$290,000.00
270703004928	Plum Creek	.7 N .7 W of Holyrood	28 x 23.6	15	40.00%	1940	Obsolete	\$140,000.00
270741004786	Clear Creek	.6 S 4.3 E of Kanopolis	30 x 19.7	29	42.10%	1927	Obsolete	\$150,000.00
270717304980	Trib to North Lost Creek	.3 S 1.7 E of Lorraine	24 x 24.3	12	42.80%	1961	Obsolete	\$120,000.00
270755004565	Mulberry Creek	4.5 E 9 N of Carneiro	51 x 16	50	43.50%	1920	Obsolete	\$255,000.00
270715604640	Buffalo Creek	4.1 W 5.7 N of Ellsworth	35 x 23.6	34	43.70%	1937	Obsolete	\$175,000.00
270749705000	Trib to Smoky Hill River	.4 N 1.3 W of Carneiro	25 x 17.5	11	43.70%	1925	Obsolete	\$125,000.00
270737004626	Trib to East Elkhorn Creek	2.3 E 7.4 N of Kanopolis	27 x 22	13	44.00%	1938	Obsolete	\$135,000.00
270715604620	Buffalo Creek	4.1 W 6.7 N of Ellsworth	30 x 19.9	30	44.30%	1932	Obsolete	\$150,000.00
270727904720	Trib to Smoky Hill River	1.7 N 2.2 E of Ellsworth	25 x 23.8	12	47.10%	1962	Obsolete	\$125,000.00
270699604800	Wolf Creek	1.2 E 9 S of Wilson	23 x 19.2	22	47.30%	1936	Obsolete	\$115,000.00
270745004786	Trib to North Alum Creek	.5 W 2.2 S of Carneiro	31 x 15.9	30	47.50%	1928	Obsolete	\$155,000.00
270701404820	Trib to Wolf Creek	1.2 W 6.6 N of Holyrood	31 x 23.9	15	48.80%	1949	Obsolete	\$155,000.00
270737204620	Trib to East Elkhorn Creek	2.6 E 8 N of Kanopolis	33 x 20.3	16	49.80%	1938	Obsolete	\$165,000.00
270737704920	Trib to Thompson Creek	3.2 E 6.4 N of Geneseo	33 x 20	16	49.80%	1940	Obsolete	\$165,000.00
270699004764	Trib to Blood Creek	.4 E 7.4 S of Wilson	31 x 20	15	50.30%	1959	Obsolete	\$155,000.00
270715804580	Buffalo Creek	3.9 W 8.7 N of Ellsworth	43 x 25	15	50.30%	1952	Obsolete	\$215,000.00
TOTAL:								\$6,250,000.00

GRAND TOTAL:

\$10,155,000.00