

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 12:30 p m..on February 23, 1999 in Room 313-S of the Capitol.

All members were present except: Quorum present. Attendance not taken

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

Conferees appearing before the committee: Senator Robert Tyson
Rep. Jene Vickery
Senator Nick Jordan
Ms Jacci Stewart. Miami Co.
Floyd Grimes, Mayor, Paola
Sheriff Frank Kelly
Shannon Fowle, Miami Co. Resident
Sister Raymond Dieckman, Hospice Chaplain
Angela Murray, Paola
George Gross, Johnson Co.
Chip Corcoran, Johnson Co
Blake Schreck, Johnson Co.
Chuck Ferguson, Johnson Co.
Melana Cook, Johnson Co.

Others attending: See attached list

Briefing on comprehensive transportation program

While waiting for the House to break, Chairman Vidricksen welcomed guests and thanked them for their interest. He advised the bill that has passed the House does not even begin to meet the needs as expressed before this committee and urged attendees to contact their legislators with their concerns. He explained the need for the state to maintain its infrastructure.

Senator Robert Tyson advised he sincerely supports all the efforts directed toward improvements to Highway 69. This dangerous Highway has touched a lot of lives. No written testimony. He turned the meeting over to Rep. Jene Vickrey who welcomed the delegation from his District and added his support for their efforts. No written testimony. Senator Nick Jordan welcomed the delegates from Johnson County. Wished to thank everyone for making the trip, adding his support for their proposals. No written testimony.

The following conferees from Miami County urged enactment of a comprehensive highway/transportation program and presented testimony specifically addressing the problems of Highway 169 and economic development issues: Jacci Stewart, President and CEO of Miami County Economic Development Corporation who introduced some of the members of their large delegation. Following her presentation she introduced Floyd Grimes, Mayor of Paola ; followed by Sheriff Frank Kelly who emphasized that most of the fatalities on Highway 169 were not drug or alcohol related; Shannon Fowle, Miami County Resident; whose mother was killed on 169; Sister Raymond Dieckman, Hospice Chaplain, Olathe Medical Center described her experiences on this highway. Angela Murray, Paola High School student, representing the student body and faculty of Paola High School and the 6,000 people who signed the petition regarding 169. Ms. Stewart made a concluding summary and presented a packet of materials which included the preceding testimony (Attachment 1)

George Gross, Chairman, Johnson County Board of Commissioners, recognized the jurisdictions

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE,
Room 313-S Statehouse, at 12:30 p.m. on February 23, 1999.

from Johnson County represented here today , Rather than have testimony from all 21 cities and 10 chambers of commerce, they presented the following brief highlights regarding the substantial needs in Johnson County (Attachment 2) Chip Corcoran, Johnson County Director of Infrastructure, described identified projects in a report included in the packet. Blake Schreck, President Johnson County Chambers of Commerce addressed more of the City/County plans and needs. Chuck Ferguson, Director I-35 Commuter Rail Project, discussed the public transit and its role in the economic development and congestion mitigation issues in Johnson County. Melana Cook, member of the Johnson County Transportation Advisory Council and Johnson County Commission on Aging advised of the strategic plan they have developed to implement new projects and expand services for public transportation.

The City of Olathe submitted written testimony (Attachment 3).

The meeting adjourned at 1:25 p.m.

The next meeting is scheduled for February 24, 1999 at 12:00 noon in 313-S..

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

DATE: FEBRUARY 23, 1999: 12:00 NOON TO 1:30 P.M.

NAME	REPRESENTING
GEORGE GROSS	LOCO COMMISSION
CIVIC FERGUSON	JOHNSON COUNTY PUB WORKS
Clay Corcoran	Johnson County Public Works
Blake Schreck	Johnson County Chamber President
Ashley Sherard	Overland Park Chamber
Tandea Tulean	Ks Dept on Aging
Jerry Stewart	Wichita-USD 259
Judy Zimbelman	USD 259
Diane Charstad	Wichita Public Schools
Loral Delmyer	KSDE
Mike Hughes	USD 368
Alexa Pochowski	USD # 512
 	

**"A Time to Grieve"
"U.S. 169 Traffic Breaking Hearts"**

*The Kansas City Star - Johnson County Metro
Saturday, January 24, 1998*

Cover photo reprinted by permission from
the Kansas City Star
1729 Grand
Kansas City, Missouri 64108

A time to grieve



JEFF ROBERSON/The Star

Scott Fowle and his daughter, Shannon, paid a visit Friday to the place where his wife, Jan Fowle, was killed Sept. 6 in a head-on

car collision north of Paola. Ten traffic deaths have been reported on a 20-mile stretch of two-lane U.S. 169 in the last year.

U.S. 169 traffic breaking hearts

JOINT SEN. & HOUSE TRANS. COMM.

February 23, 1999

Attachment #1



Miami County U.S. 169 Highway Task Force

*PO Box 101, Paola, KS 66071
(800) 300-8975 913-294-3430 fax*

Table of Contents

- I. Presentation Materials
- II. Legislative Action
- III. Letters of Endorsement and Support
- IV. Average Annual Daily Traffic Counts
- V. Fatality Accidents, Statistics, and Media



Miami County U.S. 169 Highway Task Force

PO Box 101, Paola, KS 66071
(800) 300-8975 913-294-3430 fax

Kansas Legislature
Joint House and Senate Transportation Committee
Tuesday, February 23, 1999
Topeka, Kansas

Presenters

State Senator Robert Tyson

Opening Remarks

State Representative Jene Vickery

Ms. Jacci Stewart

Introduction

President and Chief Executive Officer
Miami County Economic Development Corporation
Media Chair – Joint U.S. 169/69 Highway Task Force

Mayor Floyd Grimes
City of Paola

Historical Perspective

Sheriff Frank Kelly
Miami County Sheriff's Department

Traffic Counts and Statistics

Ms. Shannon Fowle
Miami County Resident

Family Experience

Sister Raymond Dieckman
Hospice Chaplain, Olathe Medical Center

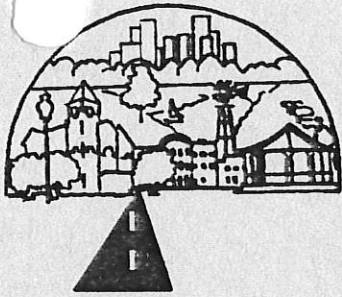
Personal Experience

Ms. Angela Murray
Paola High School Student Council

Petition Presentation

Ms. Jacci Stewart
President and Chief Executive Officer
Miami County Economic Development Corporation
Media Chair – Joint U.S. 169/69 Highway Task Force

Closing Remarks



PART OF AMERICA'S
SMARTCITIES[®]
Miami County, Kansas

**MIAMI COUNTY U.S. 169 HIGHWAY
Joint House & Senate
Transportation Committee
Tuesday, February 23, 1999
Topeka, Kansas**

Chairman Vidricksen, Chairman Hayzlett, and Distinguished Members of the Joint House and Senate Transportation Committee:

Once again, I want to thank members of the Kansas Legislature for this opportunity to present our perspective today regarding a new Comprehensive Highway Program. You have seen our faces before - in previously held transportation committee hearings and throughout the State of Kansas at the numerous Transportation 2000 Task Force Public Hearings conducted last year.

My name is Jacci Stewart, President and Chief Executive Officer of the Miami County Economic Development Corporation and Media Chairwoman of the Joint U.S. 169/69 Highway Task Force. Our testimony today may not be much different than what you have heard in the past - from the lives lost, the effect on their families our their communities, the loss of employment and business opportunities, and the gross inadequacies in other State transportation needs.

This delegation appearing before you today represent the many residents and business owners of Miami County who support a new State Comprehensive Highway Program. A new Highway Program that will reassure them that U.S. 169 "Heartbreak Highway" will be expanded to a four-lane highway. Our communities are dedicated and committed to pursuing whatever means necessary to seek expansion and completion of "*Heartbreak Highway*" to a four-lane highway from Spring Hill to K-7 Highway south of Osawatomie.

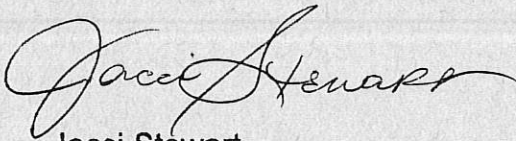
Miami County has sought and received support not only from our local citizens and businesses, but also the support of those communities that encompass outside our county boundaries. Enclosed in your presentation materials, you will find endorsements letters from the State of Oklahoma, the Johnson County Board of County Commissioners, and various governments and businesses within, and surrounding, Miami County.

In addition, the Kansas Legislature passed Senate Concurrent Resolution Number 1617 in February 1998 in support of Miami County's application for a Federal Demonstration Project Grant, which was awarded later that same year. Governor Graves and various members of the Legislature have also indicated their support of the critical need to expand this dangerous highway.

This delegation recognizes that without a substantial, affordable, comprehensive highway program, that this task will not be completed. We are urging members of this Legislature to move forward in this task to progress toward the safety and betterment of our communities and our State.

In closing, we will continue to support our Legislators in their efforts to resolve the issues enveloped in this quest to draft and adopt a thorough, comprehensive transportation program. I want to once again thank you for your attention, patience and consideration.

Respectfully,



Jacci Stewart

President and Chief Executive Officer

MIAMI COUNTY ECONOMIC DEVELOPMENT CORPORATION

PO Box 101, PAOLA, KS 66071 ♦ (913) 294-4045 (FAX) 294-3430

E-MAIL: MCEDC@WWW.MICOKS.NET

(800) 300-8975

WEB SITE: WWW.MICOKS.NET/~MCEDC

City of Paola, Kansas

February 23, 1999

Mr. Chairman and members of
the Kansas Legislative Transportation Committees

My name is Floyd J. Grimes and I am Mayor of the City of Paola. I have spent the last ten years of my life being an advocate for the enhancement of U.S. 169 in Miami County. I have attended countless meetings and have had the opportunity during that time to meet with Governors of Kansas, the Secretaries and staff of the Kansas Department of Transportation, dozens of Congressional officials and aides, talked with, written to, testified before, E mailed Kansas legislators, and lobbied every county and local official that I have had the pleasure of meeting.

I have a strange sense of guilt that I have not been more successful in obtaining physical evidence that my efforts were being heard. Perhaps that is the result of knowing some of the victims that have perished in accidents on U.S. 169.

I have talked about safety, written about economic development, and pleaded for relief from congestion. I have submitted yearly reviews of increasing average daily traffic count and have described the mobility of the typical Miami County commuter.

Today, I appear one more time presenting information and requesting your endorsement for a highway bill that includes specifically the enhancement of U.S. 169 in Miami County to a four lane corridor.

In 1996 the Federal Reserve Bank of Kansas City published a document titled Economic Forces Shaping the Rural Heartland. My comments today are based upon this document. The authors state that the rural economy of America's heartland has undergone, over the past two decades, unequal economic changes and growth. Two factors that are major players in this are remoteness and transportation costs.

Failure to overcome remoteness and transportation costs impacts upon the quality of life and the potential to be a "winner" in the years ahead. To me, highway congestion promotes a sense of remoteness and increases transportation costs just as remoteness and transportation costs are fostered by highway distance.

We all know that today's world is more interdependent. Telecommunications will not entirely overcome the physical sense of remoteness. Overcoming remoteness requires a transportation system that will adequately serve the motoring public.

Thank you for the opportunity to appear today and I again request your support for a highway bill for the State of Kansas as we prepare for the next millennium.





FRANK W. KELLY

Sheriff of Miami County

118 South Pearl Street
PAOLA, KANSAS 66071

Mark Schmidt
Undersheriff

Phone: 913-294-4444
Fax: 913-294-9118

M E M O R A N D U M

DATE: February 22, 1999
TO: Joint House Senate
Transportation Committee
FROM: Sheriff Kelly

Sheriff Kelly will present a map showing fatality rates on U.S. 169 and traffic data. Emphasis on safety!

FK/bt

Shannon Fowle
28005 W 295 St.
Paola, Ks 66071
February 22, 1999

To whom it may concern:

My name is Shannon Fowle. My mother was killed in a senseless accident on Highway 169. My mother's accident and death would have been avoided if that highway had been four lanes.

A sixteen-year-old boy who fell asleep at the wheel killed my mother. Trapped on a bridge, she watched him drift into her lane, with no way to avoid a head-on collision. If that highway had been four lanes she would never have been in that accident, and I would still have a mother. Now my mother won't get to watch me receive my diploma as I graduate this May. She won't get to hear me take my Hippocratic Oath when I get instated as a pediatrician. She won't be there to help adjust my dress on my wedding day. She won't get the chance to hold and love my first child, and none of my children will ever get the chance to know their grandmother. She won't be there for any of the important events in my life or even the little ones when I just need someone to talk to. My mother is gone, and I will have a hole in my heart for the rest of my life all because her life was stolen in a horrible accident that could have been prevented.

I have to deal with my loss everyday, but I want to make sure that nobody else has to go through the same kind of pain I did. We can easily fix this problem and save many lives by just expanding that highway. I realize that it will be very expensive to expand from Springhill to K-7, but how can we put a price on saving a human life?

I drive to work on that road everyday, I pass my mother's accident site everyday, and I pray everyday that I won't be the next to become a statistic to help you make the right decision. Knowing this, how can you look at me and tell me that we can't afford to fix this death trap? How can you tell me you can't afford to save *my* life?

I can only tell you of my daily experiences with this killer highway and I hope that you listen and choose to do the right thing. That is all that I can ask of you. So please do something about this road and keep me from being another statistic.

Thank you for taking the time to hear what I had to say.

Sincerely,

Shannon Fowle



My name is Sister Raymond Dieckman. I am an Ursuline Sister from Paola. Presently I am serving as a Hospice volunteer chaplain for Hospice of Olathe Medical Center. Each Monday and Wednesday I travel U.S. 169 engaged in this work. In the last two and a half years that I have been doing this, I have seen a number of "close calls" and have had a few myself.

On Monday mornings I leave Paola around 7:30 a.m. On Wednesdays I return from the city between 4:00 and 5:00 p.m. These are the particular times I have had the most cause for concern and most scares. Just a few examples: Several Wednesdays ago, as I was returning home to Paola from the city, I was approaching the area around Spring Hill where you leave the four-lane part of the highway and prepare to enter the two-lane stretch. I was almost right up to the road markers when this young man speeded up and crowded in ahead of me. It was a breathtaking moment.

One Monday morning en route to Olathe, I had just passed the Hillsdale exit and had started up the hill where a number of accidents have already taken place. There was a car right behind me. I had my cruise control set exactly on 65 when I looked in my rear view mirror and saw a car pulling out to pass both of us. We were almost to the top of the hill with no visibility as to what was coming over the hill. I couldn't believe my eyes.

Just one final example—I was traveling to Olathe and was in the double yellow line section, just ready to go under the U.S. 68 overpass, when a car came speeding by and passed me right at that spot. It so happened that a car was coming down the ramp off U.S. 68 and was preparing to enter U.S. 169. It was a very tense moment.

I set my cruise control on 65 and it seems that most frequently I am the last one in line. People pass me like I'm standing still. It bothers me, too, that those double yellow lines are so often ignored.

I have to keep telling myself that I can't let fear cause me to give up my Hospice ministry. I just keep praying, not only for my own safety, but for the safety of all those traveling the highway with me. Thank you.

Good afternoon. As you already know, my name is Angela Murray. Today, I am the voice of nearly six thousand people. I represent the student body and faculty at Paola High School as well as all the people who signed our petition to change 169 Highway into four lanes.

People –are– dying on this road. Lives are being lost, and it seems sometimes that no one is doing anything. A lot of you may not know what we are experiencing in our community, because many of you probably have not driven on this 20-mile stretch of two lanes. I find it very sad when a community is no longer surprised to hear about death. In fact, a lot of us expect to hear about a wreck on 169 Highway at least once a month.

Citizens including students and children who live in this area know about this road.

In coming to you today, I realize that there is a lot of work that goes into this. The main obstacle right now is obviously money. But how can you put a price on people's lives? -- Lives that might have been saved, had the Highway been four lanes. Thank you for letting me speak about a deadly issue that effects our community every day.

SENATE CONCURRENT RESOLUTION No. 1617

A CONCURRENT RESOLUTION urging the United States Congress to support modernization of US-169 highway by designating it as a demonstration project.

WHEREAS, Within a twenty-mile stretch on US-169 highway from Spring Hill to Osawatomie there have been 10 fatalities within the past 10 months; and

WHEREAS, According to the Kansas Department of Transportation traffic counts, this 20-mile stretch of US-169 highway is at or above capacity and at this distance is the most heavily traveled two-lane highway in the state of Kansas; and

WHEREAS, Because of the enormous economic and population growth in the area, the traffic count on US-169 highway will continue to increase, providing a greater threat to safety of the traveling public; and

WHEREAS, US-169 highway is a part of the strong economic corridor providing the shortest route between the Kansas City area to Oklahoma City and on to the Southwest area; and

WHEREAS, The danger and risk of traveling on US-169 highway has reached proportions that exceed the reasonable risks associated with driving on our public highways; and

WHEREAS, The tragic loss of life has become too great on US-169 highway and corrective measures are needed immediately to improve the safety on "Heartbreak Highway": Now, therefore,

Be it resolved by the Senate of the State of Kansas, the House of Representatives concurring therein: That the Legislature of the State of Kansas strongly urges the United States Congress to support the designating of US-169 highway as a demonstration project; and

Be it further resolved: That the Secretary of State be directed to send copies of this resolution to each member of the Kansas Congressional Delegation.

I hereby certify that the above CONCURRENT RESOLUTION originated in the SENATE, and was adopted by that body

February 12, 1998

Dick Bond

President of the Senate.

Pat Saville

Secretary of the Senate.

Adopted by the HOUSE February 23, 1998

Tom Hall

Speaker of the House.

Janet E. Jones

Chief Clerk of the House.

VINCE JWBARGER

3RD DISTRICT, KANSAS

ASSISTANT MAJORITY WHIP

CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2865

Rep.Snowbarger@mail.house.gov
http://www.house.gov/snowbarger



Congress of the United States
House of Representatives

July 27, 1998

BANKING COMMITTEE
CAPITAL MARKETS, SECURITIES AND
GOVERNMENT SPONSORED
ENTERPRISES SUBCOMMITTEE

GOVERNMENT REFORM AND
OVERSIGHT COMMITTEE

VICE CHAIRMAN,
HUMAN RESOURCES AND
INTERGOVERNMENTAL
RELATIONS SUBCOMMITTEE
NATIONAL ECONOMIC GROWTH,
NATURAL RESOURCES AND
REGULATORY AFFAIRS SUBCOMMITTEE
CENSUS SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
TAX, FINANCE AND EXPORTS SUBCOMMITTEE

Mary Turkington
Chairperson
Transportation 2000

Dear Ms. Turkington:


As you know, in May of 1998, Congress passed legislation (TEA-21) that included \$12.15 million in federal assistance to widen US-169 from the existing four-lane to Kansas Highway 68.

In recent years, US-169 has earned the infamous reputation as one of the most dangerous roadways in Kansas. These conditions will only worsen as the Kansas City metropolitan area continues to move south into Miami County increasing the traffic on US-169. Unfortunately, the current traffic load along US-169 has become so congested that the highway is no longer safe for travel or effective for commerce. In fact, US-169 is the most heavily traveled nonurban two-lane highway in Kansas.

In the spring of 1997, I submitted to the House Transportation and Infrastructure Committee a request for \$13 million to finance the extension of the four lanes of US-169 from its current four lanes to Kansas Highway 68. Fortunately, by the summer of 1998, federal funding to widen US-169 was included in Transportation Efficiency Act for the 21st Century (TEA-21). I was pleased to serve as the Congressional sponsor of this highway project and believe it will help address the significant transportation problems plaguing travelers on United States Highway 169. I am hopeful that the Transportation 2000 committee will consider the US-169 improvement project as essential to our national highway infrastructure and critical to the transportation needs of Kansas.

I am pleased to have the opportunity to work with you to address Kansas' transportation needs. Please consider completion of the US-169 highway project as a Transportation 2000 priority. Thank you for your consideration.

Sincerely,


Vince Snowbarger
Member of Congress

DISTRICT OFFICES:

176 FEDERAL BUILDING
500 STATE AVENUE
KANSAS CITY, KS 66101
(913) 621-0832

8826 SANTA FE DRIVE
SUITE 350
OVERLAND PARK, KS 66212
(913) 383-2013

647 MASSACHUSETTS
SUITE 207
LAWRENCE, KS 66044
(785) 842-9313

MIAMI COUNTY
(913) 294-4122

1-12

VINCE SNOWBARGER

U.S. House of Representatives

VINCE SNOWBARGER
3RD DISTRICT, KANSAS
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202/225-2966
Rep. Snowbarger Office & House gov
http://www.house.gov/snowbarger



Congress of the United States
House of Representatives

BANKING COMMITTEE
CAPITAL MARKETS, SECURITIES AND
GOVERNMENT SPONSORED
ENTERPRISES SUBCOMMITTEE
GOVERNMENT REFORM AND
OVERSIGHT COMMITTEE
VICE CHAIRMAN
HUMAN RESOURCES AND
WELFARE SUBCOMMITTEE
RELATIONS SUBCOMMITTEE
NATIONAL ECONOMIC GROWTH,
NATURAL RESOURCES AND
REGULATORY AFFAIRS SUBCOMMITTEE
CELESTIS SUBCOMMITTEE
SMALL BUSINESS COMMITTEE
TAX, FINANCE AND EXPORTS SUBCOMMITTEE

Dear Friend:

Right now, as you begin reading this letter, the national debt equals nearly \$5,540,000,000,000 (\$5.54 trillion). By the time you finish reading, the debt will increase by about \$1.25 million.

For the first time in nearly 30 years, Congress finally passed a balanced budget, ending the policy of spend now and pay later. As your Congressman, I'm proud of that accomplishment. Over the past year and a half, Congress has been working hard to put money back in your wallet, increase opportunities for our young adults, and preserve and protect the Social Security trust fund.

Over the next few months, Congress will be tackling even more issues:

- Reducing Teenage Drug Use
- Eliminating the Marriage Penalty
- Reforming Health Care

Your input in this debate is essential. Thank you for taking the time to fill out the attached questionnaire to help me understand your priorities and opinions.

Sincerely,
Vince Snowbarger
Vince Snowbarger
Member of Congress

A Balanced Budget means Lower Interest Rates, and that means our families save:



\$216.00 per year
on the average
Student Loan.



\$180.00 per year
on the average
Car Loan



\$1230.00
on a Small Home
Mortgage



\$2160.00
on a Larger Home
Mortgage

Kansas to Receive Federal Fur for Widening of US 169

In May, Congress passed legislation that included more than \$12 million in federal assistance to widen US 169, from two lanes to four, from the existing four-lane to Kansas Highway 68. A large part of this success can be attributed to the hard work undertaken by the community of Miami County. I was pleased to serve as the Congressional sponsor of this highway project and believe it will help address the significant safety problems plaguing travelers on US 169.

In recent years, US 169 has earned the infamous reputation as one of the most dangerous roadways in Kansas. These conditions will only worsen as the Kansas City metropolitan area continues to move south into Miami County, increasing the traffic load on US 169. Completion of this project is necessary to meet the critical transportation needs that face Miami County and the state of Kansas.

More Money for Local Schools Instead of Washington Bureaucrats

I am a strong supporter of legislation currently being considered in the House of Representatives that would substantially increase the amount of federal money being directed to our classrooms and teachers. Currently,



Over the past year and a half, I have had the opportunity to visit many schools across our district. I particularly enjoy the meetings with elementary students and focus my visits on encouraging them to read.

less than 60% of federal spending is actually spent in the classroom educating kids. The Dollars to the Classroom Act would increase the amount available for our classrooms to 95%. This would be an increase of \$8.6 million to Kansas schools. This money would be used for classroom activities and instruction. For example, a teacher in Paola would have an additional \$324 a year to buy microscopes, new textbooks, or computer software.



1-13

STATE OF KANSAS



BILL GRAVES, Governor
State Capitol, 2nd Floor
Topeka, Kansas 66612-1590

(785) 296-3232
1-800-748-4408
FAX: (785) 296-7973

OFFICE OF THE GOVERNOR

February 13, 1998

Ms. Jacci Stewart
Post Office Box 101
Paola, KS 66071

Dear Ms. Stewart:

Our records show you have expressed an interest in safety concerns regarding U.S. Highway 169 in Miami County. I appreciate your thoughts, and I share your concern for safety on Kansas roads.

I have requested the Kansas Department of Transportation (KDOT) begin the groundwork to upgrade US 169 to four lanes from Spring Hill to Osawatomie. While contracting for a consultant to undertake this project may take five to six months, KDOT Secretary E. Dean Carlson believes it is important that planning be initiated as soon as possible.

In the meantime, I am dedicated to making US 169 a safer highway. We are reviewing several options to provide a safety reminder to drivers who travel on the Miami County highway. There will be more signs to improve driver awareness; possible use of new signage -- for example, use of two-way traffic signs; temporary use of variable message boards for educational purposes; possible use of signs asking motorists to call a local law enforcement number to report erratic drivers; and additional law enforcement. These measures should reduce risks to motorists on US Highway 169 while we wait for construction to begin.

Thank you again for your interest.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Graves".

BILL GRAVES
Governor

BG:sjs

Kansas Department of Transportation

NEWS RELEASE



Docking State Office Building Office of Public Information Topeka, Kansas 66612-1568

Feb. 4, 1998

98-016

FOR IMMEDIATE RELEASE

News Contact: Ken Miller, (785) 296-3585

At the request of Gov. Bill Graves, the Kansas Department of Transportation (KDOT) has begun laying the groundwork for providing plans to upgrade US-169 to four lanes from Spring Hill to Osawatomie.

It is expected to take five to six months to contract with a consultant for this project. Because of the lead time to develop projects, KDOT Secretary E. Dean Carlson feels it is important that plan development be initiated on this project.

In the past, KDOT has substantially reduced plan development during times of funding uncertainties. Funding for improvements to this portion of US-169 would be available only if the state undertakes a new comprehensive transportation program.

In the meantime, KDOT is considering several actions to provide a safety reminder to drivers who travel on US-169 in Miami County:

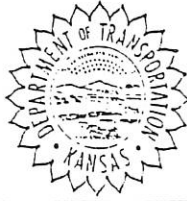
- *More signs to improve driver awareness
- *Possible use of new signage - for example, use of two-way traffic signs
- *Temporary use of variable message boards for educational purposes
- *Possible use of signs asking motorists to call a local law enforcement number to report erratic drivers
- *Additional law enforcement

###

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Office of Public Information, Docking State Office Building, #754, Topeka, Kansas, 66612-1568 or phone (913) 296-3585 (Voice)/(TTY).

1-15

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION

E. Dean Carlson
SECRETARY OF TRANSPORTATION

Docking State Office Building
915 SW Harrison Street, Rm. 730
Topeka, Kansas 66612-1568
Ph. (785) 296-3461 FAX (785) 296-1095
TTY (785) 296-3585

Bill Graves
GOVERNOR

March 16, 1998

Ms. Jacci Stewart
President/Chief Executive Officer
Miami County Economic Development Corporation
P.O. Box 101
Paola, KS 66071

Dear Ms. Stewart:

Thank you for your letter concerning US-169 highway. I share your concern for the need for four lanes on this stretch of highway. There are many sections of highway around the state that have critical needs from a safety and/or capacity standpoint. Those sections that require additional capacity in the form of more lanes, such as US-169, require massive amounts of dollars to finance their improvement. Consequently, most of those needs cannot be addressed without significant increases in state transportation funding. Such an increase can only come as a result of legislative action, and I would appreciate your support in that regard.

I would be happy to meet with you about these concerns after this year's legislative session is over. If you wish to set up an appointment, please call Ms. Connie Nordstrom at (785) 296-0598. Thank you again for your interest in transportation issues.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Dean Carlson".

E. Dean Carlson
Secretary of Transportation

STATE OF KANSAS

KANSAS DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION

E. Dean Carlson
SECRETARY OF TRANSPORTATION

Docking State Office Building
915 SW Harrison Street, Rm. 730
Topeka, Kansas 66612-1568
Ph. (785) 296-3461 FAX (785) 296-1095
TTY (785) 296-3585

Bill Graves
GOVERNOR

February 10, 1998

Jacci Stewart
Miami County Economic Development Corporation
PO Box 101
Paola, Kansas 66071

Dear Jacci Stewart:

Thank you for your letter regarding the requested upgrade of US-169 in Miami County from a two-lane facility to four-lanes. The Governor has asked me to respond on his behalf. At the request of Governor Bill Graves, the Kansas Department of Transportation (KDOT) has begun laying the groundwork for providing plans to upgrade US-169 to four lanes from Spring Hill to Osawatomie. It is expected to take five to six months to contract with a consultant for this project. Because of the lead time to develop projects, I feel it is important that plan development be initiated on this project.

In the past, KDOT has substantially reduced plan development during times of funding uncertainties. Funding for improvements to this portion of US-169 would be available only if the state undertakes a new comprehensive transportation program. In the meantime, KDOT is considering several actions to provide a safety reminder to drivers who travel on US-169 in Miami County: more signs to improve driver awareness; possible use of new signage—for example, use of two way traffic signs; temporary use of variable message boards for educational purposes; possible use of signs asking motorists to call a local law enforcement number to report erratic drivers; and additional law enforcement.

Thank you for expressing your concerns. If you have questions or need additional information, you may wish to contact Mr. Dee Kimbell, District Four Engineer, at (316) 431-1000 in Chanute.

Sincerely,



E. Dean Carlson
Secretary of Transportation

c: Governor Bill Graves
Senator Dick Bond
Senator Ben Vidricksen
Representative Jene Vickrey

Sta. Kansas
 Department of Transportation

Notice to Consulting Engineers

The Kansas Department of Transportation is seeking qualified consulting engineering firms for the projects listed below. Responses must be received by 5 p.m. March 12 for the consulting engineering firm to be considered. Seven signed copies of the response should be mailed to Neil Rusch, P.E., Assistant to the Director, Division of Engineering and Design, KDOT, Room 1084-West, Docking State Office Building, 915 S.W. Harrison, Topeka, 66612-1568. Responses shall be limited to four pages.

From the firms expressing interest, the Consultant Selection Committee will select a list of the most highly qualified (not less than three, not more than five) and invite them to attend an individual interview conference. At this time, the consulting firms can more thoroughly discuss their experience related to the type of project at hand and will be expected to discuss, in some detail, their approach to this project and the personnel to be assigned to the project. Firms not selected to be short listed will be notified by letter.

The Consultant Negotiating Committee, appointed by the Secretary of Transportation, will conduct discussions with the firms invited to the individual interview conferences. The committee will select the firm to perform the professional services required for completing the advertised project. After the selection of this firm, the remaining firms will be notified by letter of the outcome.

Project No. 81-87 K-7098-01
 Sedgwick County

The scope of services is to provide for the signalization and turning lanes at the interchange at US-81 and 63rd Street northeast of Haysville. The estimated construction cost is \$280,000,000.

Project No. 169-61 K-7141-01
 Project No. 169-61 K-7142-01
 Miami County

The scope of services is to provide for the addition of two new lanes, the rehabilitation of the existing surface and the addition of 1.8 m and 3.0 m paved shoulder to provide for a four-lane freeway within the existing right-of-way from approximately 0.9 km south of the K-7 interchange, north 33.18 km to the existing four lanes south of Spring Hill. The construction estimate is \$57,000,000.

It is KDOT's policy to use the following criteria as the basis for selection of the consulting engineering firms:

1. Size and professional qualifications;
2. Experience of staff;
3. Location of firm with respect to proposed project;
4. Work load of firm; and
5. Firm's performance record.

E. Dean Carlson
 Secretary of Transportation

Doc. No. 022044

The Kansas Register (ISSN No. 0662-190) is an official publication of the State of Kansas, published by authority of K.S.A. 75-430. The Kansas Register is published weekly by the Kansas Secretary of State, State Capitol, Topeka, KS 66612-1594. One-year subscriptions are \$70 (Kansas residents must include \$4.31 state and local sales tax). Single copies may be purchased, if available, for \$2 each. Periodicals postage paid at Topeka, KS.

Postmaster: Send change of address form to Kansas Register, Secretary of State, State Capitol, 300 S.W. 10th Ave., Topeka, KS 66612-1594.

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PUBLISHED BY
 Ron Thornburgh
 Secretary of State
 2nd Floor, State Capitol
 300 S.W. 10th Ave.
 Topeka, KS 66612-1594
 (785) 296-4564



Register Office:
 Room 233-N, State Capitol
 (785) 296-3489
 Fax (785) 291-3051

STATE OF KANSAS



TOPEKA

KANSAS SENATE

ROBERT TYSON

SENATOR, TWELFTH DISTRICT

Home Address: ROUTE 1, BOX 229

PARKER, KANSAS 66072

(913) 898-6035

Office: STATE CAPITOL BUILDING—128-S

TOPEKA, KANSAS 66612-1504

(785) 296-7380

1-800-432-3924

COUNTIES
ANDERSON, BOURBON,
FRANKLIN, LINN & MIAMI
COMMITTEE ASSIGNMENTS
MEMBER: AGRICULTURE
ENERGY AND NATURAL RESOURCES
TRANSPORTATION AND TOURISM
JOINT COMMITTEE ON PENSIONS,
INVESTMENTS & BENEFITS

March 6, 1998

Jacci Stewart, President
Chief Executive Officer
Miami County Economic Development Corp.
PO Box 101
Paola, KS 66071

Dear Jacci,

Thanks for your March 3 letter urging the legislature to expedite expansion of US Hwy 169. You've worked very hard on this project and I know you understand the complexities we're facing and the amount of financial commitment required. After thoroughly studying the federal demonstration projects I know that they will only fund a very small amount. Usually, even though requested at a high percentage, it is funded at 10% to 15% for the very few projects that are approved, and this would not allow the start of the project until we have money available in a state comprehensive highway program.

It all boils down to how quickly we can get a new Kansas comprehensive highway program approved and started. It is my goal to get one approved as soon as possible.

Thanks again for your letter and it's tragic to see that we've lost another life on 169. One wonders how many more people will be lost before we can get this construction completed. I understand every day counts and you can count on me to do my part.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Tyson". The signature is stylized and somewhat cursive.

Robert Tyson
Senator, 12th District

RT:jk

JENE VICKREY
 REPRESENTATIVE 6TH DISTRICT
 MIAMI COUNTY
 6740 W. 263RD ST.
 LOUISBURG, KS 66053
 (913) 837-2585

STATEHOUSE-175-W
 TOPEKA, KS 66612-1504
 (913) 296-7653

913-294-9444 EX 5400



TOPEKA
 HOUSE OF
 REPRESENTATIVES

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 TAXATION
 VICE-CHAIR: ECONOMIC DEVELOPMENT
 EDUCATION BUSINESS
 COALITION

JOINT HOUSE & SENATE ECONOMIC
 DEVELOPMENT COMMITTEE

SPECIAL COMMITTEE TASK FORCE ON
 LONG TERM CARE

March 12, 1997

The Honorable Bud Shuster
 Transportation and Infrastructure Subcommittee
 2167 Rayburn House Office Building
 Washington D. C., 20515


The Honorable Bud Shuster,

I would like to thank you and the members of your committee for consideration of the funding improvement for I-69 Highway in Miami County Kansas. This stretch of road is in my State House District and I can personally vouch for the need of improvement. This is the longest two-lane highway, at or above capacity, in our state. Not only that, but Miami County is one of the fastest growing Kansas counties. The current growth rate is 5.4% and the traffic growth is near 12% per annum in the region. I-69 is the shortest north south route from Kansas City to Tulsa, Oklahoma City, Dallas, and Fortworth. It serves as the main artery for numerous Kansas counties and provides heavy interstate traffic.

Our state does not have the funding available for this much needed improvement. Your approval of this demonstration project would provide the infrastructure for continued healthy economic development. But the greatest benefit from the project would be the many lives saved from loss or serious impairment.

I know you will give this matter careful consideration. I respectfully ask for your favorable vote for the I-69 demonstration project.

Sincerely,


 Jene Vickrey
 State Representative

KANSAS HOUSE OF REPRESENTATIVES

JENE VICKREY

State Representative, 6th District, Miami County

Topeka Address
Room 175W, State Capitol
Topeka, KS 66612-1504
(913) 296-7653



Home Address
6740 W. 263rd Street
Louisburg, KS 66053
913-837-2585
or 913-294-3444
Ex 5400

March 12, 1997

Enclosed is a copy of a letter to Mr. Bud Shuster, in Washington, D. C., concerning the funding improvement for I-69 Highway in Miami County.

Thank you for your community leadership on this issue. This week the subcommittees are meeting, and we will hope for the best.

Sincerely,

Jene Vickrey
Rep. Jene Vickrey
Sixth District

Rec'd 3/14/97

hls
To MLED via Fax

294-3430

From: Senator Karin Brownlee <kbrownle@ink.org>
To: Jacci Stewart <mcedc@onramp.micoks.net>
Date: Tuesday, March 10, 1998 1:03 AM
Subject: Recent letter

Hi Jacci,

Thanks for your recent letter. I was also disturbed to hear again that a life has been lost on 169 highway. I do not think there is much we can do right now as we wait for help from the federal government. Certainly I support the effort. At least KDOT has put up additional signs which help alert drivers.

It was good to see you at the last legis. breakfast. I plan to attend the one this Sat. in Osawatomie.

Sincerely,
State Senator Karin Brownlee



PART OF AMERICA'S
SMARTCITIES[®]
Miami County, Kansas

**MIAMI COUNTY U.S. 169 HIGHWAY
Transportation 2000
Task Force Public Hearing
Wednesday, September 16, 1998
Lenexa, Kansas**

Madame Chair and Distinguished Members of the Transportation 2000 Committee:

My name is Jacci Stewart, President and Chief Executive Officer representing the Miami County Economic Development Corporation. For the past several weeks, members of this Committee have traveled throughout the State conducting public hearings relative to the formulation of a new Comprehensive State Transportation Program. You have listened intently to those stories of human loss and suffering on our inadequate two-lane highways, the loss of employment and business opportunities, and of the safe environment and economic development potential that enhanced and expanded highways could, and will bring to our State.

Our testimony today may not be much different than what you have heard in the past – from the lives lost, the effect on their families and their communities, and the loss of economic opportunities - *but Miami County is different*. Different in that our communities are dedicated and committed to pursuing whatever means necessary to seek expansion and completion of Miami County U.S. 169 Highway to a four-lane highway from Spring Hill to K-7 Highway south of Osawatomie.

Miami County has sought and received for this twenty mile stretch of highway, support not only from our local citizens and businesses, but also the support of those communities that encompass us outside our county boundaries. From the Oklahoma border to Topeka - citizens, community leaders, and legislators have endorsed our mission to enhance and improve 169 Highway.

Our purpose is justified for the following rationale:

- The safety factors alone warrant immediate action – approximately one fatality per month for the past two years.
- Miami County has already secured partial funding from a federal demonstration grant for expanding a portion of this highway from Spring Hill to K-68 Highway north of Paola.
- The Kansas Department of Transportation owns the existing right-of-ways.
- A 25% increase in traffic flow from a secondary highway that will be closed within the next year for bridge repairs, increasing the threat of accidents and lost lives on an existing, overburdened 169 Highway.
- The steady increases in residential population, employment opportunities, and new businesses in Miami County for the past five years.

Miami County is ranked as the third fastest growing county in the State, ranking second in overall Personal Property Wealth index (following Johnson County), and eighth in the Overall Strength Index (personal property, employment, and personal income) with Johnson County again ranked number one. Over 30% of the Miami County employed workforce commute to Johnson County and the Greater Kansas City area. Of those commuters, 91.2% travel on either U.S. 169 or U.S. 69 Highways.

We could project an economic impact and value of a four-lane highway to Miami County, but the historical value of an enhanced highway system has already proven itself to the state of Kansas. It is already evident through the success of numerous projects in other Kansas communities - in Independence, Iola, Leavenworth, and Abilene, just to name a few.

MIAMI COUNTY ECONOMIC DEVELOPMENT CORPORATION

PO Box 101, PAOLA, KS 66071 ♦ (913) 294-4045 (FAX) 294-3430

E-MAIL: MCEDC@WWW.MICOKS.NET

(800) 300-8975

WEB SITE: WWW.MICOKS.NET/~MCEDC

Kansas is known for its quality of life and the dedicated spirit of its workforce. This is the "character" that embodies all of Kansans that the Governor has spoken about many times. Expanding Miami County U.S. 169 Highway is a commitment from the State, our communities, and our citizens, that we are all dedicated to our word, and committed to fulfilling the needs of our growing communities. Not only for today, but for our future generations that will continue to call Kansas their home.

I appreciate the opportunity to appear before you today and am looking forward to our collaborative efforts and success in making a four-lane U.S. 169 Highway a reality.

Respectfully,



Jacci Stewart

President and Chief Executive Officer

MIAMI COUNTY ECONOMIC DEVELOPMENT CORPORATION

PO Box 101, PAOLA, KS 66071 ♦ (913) 294-4045 (FAX) 294-3430

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WEB SITE: WWW.MICOKS.NET/~MCEDC

MIAMI COUNTY CONCERNED CITIZENS FOR U. S. 169 HIGHWAY'S SAFETY

- **10 Fatalities** in the last 10 months
- **84 more deaths** in the next 7 years if this project is ignored
- **33 Fatalities** since 1992
- Longest stretch of **TWO LANE HIGHWAY** with the highest traffic count in the State of Kansas
- Two Lane Highway carrying Four Lane traffic at 65 mph.
Average daily count 8,055 in 1996
- Top story in Miami County Republic's Top Ten Stories for 1997; Number one story -
"NUMBER OF DEATHS ON 169 HIGHWAY"
- Editorial in the Olathe Daily News headlines -"WHAT'S THE DELAY?"
The longer the State and Miami County wait more lives will be lost.
- 169 Highway is the shortest route to the "Great Mall of the Great Plains" from east, central, and southeast Kansas
- 169 Highway is the shortest route to southeast Kansas, Oklahoma, and Texas
- Right away for construction of **FOUR LANES** is owned by the State of Kansas
- 17+ School buses loaded with 650 children traveling this Highway everyday
- Miami County citizens are very concerned with the SAFETY of this Highway.
33.2% of Miami County Citizens are commuting to the Johnson County and K C Area for employment

WE REQUEST IMMEDIATE ENGINEERING. IF 33 MILLION CAN BE SPENT FOR A RACEWAY, SURELY WE CAN SPEND MONEY TO SAVE OUR CITIZENS LIVES!

Ladies and Gentlemen of the Transportation 2000 Committee I have a two minute video to show you what is representative of numerous newscasts that have been broadcast over the last nine months in the Kansas City area. Please pay careful attention to the congestion on this two lane highway. It is important to notice the grief of one family in the video. This can be multiplied into many families that the 33 fatalities have affected.

RUN VIDEO

Now you can see why headlines in the Miami County Republic, detailing the top ten stories of the year named deaths on 169 Highway as the number one story for 1997. This was even before four deaths that occurred in 1998. Another editorial in the Olathe Daily News headlined "What is the State and County Waiting On?" Other editorials were in the Kansas City Star and numerous other papers over the state. This week high school students from Paola and Osawatomie have put up 35 crosses marking locations of fatalities on this dangerous stretch of highway. For some reason; that is puzzling to us, KDOT has requested that these only be left up one week.

It is our hope and desire for the Transportation 2000 Committee to urge the Governor and Kansas Dept. of Transportation to put this section of Highway on a fast track for completion.

We all have loved ones commuting this Highway everyday and frankly it scares the hell out of us. Please do not allow it to be ignored any longer. Thank You.

Gene Murray
Former District Representative
State Highway Commission Advisory Board

Angela Murray
169 Speech

Hello. My name is Angela Murray and I am here representing more than one thousand students at Paola High School. Thank you for taking the time to hear me speak about a road that has changed the lives of two families I am very close to, forever.

It was nearly a year ago that I lost two close friends on Highway 169. One of which was a classmate of mine named Freddie Keaton and the other was a well-respected mother of two high school students. It was my class' first death and we were absolutely devastated. We gathered the next day at the lake and made up T-shirts that said things like "we love you" and "save a place for me up there." One of the most heartbreaking things I saw that day was when two of my classmates were nailing together a cross that said, "FREDDIE #44", while the rest of us stood together with the song "I'll Be Missing You" playing in the background. After the crosses were finished, we were escorted by a police officer to the site of the wreck. While the two guys hammered the cross in the ground, the rest of us stood hand in hand crying. After our cries were done, we then headed for the Keaton's home to show our condolences. Everyone got out of their cars and immediately held hands and walked a block to Freddie's home, singing "Amazing Grace." Seeing the family mourn their

Ursuline Sisters

901 East Miami
Paola, KS 66071

My name is Sister Raymond Dieckman. I am an Ursuline Sister from Paola. I am presently serving as a Hospice volunteer chaplain for Hospice of Olathe Medical Center. Each Monday and Wednesday I travel U.S. 169 engaged in this work. In the last two years that I have been doing this, I have seen a number of "close calls" and had a few myself.

On Monday mornings I leave Paola around 7:30 a.m. On Wednesdays I return from the city between 4:00 and 5:00 p.m. These are the particular times I have had the most cause for concern and the most scares. Just a few examples: Last Wednesday, as I was returning home to Paola, I was approaching the area around Spring Hill where you leave the four-lane part of the highway and prepare to enter the two-lane stretch. I was almost right up to the barrels when this young man speeded up and crowded in ahead of me. It was a breathtaking moment.

One Monday morning en route to Olathe, I had just passed the Hillsdale exit and had started up the hill where a number of accidents have already taken place. There was a car right behind me. I had my cruise control set exactly on 65 when I looked in my rear view mirror and saw a car pulling out to pass the car behind me and me. We were almost to the top of the hill with no visibility as to what was coming over the hill. I couldn't believe my eyes.

Just one final example--I was traveling to Olathe and was in the double yellow line section, just ready to go under the U.S. 68 overpass, when a car came speeding by and passed me right at that spot. It so happened that a car was coming down the ramp off U.S. 68 and was preparing to enter U.S. 169. It was a very tense moment.

I set my cruise control on 65 and it seems that most frequently I am the last one in line. People pass me like I'm standing still. It bothers me, too, that those double yellow lines are so often ignored.

I have to keep telling myself that I can't let fear cause me to give up my Hospice ministry. I just keep praying, not only for my own safety, but for the safety of all those traveling the highway with me. Thank you.

CHAIRWOMAN TURKINGTON AND MEMBERS OF THE TRANSPORTATION
2000 COMMITTEE:

I AM FLOYD J. GRIMES, MAYOR OF PAOLA. THANK YOU ON BEHALF OF THE CITY
OF PAOLA FOR THE OPPORTUNITY TO BE HEARD BY YOUR COMMITTEE. I
BELIEVE IT IS APPROPRIATE TO ACKNOWLEDGE THE DEDICATION AND
SACRIFICES THAT THE MEMBERS OF THIS COMMITTEE HAVE MADE ON BEHALF
OF THE MOTORING PUBLIC AND ALSO I WANT TO THANK GOVERNOR GRAVES
FOR ALLOWING THE PUBLIC TO HAVE ACCESS TO AN ADVISORY COMMITTEE
THAT WILL HAVE A MAJOR IMPACT ON OUR FUTURE SAFETY AND PROSPERITY.

MY PRESENTATION WILL FOCUS UPON A SURVEY THAT I FEEL HAS REVEALED
SOME INTERESTING INFORMATION. THE SURVEY WAS WRITTEN TO OBTAIN
OPINIONS AND COMMENTS FROM LOCAL ELECTED MUNICIPAL AND COUNTY
OFFICIALS ALONG US 169.

Respondent

Name: _____

Address: _____

Phone Number : _____

Please circle all appropriate answers and add additional ideas.

WHY SHOULD U.S. 169 IN YOUR COUNTY BE ENHANCED?

- A. Bridges are inadequate; shoulders are narrow; road bed needs widening and replaced.
- B. High traffic count
- C. Large number of trucks
- D. Excessive number of accidents and resulting deaths
- E. Economic impact
- F. _____

IN OUR COUNTY, U.S. 169 IS:

- | | Yes | No |
|---|-------|-------|
| A. Adequate and meets the needs of the motoring public | _____ | _____ |
| B. Should be upgraded to a super 2 Highway with controlled access | _____ | _____ |
| C. Should be enhanced to a four lane divided roadway | _____ | _____ |

IN YOUR OPINION, WHAT IS THE ATTITUDE OF YOUR LEGISLATORS REGARDING A NEW TRANSPORTATION BILL FOR THE STATE OF KANSAS?

- | | Rep. | Sen. |
|---|-------|-------|
| A. Opposed - has signed a no new tax pledge | _____ | _____ |
| B. Supportive - if my constituents benefit | _____ | _____ |
| C. Committed to a new transportation bill | _____ | _____ |
| D. No position | _____ | _____ |
| E. No Idea | _____ | _____ |

RESOLUTION

NO. R98-08-090

A JOINT RESOLUTION BY THE MIAMI COUNTY BOARD OF COMMISSIONERS, THE CITY OF LOUISBURG, THE CITY OF PAOLA, THE CITY OF SPRING HILL, THE CITY OF OSAWATOMIE, THE CITY OF FONTANA, THE MIAMI COUNTY AIRPORT BOARD, THE MIAMI COUNTY PLANNING COMMISSION AND THE ECONOMIC DEVELOPMENT CORPORATION, ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE COUNTY OF MIAMI COUNTY, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Miami County Transportation Partnership believes that transportation infrastructure maintenance, as well as new construction, demands a new multi-year Comprehensive Transportation Program; and

WHEREAS, the Board of County Commissioners, the Governing Bodies of Louisburg, Paola, Spring Hill, Osawatomie, Fontana, the Miami County Airport Board, the Miami County Planning Commission and the Economic Development Corporation have conducted the necessary investigations to identify the transportation capital improvements that are needed in the County of Miami.

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

WHEREAS, these specific transportation capital improvements are vital to the economic well-being, of the County of Miami County 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 of Miami County from being accomplished; and

WHEREAS, the cities in Miami County, Kansas, the Miami County Airport Board, the Miami County Planning Commission, the Economic Development Corporation and the County of Miami County, Kansas are 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 cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

ENFORCEMENT

• Kansas Highway Patrol

Support the Kansas Highway Patrol Director's goal of taking those steps necessary to significantly reduce, through vigorous enforcement, training and an adequate number of personnel, the causation factors leading to traffic accidents.

• County Sheriff


Without adequate Kansas Highway Patrol Officers on duty, County Sheriff Departments are required to assume highway patrol and accident investigation. As a result there should be a direct subsidy to each County for costs incurred. Patrol of Kansas Highways is a state responsibility.

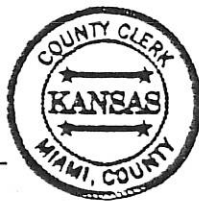
Section 2. New Comprehensive Transportation Program. The Partnership consisting of the cities of Paola, Louisburg, Spring Hill, Osawatomie, Fontana, the Airport Board, the Miami County Planning Commission, the Economic Development Corporation and the County of Miami County, Kansas hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of adequate magnitude to address the specific capital improvements set forth herein.

Section 3. As the ultimate goal of the Transportation 2000 Committee is to study transportation issues and recommend solutions to the Kansas Legislature, your charge is most important to a successful entry by the state of Kansas into the new millennium.


APPROVED by the Governing Bodies of Miami County, Kansas this 24th day of August 1998.

County Clerk


Kathy Feckman

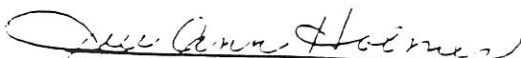


THE COUNTY OF MIAMI COUNTY

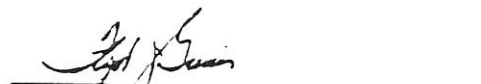

Robert J. Peuser, Chairman

and

City Clerk


Jill Ann Holmes

THE CITY OF PAOLA


Floyd Grimes, Mayor

and

Transportation 2000 Committee Hearing

Wednesday, September 16, 1998
Lenexa, Kansas

Ladies and gentlemen thank you for the opportunity to address this committee. As you can see, the heartbreak of Highway 169 is not only a fiscal issue but it is a highly emotional issue with those of us that depend on this stretch of lethal two-lane. We don't have to bury ourselves in the detail of KDOT formulas that have failed to identify that this Highway is in need of enhancement. The numbers that we need to pay attention to here are not the needs assessment formulas used by KDOT, but the number of wives, husbands, moms, dads, sons, daughters, brothers, sisters and community pillars that have lost their lives driving this highway. It's UNSAFE!

Why is it unsafe? Secretary of Transportation Carlson admitted recently, "To bluntly put it, our normal formula will never kick this out as a need. Capacity will drive this issue." KDOT publishes official traffic counts for every highway in Kansas. Traffic counts on this highway segment are above capacity. The data released as of June 30, 1996 shows U.S. 169 in Miami County is the heaviest traveled non-urban two lane highway in the State; more heavily traveled than some four lane highways. Bear in mind this data was captured prior to significant growth in Johnson and Miami Counties and prior to the completion of "The Great Mall of the Great Plains" and two business parks on U.S. 169 at Olathe. Traffic count on this highway is only going to get higher; worsening an already dangerous lack of capacity.

K. BROWNLEE
SENATOR, 23RD DISTRICT
JOHNSON & MIAMI COUNTIES
1232 S. LINDENWOOD DR
OLATHE, KANSAS 66062
3-782-4796; FAX 913-782-1085

DURING SESSION
STATE CAPITOL—143-N
TOPEKA, KANSAS 66612-1504
782-5000, 785-296-7358
HOTLINE 1-800-432-3924
FAX 785-368-7119



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS

- COMMERCE
- FINANCIAL INSTITUTIONS AND INSURANCE
- UTILITIES
- JOINT COMMITTEES
- ARTS & CULTURAL RESOURCES
- CLAIMS AGAINST THE STATE, CHAIRPERSON

EMAIL: HOME: brownlee@gvi.net
CAPITOL: sen_karin_brownlee@mail.ksieg.state.ks.us

September 15, 1998

Ms. Jacci Stewart
Miami County Economic Development Corporation
P.O. Box 101
Paola, KS 66071

Dear Jacci,

The highway needs of your area have come to light clearly with the many deaths in the past year on 169 Highway south of Spring Hill. The high volume of traffic on this highway coupled with an average of one death per month are cause for grave concern.

As the Governor's Transportation Task Force assesses highway needs throughout the state, I support the efforts of your organization to communicate the high priority this highway should receive. I commend the many organizations in your area who have collaborated together for the widening of this highway.

I look forward to working with you and other Miami county residents on behalf of the 169 project. As the 1999 Highway Plan unfolds, I will continue to monitor its progress and keep you informed.

Sincerely,

State Senator Karin Brownlee

VINCE SNOWBARGER
3RD DISTRICT, KANSAS

ASSISTANT MAJORITY WHIP

CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2865

Rep.Snowbarger@mail.house.gov
http://www.house.gov/snowbarger



Congress of the United States
House of Representatives

July 27, 1998

BANKING COMMITTEE
CAPITAL MARKETS, SECURITIES AND
GOVERNMENT SPONSORED
ENTERPRISES SUBCOMMITTEE

GOVERNMENT REFORM AND
OVERSIGHT COMMITTEE

VICE CHAIRMAN,
HUMAN RESOURCES AND
INTERGOVERNMENTAL
RELATIONS SUBCOMMITTEE

NATIONAL ECONOMIC GROWTH,
NATURAL RESOURCES AND
REGULATORY AFFAIRS SUBCOMMITTEE
CENSUS SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
TAX, FINANCE AND EXPORTS SUBCOMMITTEE

Mary Turkington
Chairperson
Transportation 2000

Dear Ms. Turkington:

As you know, in May of 1998, Congress passed legislation (TEA-21) that included \$12.15 million in federal assistance to widen US-169 from the existing four-lane to Kansas Highway 68.

In recent years, US-169 has earned the infamous reputation as one of the most dangerous roadways in Kansas. These conditions will only worsen as the Kansas City metropolitan area continues to move south into Miami County increasing the traffic on US-169. Unfortunately, the current traffic load along US-169 has become so congested that the highway is no longer safe for travel or effective for commerce. In fact, US-169 is the most heavily traveled nonurban two-lane highway in Kansas.

In the spring of 1997, I submitted to the House Transportation and Infrastructure Committee a request for \$13 million to finance the extension of the four lanes of US-169 from its current four lanes to Kansas Highway 68. Fortunately, by the summer of 1998, federal funding to widen US-169 was included in Transportation Efficiency Act for the 21st Century (TEA-21). I was pleased to serve as the Congressional sponsor of this highway project and believe it will help address the significant transportation problems plaguing travelers on United States Highway 169. I am hopeful that the Transportation 2000 committee will consider the US-169 improvement project as essential to our national highway infrastructure and critical to the transportation needs of Kansas.

I am pleased to have the opportunity to work with you to address Kansas' transportation needs. Please consider completion of the US-169 highway project as a Transportation 2000 priority. Thank you for your consideration.

Sincerely,

Vince Snowbarger
Member of Congress

DISTRICT OFFICES:

176 FEDERAL BUILDING
500 STATE AVENUE
KANSAS CITY, KS 66101
(913) 621-0832

8826 SANTA FE DRIVE
SUITE 350
OVERLAND PARK, KS 66212
(913) 383-2013

647 MASSACHUSETTS
SUITE 207
LAWRENCE, KS 66044
(785) 842-9313

MIAMI COUNTY
(913) 294-4122

1-36



Miami County

Kansas
"We're where you'll want to be!"

February 10, 1997

Congressman Vince Snowbarger
509 Cannon HOB
Washington, DC 20515

Dear Congressman Snowbarger;

On behalf of the Miami County Economic Development Corporation, we would like to express our concern relative to the future of Highway 169, a major artery connecting our growing county to the Kansas City metro area. Miami County is growing at a rate of 5.4%, substantially more than the other "exurban" counties which surround the Kansas City metro area on either side of the Kansas or Missouri side. This growth is leading to more tourists, more commuters, more businesses, and more accidents and fatalities in our area.

Our biggest concern is the loss of economic growth and the physical loss of human lives on a section of highway which increases in use on a daily basis. Our county roads are such that at various bridges and routes, traffic is automatically rerouted to divert travelers onto Highway 169 due to the inability to handle the congestion and traffic flow.

We respectfully request your consideration and support to fund this highway expansion for Miami County through their application for a Federal Demonstration Project Grant. Thank you for your continued service to Miami County and the State of Kansas.

Sincerely,

Jacci Stewart
Executive Director

Miami County Economic Development Corporation

◆ PO Box 101, Paola, KS 66071 ◆
(913) 294-4045 (913) 294-3430 Fax

1-37



October 12, 1998

Ms. Jacci Stewart
Miami County Economic
Development Commission
P.O. Box 101
Paola, KS. 66071

Dear Ms. Stewart:

On behalf of the Board of County Commissioners, I am pleased to advise you that the Board fully supports Miami County's current efforts for improvements to and upgrading of US 169 Highway. The importance of this highway and the necessity to see it achieve and maintain status as a superior four lane artery is underscored by its inclusion in the Johnson County Transportation Objectives. This report has also been endorsed by the Johnson County Council of Mayors and the Johnson County Chambers of Presidents Council and forwarded to Governor Graves.

The significance of Highway 169's expansion is two-fold. First, it is crucial economically for residents of both counties, not only by providing them a safe and efficient link to jobs, but also by contributing to the larger spectrum of general commerce. Second, it affords a primary access route to the recreational amenities of Hillsdale Lake State Park.

The Johnson County Commission fully endorses the continuation of efforts to improve US 169 Highway.

Sincerely,

David C. Wysong, Chair
Board of County Commissioners

ROBERT TYSON

SENATOR, TWELFTH DISTRICT

Home Address: ROUTE 1, BOX 229

PARKER, KANSAS 66072

(913) 898-6035

Office: STATE CAPITOL BUILDING—128-S

TOPEKA, KANSAS 66612-1504

(785) 296-7380

1-800-432-3924



TOPEKA

KANSAS SENATE

COUNTIES
ANDERSON, BOURBON,
FRANKLIN, LINN & MIAMI

COMMITTEE ASSIGNMENTS

MEMBER: AGRICULTURE
ENERGY AND NATURAL RESOURCES
TRANSPORTATION AND TOURISM
JOINT COMMITTEE ON PENSIONS,
INVESTMENTS & BENEFITS

March 6, 1998

Jacci Stewart, President
Chief Executive Officer
Miami County Economic Development Corp.
PO Box 101
Paola, KS 66071

Dear Jacci,

Thanks for your March 3 letter urging the legislature to expedite expansion of US Hwy 169. You've worked very hard on this project and I know you understand the complexities we're facing and the amount of financial commitment required. After thoroughly studying the federal demonstration projects I know that they will only fund a very small amount. Usually, even though requested at a high percentage, it is funded at 10% to 15% for the very few projects that are approved, and this would not allow the start of the project until we have money available in a state comprehensive highway program.

It all boils down to how quickly we can get a new Kansas comprehensive highway program approved and started. It is my goal to get one approved as soon as possible.

Thanks again for your letter and it's tragic to see that we've lost another life on 169. One wonders how many more people will be lost before we can get this construction completed. I understand every day counts and you can count on me to do my part.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Tyson'. The signature is fluid and cursive, with a large initial 'R'.

Robert Tyson
Senator, 12th District

RT:jk



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street
Oklahoma City, OK 73105-3204

July 24, 1998

Mr. Floyd J. Grimes, Mayor
City of Paola
P.O. Box 409
Paola, Kansas 66071

Dear Mayor Grimes:

Secretary McCaleb asked that I respond directly to your letter of July 13, 1998. The Department whole heartedly agrees that highways are very important to the well being of America. To demonstrate this state's full support of transportation, the Oklahoma legislature has agreed to provide from \$700 million to \$1.00 billion additional state funds for construction and reconstruction of highways and major arterial streets in the State over the next four years.

US 169 in Oklahoma is part of the National Highway System (NHS). Also US 169 is designated as a transportation improvement corridor (TIC) in the "Oklahoma Statewide Intermodal Transportation Plan", as shown in the attached Executive Summary Report. It is Department policy that any major improvement to the NHS or the TIC would include the acquisition of sufficient right-of-way to accommodate a four-lane facility when traffic warrants and funds become available. This policy will enable Oklahoma to preserve right-of-way for needed improvement to its major thoroughfares at a minimum cost to the taxpayer.

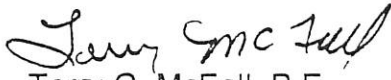
The Department's Environmental Studies Branch has just completed a scoping study on US 169 from Oologah north approximately 22 miles to SH 28. The proposed improvement would result in:

- construction of a super-two-lane in the rural areas
- reconstruction of the existing facility to provide for a four-lane curb and gutter in Talala
- reconstruction of the existing facility to three lanes through Nowata and the purchase of full control access right-of-way for a future bypass
- acquisition of a four-lane partially controlled access right-of-way for the entire length of the corridor as recommended for the NHS and the TIC routes.

Taken in conjunction with these proposed improvements, any improvements in Kansas will enhance the benefits to road users of this facility. Hopefully this provides you with sufficient information for your committee. For more detailed information on the Departments plans for US 169, excerpts from the scoping report are included.

Should you need additional information or have any questions, you may contact Mr. Sam Shehab at (405) 521-6433 or Ms. Jennifer Koscelny at (918) 838-9933.

Sincerely,



Terry G. McFall, P.E.
Planning Engineer

TGM:ss

c: Director
Assistant Director Preconstruction

September 10, 1998

Transportation 2000 Committee
Mary Turkington, Chair

To the Members of the Transportation 2000 Committee:

I am writing this letter to endorse the enhancement of Highway 169 from Spring Hill to K-7 to a 4-lane highway. On behalf of the Ursuline Sisters and all of the people we serve, it is a big concern that over 30 people have died during the 1990's on that single stretch of road.

To give just one example of how we use the highway, Sister Raymond Dieckman is a Hospice volunteer chaplain for Hospice of Olathe Medical Center. She is a tiny nun with the biggest heart in the world. Twice a week, she gets in the car (after arranging 3 pillows on the seat so she can see over the steering wheel), and drives North on 169 to Olathe and Overland Park, or wherever her assignment takes her. Sometimes, on the same day, she may go South on 169 to Osawatomie or Greeley. She visits people who are dying, and ministers to them and to their families. She goes to private homes, to nursing homes, and to hospitals. She is also "on call," and sometimes makes extra trips if people ask for her to be present. Thus far, she has ministered to 145 people and comforted their families. She is always aware of God's presence with her, but she is also conscious of the other drivers on the 2-lane stretch of 169 Highway. She comes home to Paola with horror stories about close calls and crazy drivers. She is a safe and sensible driver, (having learned how to drive at the mature age of 55), and she takes her life into her hands every time she gets on that highway. One habit that she has always practiced, ever since she got her drivers' license, is to say a prayer for her safety and the safety of all those she encounters when she starts out on her trips. We always pray that that will be so.

In our religious order, which is based in Paola, we have 36 members, who ALL have occasion to travel on Highway 169. They all do good work and they are all as precious as Sister Raymond. As a religious community, we value the gift of life. We would like to live as long as possible, until we die a natural death. We mourn the loss of those who have died on this highway, especially the daughter of one of our alumnae--Jill Wilson.

We are concerned for all of the people who travel that road, and especially for all of those who are connected with Lakemary Center, a program which the Ursuline Sisters founded in 1969 and which provides educational, residential and vocational services to children and adults with mental retardation. Lakemary is one of the largest employers in Miami County, with over 210 employees. There are also over 200 people served (children and adults) in the many programs, some of which require daily commuting to Johnson County.

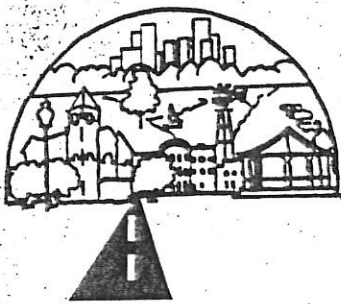
We know that people take a bit of a risk every time they get in a car. But on Highway 169, we feel that people take even more of a risk because of the congested lanes. We ask you to give serious consideration to widening this stretch of Highway 169 to four lanes, and give it your highest recommendation. Our lives are in God's hands, but they are also in yours.

Thank you for the work that you do, and God bless you!

Sincerely,



Sister Pat Lynch, O.S.U.
President,
Ursuline Sisters of Paola



Miami County

Kansas

"We're where you'll want to be!"

February 10, 1997

Congressman Vince Snowbarger
509 Cannon HOB
Washington, DC 20515

Dear Congressman Snowbarger;

On behalf of the Miami County Economic Development Corporation, we would like to express our concern relative to the future of Highway 169, a major artery connecting our growing county to the Kansas City metro area. Miami County is growing at a rate of 5.4%, substantially more than the other "exurban" counties which surround the Kansas City metro area on either side of the Kansas or Missouri side. This growth is leading to more tourists, more commuters, more businesses, and more accidents and fatalities in our area.

Our biggest concern is the loss of economic growth and the physical loss of human lives on a section of highway which increases in use on a daily basis. Our county roads are such that at various bridges and routes, traffic is automatically rerouted to divert travelers onto Highway 169 due to the inability to handle the congestion and traffic flow.

We respectfully request your consideration and support to fund this highway expansion for Miami County through their application for a Federal Demonstration Project Grant. Thank you for your continued service to Miami County and the State of Kansas.

Sincerely,

Jacci Stewart
Executive Director

Miami County Economic Development Corporation

◆ PO Box 101, Paola, KS 66071 ◆
(913) 294-4045 (913) 294-3430 Fax

1-43

Miami County Development/Planning Department

116 S. Pearl • Paola, Kansas 66071 • Telephone 913-294-4145 • Fax 913-294-4592



February 14, 1997

Congressman Vince Snowbarger
U.S. House of Representatives
3rd District (Kansas)
509 Cannon HOB
Washington DC 20515

Dear Congressman Snowbarger:

Recently, Miami County submitted an application for a Federal Demonstration Project Grant to improve approximately 6.5 miles of U.S. 169 Highway. The project would extend the existing four-lane highway south to the intersection of Kansas State Route 68 (K-68 Highway).

This highway system is central to the strongest growth area currently existing in Miami County and is essential to its continual economic well being.

Additionally, 169 Highway serves not only as a principal arterial for Miami County residents for access to the greater Kansas City metropolitan area, but is increasingly utilized by local traffic due to the significant growth in the vicinity. Collectively, the increase in traffic warrants the additional lane improvements requested in the grant application in order to maintain an acceptable level of service (LOS "C").

On behalf of the citizens of Miami County and Eastern Kansas, I respectfully ask for your support for the Federal Demonstration Project Grant submitted by Miami County to improve U.S. 169 Highway.

Sincerely,

Larry D. Walrod
Miami Planning Director

twm



Incorporated in 1885

January 23, 1998

The Honorable Gary Hayzlett
Chairman, Transportation Committee
Kansas House of Representatives
Topeka, KS 66612

Dear Representative Hayzlett:

I write on behalf of the governing body of the City of Spring Hill, in strong support of efforts to enhance U.S. Highway 169. This highway changes from four-lane separated to two lane at the Miami County/Johnson County line, where Spring Hill is located. Many residents of Spring Hill, and thousands of others, travel the two-lane segment between Spring Hill and Osawatomie every day. We are alarmed at the growing number of accidents, many of them involving fatalities, which are occurring on this segment of highway.

The City supports any and all efforts to provide the necessary safety improvements to U.S. Highway 169 as soon as possible. In particular, we urge that pre-engineering on the highway begin now, and that the highway be included on any new highway bill which may emerge from the legislature.

Your support of this life or death issue is strongly appreciated.

Sincerely,

Dan Mattox
Mayor

City of Paola, Kansas

February 19, 1997

Honorable Vince Snowbarger
United States House of Representatives
3rd Congressional District
509 Cannon House Office Building
Washington, D.C. 20515

Dear Mr. Snowbarger:

The southward expansion of the Kansas City metropolitan area brings many challenges and opportunities to Miami County. The ability to capitalize on the steady economic growth and expand jobs to more rural areas south of Johnson County depends upon a safe and effective transportation network. The bottleneck of a narrow stretch of U.S. 169 between Kansas Highway 68 and Johnson County must be eliminated by widening the roadway from two lanes to four.

The Kansas Department of Transportation reports that this 6.5 mile length of U.S. 169 is a priority project because of the high and increasing traffic volumes and deteriorating traffic service levels. Given that state money is unavailable for major system expansions, this project cannot be funded through the state program. Our community is willing to make a substantial financial commitment in order to leverage federal dollars as we work together to increase safety and expand economic opportunities.

We are asking your help in making the widening of U.S. 169—which is a designated link of the National Highway System—a priority in the new Federal Highway Bill. The project could be accomplished quickly and with limited disruptions because right-of-way and bridges are already in place for 4-lane standards.

Thank you in advance for your efforts to support this project. It is of vital importance to the safety and economic opportunities of Miami County.

Sincerely,

Floyd J. Grimes
JR

Floyd J. Grimes
Mayor





CITY OF OSAWATOMIE
Main at Fifth, P.O. Box 37
Osawatomie, Kansas 66064
913-755-2146
FAX: 913-755-4164

February 10, 1997

Congressman Vince Snowbarger
509 Cannon HOB
Washington, DC 20515


Dear Congressman Snowbarger:

On behalf of the City of Osawatomie, we would like to express our support for Miami County's application for a Federal Demonstration Project Grant. We are concerned about the future of Highway 169, a major artery connecting our growing county to the Kansas City metro area. This growth is leading to more tourists, more commuters, more businesses, and more accidents and fatalities in our area.

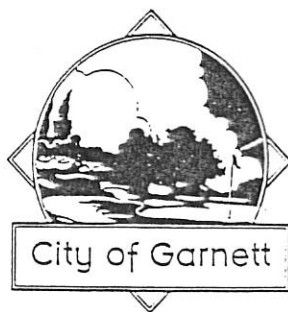
Our biggest concern is the loss of economic growth and the physical loss of human lives on a section of highway which increases in use on a daily basis. We feel we have an obligation to our residents to provide safe highways during their travels, and expand opportunities for future commercial growth to ensure economic vitality of our city.

We respectfully request your consideration and support to fund this highway expansion for Miami County through their application for a Federal Demonstration Project Grant. Thank you for your continued service to Miami County and the State of Kansas.

Sincerely,


Jim Rickerson
City Manager

JR:ae



January 27, 1998

Representative Gary Hayzlett
Transportation Committee Chairman
Topeka State Capitol Building
Topeka, Kansas 66601

Dear Honorable Representative Hayzlett:

The governing body of the City of Garnett is very concerned about the highway accidents that have occurred on U.S. Highway 169 from Osawatomie, Kansas to Spring Hill. In 1997 there were numerous traffic deaths on this section of road of Highway 169. Many residents of our city and county travel Highway 169 from Garnett to Olathe. U.S. Highway 169 is an economic lifeline of the Garnett area. Therefore, we feel our input on expressing our concerns of the dangers of the above mentioned section of U.S. Highway 169 does need to be considered.

The governing body of the City of Garnett strongly supports the creation of a new comprehensive highway program for Kansas. We are very pleased with the progress that Kansas has made in improving our highways to date. Now that our highway program has expired it is now time to legislate a new program.

We are also very much interested in continuing the System Enhancement Program where cost sharing of certain highway improvements with local governments be part of the comprehensive program. The governing body would also ask that your committee consider funding a pre-engineering study on improvements of U.S. Highway 169 in Miami County for fiscal year 1999. As previously stated, this dangerous section needs immediate attention.

Again, the Garnett governing body strongly supports the creation of a new comprehensive highway program for the safety and well-being of Kansans.

Sincerely yours,

GARNETT CITY COMMISSION

Clarence L. Hodgson
Mayor

Sandra K. Paine
Commissioner

Michael L. Norma
Commissioner

JLH/sw

PAOLA CHAMBER OF COMMERCE

202 WEST WEA, SUITE 1 PAOLA, KANSAS 66071-2200 913/294-4335

19 February 1997

THE HONORABLE VINCE SNOWBARGER

United States House of Representatives
509 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Snowbarger:

With this letter the Paola Chamber of Commerce expresses strong support for and positive endorsement of the Demonstration Project for expansion of US-169. It is our understanding that the area in question is south from Spring Hill to K-68, north of Paola. US-169 is a part of the National Highway System and qualifies for this Project.


Our feeling is that this is a much needed first step in the expansion of this vital link between the Kansas City area and all of the American Southwest. US-169 as a four-lane, divided highway will be the shortest route between Kansas City and Tulsa, Oklahoma City, Dallas-Fort Worth and all other points beyond. This will be important for Kansas City and for all of us connected with this highway.

Economic development was first determined by water sources, then, the railroads. Times have changed and now, interstates or major four-lane, divided highways establish those areas for growth and development. The development of US-169 is important for the State of Kansas generally and for the people of southeast Kansas specifically. This will also assist the efforts of Cessna in Independence and Allied Signal Avionics in Olathe, both of whom have publicly expressed strong support for the development of US-169.

The Paola Chamber of Commerce has been on record of support for the expansion of US-169 for the many benefits that will redound to our area, of course; but also, that will be a benefit to all of Kansas. We unequivocally endorse and support the outlined Demonstration Project.

If there is any way that we can assist you in this effort, please do not hesitate to call on us. We are here to be of service to you.

Sincerely yours,



James W. Carrico
Executive Director



John Brown of Osawatomie, Kansas

OSAWATOMIE

CHAMBER OF COMMERCE



(913) 755-4114 • FAX: (913) 755-4911

526 Main, P.O. Box 338, Osawatomie, KS 66064

February 11, 1997

Representative Vince Snowbarger
Congress of the United States
House of Representatives
Washington, D.C. 20515

Dear Representative Snowbarger:

Detailed information is being provided to you relative to the growth of population in Miami County, increased traffic count on U.S. Hwy 169 and other pertinent factors relative to the possible enhancement of U.S. Hwy 169. We will not reiterate those.

We support the proposal to widen U.S. Hwy 169 from the Johnson County line south to Hwy 68 and eventually south to Kansas Hwy 7. We believe the data supports this proposition and request your favorable support of it.

Yours Very Truly,

Gordon L. Schrader,
Executive Director

Wal*Mart

808 Baptiste Dr.
Paola, Ks. 66071

February 12, 1997

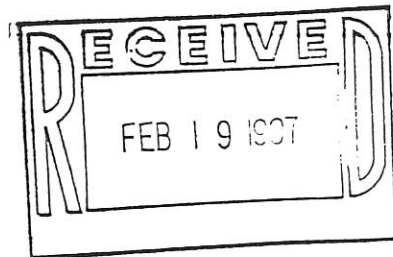
Congressman 3rd Dist. Ks.
509 Caunon House Office Building
Washington D.C. 20515

Mr. Vince Snowbarger:

Paola is growing more every day. Wal*Mart has purchased land to build a Super-Center store more then likely next year. This will add to the future growth of the town. People will see it as a more desirable place to live. A four lane highway through Miami county will help reduce the traffic congestion. Wal*Mart would like to see that this is brought to the attention of whomever is needed to make the decision.

Sincerely,

Karen Blanck,
Assistant Manager





Miami County National Bank

NEIL BLAKEMAN
EXECUTIVE VICE PRESIDENT

1 S. PEARL, PAOLA, KS 66071, 913-294-4311 • 1515 BAPTISTE DR., PAOLA, KS 66071, 913-294-3344
110 E. WILSON, SPRING HILL, KANSAS 66083, 913-592-4242 • 6TH & BROWN, OSAWATOMIE, KANSAS 66064, 913-755-3134
34102 COMMERCE DRIVE, SUITE A, DESOTO, KS 66018, 913-583-3004

February 14, 1997

Congressman Vince Snowbarger
509 Cannon HOB
Washington, DC 20515

Dear Congressman Snowbarger:

As a major financial institution in Miami County we are vitally interested in the economic growth of Miami County. An integral part of that growth is the future of 169 highway. Expansion of the four lane corridor from Spring Hill to Paola and Osawatomie will open additional opportunities for economic expansion in our communities.

Our second concern is safety. Already traffic flow is approaching maximum limits for two lane roadways. As our area continues to grow without road expansion accidents and fatalities will increase.

We respectfully request your consideration and support to fund the 169 highway expansion in Miami County through their application for a Federal Demonstration Project Grant.

Thank you for your service to Miami County and the State of Kansas. If I can be of assistance to you please give me a call.

Sincerely,

Neil E. Blakeman, EVP



"Employee Owners Providing Quality Financial Services"

MEMBER
FDIC

1-53

Vinyard Construction Co. Inc.

7270 W. 98th Terr. Suite 210
Overland Park, Kansas 66212
913/642-1000 Fax 913/642-1080

Tuesday, February 18, 1997

Congressman Vince Snowbarger
509 Cannon HOB
Washington, DC 20515

The Honorable Congressman Snowbarger:

On behalf of the Miami County Economic Development Corporation, we would like to express our concern relative to the future of Highway 169, a major artery connecting our growing county to the Kansas City metropolitan area. Miami County is growing at a rate of 5.4%, substantially more than the other "exurban" counties which surround the Kansas City area on either side of the Kansas or Missouri side. This growth is leading to more tourists, more commuters, more businesses, and more accidents and fatalities in our area.

Our biggest concern is the loss of economic growth and the physical loss of human lives on a section of highway which increases in use on a daily basis. Our county roads are such that at various bridges and routes, traffic is automatically rerouted to divert travelers onto Highway 169 due to the inability to handle the congestion and traffic flow.

We respectfully request your consideration and support to fund this highway expansion for Miami County through their application for a Federal Demonstration Project Grant. Thank you for your continued service to Miami County and the State of Kansas.

Sincerely,



Roy E. Vinyard
Miami County Economic Development Corporation
Board of Directors

We Keep Our Promises



February 17, 1997

Congressman Vince Snowbarger
509 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Snowbarger:

As a board member of the Miami County Economic Development Corporation and Labor Education & Training Committee Chair I respectfully ask for your support in seeking funding to expand US 169 to four lanes in Miami County. This highway with the exception of US 69, which runs close to the Kansas Missouri border, is the only north south route between the state line and Ottawa and supports the travel requirements of the majority of Miami County residents.

Most of the new residential construction in the county is adjacent to US 169 and is mostly from persons moving to Miami County yet they continue to work elsewhere. Over a third of the total county work force commutes out of the county while only four percent commute into Miami County. At this rate Miami County is fast becoming a bedroom community for Johnson County which in itself is placing an increased traffic burden on US 169. It is expected that this trend will expand even greater in the coming years.

Presently three out of four persons drive to work alone and as the residential base increases the potential for those commuting to work also increases thereby placing more vehicles on an already high traffic highway. With an improved US 169 we can expect greater economic development, provide job opportunities for county residents and create greater highway safety.

May we have your support for an improved US 169?

Sincerely,

LeRoy D. Vokins
Administrator

Congressman Vince Snowbarger
509 Connon HOB
Washington, DC 20515

February 16, 1997

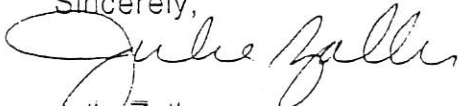
Dear Congressman Snowbarger,

On behalf of Veranda of Paola, KS , i would like to express our support and desire for the expansion of Highway 169 , that connects our community with the Kansas City Metropolitan area. Our business has made a substantial financial commitment in buying a commercial building just off Paola's Historic Park Square , where we have located our Speciality Gift and Furnishings store.

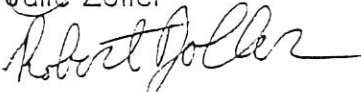
We feel the expansion of HWY 169 would greatly enhance the tourism business coming into Paola . The people in the Kansas City area have limited recreational and tourist attractions to take advantage of, and we feel that Paola's unique historic attractions and shopping experience can give visitor a warm positive sense of our states history , heritage and hospitality. The Kansas City area can spend their entertainment dollars on the Gambling Boats , in Missouri or we can provide them with easy access to our area, that can provide their family's with recreational activities like boating, fishing, swimming, biking, and hiking. These activities that can be a part of a family's day road trip is something that they will always remember. While at the same time keeping their dollars in the state of Kansas.

The benefits in tourism that would come from the improvement of Hwy 169 , would also greatly improve the desirability of our County for economic development , by giving companies better Hwy access to markets.

Sincerely,



Julie Zoller



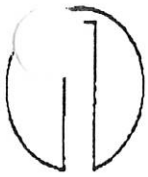
Robert Zoller

VERANDA

2 West Piankishaw
Paola, Kansas 66071
(913) 294-5833



1-56



First National Bank
& Trust

February 14, 1997

The Honorable Vince Snowbarger
509 Cannon House Office Building
Washington, DC 20515

Dear Congressman Snowbarger:

I would like to take this opportunity to express my sincere concern over the lack of four lanes to handle vehicle traffic from Spring Hill to Highway 7 on US 159. This "death trap" highway has many fatalities every year. Organizations have met with the State Department of Transportation in the past, and the present Secretary of Transportation has indicated that we have a major problem, and that their department has a concern, but unfortunately, have been restricted by the budget in funding this project. All the easements and right-of-ways have been purchased for over 10 years but the funds have never come through to complete this vitally needed road.

We would certainly appreciate your efforts to make funds available under the Federal Demonstration Project Grant. Thank you so much for your prompt assistance with this request.

Sincerely

Darrel Franklin
Vice Chairman of the Board

DF:ak

MOKAN DIAL INC.
112 S. BROADWAY
P.O. BOX 429
LOUISBURG, KS 66053

FEBRUARY 14, 1997

Congressman Vince Snowbarger
509 Cannon HOB
Washington, D.C. 20515

Dear Congressman Snowbarger:

I am writing today in support of the efforts being taken to secure a Federal Demonstration Project Grant to aid in the improvement of Highway 169 in Miami County.

Miami County is growing at a rate of 5.4% and with it comes the increase in traffic and the increase in accidents and fatalities on highways that are not designed to carry this increase.

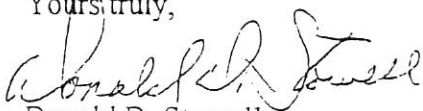
Highway 169 is such a highway. My wife Carolyn drove this section of two lane from 68 Highway North for over a year as she commuted to Olathe Medical Center where she worked as an RN. She feared for her life every day as well as witnessed several bad accidents along with unlimited close calls.

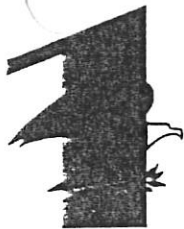
The concern today is the loss of economic growth and the physical loss of human lives on this section of road that sees a daily increase in use. Along with serving on the Miami County Economic Development Board I manage MoKan Dial, Inc., a small Independent Telephone Company. One of our exchanges is Hillsdale, KS which borders Highway 169. Our repairmen travel 68 and 169 on a daily basis and our continually exposed to danger with the increase in traffic. The economic growth of the area has taxed our telephone facilities but to a much greater degree the highway system is being taxed by the increased traffic.

In closing please accept this letter as a request for your support for the effort to secure the Grant mention above.

Thank you for allowing me to express my feelings regarding this issue.

Yours truly,


Donald D. Stowell
MoKan Dial, Inc.



FIRST KANSAS FEDERAL SAVINGS

BELOIT

125 North Mill
P.O. Box 398
Beloit, KS 67420-0398
(913) 738-2255
FAX (913) 738-2256

FORT SCOTT

2205 South Main
P.O. Box 526
Fort Scott, KS 66701-0526
(316) 223-0424
FAX (316) 223-0426

LOUISBURG

100 W. Armit
P.O. Box 549
Louisburg, KS 66053-0549
(913) 837-2800
FAX (913) 837-5365

OSAWATOMIE

Home Office
600 Main Street
P.O. Box 9
Osawatomie, KS 66064-0009
(913) 755-3033
FAX (913) 755-2795

PAOLA

29 West Wea
P.O. Box 406
Paola, KS 66071-0406
(913) 294-5324
FAX (913) 294-5325

PHILLIPSBURG

762 4th Street
P.O. Box 606
Phillipsburg, KS 67661-0606
(913) 543-5229
FAX (913) 543-5220

February 13, 1997

Congressman Vince Snowbarger
509 Cannon HOB
Washington, D.C. 20515

Re: Federal Demonstration Project Grant for U.S. Highway 169 improvement

Dear Congressman Snowbarger:

As a director and officer of Miami County Economic Development Corporation and as a business owner in Miami County, Kansas, I recognize the growing daily need to improve U.S. Highway 169 from Spring Hill, Kansas south to Kansas Highway 68. This ten or eleven mile stretch of two-lane highway is fast becoming the most heavily traveled two lane highway in the state of Kansas.

Miami County is experiencing exponential growth of both residences and businesses placing traffic demands on this highway that have caused it to be one of the most dangerous stretches of highway in the state. I am told that it now ranks first in fatalities per driven mile. This statistic is not only frightful but very damaging to the county's ability to attract desirable growth prospects in the future.

Your help and support will be invaluable as we make application for a Federal Demonstration Project Grant to provide this sorely needed county highway improvement.

Thank you again for your continuing interest and support in Miami County. As we have discussed before, our facility is always available to you and your staff when needed.

Respectfully,

Larry V. Bailey
President & CEO

LVB:vlb

TRI-COUNTY ICE COMPANY INC.
501 PACIFIC
OSAWATOMIE, KANSAS 66064

To. Whom It May Concern:

As business people and as a working family we have numerous occasions to travel Highway 169 frequently. Given that the highway is in good shape, the fact that at least two times a day traffic is virtually bumper to bumper and places to pass are close to nonexistent, it is a very unsafe highway. Many times traffic is slowed due to motorists driving far below the speed limit, which leads to other motorists taking chances in passing in order to get to work or appointments on time. Blaming the accidents on human error does not seem to be a viable reason, because the same humans drive other stretches of highway without the same difficulty.

This may not be a politically correct position to take on promoting the completion of the four lane highway to Osawatomie, but I am sure you would have gotten the votes of the the people lost to fatalities on the highway as well as their families. Even if the money is not available at the present time, it does not seem to be to early to get the preliminary work started.

Sincerely,

Kathryn Jones

Ted Jones

Doug Jones

Doug Jones



1-913-677-5771

Box 337 Osawatomie KS 66054
1000 E. 47th place Shawnee mission, Kansas 66205

To whom it may concern.

Feb. 3, 1998
913-677-5771

A little over 2 years ago our truck was returning from deliveries in Kansas City, it was heading south on 169 just beyond the Hillside exit. A van, driven by a 93 year old man; veered left of the center line involving our truck in a head on collision. The two occupants of the van were killed, our driver was very badly injured. (he as yet has not been able to return to any type of work) the driver of a third vehicle involved was uninjured.

The only thing that offers any protection from this type accident is the median of a dual lane highway. This type of accidental ^{death} (head on) is happening about a average of once a month now, and it is safe to assume that it will increase as usage is increased.

People of Miami County, myself included; are afraid of this highway. If some unknown killer was stalking this road taking a life a month, we all know that there would be great outcry to stop the carnage.

We know how to solve this problem it requires a dual lane highway.

Thank you.

Robert C. Talbot Mgr.

Talbot

Screen Air

1-61

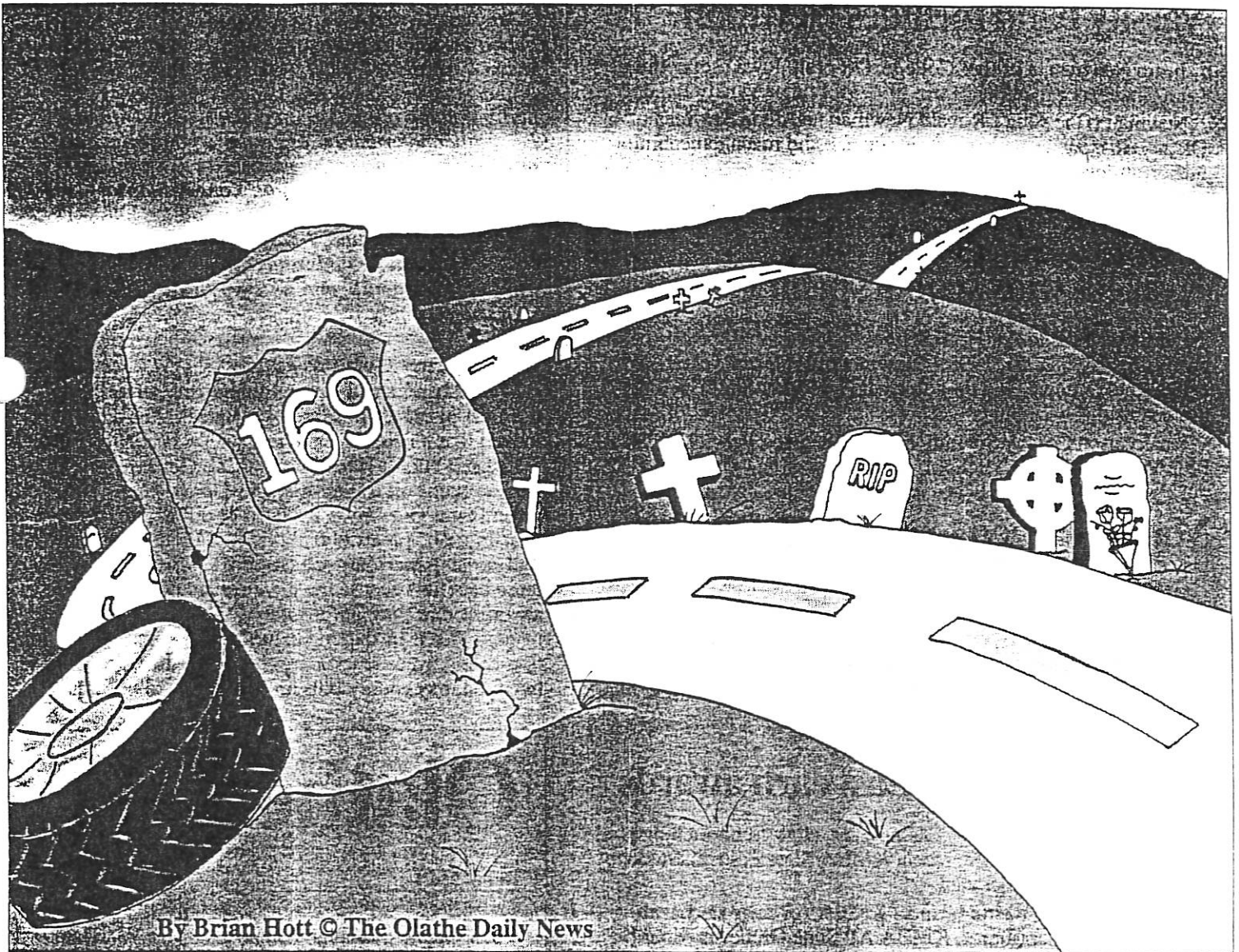


Manufacturers of dust and pollution control machinery

OPINION

THE OLATHE DAILY NEWS

TUESDAY
JANUARY 27, 1998



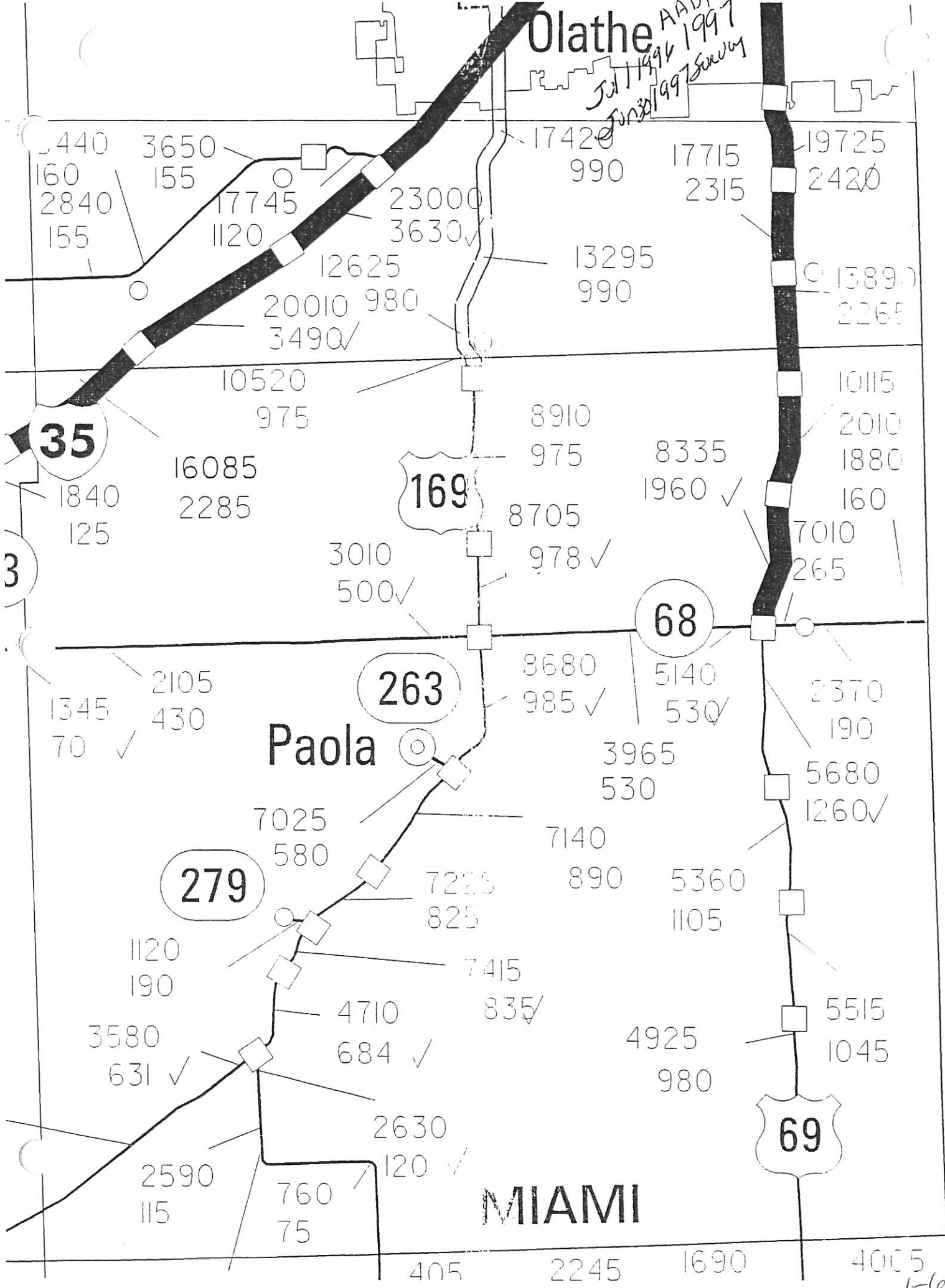
Miami County
U.S. 169 Highway
Average Annual Daily Traffic Count
Peak Hours

	1992	1993	1994	1995	1996	1997	% Change
Franklin Co. Line to K-7 Hwy.	2,952	2,941	2,436	2,802	2,747	2,630	-10.9%
K-7 Hwy. to South Osawatomie	3,557	3,990	3,302	4,667	5,416	4,710	32.4%
South Osawatomie to North Osawatomie	3,557	3,557	3,624	4,567	5,411	7,225	103.1%
North Osawatomie to South Paola	6,615	6,615	6,116	9,358	8,497	8,680	31.2%
South Paola to North Paola (K-263 Hwy.)	6,621	6,737	7,226	8,352	8,247	7,140	7.8%
North Paola (K-263 Hwy.) to K-68 Hwy.	7,753	7,531	7,004	9,135	8,502	8,705	12.3%
K-68 Hwy. to Spring Hill four-lane	8,125	6,221	8,158	10,062	10,478	8,910	9.7%
Overall Increase 1992 to 1997							22.5%

1-63

5

Olathe
AAD
July 1997
Final Survey



1-64

STATE OF KANSAS

KANSAS DEPARTMENT OF TRANSPORTATION

Michael L. Johnston
Secretary of Transportation

Docking State Office Building
Topeka 66612-1568
(913) 296-3566
FAX - (913) 296-1095

Joan Finney
Governor of Kansas

October 20, 1993

Dr. Floyd G. Grimes
P. O. Box 255
Paola, KS 66071


Dear Dr. Grimes:

In response to your telephone inquiry on Tuesday, the Kansas Department of Transportation did acquire four-lane right of way on US-169 from the Johnson/Miami county line to the K-7 junction south of Osawatomie. If a four-lane highway is built along this corridor, it may necessitate the acquisition of a small amount of additional right of way due to changes in design standards that have occurred since the right of way was acquired in the 1960s and 1970s.

In recent years, this agency has adopted a policy of acquiring right of way for a four-lane facility even though we build a two-lane highway on corridors where we anticipate that a four-lane highway will be needed in the future. This policy is referred to as "corridor protection" or "corridor preservation." It avoids duplicating acquisition administrative costs, keeps our options open, and reduces the number of business and residential displacements.

Enclosed is a partial listing of other locations where two-lane highways were built on four-lane right of way. I hope to locate a report on this matter next week when the gentleman that prepared it returns from vacation. I will send you a copy as soon as possible.

Sincerely,


Joseph Krahn, Chief
Bureau of Right of Way

JK:pm
Enc.

1-65

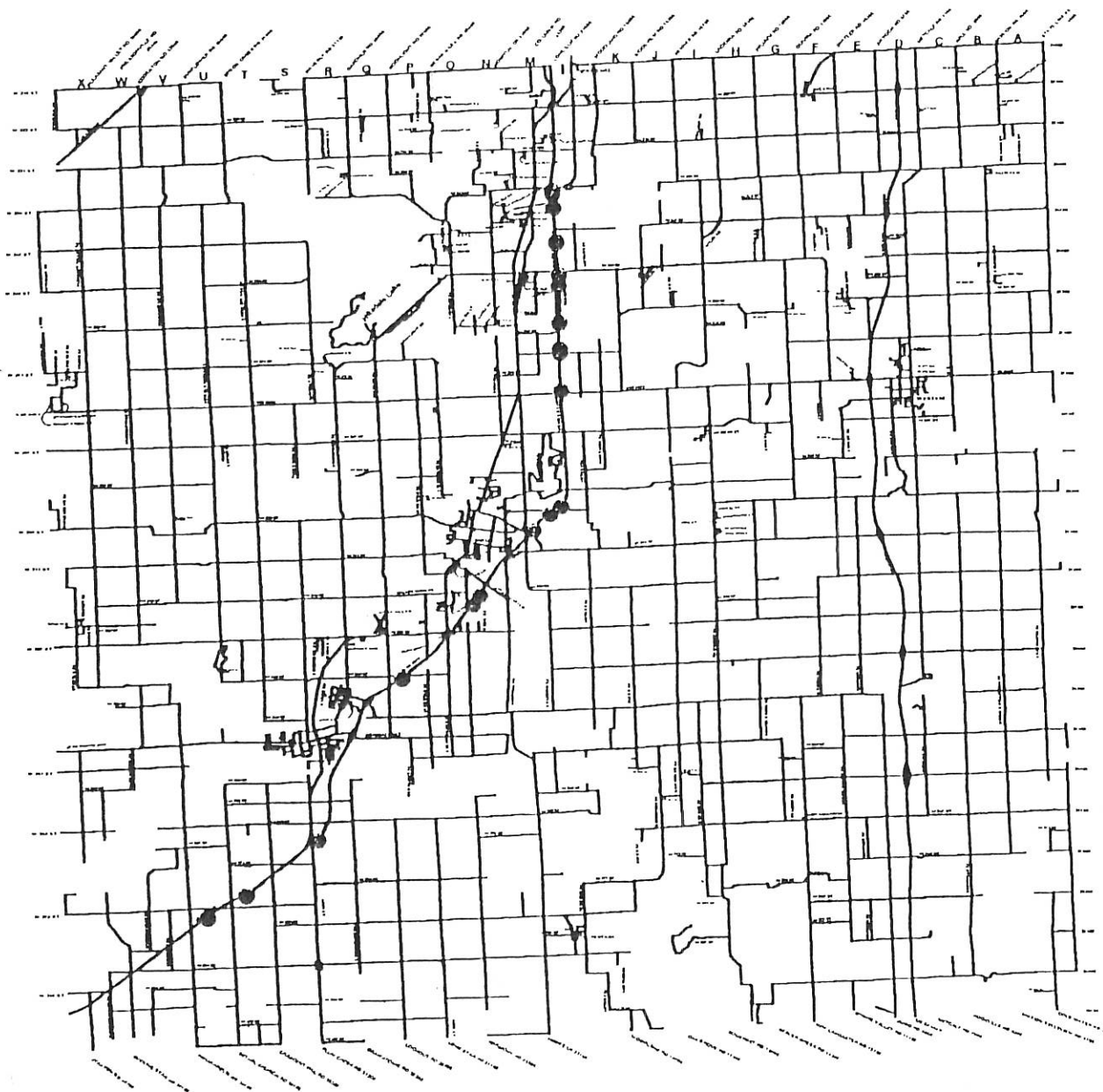
OCT. 06, 1988

EXCESS RIGHT-OF-WAY
4 LANE TO 2 LANE

	COUNTY	ROUTE NUMBER	PROJECT NUMBER	FEDERAL PART.	
3	ALLEN	169	(BC) F 065-1 (19)	YES	
4	ALLEN	169	(BC) F 065-1 (20)	YES	
5	ATCHISON	73	F 081-2 (17)	YES	
5	BOURBON	69	(BC) F 083-1 (24)	YES	
7	BROWN	36	(BC) RF 092-5 (13)	YES	
4	BROWN	36	(BC) RF 092-5 (14)	YES	
9	CRAWFORD	69	F 083-1 (8)	YES	
10	CRAWFORD	69	F 083-1 (5)	YES	
11	DONIPHAN	36	(BC) RF 092-5 (18)	YES	
12	DONIPHAN	36	(BC) F 092-5 (25)	YES	
13	DOUGLAS	59	(SF) FDP 067-2 (28)	NO	
14	FORD	50	F 050-2 (18)	NO	
15	GEARY	18	RF 082-1 (13)	NO	
16	JACKSON	75	F 063-4 (18)	YES	
17	JEFFERSON	24	K 1277 (3)	NO	
18	LEAVENWORTH	24	SNFA 577 A (1)	NO	
19	LINN	69	F 083-2 (14)	NO	
20	LINN	69	F 083-2 (4)	NO	
21	MIAMI	169	F 081-1 (18)	NO	
22	MIAMI	169	F 081-1 (20)	NO	
23	MIAMI	69	F 083-2 (18)	YES	
24	MIAMI	169	RF 081-1 (31)	YES	
25	OSAGE	75	RF 063-3 (32)	YES	
	RENO	96	F 044-1 (15)	NO	
	RENO	50	F 050-4 (18)	NO	
28	RILEY	18	RF 082-1 (14)	YES	
29	RILEY	113	K 1279 (3)	NO	
30	SEDGWICK	96	F 044-1 (6)	NO	
31	SHAWNEE	75	(BC) F 063-3 (25)	ELIGIBLE	NOT BUILT
32	SHAWNEE	40	F 078-5 (17)	NO	NOT BUILT
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Fatality Accidents U.S. 169 HWY



LEGEND

● Fatality Acc

Text Road Names

∩ Roads

1-67

1-67

A time to grieve



JEFF ROBERSON/The Star

Scott Fowle and his daughter, Shannon, paid a visit Friday to the place where his wife, Jan Fowle, was killed Sept. 6 in a head-on

car collision north of Paola. Ten traffic deaths have been reported on a 20-mile stretch of two-lane U.S. 169 in the last year.

U.S. 169 traffic breaking hearts

THE KANSAS CITY STAR.

Vol. 118, Monday, February 9, 1998, No. 145

A Knight Ridder newspaper

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A deadly highway

■ Temporary action could help; four lanes would be better.

Public outcry over a dangerous stretch of highway has gotten belated action by the Kansas Department of Transportation. But that does not mean construction work will start immediately on a 20-mile section of U.S. 169 in Miami County. The state is not nearly responsive enough for that.

Instead, the department, spurred by the concern of citizens, may provide a few temporary safety measures. Even though there is no doubt that safety demands it, widening the two-lane road to four lanes is years away in the minds of state transportation officials.

Their bureaucracy is unconscionably hard to crack. Mayor Floyd Grimes of Paola said citizens of his city, Osawatomie and Louisburg have been pleading with the Transportation Department to widen the roadway for the past five or six years. Citizens' concern is well-placed.

The average daily traffic count has increased from 6,360 vehicles in 1992 to 8,055 in 1996. That volume, a department official acknowledged, is getting close to persuading the bureaucrats a four-lane highway is needed.

More persuasive is the death toll on the heavily traveled piece of roadway. There have been 10 fatalities in the last 10 months, more than 30 since 1992.

Department officials attempt to deflate those statistics by insisting that human error — not the road's condition — is making the death rate

higher. Many of the fatalities have occurred because drivers have crossed over the center line or passed in no-passing zones, they pointed out.

The passing problem would be eliminated on a four-lane highway on which crossing the center line is a rarity.

A department official told a state legislative meeting last week that it would be five or six months before a consultant is hired to begin expansion design work for widening the roadway from Spring Hill south to Osawatomie.

That timetable is unacceptable. How many deaths are citizens supposed to tolerate while bureaucrats dawdle?

It's true that the funding would have to be authorized by the Kansas Legislature, but matters of life and death ought to move higher on the legislative agenda than some of the frivolous issues that too often occupy the ladies and gentlemen in Topeka.

For now the best things that can happen are temporary solutions including better signage and more law enforcement.

While state officials make excuses, those sentenced to drive this road routinely must take their safety into their own hands and drive as carefully as possible.

And citizens should continue to press their case for a four-lane road on state officials. That improvement is the desirable and essential solution.

THE OLATHE
**DAILY
NEWS**

TIMOTHY P. O'DONNELL, PUBLISHER

SCOTT SMITH, GENERAL MANAGER

CHUCK KURTZ, MANAGING EDITOR

GERALD HAY, NEWS EDITOR

What's the delay?

■ The longer the state and Miami County wait, the more lives will be lost in accidents on US-169

When people, and there are many, travel on US-169, they are putting their lives at risk — literally. The highway from Spring Hill to south of Paola is a two-lane game of chance and people are betting, and losing, with their lives.

Sgt. Kelly McGuire, a 10-year veteran of the Kansas Highway Patrol, calls the highway an equal-opportunity killer.

Statistics from the Kansas Department of Transportation support McGuire's claims. In 1996, there were 127 accidents that included 47 injury accidents and three fatalities. There were more deaths last year, including a double fatality accident last October.

Statistics also reveal that the number of vehicles on that road has increased by 1,300 a day over the last five years. That number is

increasing daily as more people continue to move from the metropolitan area, including the suburbs, to Paola and the surrounding area.

Commuter traffic will increase. Drivers will trade speed for caution in driving to and from work. Road rage will increase. And so, too, will the accidents.

When will the state do something about this dangerous road? How many more accidents must there be before Miami County officials demand the state take action? How crowded does this road have to become before the state realizes something must be done? How many more deaths will it take before the decision is made to finally make US-169 a four-lane highway?

The time for such a decision is long past due.

Woman dies Friday when car hits horse

Christina A. Woods of Kansas City, Kan., killed; son hurt after accident on U.S. 169.

OSAWATOMIE — A Kansas City, Kan., woman was killed and her son injured Friday night after the car she was driving struck a horse on U.S. 169 highway south of Osawatomie.

Christina A. Woods, 49, was pronounced dead at the scene of the accident, which occurred at 11:18 p.m. Friday on the highway about 3 miles south of Osawatomie, according to a report from the Kansas Highway Patrol.

Norman Byers, 17, Kansas City, Kan., was taken by ambulance to Miami County Medical Center for treatment of minor injuries.

The two were headed north on U.S. 169 in a 1984 Toyota when the car struck a black horse standing on the highway. The impact with the animal, a stallion estimated to weigh between 1,200 and 1,500 pounds, sheared the roof from the car.

The horse, owned by Tina Crouch of rural Osawatomie, had escaped a nearby pasture before the accident. The horse was killed in the accident.

Woods' death is the 10th on Miami County roads and highways during 1998 and the fourth to occur on U.S. 169 this year.



Photo by Chris An

Deadly impact

The roof of this 1984 Toyota was torn from the car after it struck a horse believed to weigh as much as 1,500 pounds on U.S. 169 highway south of Osawatomie. The driver, Christina A.

Woods of Kansas City, Kan., was killed scene of Friday's accident and her son man Byers, was injured.

Miami County fatalities frequent on U.S. 169

Two more killed on deadly stretch of highway.

By DIANE CARROLL
Staff Writer

Friday was another frustrating day for Scott Fowle of Paola.

Two more persons had just died on U.S. 169.

Fowle knew one of the latest victims, Stephen T. Summers, 31, of Osawatomie. Summers died when his Chevrolet Camaro crossed the center line early Friday and hit a GMC truck head-on. The driver of the truck, Michael B. Scantlin of Olathe, 32, also died.

"It just tears people apart to have these deaths," said Fowle, explaining that most people in the Paola/Osawatomie area know one another.

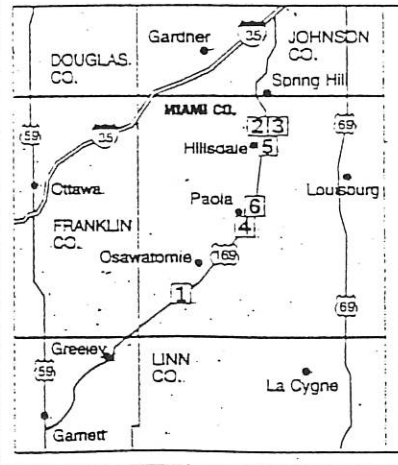
Since April, 10 persons have died in traffic accidents on a 20-mile stretch of U.S. 169 from Spring Hill to just south of Osawatomie. One of the victims was Fowle's wife, Jan Fowle, 48. She died in a head-on collision Sept. 6 in an accident that also killed a 16-year-old Paola boy.

Residents of Paola, Osawatomie and Louisburg think the number of fatalities on the highway would go down if the highway were expanded from two lanes to four. Paola Mayor Floyd Grimes said Friday. They have been asking the Kansas Department of Transportation to expand the highway every year for the last five or six years.

See **MIAMI, C-8**, Col. 1

Fatal wrecks

Since last April, 10 persons have died on U.S. 169 in Miami County.



1. April 24, 1997: Norman Yates, 68, Shawnee and Lois Mersman Guilfoyle, 40, Greeley, Kan.
2. Sept. 6, 1997: Freddie Keaton III, 16, and Jan Fowle, 48, both Paola, Kan.
3. Oct. 29, 1997: Emma Wiese, 47, Overland Park and Ann Avvampato, 42, San Diego
4. Dec. 9, 1997: Donnie Brill, 30, Osawatomie, Kan.
5. Dec. 10, 1997: William Appeneller, 71 Osawatomie
6. Friday: Michael Scantlin, 32, Olathe and Stephen Summers, 31, Osawatomie

The Star

Continued from C-1

he said, but seem to be getting nowhere.

Grimes said he could hardly believe it Friday when he heard two more had died.

"I felt guilty because I've been unable to convince anybody that we need action on this roadway," he said.

Grimes said traffic has escalated on U.S. 169 as the populations in Paola and Osawatomie have increased. Heavier traffic is expected, he said.

The state's chief traffic engineer said Friday that Kansas transportation officials were "racking our brains" over the situation. A Department of Transportation representative met Friday with a task force in Paola, and the department is aware that Grimes and others from Miami County will be meeting with Gov. Bill Graves next Wednesday, said Mike Lackey, an assistant secretary in the department and the state's transportation engineer.

"We are very, very concerned about it, but we want to make sure that what we do is the right thing," Lackey said.

The average daily traffic count on the 20-mile stretch of highway has increased from 6,360 vehicles a day in 1992 to 8,055 in 1996. Lackey said, the latest year for which statistics have been compiled.

"It's getting right to the borderline where, by volume alone, probably the next improvement needs to be a four-lane," Lackey said.

Unfortunately, Lackey said, the state doesn't have the money for a highway expansion, which could cost as much as \$75 million to \$100 million, by some estimates. Also, he said, research shows that the fatality rate on the stretch of U.S. 169 is higher than average because of human error, not because anything is wrong with the road's design.

For the most part, drivers are either drifting over the center line or passing in no-passing zones, a review of the fatalities shows, he said.

"You can't do anything about those kinds of accidents from a road standpoint," he said.

Unlike the latest wreck, almost all of the fatal accidents have occurred in daylight.

The highway changes from four lanes in Johnson County to two lanes in Miami County, and some southbound drivers may not be

taking enough care when they switch over to the narrower road, said Miami County Sheriff Frank Kelly.

Some people, including Kelly, think the state should consider lowering the speed limit from 65 mph to 55 on the two-lane stretch. Kelly says that he'd also like to see more law enforcement officers on the highway but that his office doesn't have enough personnel to cover all the territory.

Fowle said something has to be done.

If the highway were four lanes, he said, he doubts if his wife would have died. She was on her way to work at a restaurant in Olathe when a car driven by 16-year-old Freddie Keaton III crossed the center line. Authorities think the youth was asleep at the wheel, Fowle said.

Fowle, a self-employed computer consultant, said he has nearly been run off the road several times during the last year.

"It's unbelievable how busy the traffic is," Fowle said.



Eat My Mist

This was a familiar sight on U.S. Highway 169 through Miami County throughout most of Monday: transport trucks kicking up mist from the highway, nearly covering smaller cars that dared to pass by them or drive behind them, as shown in this instance which occurred at Osawatomie's southeastern edge.

Try as they might, some of the cars could not generate enough of a mist trail to get back at the big 18-wheelers. According to weather watchers at the Osawatomie power plant, a total .30 inch of rain fell on the city and the surrounding area Sunday and Monday.

—Photo by Brian Sanders

1-73

C-1



FATAL COLLISION—Henry Kirkland of Mound City did not survive this Saturday morning collision on U.S. Highway 169 about 3 miles northeast of Osawatomie. He was driving the white car, at left, south on 169 when the car crossed the center line and collided headon with the cement truck, driven north by George Rose of Iola. Rose was not

injured. The fatal accident was investigated by the Kansas Highway Patrol and the Miami County Sheriff's Department, who had to close a three-mile section of the highway for more than four hours to complete the investigation. Kirkland was the third traffic fatality on 169 through Miami County this year.

—Photo by Brian Sanders

Third U.S. 169 Fatality Of '98 in Area Recorded

PAOLA—A Mound City man was killed Saturday morning on U.S. Highway 169 about 3 miles northeast of Osawatomie.

Henry G. Kirkland, 26, of Mound City, became the third traffic fatality of this year on the highway and the 11th in less than 12 months.

He was killed when the 1996 model car he was driving south went left of center and collided headon with a concrete truck. The victim was dead at the scene.

The driver of the 1977 model truck, George B. Rose, 32, of Iola, was not injured.

Members of the Miami County Sheriff's Department and the Kansas

Highway Patrol Trooper C.R. Krape said it was unknown why Kirkland's car crossed the center line, since he did not appear to be passing anyone at the time.

Sheriff's officers also investigated several other traffic accidents in recent days.

Ronald E. Parsons, Jr., 25, of La Cygne, was injured Friday when the 1985 model pickup truck he was driving ran off the road. He was westbound on 271st when his car went out of control and overturned into the north ditch.

The cattle were killed.

A 1990 model van, driven by Clarence D. Martin, 33, of Paola, ran off the road, struck some trees and crashed into a creek Friday. The accident occurred when Martin failed to negotiate a curve in 327th Street, 2 miles south of Paola. The driver was not injured.

Eric L. Springer, 16, of Wellsville, was uninjured when the 1985 model car he was driving went out of control and overturned, coming to rest on its top. The accident occurred Friday as Springer traveled north on Somerset Road, about 3 1/2 miles south of Somerset.

1-74

Two killed Friday in head-on collision on U.S. 169 highway

□ Stephen Summers of Osawatomie, Michael Scantlin of Olathe die south of Paola.

Two drivers were killed early Friday morning in a head-on collision on U.S. 169 highway just south of Paola.

Stephen T. Summers, 31, Osawatomie, and Michael B. Scantlin, 32, Olathe, each died at the scene of the collision, which occurred at 12:15 a.m. Friday about one-half mile south of the Paola exit on U.S. 169 highway.

According to a report from the Kansas Highway Patrol, Summers was southbound on the highway driving a 1987 Chevrolet when he crossed the highway's center line. Summers' car collided head on

with a 1996 General Motors truck driven north by Scantlin.

Neither driver was wearing a seat belt, said Trooper Dennis Rogers. Both men were ejected from their vehicles.

The highway was closed for more than two hours after the collision, Rogers said.

The collision remains under investigation by the Kansas Highway Patrol.

The men were the first two to die on Miami County roads in 1998. In the last nine months, a total of 10 people have died in accidents on U.S. 169 in the county.

Stephen Todd Summers

1966-1998

Stephen Todd Summers, 31, Osawatomie, died early Friday morning, Jan. 23, 1998, in a head-on collision south of Paola.

He was born May 7, 1966, in Kansas City, Kan., the son of George Samuel Summers and Shirley Kay Kiser Klein.

He attended Olathe schools until his freshman year, when the family moved to rural Gardner. He was a 1984 graduate of Gardner-Edgerton High School and attended Johnson County Community College.

He later moved back to Olathe and then traveled while he served in the submarine service of the U.S. Navy from 1984 to 1988. He moved to Osawatomie two and a half years ago.

He worked at the counter for two years at Car Quest Auto in Olathe, formerly White's Auto. He had worked for six years at O'Reilly

Auto in Olathe.

He was married to Dianna Marie Glade on May 1, 1993, in Gardner.

He was a member of the Olathe Veterans of Foreign Wars and the Elks Club of Osawatomie.

His father preceded him in death.

The survivors include his wife, Dianna Summers of the home; his mother and stepfather, Shirley Kay and John Klein of Overland Park; a sister, Stephanie Shanks of Phoenix, Ariz.; and his grandmother, Margaret Kiser of Olathe.

Services were at 10 a.m. today (Monday) at King of Kings Lutheran Church in Gardner. Burial was in the Maple Hill Cemetery in Kansas City, Kan. Graveside services and military honor guard was provided by the Veterans of Foreign Wars.

Memorials may be made to charity of donor's choice.

Two Paolans killed in crash on U.S. 169

□ Vehicle driven by teen crossed center line and struck other head-on.

HILLSDALE—Two Paola residents were killed Saturday afternoon in a head-on collision on U.S. 169 at the highway's interchange with 255th Street east of Hillsdale.

Freddie K. Keaton III, 16, and Janice E. Fowle, 48, drivers of the colliding cars, were pronounced dead at the scene of the accident, according to a report by Kansas Highway Patrolman Jim Theis.

The accident occurred about 4:40 p.m. Saturday about 200 feet south of the southbound exit to Hillsdale on U.S. 169, Theis said. A 1988 Dodge driven south by

Keaton crossed the highway's center line and struck a 1982 Buick driven by Fowle. After the impact, the Buick struck a guardrail on the bridge spanning 255th Street, he said.

Fowle was thrown from her car after the collision, Theis said. Neither driver appeared to have been wearing a seat belt, he said.

According to physical evidence at the scene of the accident and reports from other drivers near the scene at the time, Theis said, there is no indication of the reason the Keaton vehicle crossed the highway's center line. No one reported

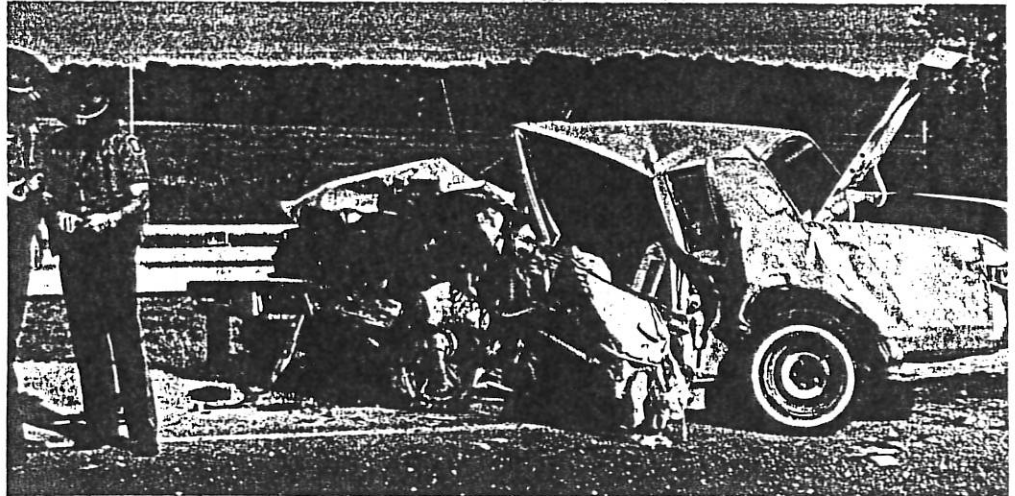


Photo by John VanPelt

Fatal crash

Troopers from the Kansas Highway Patrol investigate an accident scene in which two

seeing a passing attempt, he said, and the only evidence of braking or avoidance measures came from

the Fowle vehicle.

Keaton was a junior at Paola High School and a son of Debbie

Paola residents died on U.S. 169 highway east of Hillsdale. This Buick is the vehicle

and Freddie Keaton Jr.

Fowle worked as a waitress at Cracker Barrel Old Country Store

Janice E. Fowle was driving when the accident occurred Saturday afternoon.

in Olathe and is survived by her husband, Scott, and children, Eric, Shannon and Evan.

Freddie K. Keaton III

1981-1997

Freddie K. Keaton III, 16, Paola, died late Saturday afternoon, Sept. 6, 1997, in a two-car accident on U.S. 169 highway near Hillsdale.

He was born April 25, 1981, in Shawnee, the son of Freddie Keaton Jr. and Kathryn Cornell Smith.

He attended the Maranatha Academy in Shawnee until the eighth grade. He then moved to Paola. He was a junior at Paola High School, where he was on the football team and a member of the choir.

He was a member of the Paola Assembly of God and Paola Youth Council of the church.

Surviving are his parents, Freddie Keaton Jr., and his wife, Debbie, of the home in Paola; his mother, Kathryn Smith of Overland Park; two brothers, Joseph Keaton and Darien Smith of Overland Park; four sisters, Karen Keaton and Amanda Hughes, both of Paola, and



Tatiana Smith and Megan Savard, both of Overland Park; his grandparents, Fred K. Keaton Sr., and his wife, Gloria Keaton, and Lois and Don Cornell, all of Shawnee, and Bonnie and Charles Rhodes of Olathe; and his great-grandparents, Ed and Edna Mercey of Sheldon, Wash., Fern Cornell of Coffeyville, Kan., and Bernice Kessler of Parsons, Kan.

A visitation will be from 7 to 8:30 p.m. Wednesday at the church. Services will be at 11 a.m. Thursday at the church, under the direction of the Wilson and Son Chapel of Paola. The Rev. Randy Visconti will officiate. Music will be by Corey Walker.

Burial will be in the Paola Cemetery. Pallbearers will be Jon Smail, John Dickson, Mitch Idol, Cam Lieberman, Josh Foster, Jake Kron, Mike Holtz and Travis Thompson. Honorary bearers will be Aaron Brady, Josh Wilson, Jordan Wilson, Jason Arbuckle, Maurice Lindsey and Matt Hadlock.

Memorials may be made to the Assembly of God Youth Group or the Paola High School football program.

Janice E. Fowle

1949-1997

Janice E. Fowle, 48, rural Paola, died late Saturday afternoon, Sept. 6, 1997, in a two-car accident on U.S. 169 highway near Hillsdale.

Jan, as she was known, was born June 30, 1949, in Waukegan, Ill., to Wallace and Annett Peacocks Brenna.

She was married to Scott Fowle on July 28, 1979, in Waukegan, Ill. They came to Paola to make their home in July 1989.

Mrs. Fowle was a waitress at the Cracker Barrel restaurant in Olathe.

She was very artistic and enjoyed doing crafts and drawings and making homemade Christmas orna-



ments.

Her mother and a sister, Cindy, preceded her in death.

The survivors include her husband, Scott Fowle, a daughter, Shannon Fowle, and two sons, Eric Fowle and Evan Fowle, all of the home; her father, Wallace Brenna of Justin, Texas; and a brother, Brad Brenna of Lake Villa, Ill.

A visitation will be from 7 to 8 p.m. Wednesday at the Wilson and Son Chapel in Paola. Services will be at 2:30 p.m. Thursday at the chapel. The Rev. Kirk Johnston, pastor of the First United Presbyterian Church, will officiate. A niece, Tanya Roberts, will sing. Burial will be in Holy Cross Cemetery, rural Paola.

Memorials may be made to the Fowle Education Fund in care of the funeral home.

1-76

Monday
September 30, 1996

1-77



Photo by Kevin Dillmore

Surveying the scene

Miami County Sheriff's deputies Mike Early and Laurie Fletcher inspect a car driven by A M. Malone of Overland Park

involved in a deadly accident on U.S. 169 highway north of Paola. The car collided with one driven by Jeremy J. Newport of Paola, killing Jill M. Wilson of Paola, one of

Newport's passengers. The accident stopped traffic on the highway for more than two hours.

66-1

Family once again endures traffic death

Wednesday's head-on car collision on U.S. 169 marked the third time in 2½ years that a member of a Hillsdale family had been involved in a fatality accident.

In that time, Richard and Virginia "Ginger" Barger have lost a son, a daughter and an unborn grandchild in automobile accidents. A daughter-in-law was seriously injured in one of the wrecks.

Daughter Amanda Barger, 17, died June 4, 1989, in a two-car accident on Missouri 13 Highway south of Clinton, Mo., that claimed three other lives. Killed with Amanda Barger, who had just completed her sophomore year at Paola High School, was Wade "Tony" Dietzman, 18, a 1989 PIHS graduate.

That accident happened on a Sunday afternoon as the car driven by Dietzman with Amanda Barger as a passenger crossed the highway's center line and struck a station wagon head-on, according to a Missouri Highway Patrol report.

On Oct. 21, 1991, son John Barger, 20, was killed when his car was struck by a refrigerated meat truck at the intersection of K-68 and Old Kansas City Road.

John Barger apparently was headed to work at 6:47 a.m. that Monday and was southbound on Old Kansas City Road when his car was struck broadside by the eastbound truck.

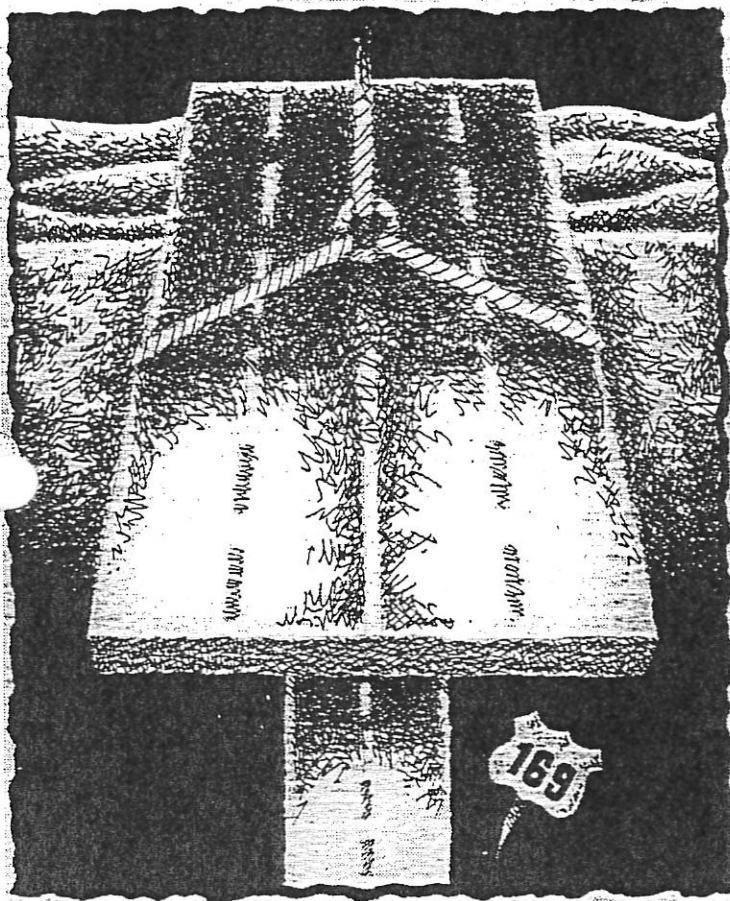
Less than three months later, when 1992 was not two hours old, the Barger's daughter-in-law and John Barger's widow, Racheal Barger, was seriously injured in Wednesday's collision one mile south of the Hillsdale exit on U.S. 169.

Killed in that wreck were Racheal Barger's father, LeRoy M. Austin, 42, R4, Paola; and John A. Vasquez, 24, Osawatomie. Also injured was Austin's wife, Brenda, 42.

Both injured women remained in the hospital Friday, Austin listed in serious but stable condition at Humana Hospital in Overland Park, and Barger listed in stable condition at Olathe Medical Center.

Extent of the women's injuries was not available from either hospital. A spokesman from Olathe Medical Center did confirm that Racheal Barger's 7½-month old fetus died hours after the accident.

Letters, faxes and e-mail



DAVE EAMES/The Star

Safety first

The Kansas Department of Transportation is concerned first and foremost with motorists' safety. Recent media coverage of safety issues with U.S. 169 in Miami County underscores the need for continued investment in transportation infrastructure.

Traffic on U.S. 169 requires four lanes instead of two to avoid capacity breakdowns. U.S. 169 is not, however, the two-lane rural highway with the most traffic in Kansas.

At least another half-dozen two-lane highways have similar traffic and accidents. Each of these highways would cost from \$50 million to \$100 million to make them safer four-lane facilities.

This work can only be done through a new comprehensive transportation plan.

There also have been complaints about how long it will take the department to get a consultant to begin design work for the widening to four lanes of U.S. 169.

Federal and state law requires a fair process of competitive ne-

gotiation. Unfortunately, five to six months is the average time it takes to hire any design consultant. In an emergency, such as a bridge failure, we could negotiate with one firm and begin work in a few days. But since there is no funding for construction on U.S. 169, following the legislated procurement procedures is not a problem.

The good news is that U.S. 169 is a newer, better highway than most of the other two-lane roads needing widening to four lanes. The department already owns right-of-way for four lanes. We have full control of access, and structures have been built over U.S. 169 to accommodate additional lanes.

When funding becomes available, this project can be built in several sections, each requiring a couple of construction seasons.

In the meantime, department employees will attempt to make the best use and provide the highest level of safety possible with the resources we are given.

E. Dean Carlson
Kansas Secretary
of Transportation
Topeka

US - 169

Report to the Kansas Joint House / Senate Transportation Committee

- I. **Where have we been before?**
 - A. The fatalities on US-169
 - B. The scores of permanently physically and psychologically injured
 - C. The Demonstration Project Approval (Cong. Snowbarger) from Spring Hill to K-68
 - D. The exponential growth experience in Johnson and Miami Counties from across the nation

- II. **Historical Significance of Growth.**
 - A. Development followed water and water sources
 - B. The caravan routes and trails prompted development
 - C. The railroad dominated development patterns
 - D. And now it is the Interstate highway.

- III. **How does Kansas gain from US-169 Development?**
 - A. Southeast Kansas is economically depressed.
 1. Significance of US-69 and US-169 on the area
 2. US-169 development to the Kansas border will prompt Oklahoma development of the highway as well
 - B. US-169 will then become the most direct route from Chicago (Montreal, Quebec and other northeastern points) into the heart of the great southwest – Dallas/Ft. Worth, Albuquerque, Phoenix and on to the Pacific at San Diego and Los Angeles)
 - C. Increased traffic enhances retail sales and subsequent taxes
 - D. This would become the NAFTA Highway linking Canada and Mexico

- IV. **A 2020 Vision for Kansas with other possibilities with all highways**
 - A. Isn't that enough?
 - B. The Right-of-Way can offer multiple opportunities
 1. Fiber optic access rather than with current pipelines
 2. Greater efficiency and access with rapid transit lines hover craft
 - 3.

US-169 Highway Issues

SAFETY CONCERNS:

33 Fatalities since 1992

84 more deaths projected in the next 7 years

Longest stretch of two-lane highway with the highest traffic count in the State of Kansas

Two-lane highway carrying four-lane traffic at 65 mph. Average daily count 8,055 cars in 1996 – up over 22% from 1992

17 or more school buses loaded with 650 children travel this highway every school day.

No other routes are available.

Miami County people travel this highway everyday (33.02% of the residents) to jobs in the metropolitan area. 91/2% travel on either US-169 or K-68

KDOT traffic formula does not show US-169 as being in need of expansion, even though KDOT's traffic count as early as 1996 indicates US-169 has the heaviest traveled non-urban highway in Kansas, more heavily traveled than many four-lane highways.

ECONOMIC IMPACTS:

Miami County has already secured partial funding from a federal demonstration grant for expanding the highway from Spring Hill to K-68

KDOT owns the right-of-way from Spring Hill to K-7 highway (south of Osawatomie)

Miami County is rated as the third fastest growing county in the state

Miami County ranks second in personal property wealth index

US-169 is the shortest route to the Great Mall of the Great Plains from east, central and southeast Kansas

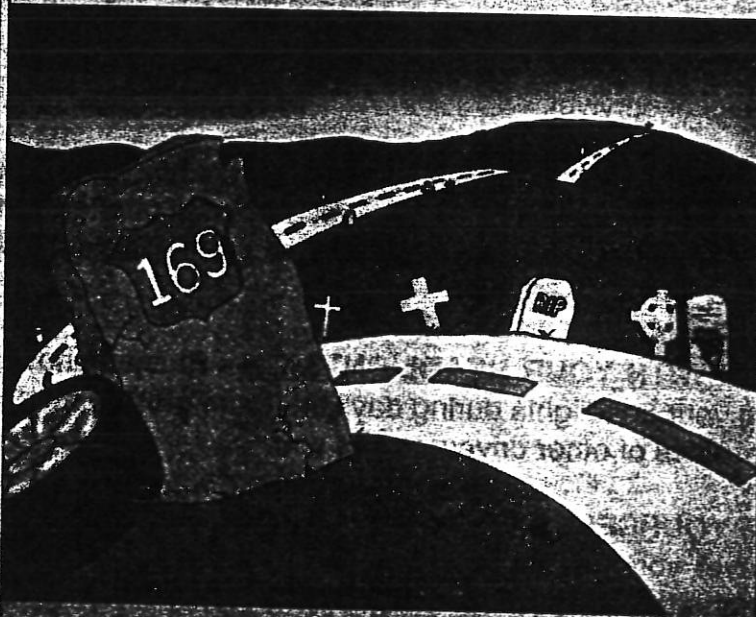
US-169 is one of the shortest routes from Chicago to the Great Southwest – Dallas/Ft. Worth, Albuquerque, Phoenix, San Diego

Miami County has been growing at a rate of 5.4%, substantially more than the other exurban counties surrounding the metropolitan area.

Growth in Miami County has been and will continue to cluster around US-169, US-69 and K-68 highways. These corridors will exponentially increase in traffic in the near future.

**MIAMI
COUNTY**

**FOCUS ON
YOUR DRIVING**



US 169. . .

HERE'S WHAT WE KNOW:

1. The traffic flow has increased far more than the State had predicted.
2. Fatalities have increased.
3. Most crashes were due to driver error, not the highway.
4. If the 4-lane were approved today, it would still take 3 years to complete.
5. We as drivers must make a change.



USE THE FOLLOWING SURVIVAL TIPS WHEN DRIVING:

BUCKLE UP - The use of safety belts greatly increases your chances of survival.

KEEP FOCUSED ON YOUR DRIVING - It's human nature to try to do too many things at one time. Stop! Cell phones, smoking, eating food, and other distractions greatly increase your risk of a crash.

DRIVE WITH YOUR HEADLIGHTS ON - Studies show that using your headlights during daylight hours greatly increases the abilities of other drivers to see you.

GIVE YOURSELF EXTRA TIME - By giving yourself extra time to travel, you are less likely to take unnecessary risks such as following too closely or passing incorrectly. Don't speed.

GO WITH THE FLOW OF TRAFFIC - Going too slowly can be just as dangerous as driving too fast. Try to keep within 5 miles per hour of the traffic flow.

OTHER HIGHWAYS AND RURAL ROADS OF MIAMI COUNTY HERE'S WHAT WE KNOW:

1. Traffic flow has also increased greatly.
2. Fatalities and serious injury crashes are on the upswing.
3. Most crashes were due to driver errors.
4. Most crashes are at intersections and at speeds too great for conditions.



KEEP YOUR FOLLOWING DISTANCE - Use the two-second following distance rule to avoid tailgating.

NO ALCOHOL - There is no place on our roads for alcohol to exist. Even one drink could affect your driving skills and ability to stay focused. Be sober, or use a designated driver who is.

PASS ONLY WHEN SAFE - Don't take a chance - BE PATIENT. The amount of time gained won't matter if you are involved in a crash.

BE AWARE OF YOUR SURROUNDINGS - Check your mirrors every three to five seconds. Search ahead, so that approaching traffic and traffic in your lane does not surprise you.

ADJUST YOUR SPEED TO CONDITIONS - Two-lane country roads do not have shoulders and have surfaces which are not designed for traction. Slow down and stay in control.

SCAN EACH INTERSECTION - Many county intersections have no control devices. Scan each intersection before driving through. Remember that railroad crossings are also intersections.

FOCUS AND PRACTICE - Before each trip, prepare yourself mentally to focus on driving safely and then practice, practice, practice. Remember that being safe is a full-time job.

WE NEED YOUR HELP!

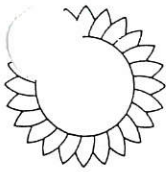
Enforcement efforts have been stepped up to help make your travels safer. But law enforcement cannot be everywhere, all the time.

If you see someone that you feel is taking unnecessary risks, call the Kansas Highway Patrol on your cell phone at *47, the Miami County Sheriff's Office at (913) 294-3232 or your local Police Department.

Please have the following information:

- Location: Highway and milepost
or Rural Roads & City Streets
- Type of Vehicle: color and style
- Direction of travel
- Number of occupants
- License tag (if possible)
- Type of violation

This brochure is provided by:
The Miami County Commissioners
The Miami County Sheriffs Office
The Miami County EMS
The Cities of Louisburg, Osawatomie and Paola
and
The Kansas Highway Patrol



Testimony to the Kansas Legislature
Joint Committee on Transportation
by George Gross, Chair – Johnson County Commission
February 23, 1999

Good afternoon Mr. Chairman and members of the Legislature's Joint Committee on Transportation. My name is George Gross, and I am the Chairman of the Johnson County Board of Commissioners. I would first like to recognize the jurisdictions from Johnson County that are represented here today [*A list of those jurisdictions in attendance will be provided at the hearing*].

On behalf of the 435,000 residents and over 17,500 businesses that call Johnson County home, I appreciate the opportunity to testify before this committee today and I want to thank you for the time and effort you are putting into this issue of vital importance to the State of Kansas.

In August, 1997, the Johnson County Board of Commissioners, the Council of Mayors (a body representing the twenty-one Johnson County cities), and the Johnson County Chambers Presidents Council (a body representing the ten Johnson County chambers of commerce) forged a partnership to identify and articulate the County's transportation system needs over the next 10 years. On behalf of the partnership, the County Commission convened a task force composed of public works and economic development officials from all jurisdictions within Johnson County to accomplish the task. Subsequent speakers today will highlight the results of this study and the reasons these projects are critical to Johnson County's continued health. We are extremely proud of this unique, County-wide cooperative effort.

We recognize and appreciate the State's financial commitment to Johnson County during the 1989 Comprehensive Highway Program. Please be assured that we in Johnson County share that commitment to a quality transportation system. Recently the Johnson County Commission agreed to continue full funding of the County-Assisted Road System program, which beginning in the year 2000 will provide approximately \$15 million a year for transportation improvements.

In deference to your schedule, rather than have testimony from the County, all 21 cities and the 10 chambers of commerce, our county-wide partnership hopes the following brief presentations will highlight the substantial transportation needs in Johnson County, now and in the future. Again, thank you for your time.

Testimony to the Kansas Legislature
Joint Committee on Transportation
by Chip Corcoran, Director of Infrastructure
Johnson County, Kansas
February 23, 1999

Good afternoon. My name is Chip Corcoran. I am the Johnson County Director of Infrastructure. I would like to start my testimony by thanking the Legislature, the Governor and the Kansas Department of Transportation for delivering the 1989 Comprehensive Highway Program to the people of Kansas, on time and within the program budget. Johnson County looks forward with anticipation to another successful transportation program and partnership with the State of Kansas to maintain our transportation infrastructure.

I am here today representing the transportation interests of the County and the 21 Johnson County cities. Over the last eighteen months, the cities, the County and Chambers of Commerce have come together in a collaborative effort to define the transportation priorities for Johnson County over the next ten years. The County's public works officials have identified over 200 projects valued at over \$800 million for the first ten years of the 21st Century. These projects are described along with estimated costs and associated economic impacts in a report included in your packet entitled Johnson County Transportation Objectives 2000-2010.

I would like to clarify that the \$800 million project cost figure represents the total cost of all identified projects and therefore includes local, state and federal funding components. I would also like to emphasize that the identified projects include all categories being considered for inclusion in a new state transportation plan such as Substantial Maintenance, Priority Bridges, Major Modifications, Local Improvements, and **System Enhancements**. Additionally, the County is concerned about the growing capacity deficiencies of existing highways such as I-35 and I-435. Implementing expanded Public Transportation and Commuter Rail as well as working closely with the KDOT on innovative solutions such as intelligent transportation technologies is a high priority.

What is driving the need for additional investments by the State in Johnson County's Transportation system? In a word, "growth". Johnson County's population is growing by approximately 10,000 new residents each year. This rapid growth has the positive benefits of an expanding tax base that can help ease the tax burden on all Kansas residents but requires a continual investment in the maintenance and capacity of the transportation system. Specifically, the \$800 million investment in Johnson County's transportation system over the next ten years is expected to return at least \$2.5 billion in new commercial and industrial investments.

In the process of identifying the county's transportation priorities, the task force noted several corridors and projects that stand apart from others as having county-wide significance. By county-wide significance, I mean that these projects impact or serve residents and businesses from more than one jurisdiction. I would like to briefly describe a few of these projects:

- Interchange modernization, new interchanges and an overpass along the I-35 corridor through the communities of Olathe, Overland Park and Lenexa.

Testimony to the Kansas Legislature
Joint Committee on Transportation
by Chip Corcoran, Director of Infrastructure
Johnson County, Kansas
February 23, 1999

- Capacity expansion and a new interchange along the I-435 corridor through Overland Park.
- Intersection improvements, interchange modernization and new interchanges along the K-7 and K-10 Corridors through the communities of Shawnee, Lenexa and Olathe to support the rapid commercial and industrial development adjacent to these corridors.
- Safety improvement and capacity expansion along numerous secondary roadway corridors that serve as a feeder distribution system for the state and interstate highways.
- Public Transportation and Commuter Rail to provide alternatives to the automobile, preserve capacity of existing roadways and to provide access to employment opportunities to residents without access to reliable transportation.
- Intelligent Transportation Systems to maximize the efficiency, safety and capacity of major roadways.
- Major modifications to US 169, US 69 and I-635. Although proposed improvements to these roadways are not located within Johnson County, they do provide critical transportation access to and from other parts of the region and the State. Either directly or indirectly, safety improvements to these corridors will benefit all Kansas residents.

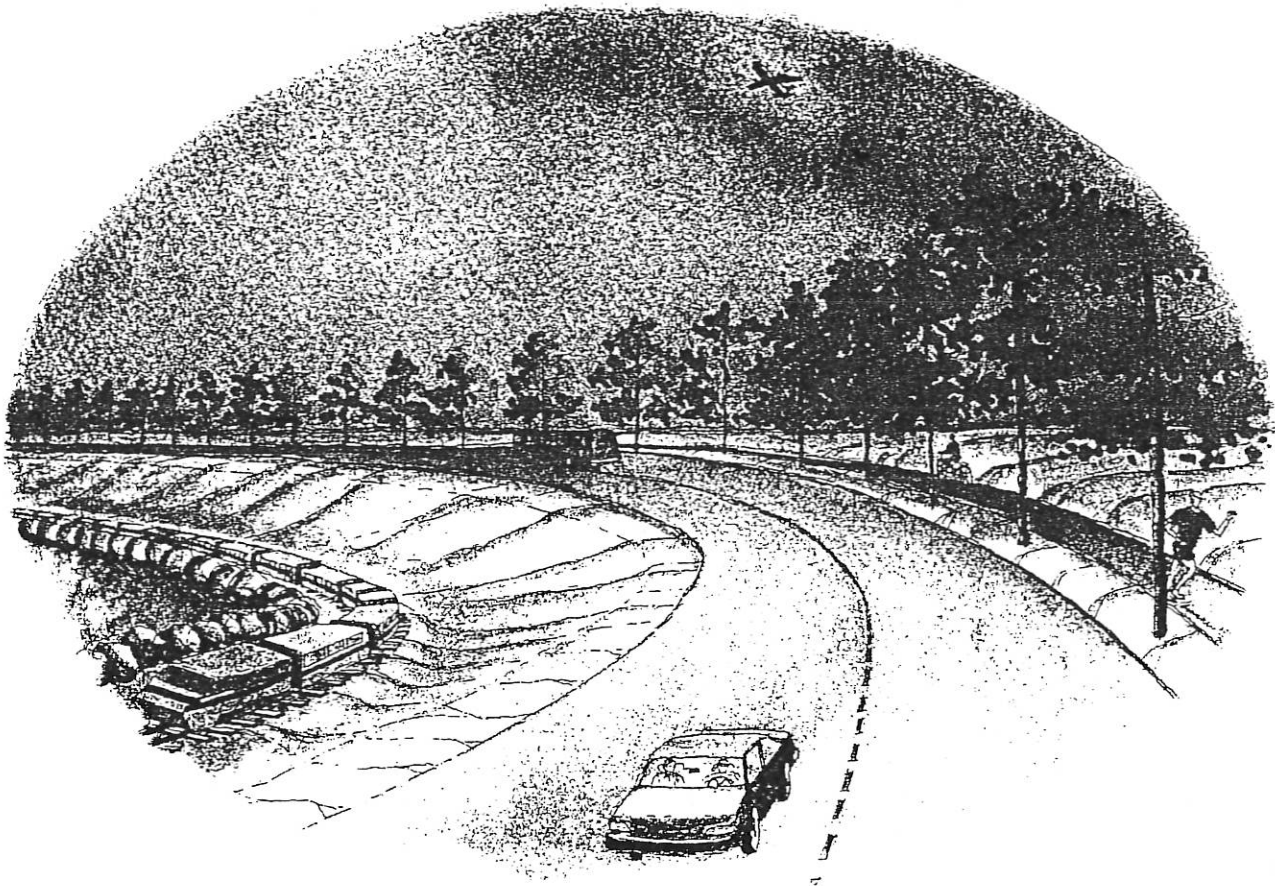
I have provided you with a very brief overview of projects and corridors of significance to Johnson County over the next ten years. Detailed information concerning each of these projects and corridors is included in the packet of information we have provided to you today.

In closing, I would like to reiterate that Johnson County is a rapidly growing and expanding community. We expect the County's population to double over the next 40 years. Along with the positives that come from this growth come many challenges related to transportation infrastructure. I thank you again for the past consideration of Johnson County's transportation system needs and the opportunity to testify before you today concerning the County's future transportation needs.

I would be happy to respond to any questions you may have concerning the County's transportation priorities.

JOHNSON COUNTY TRANSPORTATION OBJECTIVES 2000-2010

Executive Summary



Partnering for the Transportation Needs of the 21st Century



February 26, 1998

The Honorable Governor Bill Graves
Johnson County State Legislative Delegation
The Honorable Dean Carlson, Secretary of Transportation

In August 1997, the Board of County Commissioners of Johnson County, the Council of Mayors, and the Johnson County Chambers Presidents Council forged a partnership to identify and articulate the county's transportation system needs over the next decade. Leaders of this partnership appointed a joint task force composed of public works and economic development officials from all jurisdictions within Johnson County to accomplish the task.

The Johnson County Transportation Partnership applauds the results of the 1989 Comprehensive Highway Program – a program completed on time and under budget. Johnson County believes that transportation infrastructure maintenance demands, as well as new construction and emerging multi-modal transportation needs within Kansas demand new multi-year Comprehensive Transportation Program legislation.

The Partnership wishes to transmit to the Governor, the Johnson County Legislative delegation and the Secretary of Transportation the County's transportation priorities for the years 2000-2010 in anticipation of a new multi-year State transportation program. The identified projects include all modes of transportation and have an estimated construction cost of \$800,000,000.

Along with significant benefits to the mobility of our citizens, these projects greatly benefit the economy of the State of Kansas. County economic development officials estimate the commercial and industrial development return from these projects to be over \$2.5 billion. The residential development impact due to these projects has not been calculated, but is expected to be substantial.

Finally, economic impact over the duration of the ten year construction period will generate nearly \$1.4 billion in industry output, creating 22,200 jobs and resulting in household income of almost \$440 million.

The Partnership fervently believes that Johnson County's economic success of the past and present has been founded, in part, by its safe, efficient and integrated transportation network. Likewise, the County's continued economic success will be dependent upon the vitality of its transportation system.

_____, Chair
Johnson County Chambers
President Council

_____, Chair
Johnson County Council of Mayors

_____, Chair
Johnson County Board of County
Commissioners

BOARD OF COUNTY COMMISSIONERS

- David Wysong*
First District
- Johnna Harris-Lingle*
Second District
- Annabeth Surbaugh*
Third District
- George Gross*
Fourth District
- Bruce R. Craig*
Fifth District

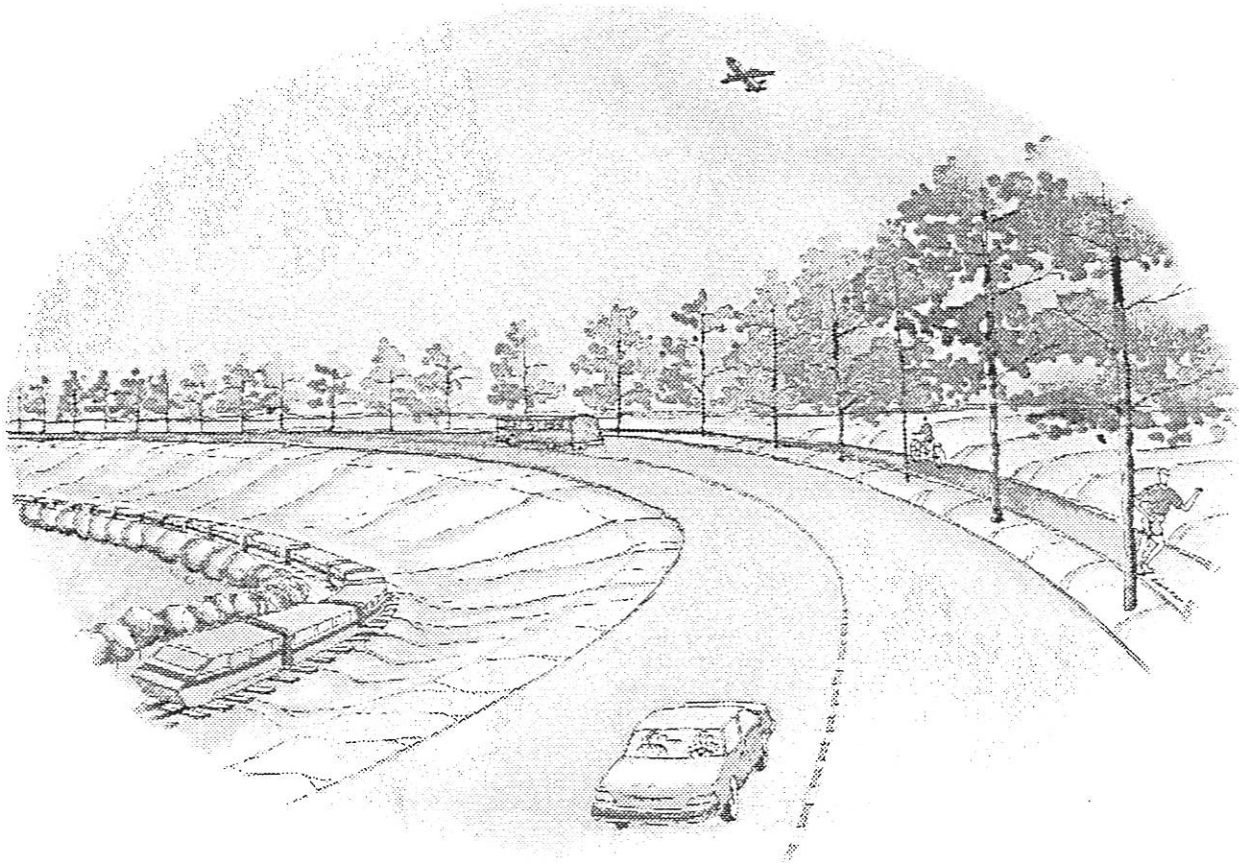
JOHNSON COUNTY MAYORS

- T. A. Stolfus*
City of Bonner Springs
- Ken Davis*
City of Countryside
- Steve Prudden*
City of DeSoto
- Frances Cross*
City of Edgerton
- C. Edward Peterson*
City of Fairway
- Carol Lehman*
City of Gardner
- Ray Herzog*
City of Lake Quivira
- Joan Bowman*
City of Lenexa
- Peggy Dunn*
City of Leawood
- Irene French*
City of Merriam
- Sylvester Powell Jr.*
City of Mission
- Betty Keim*
City of Mission Hills
- David Patzman*
City of Mission Woods
- Larry Campbell*
City of Olathe
- Ed Eilert*
City of Overland Park
- Monroe Taliaferro*
City of Prairie Village
- Joan Wendel*
City of Roeland Park
- Jim Allen*
City of Shawnee
- Dan Mattox*
City of Spring Hill
- William L. Kostar*
City of Westwood
- Allen Roth*
City of Westwood Hills

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DeSoto
- Gini Liveley*
Gardner
- Steward Stein*
Leawood
- Jim Blaufuss*
Lenexa
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Merriam
- Keith Drill*
Mission
- Ron Wimmer*
Olathe
- Steve Richards*
Overland Park
- Warren Pray*
Shawnee
- Bart Goering*
Spring Hill

JOHNSON COUNTY TRANSPORTATION OBJECTIVES 2000-2010



Partnering for the Transportation Needs of the 21st Century

Prepared by:
JOHNSON COUNTY PUBLIC WORKS

in association with



JOHNSON COUNTY TRANSPORTATION OBJECTIVES 2000 - 2010

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Each Project of County Significance and State / Interstate System project has an associated exhibit consisting of a location map and vicinity map on the page immediately preceding the project description.	

LIST OF DEFINITIONS

Access: A public road providing entrance to and exit from abutting land development.

Arterial: Roadways that provide travel between business districts, outlying residential areas, between major inner city communities and between major suburban centers, and connect communities to major state and interstate highways.

At-Grade Crossing: Intersection of two roadways or a roadway and a railroad at the same grade.

Average Daily Traffic: Total volume of traffic on a road at a specific location for the duration of one day. The traffic volumes listed in this document are two-way volumes. Values for the interchange projects represent only the two-way highway through traffic volumes and the volumes listed for intersections depict total approach volumes.

Collector: Roadways that collect traffic to and from residential, commercial, and industrial areas, and distribute it to arterial roads.

Congestion Mitigation: Alleviate traffic delays and increase capacity of roadways and intersections.

Connecting Routes: Roadway projects that directly connect to the state and interstate highway system.

Corridors / Projects of County Significance: There are many significant roadway corridors within the Johnson County road network. The corridors listed in this document are only the ones currently identified as requiring major improvements through the years 2000-2010.

County Arterial Network: Roadway projects located on the county road network, either within city limits or unincorporated areas, and not directly connecting to or on the state and interstate highway system.

Economic Development Impact: Each area Chamber of Commerce/Development Council reviewed the proposed transportation projects located within their jurisdiction and estimated potential economic development impact numbers. The economic development impact values are based solely on commercial and industrial land uses and are present worth represented in 1998 dollars.

Estimated Project Cost: The estimated total cost to construct the proposed project.

Freeway: Generally a four-lane divided highway with full access control.

Future Planning: An investment in the present for a future project, i.e. prepurchase of right of way.

Geometric Improvement: A project that includes roadway improvements other than a surface treatment, such as shoulder and lane widening, curb and gutter, or roadway realignment.

Major Modification: Program of projects to improve the service and safety of the existing county roadway system. Roadway projects in this program include reconstruction/rehabilitation of pavement, adding or widening lanes and/or shoulders, and improving alignment (hills or curves). Associated bridge work in this program includes deck overlays, widening, reconstruction, and replacement.

Mobility: This benefit will provide an increase of traffic movements within the specified project site.

Priority Bridge: Program of projects to replace or rehabilitate bridges which are deteriorated or which have deficiencies in load-carrying capacity, width, or traffic service.

Public Transportation: Transit authority providing a mode of transportation for a large number of people.

Reconstruction: Type of improvement designed to replace the existing roadway or bridge when it has reached the end of its useful life. Often accompanied by improvements to the functional and operational capacity of the highway.

Rehabilitation: Type of improvement designed to preserve and extend the service life and enhance the safety of an existing roadway or bridge when total replacement is not warranted.

Safety: This benefit is a result of improved roadway geometry, surfacing, and traffic control devices, which reduce roadway hazards.

Separation Structure: A bridge that separates the grades of two or more intersecting roadways or a highway and a railroad.

State / Interstate System: This category represents road, bridge and interchange improvement projects which are located on the state and interstate highway system.

Substantial Maintenance: Program of projects designed to protect the investment in the county roadway system by preserving existing roadways and bridges. This work includes surface preservation, bridge and culvert repair, bridge painting, emergency repair, sign refurbishing, pavement marking, and small safety projects.

Surface Preservation: Projects designed to preserve the "as built" condition of roadways. This work can include a variety of actions including overlay, milling, crack repair, patching, edge drains, or mudjacking.

Surface Reconstruction: Projects designed to replace only the existing surface of a roadway whose geometric characteristics meet current standards.

System Enhancement: Program of projects to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the county roadway system. Projects are in three basic categories including corridors, interchanges/separations, and bypasses.

Two lane rural roadway: Two lane road with little or no shoulders and side road ditches.

Two lane urban roadway: Standard collector road with a 36 feet wide typical section, curb and gutter, street lights and sidewalks. The additional pavement width is used for exclusive turn lanes at intersections and for future turn lanes along the route to accommodate abutting development entrances. The City of Shawnee uses a 31 feet wide typical section.

FORWARD

The Johnson County Transportation Objectives 2000 - 2010 document is comprised of two independent sections; one is the Executive Summary and the second is the Reference Document. Both documents contain the cover letter, list of definitions, and are divided into five sections. The individual projects are listed in an index format at the beginning of each section with the following information: location, name of project, reference document page number where a more detailed description is shown, and the estimated project cost. A county map depicting the projects of each section follows the representative index listing. Project listings throughout the document are in alphanumeric order.

The Executive Summary is a snapshot of all the transportation projects. It contains the index listing of the projects within their respective section. The Economic Development Impact section includes two summary tables. The first table depicts the commercial and industrial development return for specific projects as estimated by county economic development officials. The second table illustrates the economic impact generated by the construction of all the projects as developed by the County Economic Research Institute.

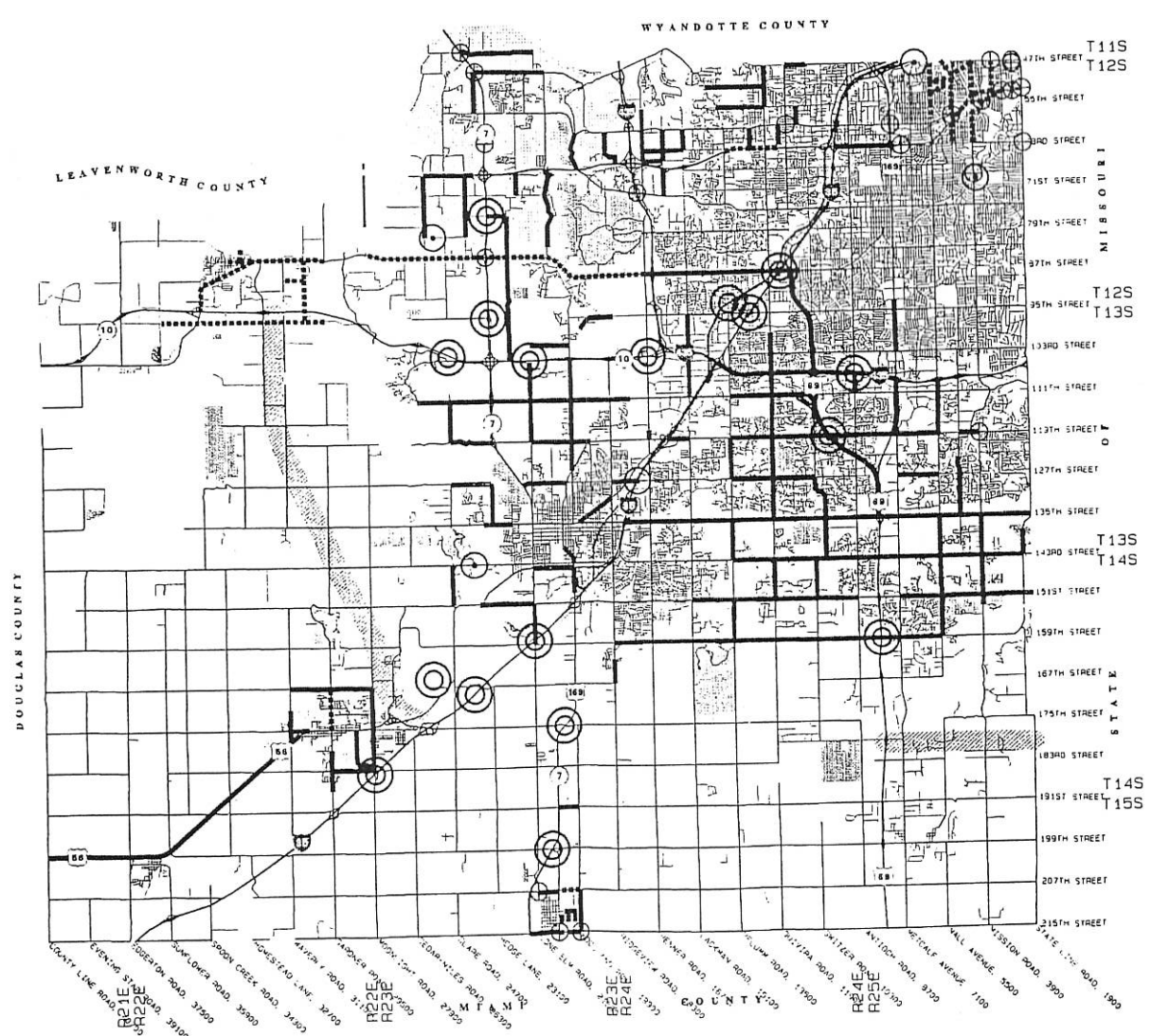
The Reference Document is similar to the Executive Summary, except it contains detailed descriptions of each transportation project. Projects in the County Significance and State / Interstate System sections are further detailed with a location and vicinity map on each project's preceding page. The Economic Development Impact section is a compilation of letters from each county economic development official describing their analysis and assumptions for estimating commercial and industrial development impacts.

The following Johnson County map illustrates the location of all the transportation projects listed in this document.

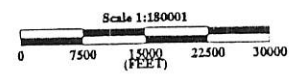


Transportation Objective
2000-2010

2-12



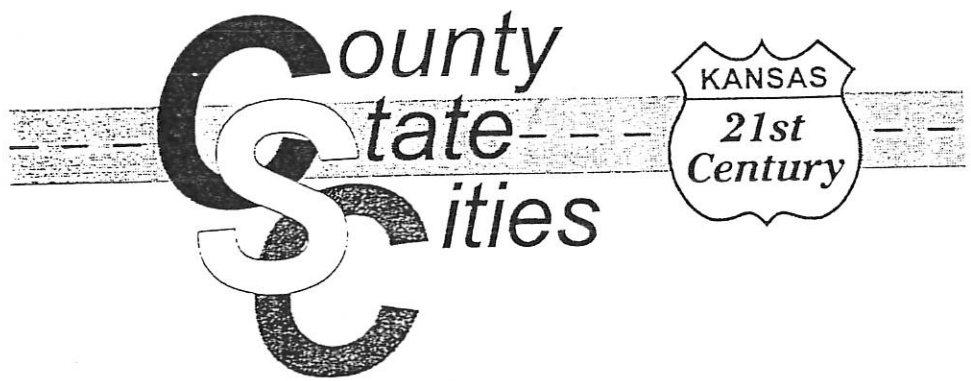
- Major Improvements
- Major Maintenance
- Interchanges or Major Facilities
- Bridges
- Intersections
- Major Improvement Area
- Commuter Rail Project



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Planimetrics compiled from March 1966 aerial photography.

2-1



Partnering for the Transportation Needs of the 21st Century

CORRIDORS OF COUNTY SIGNIFICANCE

Location	Reference Document Page	Estimated Project Cost
		\$50,700,000*
87th Street Corridor (Renner Road to Goddard Street)		\$24,659,000*
119th Street Corridor (I-35 to Mission Road)		\$11,000,000*
135th Street Corridor (I-35 to State Line Road)		\$15,000,000*
179th Street Corridor (US-69 to Highway D)		\$2,200,000*
Blue Valley Parkway Corridor (College Boulevard to 119th Street)		\$48,000,000*
Kill Creek/Corliss Road Corridor (K-10 to I-35)		\$29,600,000*
K-7 Corridor (43rd Street to Meadow Lane)		
* Costs for the projects which comprise each corridor improvement are included in the Projects of County Significance, State/Interstate System, Connecting Routes and County Arterial Network subtotals.		

Additional Corridor Systems -

- Johnson & Wyandotte County Bicycle Transportation Plan
- US-169, South of Johnson/Miami County Line
- Public Transportation and Transportation Service for Elderly and Disabled Residents
- Countywide Signalization Coordination

PROJECTS OF COUNTY SIGNIFICANCE

Location	Project Name	Reference Document Page	Estimated Project Cost
			\$200,000
Fairway	US-56, Mission Road to Belinder		\$25,000,000
Johnson County	I-35 Commuter Rail, Olathe to Union Station/KCMO		\$36,000,000
Lenexa/Overland Park	87th Street, Quivira Road to Goddard (I-35 Interchange and US-69 Ramp)		\$1,200,000
Mission	US-69, Shawnee Mission Parkway (US-56) to 56th Street		\$25,000,000
Olathe	I-35 and 159th Street/Lone Elm Road Interchange		\$25,000,000
Olathe	127th Street and I-35 Overpass/Interchange		\$7,500,000
Overland Park	I-435 and Antioch Road Interchange		\$700,000
Shawnee	K-7, 43rd Street to Clear Creek Parkway		\$6,000,000
Shawnee	K-7 and 75th Street Interchange		
		Subtotal	\$126,500,000

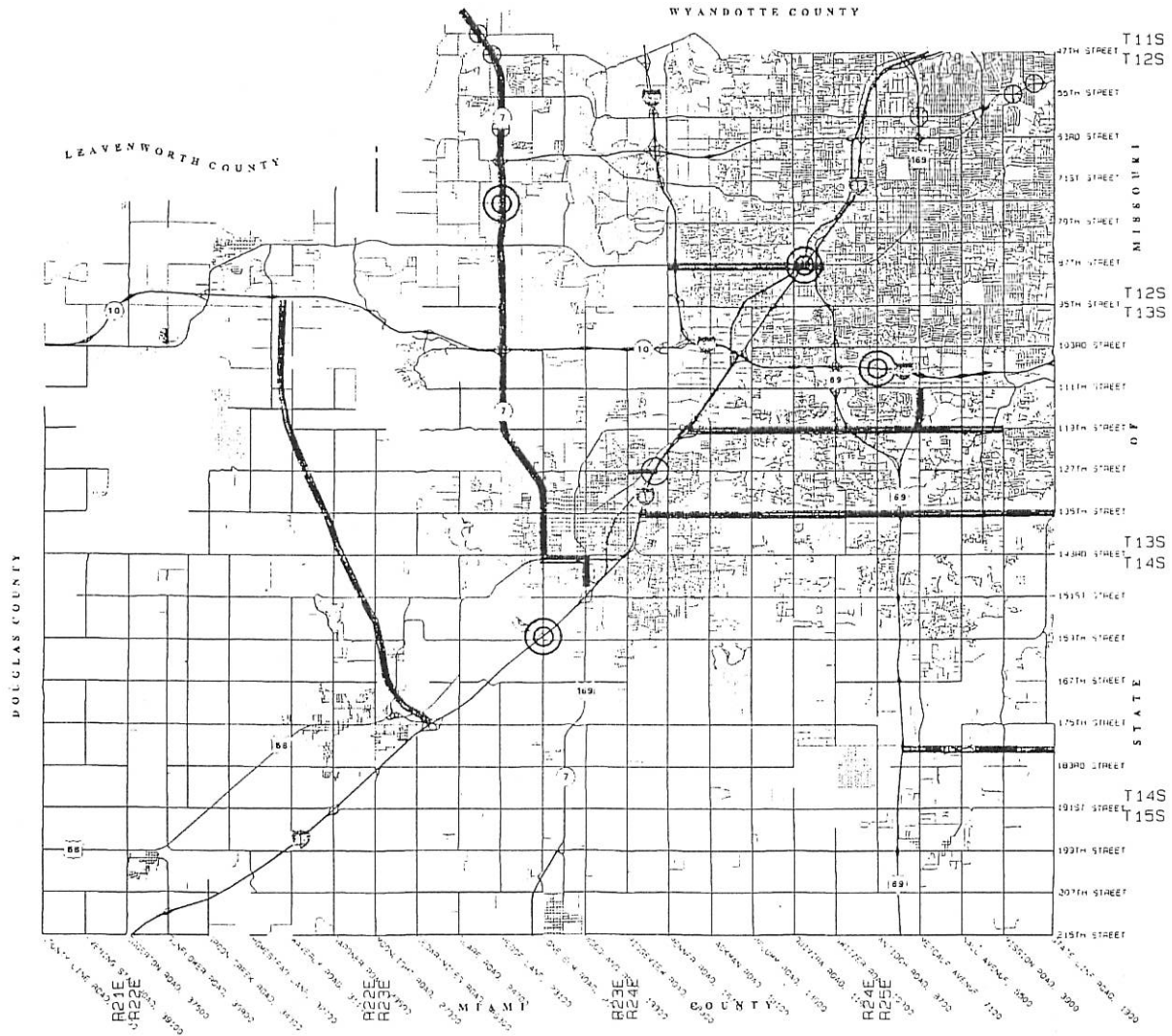


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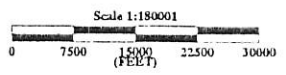
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Corridors and Proj of County Significa

2-15



- Major Improvements
- Major Maintenance
- Corridors of County Significance
- Interchanges or Major Facilities
- Bridges
- Intersections
- Commuter Rail Project



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Planimetrics compiled from March 1984 aerial photography.

2-15

CORRIDORS OF COUNTY SIGNIFICANCE

Johnson County is blessed with numerous high quality, high capacity transportation corridors that have been a key factor in the County's economic success. These corridors provide quick and efficient access to the region's highway network, employment centers, schools, shopping, entertainment and residential developments. There are several transportation corridors that will require major improvements over the next decade to accommodate Johnson County's rapid rate of growth. Following is a brief description of these corridors and the improvements contemplated over the next ten years. Detailed project descriptions are contained in the "Connecting Routes" and "State/Interstate System" sections of this document.

87th Street Corridor: Renner Road to Goddard Street -

87th Street is a highly traveled east-west corridor containing a large mix of land uses. Improvements are contemplated within the city limits of Lenexa and Overland Park. Specific problems include congestion, constrained access to commercial and residential developments and inadequate interchanges with I-35 and US 69 Highway. Proposed improvements total \$50.7 million and include widening of 87th Street and reconstructing/reconfiguring the I-35 and US 69 Highway interchanges.

119th Street Corridor: I-35 to Mission Road -

119th Street is a rapidly developing east-west corridor containing a large mix of land uses. The corridor extends through unincorporated Johnson County and the cities of Olathe, Overland Park and Leawood. New commercial developments include Olathe Station at 119th and I-35, the \$500 million Sprint Campus at 119th and Nall and Town Center Plaza at 119th and Roe. Rapid development in the 119th Corridor will require expansion from four to six lanes and intersection improvements to accommodate rising traffic volumes. Proposed improvements total \$24.7 million.

135th Street Corridor: I-35 to State Line Road -

135th Street, formerly K-150 Highway, was successfully expanded to a four lane divided roadway in the 1990's through a cooperative effort among the State of Kansas, Johnson County and the cities of Olathe, Overland Park and Leawood. Roadway improvements in the corridor have sparked tremendous commercial and residential development adjacent to the corridor. The expanded roadway was designed to accommodate large traffic volumes using a reverse frontage road system and access controls but will eventually require expansion to a six-lane facility. Proposed improvements total \$11 million.

179th Street Corridor: US-69 to Highway D in Cass County Missouri -

Johnson County has a critical need to plan for future transportation corridors in the developing fringe of the County. Rapid residential development in the rural areas is causing dramatic increases in traffic volumes on the rural road network and severely limiting the ability to identify future arterial corridors for inter and intra regional access to major highways and development nodes. The County will complete a Comprehensive Arterial Road Network Plan for the developing areas in 1998. A focal point of this study will be to identify east-west arterial roadway connections in the southeastern area of the county that will connect US-69 Highway to Missouri Highway D in northwestern Cass County. There are no existing continuous east-west roadways that serve this function between 151st street and the Johnson/Miami County Line (215th Street). Proposed improvements total \$15 million.

Blue Valley Parkway Corridor: 111th Street (College Blvd.) to 119th Street -

The Blue Valley Parkway Corridor, formerly US-169 Highway, is a rapidly developing commercial corridor in southern Overland Park. Blue Valley Parkway serves as an access route from the south to the College Boulevard Corridor, the heavy retail and commercial developments along the 119th Street Corridor and the new \$500 million Sprint Campus. Traffic congestion problems will require expanding the roadway from four to six lanes. Proposed improvements total \$2.2 million.

Kill Creek/Corliss Road Corridor: K-10 Highway-

Johnson County has a critical need to plan for future transportation corridors in the developing fringe of the County. Rapid residential growth in the rural areas is causing dramatic increases in traffic volumes on the rural road network and severely limiting the ability to identify future arterial corridors for inter and intra regional access to major highways and development nodes. The County will complete a Comprehensive Arterial Road Network Plan for the developing areas in 1998. A focal point of this plan will be to identify north-south arterial roadway connections in the western areas of the county that will connect K-10 Highway to I-35 at New Century Air Center. There are no existing continuous north-south roadways that serve this function west of K-7 Highway. Pending redevelopment plans for the former Sunflower Army Ammunition Plant, the development of Kill Creek Park, the rapid growth of the cities of Gardner and DeSoto and commercial/industrial expansion at the New Century Air Center will exacerbate the need for this roadway connection as well as east-west arterial roadways through the western half of Johnson County in the very near future. The proposed improvements total \$48 million.

K-7 Corridor: Northern County Limits to I-35-

The K-7 Corridor is a north-south arterial roadway along the developing fringe of the cities of Shawnee, Lenexa and Olathe and unincorporated Johnson County. The corridor presently

contains a mixture of land uses including commercial, industrial and residential. Commercial development along the corridor is expanding rapidly, including the Perimeter Park in Shawnee, and the new Allied Signal plant and Aldi distribution center at the K-7 /K-10 interchange. Numerous improvements are planned along the K-7 Corridor including interchange/intersection construction, connecting roadways, lane widenings and signal coordination. Propose improvements total \$29.6 million.

Johnson & Wyandotte County Bicycle Transportation Plan –

A comprehensive bicycle transportation plan was completed in 1996 for Johnson and Wyandotte counties. This plan highlights the existing bikeway network and outlines a plan for future bikeways that will provide an interconnected system of routes that promote and facilitate bicycle transportation in the region. The Bicycle Transportation Plan will be utilized as new roadways are developed and existing roads are reconstructed or modified to incorporate bikeways. Specific bicycle projects may also be developed through local initiatives and the Federal Transportation Enhancement Program.

US-169 Highway: South of the Johnson/Miami County Line -

US-169 Highway south of the Johnson/Miami County line provides a significant economic link for Johnson County's workforce and residents. While this segment of US 169 lies outside the focus of the Transportation Priorities report, the importance of this corridor is noted. Widening US-169 south of the Spring Hill City limits to four lanes will strengthen the County's ability to draw employees and will provide a safer highway for Johnson and Miami County residents who regularly travel this corridor. Additionally, US-169 Highway is the primary access route to Hillsdale Lake State Park.

Public Transportation and Transportation Service for Elderly and Disabled Residents –

Johnson County envisions significant expansion of its public transportation system and transportation service for elderly and disabled residents (special services) over the next decade. Johnson County seeks additional state funding for both of these programs. Presently, transit services are orientated toward commuter service into the Kansas City central business district. A comprehensive transit system would provide commuter service to the Kansas City central business district, a reverse commute for urban core residents to job opportunities in Johnson County and an intra-county service to major employment centers, schools, shopping and entertainment. Broadening the scope of the county's transit program will also combat congestion in highly travel corridors such as I-35 and I-435 as well as help the region maintain its "clean air" status. Transportation service for elderly and disabled residents is limited to only the urbanized areas of the County. Demand for service regularly exceeds program capacity resulting in trip denials during peak periods. The service area needs to be expanded to provide transportation to all of the county's elderly and disabled residents at a reasonable cost and to allow for the necessary capacity during peak travel periods.

Countywide Signalization Coordination -

A Countywide Signalization Coordination initiative will improve traffic progression through signalized intersections on key arterial corridors during the morning, noon and evening peak hours of traffic. This work will require involvement by city, county, and state DOT officials. Coordination will save a lot of driver time, fuel, vehicle brakes and frustration; while improving air quality. The process will evaluate several alternatives, ranging from corridor-specific improvements carried out by individual jurisdictions or two or more cities acting jointly, to more elaborate centralized systems that would control signal timing on arterials throughout the county. Other possibilities include real time traffic monitoring and dynamic signal timing schemes to respond to actual conditions and incidents.

Candidate corridors will be longer, higher volume, multi-jurisdictional corridors that serve regionally significant travel patterns. The Kansas City Area Intelligent Transportation System (ITS) project on the regional freeway network will require implementation of a signal coordination system on routes that serve as freeway relief routes in the event of incidents. The Shawnee Mission Parkway corridor between the City of Shawnee and the Kansas / Missouri State Line could be a pilot project for this multi-jurisdictional signal coordination.



Partnering for the Transportation Needs of the 21st Century

STATE / INTERSTATE SYSTEM

Location	Project Name	Reference Document Page	Estimated Project Cost
Fairway	Belinder and US-56 Intersection		\$125,000
Fairway	US-56, west city limits to east city limits		\$150,000
Gardner	Moonlight Road and I-35 Interchange		\$6,025,000
Johnson County	I-35 and 167th Street Interchange		\$7,600,000
Johnson County	New Century AirCenter Terminal Building and Ramp		\$6,000,000
Johnson County	I-35 and I-435 Eastbound Ramp		\$600,000
Johnson County	K-7 and Old US-56 Highway Intersection		\$300,000
Johnson County	US-169 and 199th Street Interchange		\$6,800,000
Johnson County	US-169 and 175th Street Interchange		\$6,500,000
Johnson County	US-56, Gardner west city limits to west county line		\$455,000
Lenexa	I-35 and 95th Street Interchange		\$20,000,000
Lenexa	K-10 and Lone Elm Road Interchange		\$8,500,000
Lenexa	K-10 and Renner Boulevard Interchange		\$820,000
Lenexa	K-7 and 95th Street Interchange		\$8,500,000
Lenexa	K-7 and 83rd Street Interchange		\$8,500,000
Lenexa	Santa Fe Trail Drive and Pflumm Road Multi-modal terminal		\$4,500,000
Merriam	Shawnee Mission Parkway (US-56), I-35 to Metcalf Avenue (US-69/169)		\$1,800,000
Mission	Lamar Avenue, I-35 to Foxridge Drive		\$1,250,000
Mission	Nall Avenue and Shawnee Mission Parkway (US-56) Intersection		\$195,000
Mission	Shawnee Mission Parkway (US-56) and Glenwood Avenue Intersection		\$500,000
Mission Woods, Mission Hills	Shawnee Mission Parkway (US-56) and State Line Road Intersection		\$225,000
Olathe	K-10 and Clare Road Interchange		\$25,000,000
Olathe	K-7, Lone Elm Road to Harrison Street		\$4,550,000
Olathe	K-7, Meadow Lane to Dennis Avenue		\$4,350,000
Overland Park	159th Street, Antioch Road to Metcalf Avenue (US-69 Interchange)		\$8,200,000
Overland Park	I-435, Metcalf Avenue (US-169) to I-35		\$47,000,000

18-21

18-21

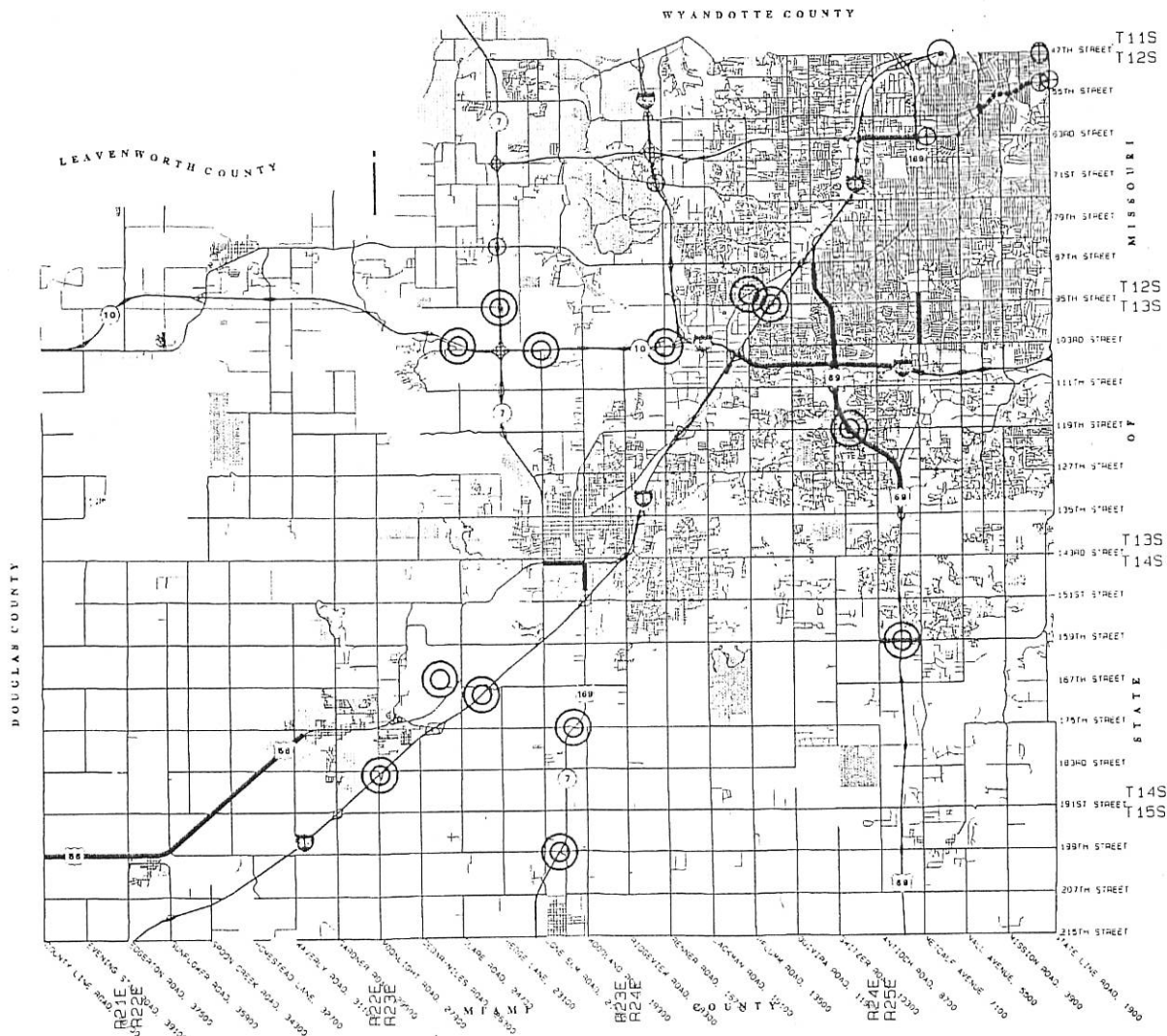


Location	Project Name	Reference Document Page	Estimated Project Cost
Overland Park	Metcalf Avenue (US-169), 93rd Street to 103rd Street		\$9,000,000
Overland Park	US-69, 87th Street to 135th Street		\$45,000,000
Overland Park	US-69 and 119th Street Interchange		\$6,000,000
Shawnee	I-435 and Midland Drive Intersection		\$500,000
Westwood, Kansas City, KS	Rainbow Boulevard (US-169), 47th Place to 47th Street		\$290,000
Westwood, Mission Woods	Shawnee Mission Pkwy (US-56) and Rainbow Blvd (US-169) Intersection		\$60,000
		Subtotal	\$239,295,000

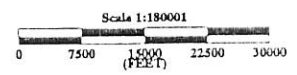
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2-23



- N Major Improvements
- M Major Maintenance
- Interchanges or Major Facilities
- ⊗ Bridges
- ⊕ Intersections



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Planimetrics compiled from March 1986 aerial photos

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Partnering for the Transportation Needs of the 21st Century

CONNECTING ROUTES

Location	Project Name	Reference Document Page	Estimated Project Cost
DeSoto	Lexington, 83rd Street to K-10		\$580,000
Fairway	Mission Road, 63rd Street to US-56		\$350,000
Fairway	Roe Avenue, 63rd Street to 59th Street		\$250,000
Gardner	175th Street, US-56 to Waverly Road		\$1,550,000
Gardner	Moonlight Road, US-56 to 167th Street		\$2,482,500
Gardner	Moonlight Road, US-56 to I-35		\$2,050,000
Gardner	Waverly Road, US-56 to 175th Street		\$1,873,500
Gardner	White Drive Trafficway, US-56 to I-35		\$2,300,000
Johnson County	179th Street, US-69 to Highway D		\$15,000,000
Johnson County	Kill Creek/Corliss Road, K-10 to I-35		\$48,000,000
Lenexa	83rd Street, K-7 to West city limits		\$13,400,000
Lenexa	83rd Street/87th Street, Renner Boulevard to K-7		\$2,520,000
Lenexa	87th Street, Quivira Road to Renner Boulevard		\$14,700,000
Lenexa	Lackman Road, 95th Street to College Boulevard		\$6,610,000
Olathe	111th Street, K-7 to Lone Elm Road		\$3,000,000
Olathe	111th Street, K-7 to Cedar Niles		\$5,000,000
Olathe	119th Street, I-35 to Blackbob Road		\$1,025,000
Olathe	119th Street, K-7 to Clare Road		\$1,500,000
Olathe	Harold Street, K-7 to Northgate		\$3,600,000
Olathe	Lone Elm Road, 151st Street to 159th Street		\$1,500,000
Olathe	Lone Elm Road, 111th Street to K-10		\$1,500,000
Olathe	Santa Fe Street, I-35 to Pflumm Road		\$4,000,000
Olathe	Woodland Road, 111th Street to K-10		\$3,000,000
Overland Park	119th Street, Pflumm Road to Nall Avenue		\$5,500,000
Overland Park	Antioch Road, College Boulevard to I-435		\$500,000

2-25

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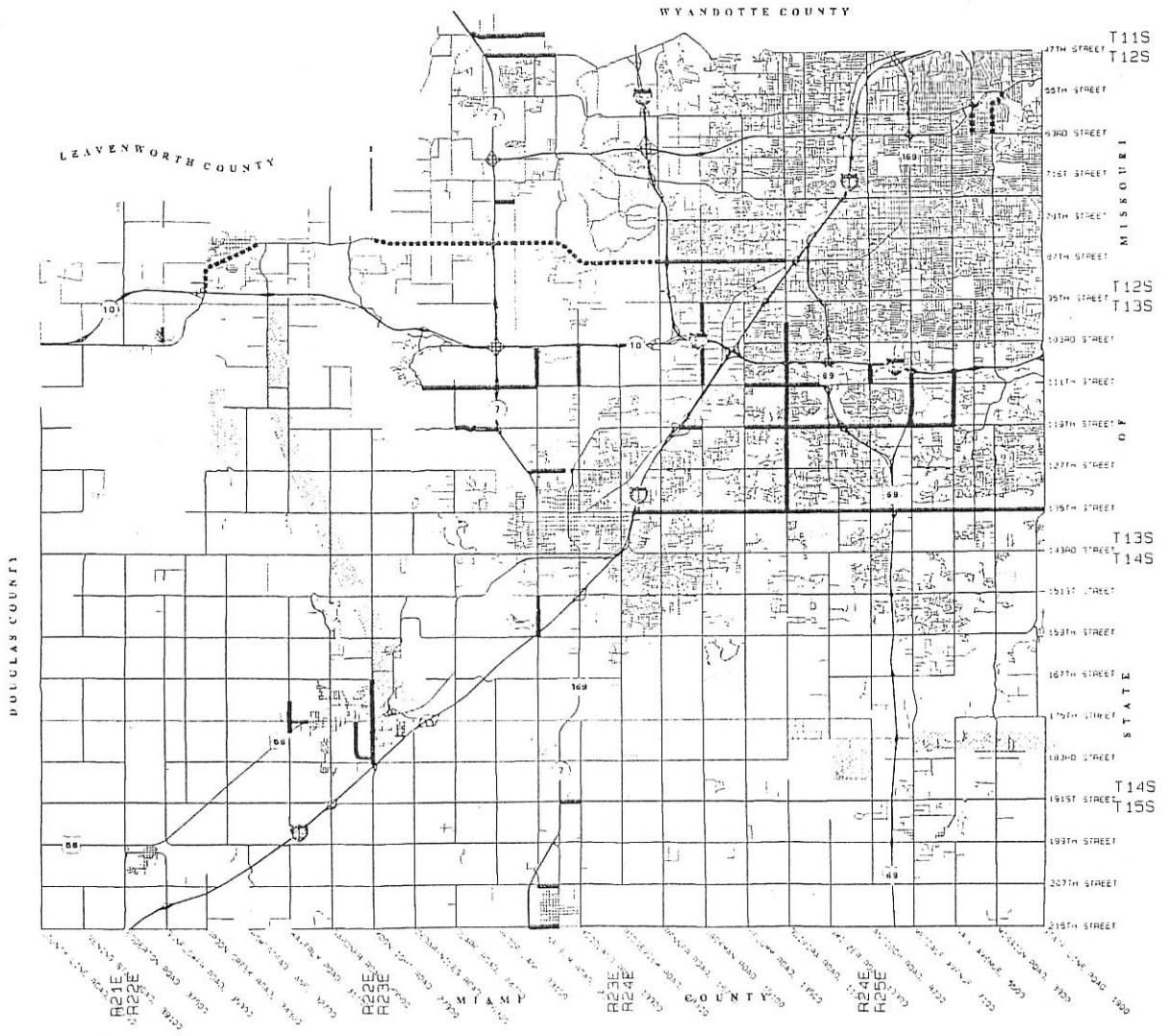
Location	Project Name	Reference Document Page	Estimated Project Cost
Overland Park	College Boulevard, Pflumm Road to US-69		\$2,200,000
Overland Park	Metcalf Avenue, n/o 119th Street to I-435		\$1,300,000
Overland Park	Nall Avenue, 119th Street to I-435		\$1,200,000
Overland Park	Quivira Road, I-435 to College Boulevard		\$1,000,000
Overland Park	Quivira Road, 99th Street to 135th Street		\$4,500,000
Overland Park / Leawood	135th Street, Pflumm Road to State Line Road		\$7,000,000
Shawnee	43rd Street, K-7 to Theden		\$3,500,000
Shawnee	47th Street, K-7 to Woodland Road		\$3,500,000
Shawnee	75th Street, K-7 to Monticello Road		\$1,500,000
Spring Hill	191st Street, US-169 to Woodland Road		\$700,000
Spring Hill	215th Street (W. South Street), US-169 to Webster		\$1,000,000
Spring Hill	North Street, US-169 to Webster		\$1,000,000
Subtotal			\$170,191,000

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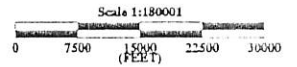
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Connecting Ro

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- ★ Major Improvements
- * Major Maintenance
- Interchanges or Major Facilities
- ⊕ Bridges
- ⊕ Intersections
- ⋯ Major Improvement Area



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Partnering for the Transportation Needs of the 21st Century

COUNTY ARTERIAL
NETWORK

COUNTY ARTERIAL NETWORK

Location	Project Name	Reference Document Page	Estimated Project Cost
DeSoto	83rd Street, east city limits to Lexington		\$406,000
DeSoto	83rd Street, Kaw to Peoria		\$332,600
DeSoto	87th Street, Waverly Road to Corliss Road		\$50,000
DeSoto	95th Street, east city limits to west city limits		\$175,000
DeSoto	Corliss Road, 83rd Street to 95th Street		\$2,511,000
DeSoto	Wyandotte, north city limits to 83rd Street		\$147,800
Fairway	53rd Street, Buena Vista to Mission Road		\$100,000
Gardner	167th Street, Center Street to Waverly Road		\$1,100,000
Gardner	167th Street, Moonlight Road to Center Street		\$1,060,000
Gardner	183rd Street, Moonlight Road to Center Street		\$1,100,000
Gardner	Center Street, Grand to City limits		\$1,659,700
Gardner	Center Street, Main to 167th Street		\$1,613,100
Leawood	119th Street, Nall Avenue to Mission Road		\$1,500,000
Leawood	119th Street and Mission Road Intersection		\$3,300,000
Leawood	143rd Street, Nall Avenue to Kenneth Road		\$4,000,000
Leawood	151st Street, Nall Avenue to eastern city limits		\$3,000,000
Leawood	Kenneth Road, 138th Street to 143rd Street		\$1,800,000
Leawood	Mission Road, 135th Street to 153rd Street		\$5,100,000
Leawood	Roe Avenue, 124th Street to 135th Street		\$4,100,000
Leawood/Overland Park	Nall Avenue, 135th Street to 159th Street		\$12,000,000
Lenexa	101st Street, Woodland Road to Lone Elm Road		\$4,378,900
Lenexa	79th Street and Clear Creek Bridge		\$335,000
Lenexa	Monticello Road, 102nd Terrace to 83rd Street		\$4,228,200
Lenexa	Prairie Star Parkway, Ridgeview Road to Woodland Road		\$12,200,000
Mission Hills	63rd Street and State Line Road Intersection		\$150,000
Olathe	111th Street, Ridgeview Road to 1/2 mile east		\$1,500,000

2-29



2-29

Location	Project Name	Reference Document Page	Estimated Project Cost
Olathe	111th Street, Lone Elm Road to Woodland Road		\$3,000,000
Olathe	111th Street, Woodland Road to Ridgeview Road		\$3,000,000
Olathe	119th Street, Woodland Road to Lone Elm Road		\$3,000,000
Olathe	119th Street, Woodland Road to Northgate		\$8,834,000
Olathe	127th Street, Hedge Lane to Lakeshore Drive		\$1,500,000
Olathe	143rd Street, Quivira Road to 1/4 mile east		\$800,000
Olathe	143rd Street, Pflumm Road to Quivira Road		\$3,000,000
Olathe	151st Street, Old US-56 Highway to Lone Elm Road		\$8,012,000
Olathe	151st Street, Pflumm Road to Quivira Road		\$3,000,000
Olathe	151st Street, Quivira Road to 1/2 mile east		\$1,500,000
Olathe	151st Street, Blackbob Road to Pflumm Road		\$3,000,000
Olathe	159th Street, Murlen Road to Blackbob Road		\$1,500,000
Olathe	159th Street, Ridgeview Road to Murlen		\$1,500,000
Olathe	159th Street, Pflumm Road to Blackbob Road		\$1,500,000
Olathe	Clare Road, 111th Street to 119th Street		\$1,600,000
Olathe	Dennis Avenue and Lake Olathe Bridge		\$750,000
Olathe	Harold Street and Santa Fe Railroad Bridge		\$2,000,000
Olathe	Hedge Lane, Santa Fe Street to 127th Street		\$1,500,000
Olathe	Kansas City Road, Santa Fe Street to Ridgeview Road		\$1,260,000
Olathe	Lakeshore Drive, 143rd Street to 151st Street		\$1,500,000
Olathe	Lone Elm Road, 111th Street to 119th Street		\$1,500,000
Olathe	Pflumm Road, 143rd Street to 151st Street		\$3,000,000
Olathe	Pflumm Road, 151st Street to 159th Street		\$3,000,000
Olathe	Quivira Road, 143rd Street to 151st Street		\$3,000,000
Olathe	Renner Road, 119th Street to north city limits		\$920,000
Olathe	Ridgeview Road, 163rd Street to 167th Street		\$800,000
Olathe	Santa Fe Street, Olathe View to Persimmon Drive		\$2,815,000
Olathe	Southgate, Kansas Avenue to Dennis Avenue		\$1,500,000
Olathe	Woodland Road, Northgate to 119th Street		\$1,800,000

2-30

2-30



Location	Project Name	Reference Document Page	Estimated Project Cost
Olathe	Woodland Road, 119th Street to 111th Street		\$3,000,000
Olathe/Overland Park	Pflumm Road, 135th Street to 143rd Street		\$5,000,000
Overland Park	127th Street, Quivira Road to Pflumm Road		\$4,370,000
Overland Park	127th Street, Switzer Road to Quivira Road		\$4,140,000
Overland Park	127th Street, Metcalf Avenue to Nall Avenue		\$4,000,000
Overland Park	143rd Street, Pflumm Road to Nall Avenue		\$20,000,000
Overland Park	151st Street, 1/2 mile west of Quivira to Antioch Road		\$9,000,000
Overland Park	151st Street, Metcalf Avenue to Nall Avenue		\$5,317,000
Overland Park	151st Street, 1/2 mile east of Mission to State Line Road		\$3,500,000
Overland Park	159th Street, Metcalf Avenue to Nall Avenue		\$5,000,000
Overland Park	159th Street, Pflumm Road to Antioch Road		\$12,000,000
Overland Park	Blue Valley Parkway/Metcalf Avenue, College Boulevard to 119th Street		\$2,200,000
Overland Park	Switzer Road, 135th Street to 151st Street		\$6,000,000
Overland Park	Switzer Road, 127th Street to 135th Street		\$2,400,000
Overland Park	Switzer Road, Indian Creek Parkway to College Boulevard		\$2,400,000
Overland Park/Olathe	Pflumm Road, 119th Street to 127th Street		\$3,150,000
Prairie Village	Mission Road and Tomahawk Road Intersection		\$400,000
Prairie Village	Mission Road and Brush Creek Bridge		\$425,000
Roeland Park	50th Terrace, Cedar to Nall Avenue		\$505,000
Roeland Park	51st Street, west city limits to Cedar		\$450,000
Roeland Park	Elledge Drive, County Line to Roe Lane		\$565,000
Roeland Park	Mission Road, County Line to 53rd Street		\$735,000
Roeland Park	Nall Avenue, north city limits to south city limits		\$1,345,000
Roeland Park	Neosho, Elledge Drive to 53rd Street		\$790,000
Roeland Park	Roe Avenue, north county line to south city limits		\$2,700,000
Roeland Park	Sycamore, west city limits to Cedar		\$450,000
Roeland Park/Mission	Roe Avenue and Johnson Drive Intersection		\$3,600,000
Shawnee	47th Street, Nieman Road to Switzer Road		\$350,000
Shawnee	51st Street, Quivira Road to Pflumm Road		\$3,500,000

2-31

2-31



Location	Project Name	Reference Document Page	Estimated Project Cost
Shawnee	55th Street, Pflumm Road to Quivira Road		\$3,350,000
Shawnee	63rd Street, Renner Road to Lackman Road		\$3,200,000
Shawnee	65th Street, Maurer Road to Renner Road		\$1,000,000
Shawnee	67th Street, Hedge Lane Terrace to Mize Road		\$3,000,000
Shawnee	Barker Road, Johnson Drive to Shawnee Mission Parkway		\$3,500,000
Shawnee	Flint Avenue, Johnson Drive to 62nd Street		\$1,250,000
Shawnee	Gleason Road, 79th Street to 67th Street		\$3,000,000
Shawnee	Goddard Street, Johnson Drive to 55th Street		\$1,000,000
Shawnee	Johnson Drive and Nieman Road Intersection		\$175,000
Shawnee	Lackman Road, Johnson Drive to 63rd Street		\$1,500,000
Shawnee	Lackman Road, Johnson Drive to 63rd Street		\$1,000,000
Shawnee	Long Street, Johnson Drive to Shawnee Mission Parkway		\$2,350,000
Shawnee	Maurer Road, 65th Street to Johnson Drive		\$2,000,000
Shawnee	Maurer Road, 67th Street to Midland Drive		\$2,000,000
Shawnee	Mize Road, 67th Street to 79th Street		\$3,000,000
Shawnee	Monticello Road, 75th Street to 83rd Street		\$3,200,000
Shawnee	Monticello Road, Shawnee Mission Parkway to 71st Street		\$1,000,000
Shawnee	Ogg / Lind Road, Johnson Drive to Shawnee Mission Parkway		\$2,000,000
Shawnee	Old K-7, 47th Street to 55th Street		\$3,200,000
Shawnee	Quivira Road, 47th Street to 55th Street		\$2,000,000
Shawnee	Renner Road, Johnson Drive to 65th Street		\$3,500,000
Shawnee	Renner Road, Johnson Drive to City limits		\$3,500,000
Shawnee	Shawnee Mission Parkway, Jaycee Drive to Pflumm Road		\$7,800,000
Shawnee	Woodland Street, Shawnee Mission Parkway to South City limits		\$4,000,000
Spring Hill	207th Street, Webster to Woodland Road		\$75,000
Spring Hill	215th Street, Main to Woodland Road		\$1,200,000
Spring Hill	215th Street (E. South Street), Webster to Main Street		\$250,000
Spring Hill	Hale Street, Webster to Woodland Road		\$285,000
Spring Hill	Lawrence, Race to Main Street		\$400,000
Spring Hill	Nichols Street, Webster to Woodland Road		\$285,000

2-32

2-32



Location	Project Name	Reference Document Page	Estimated Project Cost
Spring Hill	North Street and Lone Elm Right-of-way purchase		\$50,000
Spring Hill	Webster and 215th Street Intersection		\$175,000
Spring Hill	Woodland Road and 215th Street Intersection		\$175,000
Spring Hill	Woodland Road, 207th Street to 215th Street		\$1,000,000
Westwood, Roeland Park, Kan	47th Street and Mission Road Intersection		\$60,000
Subtotal			\$308,710,300

2-33

2-33





Partnering for the Transportation Needs of the 21st Century

Johnson County Transportation Objectives 2000 - 2010
Economic Development Impacts

May 11, 1998

Each area Chamber of Commerce/Development Council reviewed the proposed transportation projects located within their jurisdiction and developed potential economic development impact numbers. The economic development impact values shown below are based solely on commercial and industrial land uses and are present worth costs represented in 1998 dollars.

Location	Project Name	Economic Development Impact
City of Gardner	Moonlight Road, US-56 to I-35	\$21,201,000
City of Gardner	Moonlight Road and I-35 Interchange	\$26,528,000
City of Leawood	Kenneth Road, 138th Street to 143rd Street	\$77,775,000
City of Leawood	Mission Road, 135th Street to 153rd Street	\$100,188,000
City of Leawood	Roe Avenue, 124th Street to 135th Street	\$130,239,000
City of Lenexa	K-10 and Lone Elm Road Interchange	\$145,161,000
City of Lenexa	101st Street, Woodland Road to Lone Elm	\$93,546,000
City of Lenexa	87th Street, Quivira Road to Goddard (I-35 Interchange and US-69 Ramp)	\$23,388,000
City of Lenexa	Prairie Star Parkway, Ridgeview to Woodland Road	\$11,287,000
City of Lenexa	Monticello Road, 102nd Terrace to 83rd Street	\$75,796,000
City of Lenexa	Prairie Star Parkway, Lone Elm Road to K-7	\$45,150,000
Cities of Mission/Roeland Park	Roe Avenue and Johnson Drive Intersection	\$2,178,000
City of Olathe	159th Street and I-35 Interchange	\$202,000,000
City of Olathe	127th Street and I-35 Overpass	\$42,000,000
City of Olathe	K-10 and Clare Road Interchange	\$299,000,000
City of Olathe	K-10 and Lone Elm Road Interchange	\$33,000,000
City of Olathe	College Blvd.(111th street) Improvements, Cedar Creek Parkway to Lone Elm Road	\$201,500,000
City of Overland Park	I-435 and Antioch Road Interchange	\$422,570,000
City of Overland Park	US-69 and 159th Street Interchange	\$116,500,000
City of Overland Park	US-69, I-35 to Blue Valley Parkway (US-169)	\$221,000,000
City of Shawnee	K-7, 43rd Street to Clear Creek Parkway	\$48,350,000
City of Shawnee	K-7 and 75th Street Interchange	\$49,550,000
City of Spring Hill	Lawrence Avenue, Race and Main Street	\$2,740,000
City of Spring Hill	Woodland Road, 207th Street to 215th Street	\$12,175,000
City of Spring Hill	191st Street, US-169 to Woodland Road	\$81,410,000
City of Spring Hill	North Street, US-169 to Webster Street	\$105,668,000
Johnson County	I-35 Commuter Rail	\$84,590,000
	TOTAL	\$2,674,490,000

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SON COUNTY ECONOMIC IMPACT MODEL

STRY: CONSTRUCTION 11.0000

PROJECT: Black & Veatch

ENTER CHANGE IN OUTPUT: \$716,500,000

INDUSTRY	OUTPUT MULT.	EARNINGS MULT.	JOB MULT	OUTPUT IMPACT	EARNINGS IMPACT	JOBS IMP
1 Ag: Products & Services	0.0072	0.0050	0.3528	\$5,158,800	\$3,582,500	253
2 Forestry & Fishery	0.0000	0.0000	0.0001	\$0	\$0	0
3 Mining: Coal	0.0000	0.0000	0.0000	\$0	\$0	0
4 Mining: Petroleum & Gas	0.0001	0.0000	0.0012	\$71,650	\$0	1
5 Mining: Misc.	0.0074	0.0019	0.0837	\$5,302,100	\$1,361,350	60
6 Const. New, Maintenance & Repair	1.0142	0.3123	15.3089	\$726,674,300	\$223,762,950	10,969
7 Manf: Food	0.0111	0.0015	0.0631	\$7,953,150	\$1,074,750	45
8 Manf: Textile Mills	0.0001	0.0000	0.0005	\$71,650	\$0	0
9 Manf: Apparel	0.0083	0.0019	0.1103	\$5,946,950	\$1,361,350	79
10 Manf: Paper & Allied Products	0.0039	0.0008	0.0301	\$2,794,350	\$573,200	22
11 Manf: Printing & Publishing	0.0135	0.0035	0.1473	\$9,672,750	\$2,507,750	106
12 Manf: Chemicals & Petroleum Refining	0.0097	0.0019	0.0580	\$6,950,050	\$1,361,350	42
13 Manf: Rubber & Leather	0.0124	0.0027	0.1224	\$8,884,600	\$1,934,550	88
14 Manf: Lumber & Wood Products & Furniture	0.0145	0.0039	0.2237	\$10,389,250	\$2,794,350	160
15 Manf: Stone, Clay & Glass	0.0350	0.0078	0.3407	\$25,077,500	\$5,588,700	244
16 Manf: Primary Metal Industries	0.0026	0.0004	0.0152	\$1,862,900	\$286,600	11
17 Manf: Fabricated Metal Products	0.0197	0.0047	0.1847	\$14,115,050	\$3,367,550	132
18 Manf. Machinery, Not Electrical	0.0070	0.0019	0.0638	\$5,015,500	\$1,361,350	46
19 Manf. Electric & Electronic Equip.	0.0135	0.0037	0.1201	\$9,672,750	\$2,651,050	86
20 Manf: Motor Vehicles & Equip	0.0027	0.0003	0.0081	\$1,934,550	\$214,950	6
21 Manf: Trans. Equipment, Not Vehicles	0.0001	0.0000	0.0012	\$71,650	\$0	1
22 Manf: Instruments/Related Products	0.0023	0.0005	0.0187	\$1,647,950	\$358,250	13
23 Manf: Misc Manufacturing	0.0012	0.0003	0.0171	\$859,800	\$214,950	12
24 Transportation	0.0372	0.0146	0.6128	\$26,653,800	\$10,460,900	439
25 Communication	0.0320	0.0069	0.1892	\$22,928,000	\$4,943,850	136
26 Electric, Gas, Water & Sanitary Services	0.0103	0.0017	0.0446	\$7,379,950	\$1,218,050	32
27 Wholesale Trade	0.0792	0.0282	1.0165	\$56,746,800	\$20,205,300	728
28 Retail Trade	0.1042	0.0465	3.5061	\$74,659,300	\$33,317,250	2,512
29 Finance	0.0459	0.0156	0.7024	\$32,887,350	\$11,177,400	503
30 Insurance	0.0301	0.0104	0.3734	\$21,566,650	\$7,451,600	268
31 Real Estate	0.1092	0.0022	0.3481	\$78,241,800	\$1,576,300	249
32 Hotels, Lodging Places & Amusements	0.0091	0.0035	0.3549	\$6,520,150	\$2,507,750	254
33 Personal Services	0.0105	0.0048	0.4613	\$7,523,250	\$3,439,200	331
34 Business Services	0.1531	0.0733	3.2448	\$109,696,150	\$52,519,450	2,325
35 Eating and Drinking Places	0.0369	0.0123	1.2893	\$26,438,850	\$8,812,950	924
36 Health Services	0.0467	0.0248	0.8785	\$33,460,550	\$17,769,200	629
37 Miscellaneous Services	0.0398	0.0111	0.7897	\$28,516,700	\$7,953,150	566
TOTAL:				\$1,383,346,550	\$437,709,850	22,271

PROJECT:
IMPACT SUMMARY

	INDUSTRY OUTPUT	HOUSEHOLD EARNINGS	JOBS
AG. SERVICES	\$5,158,800	\$3,582,500	253
MINING	\$5,373,750	\$1,361,350	61
CONSTRUCTION	\$726,674,300	\$223,762,950	10,969
MANUFACTURING	\$112,920,400	\$25,650,700	1,093
TRANSPORTATION	\$26,653,800	\$10,460,900	439
COMMUNICATIONS	\$22,928,000	\$4,943,850	136
UTILITIES	\$7,379,950	\$1,218,050	32
WHOLESALE	\$56,746,800	\$20,205,300	728
RETAIL	\$74,659,300	\$33,317,250	2,512
FINANCE	\$32,887,350	\$11,177,400	503
INSURANCE	\$21,566,650	\$7,451,600	268
REAL ESTATE	\$78,241,800	\$1,576,300	249
HOTELS & AMUSEMENTS	\$6,520,150	\$2,507,750	254
PERSONAL SERVICES	\$7,523,250	\$3,439,200	331
BUSINESS/PROFESSIONAL SERVICES	\$109,696,150	\$52,519,450	2,325
EATING/DRINKING PLACES	\$26,438,850	\$8,812,950	924
HEALTH SERVICES	\$33,460,550	\$17,769,200	629
MISC. SERVICES	\$28,516,700	\$7,953,150	566
TOTALS:	\$1,383,346,550	\$437,709,850	22,271



Johnson County Transit

1800 W. 56 Hwy. Olathe, KS 6601 Phone: 782-2210 Fax: 782-6952

Testimony **Joint Committee on Transportation** ***Chuck Ferguson, Director*** ***I-35 Commuter Rail Project***

My name is Chuck Ferguson and today I represent the Johnson County public transit administration and the I-35 commuter rail project.

For years, public transit in Johnson County, and statewide, was little more than an afterthought in transportation planning. The amount of time and funding allotted for public transit projects was, at best, minimal.

Today, much has changed regarding the big picture that is transportation infrastructure. No longer can we say transportation is comprised only of roads and bridges. Why, the very name we choose to describe the topic we discuss today has changed. What was once the state highway program is now a transportation program. There's no mistake that the package placed before the legislature will be largely a road and bridge program. That is rightly where the most of our transportation funding should be targeted. But, pavement isn't the only key to our continued transportation success.

Public transportation has taken on a new role in Johnson County. A few years ago, area businesses requested the assistance of the public transit department to help solve the area's growing labor deficit situation. As are many areas throughout the country, Johnson County has suffered a lack of available employees for entry and mid-level positions. It was noted that an available labor pool was within reach of Johnson County employers in the metropolitan area's urban districts. Yet, "within reach" was a very subjective term. Most of those individuals that could readily fill open positions had absolutely no way of reaching those jobs. Their own transportation either did not exist, or was terribly unreliable. Johnson County Transit worked with those employers, the public transit division of Kansas City, Kansas, and social service agencies in Wyandotte County to create one of the most successful reverse commute programs in existence. The JOBLINKS program today is the lifeline that literally connects many Wyandotte County residents to jobs in Johnson County. Though not the answer to the labor deficit issue, public transit provided a successful method for the county employers searching for qualified employees.

Public transit is also being called upon to assist with congestion mitigation issues in Johnson County. The Sprint World Headquarters Campus and its proposed 15,000 employees continues to take shape in Overland Park. Worries about massive traffic congestion in the area of the campus continues to be a topic of area discussion. Many road improvements have taken place, with more on the horizon, that will greatly mitigate congestion concerns. Public transit is viewed as a large component to those mitigation measures. The transit division continues to work with Sprint officials to plan solutions for

not only Sprint employees, but for employees of the many offices in the vicinity of the campus, not to mention the 700 support employees Sprint estimates will be needed to staff food, maintenance and facility areas of the campus.

Another major transportation issue that faces Johnson County is the growing congestion on Interstate 35. Much like the growth of Johnson County, the I-35 corridor traffic counts continue to grow at an exponential rate. Johnson County has partnered with other jurisdictions in the Kansas City metro area to promote a commuter rail demonstration project along the I-35 corridor.

Commuter rail is passenger train service operating on existing freight tracks. In this case, the Burlington Northern-Santa Fe tracks parallel the I-35 corridor through Johnson County and into downtown Kansas City, Missouri.

Commuter rail is viewed as a means to mitigate peak period traffic congestion along the corridor. A Major Investment Study was completed which compared commuter rail with a variety of other potential congestion mitigation alternatives. Taking into consideration variables like costs, time frame to completion, viability and potential impact, commuter rail was recommended as the locally preferred alternative. The Mid-America Regional Council, the Kansas City region's metropolitan planning organization, supported and endorsed commuter rail as the region's preferred alternative. The proposed commuter rail demonstration project will connect south Olathe with Kansas City's restored and redeveloped Union Station. Passenger service will operate during the peak period travel times each weekday. The Transportation Equity Act for the 21st Century, or TEA 21, has authorized \$30 million for this project. Johnson County and the Metropolitan Commuter Rail Task Force is preparing to release a request for proposals for the next step in the demonstration project: preliminary engineering.

Public transportation in Johnson County is striving to provide services never before asked of it. In 1998, 250,000 rides were taken on Johnson County Transit. The door-to-door Special Services division that provides transportation to disabled and elderly residents accounted for 70,000 more. The demand for public transportation services is growing. Recognizing the public and business demand for transit, the Board of County Commissioners provided a 50% increase in the public transit division budget beginning in 1999. That funding will expand the elderly and disabled transportation system, provide additional employee-to-work reverse commute trips, increase service along the 119th street corridor, and match some of the federal funding for the commuter rail project.

Johnson County is demonstrating support for all modes of transportation services. We support a multi-year, multi-modal legislation program that will allow Johnson County to continue providing for the transportation infrastructure.

Building public assets that yield decades of benefit is one of the most responsible types of government spending. One of the best assets in terms of both longevity and economic return is the transportation infrastructure. Roadways, bridges and public transportation infrastructure is the foundation of growth for any successful community.

February 23, 1999

Hello,

I am Melana Cooke. I am a member of the Johnson County Transportation Advisory Council (TAC) and the Johnson County Commission on Aging (COA). I chair the COA committee on transportation.

I would like to take this opportunity to provide information concerning a Kansas Comprehensive Transportation Plan. Johnson County Transit has developed a strategic plan to implement new projects and expand services over the next five years to address the increasing demand for public transportation in Johnson County. This strategic plan was constructed in response to the Tri-County Needs Assessment. The needs assessment was conducted as part of a state-wide initiative to gather information regarding transportation needs in Johnson, Leavenworth and Wyandotte counties and was concluded in late 1996.

According to the Tri-County Needs Assessment, the greatest need in Johnson County is for expanded paratransit services for the special needs populations; older adults, people with disabilities and those with low incomes. Johnson County Special Services is meeting a mere 24% of the need for paratransit services.

The over 65 population continues to climb here as it does across the country. It is projected that one in seven Johnson County residents will be over age 65 by the year 2020. The fastest growing segment of this populations is that over age of 85.

People are living longer, with an increased quality of life, but those over age 85 are likely to be frail and unable to drive. In the 1998 annual report provided by Kansas State University for the Senior Care Act, it was cited that 74% of the Senior Care Act clients needed transportation services... That's 3 out 4 – ladies and gentlemen.

It is essential that transportation services be available to allow these citizens access to medical care, to visit a spouse who may be in a nursing home, to have lunch at a senior nutrition site or to get groceries and pick-up prescriptions.

Johnson County Special Services allows these individuals to maintain their physical and mental health and to age in place, in their homes. The alternative for many older adults would be costly, premature placement in a nursing home.

Another element that is straining Special Service's capacity is the effort to "mainstream" individuals with disabilities as state hospitals are closed. State hospital closings are resulting in more community-based services for people with severe cognitive and/or physical disabilities. These people are desperate for transportation services to keep them linked to medical treatment and basic services. Special Services provides that link.

Many Special Services riders are travelling to and from paid employment. The service enables them to be productive members of society.

Without additional funding, Johnson County is challenged to meet the current demand for service; service expansion will be impossible. Johnson County Transit is seeking increased funding for the following initiatives specific to the Special Services program:

EXPANSION OF SPECIAL SERVICES COUNTY-WIDE

This may include daily service for the rural communities of DeSoto, Edgerton, Gardner and Spring Hill.

CAPITAL REPLACEMENT

A capital replacement program will be established to purchase additional equipment needed for route expansions and replacement.

PLANNING AND DEVELOPMENT

Funds will be allocated so that Johnson County Transit can be responsive to the ere-changing environment in Johnson County, capitalize on the growing acceptance of public transportation and insure that tax dollars are being used as effectively as possible.

Mid-America Regional Council, the metropolitan planning organization for the Greater Kansas City region, conducted a Transit Demand Assessment survey last summer (1998). According to that survey, 74% of the Johnson County residents surveyed viewed the current public transportation system as inadequate (32%) or needing improvement (42%). Two-thirds (67%) of the respondents thought spending on public transportation should be increased over the next five years.

If we are ever to achieve adequate and appropriate transportation services for our special needs citizens, we ask that you provide additional state funds to expand and enhance Special Services, over and above local financial support. Our Johnson County Commissioners have continually committed additional resources to public transportation. They strongly believe in and support public transportation, including Special Services. We require additional state funding to compliment the increases county resources to achieve these goals.

1999 has been proclaimed the INTERNATIONAL YEAR OF THE OLDER PERSON. In Kansas, it is the year for TRANSPORTATION. Wouldn't it be great if Kansas's legislators took a stand and dedicated increased state funding to address the transportation needs of all Kansas residents, especially those with special needs?

Thank you.

Melana Cooke
4200 W 97 Terrace
Overland Park KS 66207
913.381.3495
E-mail: mc417@juno.com

Johnson County

needs Better

SPENCE HALL

Public Transportation !

We support the T2000 plan

\$ 8,800,000



Nicole H. Foster

*Karen Boyd
ACCESS Program*

*Anne Johnson
Hull Co. Transition Council*

*VACK
Reddy*

*Marcus McDermott
ACCESS Program*



City of Olathe

MEMORANDUM

TO: Members of the House and Senate Transportation Committees
FROM: Donald R. Seifert, Management Services Director *DRS*
SUBJECT: Kansas Comprehensive Transportation Program
DATE: February 23, 1999

On behalf of the Olathe City Council, thank you for the opportunity to leave written comments today with your committees. The city appreciates the time you are devoting to this vital issue and your critical role in shaping the state's future transportation policy. The city of Olathe strongly supports legislation that would continue a comprehensive transportation program in Kansas.

The city of Olathe actively supported legislation leading to enactment of the 1989 Comprehensive Highway Program. The city greatly benefited from the 1989 program, which launched a wave of major road construction projects in the community. These included two interchange projects on Interstate 35, major corridor enhancements on K-7 and K-150, and two significant intersection improvements. Citizens of Olathe contributed millions of dollars for the local matching share of some of these projects. In return, the Olathe community has experienced tremendous economic benefits from private investment associated with major road improvements, as well as improved safety and traffic flow for its rapidly growing population and work force. We know similar success stories have been repeated in communities across the state during the last eight years. There can be little doubt the public's investment in the 1989 program was well advised.

As you know from reviewing the Transportation 2000 task force report, despite the accomplishments of the 1989 program, much remains to be done in addressing the state's total transportation needs. Attached is a resolution adopted last June by our governing body supporting enactment of a new comprehensive transportation program, listing four specific interchange and corridor projects on the state highway system that require major improvement to relieve congestion and accommodate continued economic development in our community. These four projects have an estimated cost of \$79 million. Illustrating the magnitude of need, the resolution also lists an additional \$107 million in corridor improvements, connecting links, and arterial network improvements in our community that are not on the state system. These Olathe projects are part of the comprehensive list of transportation improvements developed by Johnson County, the Johnson County Council of Mayors, and the Johnson County Chambers of Commerce that were presented here today. The city of Olathe was part of this process and fully supports these recommendations.

Thank you again for the opportunity to present the city's transportation needs. The city encourages the 1999 Legislature to invest in a significant new transportation program for a better Kansas.

rc

Attachment

JOINT SEN. & HOUSE TRANS. COMM.
February 23, 1999
Attachment #3

3-1

RESOLUTION NO. 98-1101

A RESOLUTION SUPPORTING ENACTMENT OF A NEW KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the 1989 Kansas Legislature enacted a comprehensive highway improvement program which concluded on June 30, 1997; and

WHEREAS, the 1989 program successfully completed hundreds of major projects on the state highway system, including 33 system enhancement projects; and

WHEREAS, the City of Olathe's transportation system greatly benefited from the 1989 program; and

WHEREAS, through its capital improvement planning process, the City of Olathe has determined it has the following unmet transportation needs on the state highway system:

1. I-35/159th Street/Lone Elm Road interchange
2. I-35 and 127th Street overpass/interchange
3. K-7 improvements from Meadow Lane to Dennis
4. K-10 and Clare Road interchange; and

WHEREAS, in addition to these state highway system projects, the City of Olathe's transportation needs are also included in the total transportation plan for Johnson County, attached as Exhibit A which contains "corridors of county significance," "connecting routes," "county arterial network projects," "public transportation system," and "bicycle transportation plan," and

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

WHEREAS, the City of Olathe 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 this community from being met; and

WHEREAS, neither the City of Olathe nor Johnson County is able 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 other 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 OLATHE, KANSAS:


SECTION ONE: That the City of Olathe does hereby endorse and establish the need and its support for the transportation improvement projects identified in this Resolution as being vital to the economic growth and development of its community and the safety of its citizens.

SECTION TWO: That the City of Olathe 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.

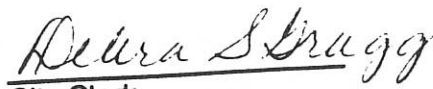
APPROVED by the Governing Body of the City of Olathe, Kansas, this 21st day of June, 1998.

SIGNED by the Mayor this 21st day of June, 1998.

CITY OF OLATHE, KANSAS


Larry Campbell, Mayor

ATTEST:


City Clerk

(Seal)

APPROVED AS TO FORM:

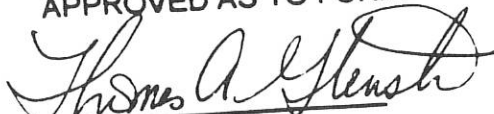

Municipal Counsel

EXHIBIT A

OTHER OLATHE TRANSPORTATION PROJECTS NOT ON THE STATE HIGHWAY SYSTEM

CORRIDORS OF COUNTY SIGNIFICANCE

LOCATION

119th Street Corridor (I-35 to Mission Road)
135th Street Corridor (I-35 to State Line Road)

ADDITIONAL CORRIDOR SYSTEMS

Johnson & Wyandotte County Bicycle Transportation Plan
Public Transportation and Transportation Service for Elderly & Disabled Residents

CONNECTING ROUTES

LOCATION

111th Street, K-7 to Lone Elm Road
111th Street, K-7 to Cedar Niles
119th Street, I-35 to Blackbob Road
119th Street, K-7 to Clare Road
Harold Street, K-7 to Northgate
Lone Elm Road, 151st Street to 159th Street
Lone Elm Road, 111th Street to K-10
Santa Fe Street, I-35 to Pflumm Road
Woodland Road, 111th Street to K-10

COUNTY ARTERIAL NETWORK

111th Street, Ridgeview Road to ½ mile east
111th Street, Lone Elm Road to Woodland Road
111th Street, Woodland Road to Ridgeview Road
119th Street, Woodland Road to Lone Elm Road
119th Street, Woodland Road to Northgate
127th Street, Hedge Lane to Lakeshore Drive
143rd Street, Quivira Road to ¼ mile east
143rd Street, Pflumm Road to Quivira Road
151st Street, Old US 56 Highway to Lone Elm Road
151st Street, Pflumm Road to Quivira Road
151st Street, Quivira Road to ½ mile east
151st Street, Blackbob Road to Pflumm Road
159th Street, Murlen Road to Blackbob Road
159th Street, Ridgeview Road to Murlen
159th Street, Pflumm Road to Blackbob Road
Clare Road, 111th Street to 119th Street
Dennis Avenue and Lake Olathe Bridge
Harold Street and Santa Fe Railroad Bridge
Hedge Lane, Santa Fe Street to 127th Street

Kansas City Road, Santa Fe Street to Ridgeview Road
Lakeshore Drive, 143rd Street to 151st Street
Lone Elm Road, 111th Street to 119th Street
Pflumm Road, 143rd Street to 151st Street
Pflumm Road, 151st Street to 159th Street
Quivira Road, 143rd Street to 151st Street
Renner Road, 119th Street to north city limits
Ridgeview Road, 163rd Street to 167th Street
Santa Fe Street, Olathe View to Persimmon Drive
Southgate, Kansas Avenue to Dennis Avenue
Woodland Road, Northgate to 119th Street
Woodland Road, 119th Street to 111th Street
Pflumm Road, 135th Street to 143rd Street
Pflumm Road, 119th Street to 127th Street