

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 12:10 p m..on February 25, 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 Hensley
Ted Ensley, Shawnee Co.
Edie Snethen, Dir., Topeka Public Works
Joe Aleshire, Topeka CofC
Ellen Shermer, Jackson Co
Brad Mears, Jackson Co.
Tim Ramirez, Pottawatomie Nation
Charlie Seymour, Pottawatomie
Josie Torrez,
Nick Cobos
Alan Winkler, Wabaunsee Co.
Charlie Geist, Jefferson Co.
Ed/ Teghtmeyer. Morris Co.

Others attending: See attached list

Briefing on comprehensive transportation program

Senator Henley introduced Senator Salisbury and members of the Shawnee County delegation who were present in support of the recommendations of the Topeka/Shawnee County Transportation Coalition. He urged development of a comprehensive program that would meet the needs of all the citizens of Kansas (Attachment 1). He then introduced Shawnee County Chairman of the County Commission, Ted Ensley who presented the critical needs of this area. Edie Snethen, Topeka Public Works Director, representing Topeka Mayor Joan Wagon, enlarged on projects recommended by the Coalition. Joe Aleshire, Vice Chair, Topeka Chamber of Commerce advised of their strong support for a comprehensive program and would support increase in taxes (Attachment 2).

Ellen Schirmer, Jackson County Commissioner, introduced the Jackson Co. delegation, and provided informational packet including a list of need, proposed remedies, and included maps. (Attachment 3). Brad Mears, Holton City Manager, representing Mayor Rich Mulroy who had a scheduling conflict for today, discussed further enhancements needed in rural areas of Kansas (Attachment 4). Tim Ramirez, Road Department, Prairie Band of Pottawatomie Nation advised members regarding their needs and sharing of taxes with Jackson County as well as the fact that Federal Law mandates that States using Federal Highway Funding must include local governments, which includes Indian tribes having jurisdiction over land within state boundaries. Included with his testimony is a TEA-21 Fact Sheet (Attachment 5).

Josie Torrez, Topeka Association of Retarded Citizens, spoke briefly regarding the needs for public transportation for people with disabilities. She then introduced Nick Cobos who, as a disable person, described his life and the importance of public transportation for himself and other disabled people (Attachment 6).

Alan Winkler, Wabaunsee County Commissioner described their needs and their support for a statewide comprehensive transportation program. He also advised what they did not need; i.e.,

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE,
Room 313-S Statehouse, at 12:10 p.m. on February 25, 1999.

responsibility for maintaining frontage roads and bridges along I-70. He advised people supported some tax increase to make sure this will work (Attachment 7).

Charlie Geist, Jefferson County Commissioner had also appeared before the T-2000 Task Force discussed the problems and needs of Jefferson County, especially bridge needs. Larry Cope, Jefferson County Economic Development presented his perspective on their needs, especially the US 24 - K-4 which is needed for interstate access. Most of their residents work out of the county. They are a major "bed room" community. The race track in Wyandotte County will add to their problems. The US-59 bridge is a large part of their problems. (Attachment 8).

Edward L. Teghtmeyer, P.E., Road and Bridge Superintendent, Morris County, explained that they like so many others who have appeared before this Committee are a small rural area with a low tax base. His presentation emphasized the need for state funds to help maintain local transportation facilities (Attachment 9).

Chairman Vidricksen thanked everyone for their efforts and support for a comprehensive transportation program. Reminded them that 22% of the funds expended goes back to the local community and urged them to contact their legislators urging support for a meaningful program.

The meeting adjourned at 1:30 p.m.

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

DATE: FEBRUARY 25, 1999: 12:00 NOON TO 1:30 P.M.

NAME	REPRESENTING
John B. KEMP	Economic Lifeline, Inc.
Janet Buchanan	KDOR / POLICY & RESEARCH
Mary Preisitt	Jefferson Task Force
Norris Mann	ABATE of KS
KEN MENELL	ADACE of KS
Greg Alexander	Topeka Coalition
Kare Runaway	TARC
Nick Cobos	T.A.R.C.
Josie Torres	Ks Council on Developmental Disabilities
Jack & Sara Cobos	T.A.R.C.
Tom Whitaker	Ks Motor Carriers Assn
Bob Totten	Ks Contractor Association
MARY E. TURKINGTON	T/2000

State of Kansas

Senate Chamber

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

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



Office of Democratic Leader

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

COMMITTEE ASSIGNMENTS
VICE CHAIRMAN: CONFIRMATIONS OVERSIGHT

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

Senate and House Transportation Committees

February 25, 1999

Senator Vidricksen, Representative Hayzlett and Committee members:

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

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

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

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

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

— JOINT SEN. & HOUSE TRANS. COMM. —

February 25, 1999

Attachment #1

Topeka/Shawnee County Transportation Projects

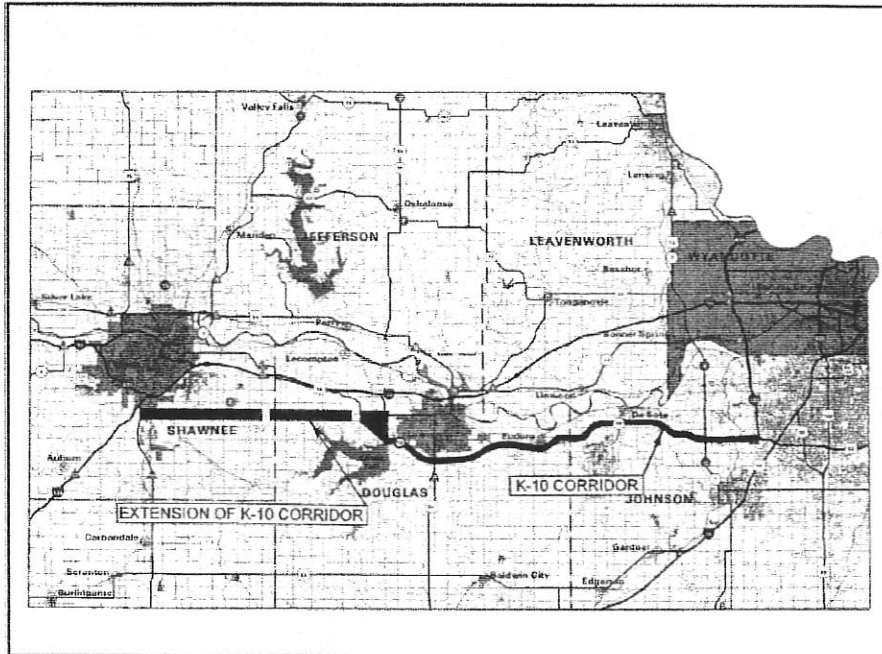
State of Kansas
Comprehensive Transportation Program

JOINT SEN. & HOUSE TRANS. COMM.
February 25, 1999
Attachment #2

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JOINT SEN. & HOUSE TRANS. COMM.
2-25-99
ATTACHMENT #2 2-1

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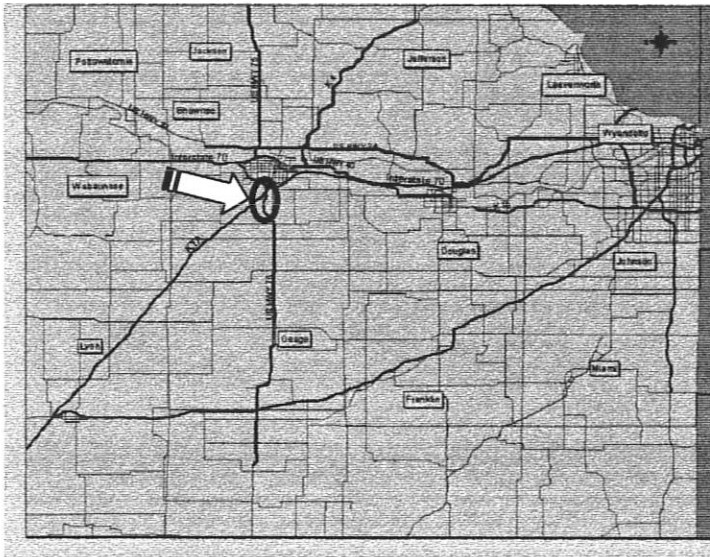
K-10 Corridor to Topeka From Lawrence/KC/Johnson County



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

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

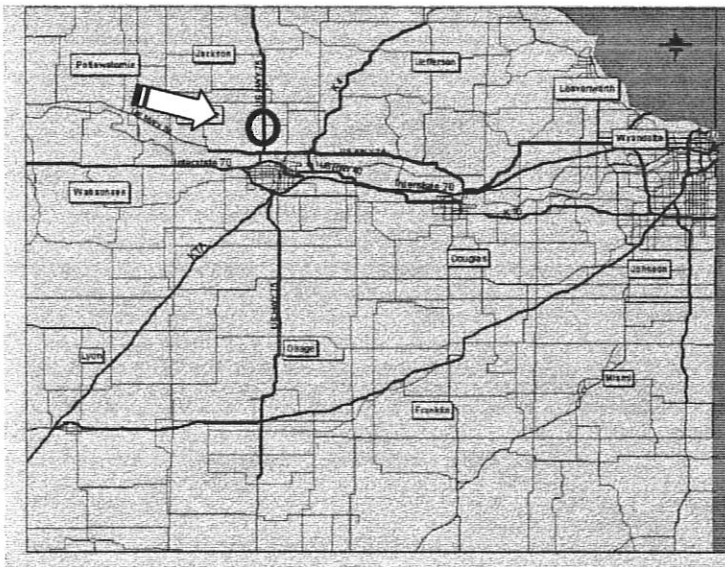
Improvement/Relocation of South Topeka Interchange (I-470/US 75/ KTA)



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

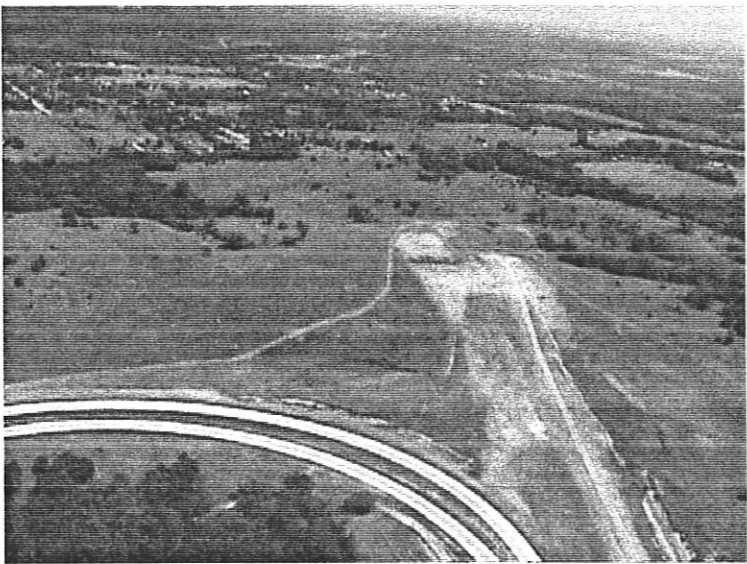
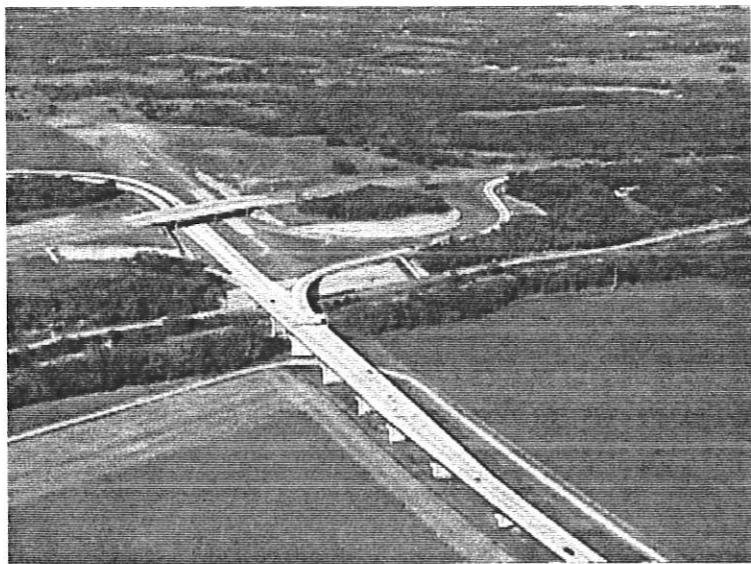
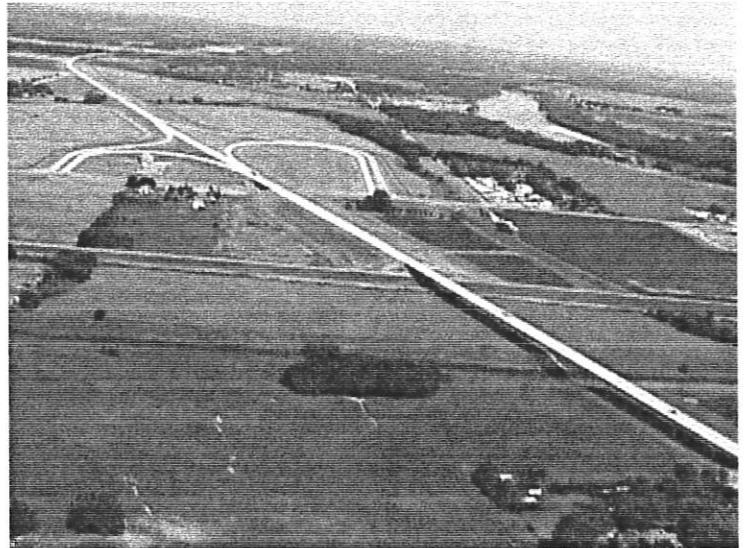
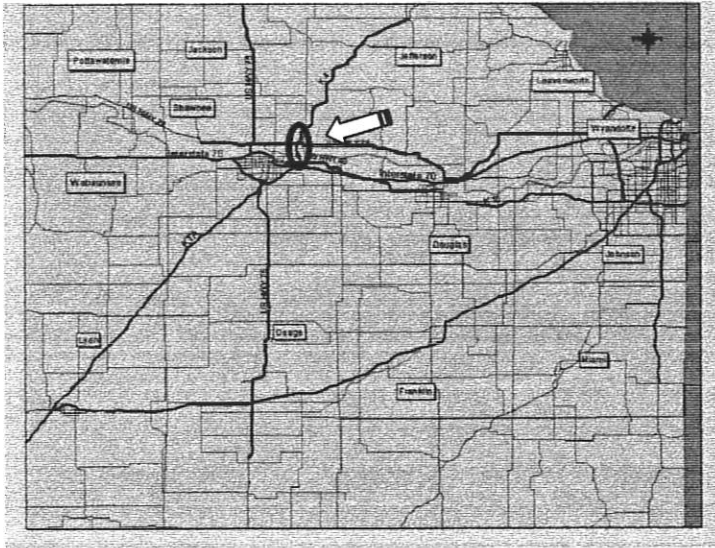
- ◆ Minimal sight distance on east bound approach to toll plaza
- ◆ Inadequate storage capacity for westbound KTA exit
- ◆ Weaving problems with the Topeka Boulevard connection
- ◆ Existing design speed constraints does not accommodate full use of KTAG
- ◆ Potential connection with K-10 extension

NW 46th & US 75 Interchange



Construct grade separated interchange at high accident location.

Oakland Expressway Completion

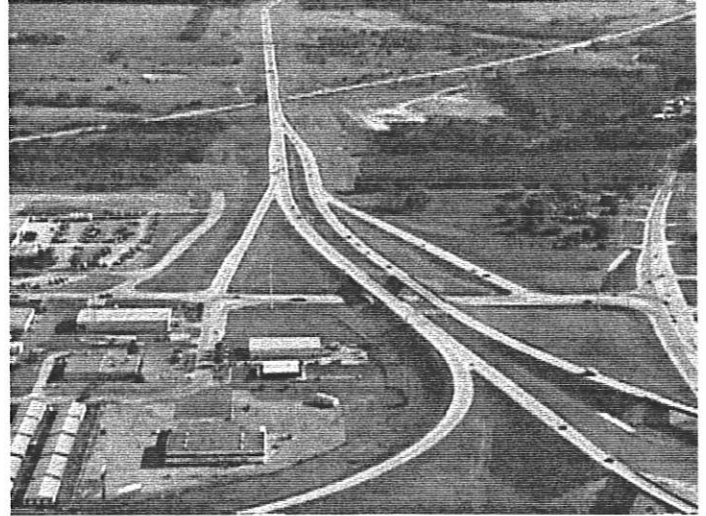
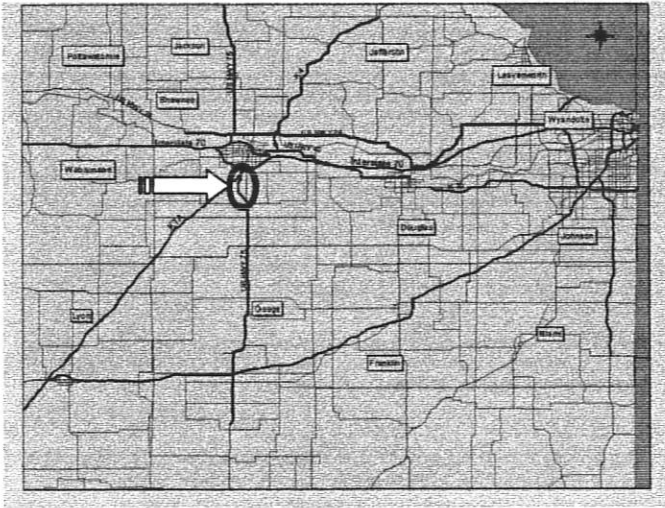


Additional two new lanes on K-4 to provide for a 4-lane freeway within the existing right of way from US 40, north to the Kansas River.

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

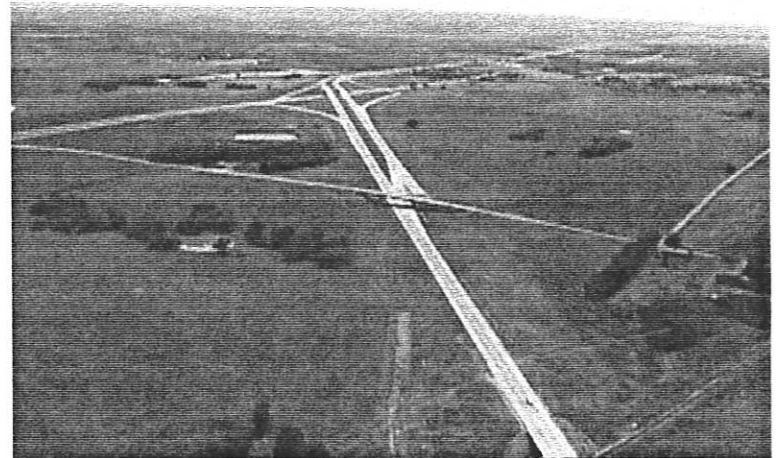
- ◆ Provides additional capacity
- ◆ Completes Expressway and connection to the East Topeka Interchange

South US 75 Completion

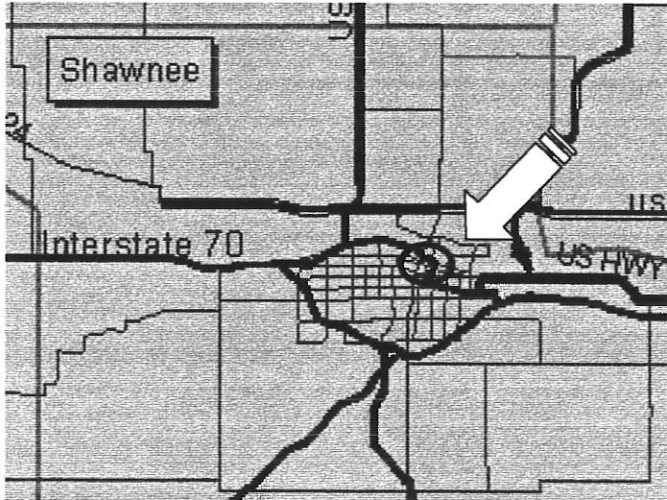


Additional two new lanes to provide for a 4-lane freeway within the existing right-of-way from the end of the existing 4-lane, north to the 4-lane at I-470.

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



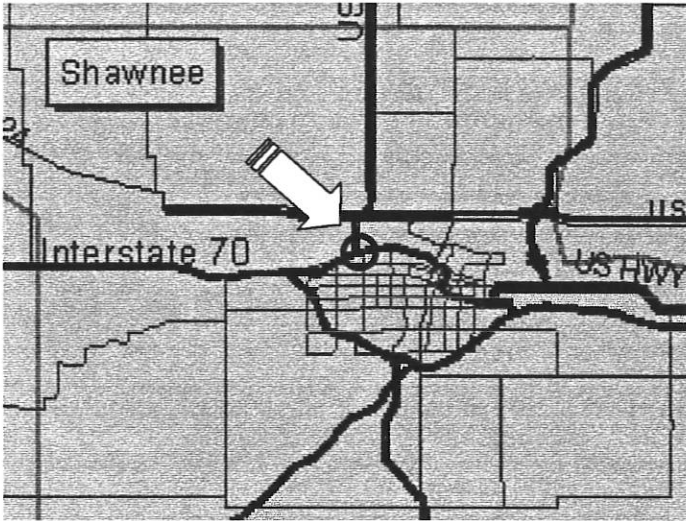
Replacement of Polk-Quincy Viaduct Including Connection to Topeka Boulevard



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

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

I-70 & SW Gage Interchange



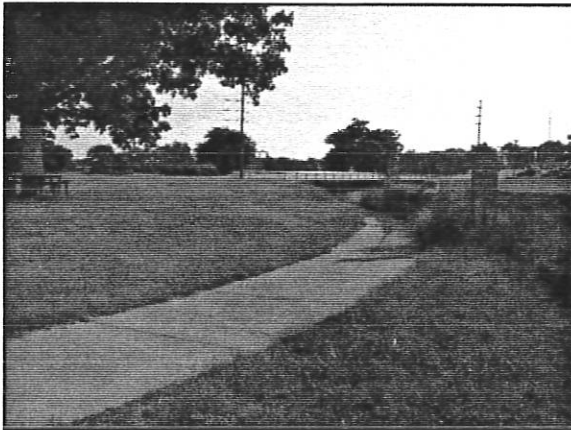
Improve interchange geometrics by realignment of exit ramp.

Railway Crossings

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

Urban Trails

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



Public Transportation

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



**I-70 & Gage
Interchange**

NW 46th & US 75 Interchange

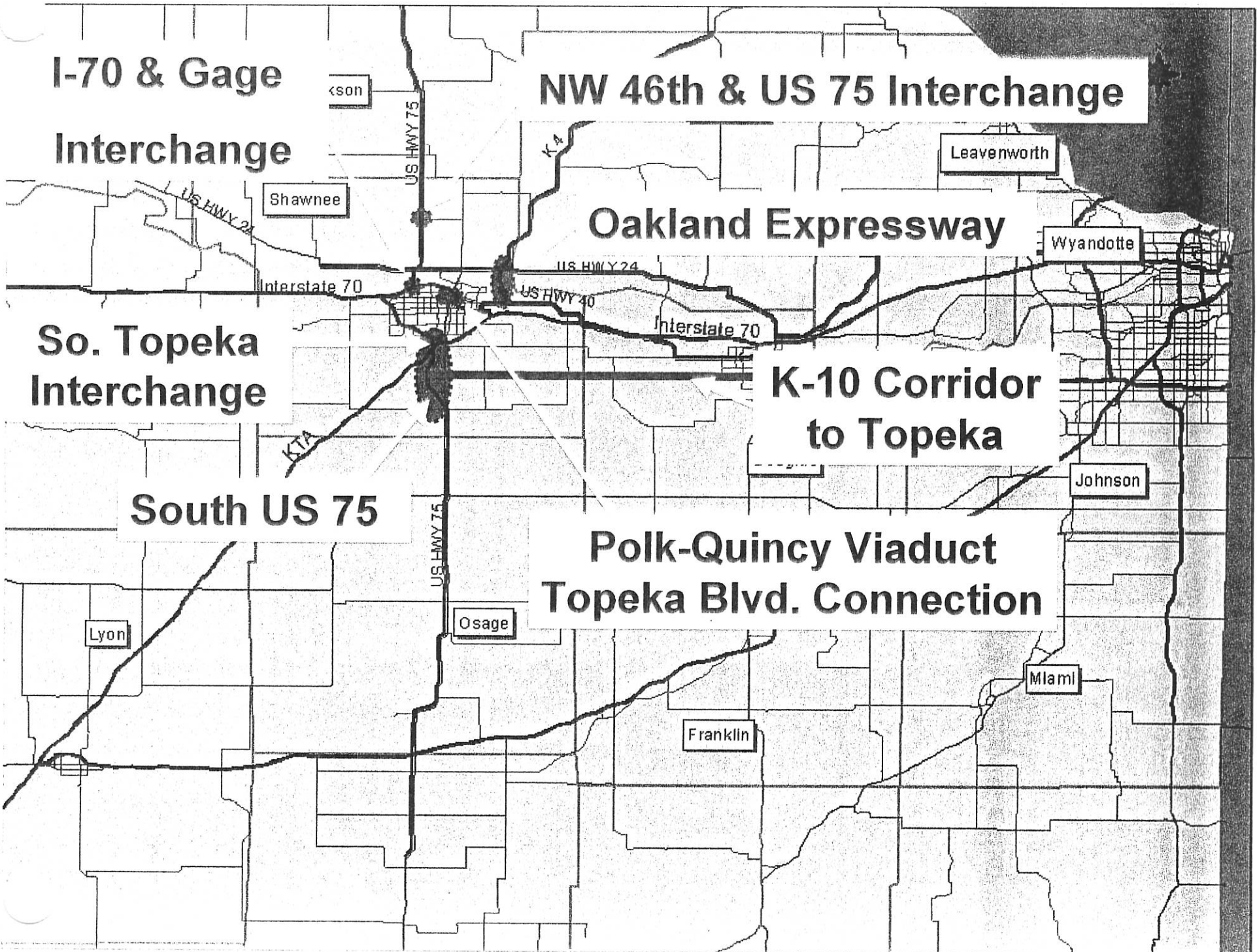
Oakland Expressway

**So. Topeka
Interchange**

**K-10 Corridor
to Topeka**

South US 75

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



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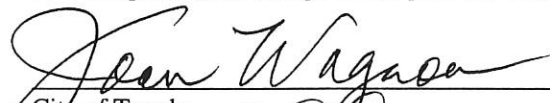
2-9

September 30, 1998

Transportation 2000 Task Force:

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

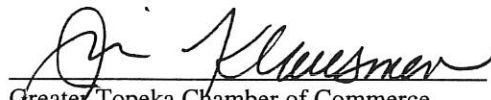
Together, we realize it will take a new state comprehensive transportation program to meet the needs listed below, as well as the needs that have been expressed to you from communities throughout the state. We are greatly encouraged by the commitment Governor Graves has exhibited by appointing the Transportation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


City of Topeka


Shawnee County


Topeka/Shawnee County Metropolitan
Planning Commission


Topeka Metropolitan Transit Authority


Greater Topeka Chamber of Commerce

Topeka/Shawnee County
Priority Transportation Projects:

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

1 CITY OF TOPEKA RESOLUTION NO. 6919

2
3 SHAWNEE COUNTY RESOLUTION NO. 98-181

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 46 ● Completion of South Highway 75

47 Add two lanes

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

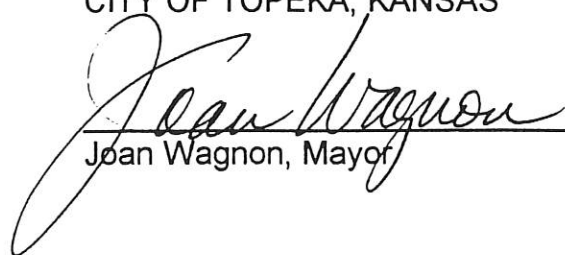
- 51 ● Improvement of I-70/Gage Interchange
- 52 ● Improvements to public transportation
- 53 Increase bus service to include evening and Sunday service
- 54 Increase paratransit services
- 55 Increase bus service in the Wanamaker Road corridor
- 56 ● Increase safety at railroad crossing by upgrading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

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

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

69 ADOPTED and APPROVED by City Council AUG 25 1998 .



CITY OF TOPEKA, KANSAS

 Joan Wagnon, Mayor

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ATTEST:

Iris E. Walker
Iris E. Walker, City Clerk

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



ATTEST:

Cynthia Beck
Cynthia Beck, County Clerk

BOARD OF COUNTY COMMISSIONERS
OF SHAWNEE COUNTY, KANSAS

[Signature]
Winifred Kingman, Chairperson

[Signature]
Theodore Ensley, Vice-Chairperson

[Signature]
Mike Meier, Member



Topeka-Shawnee County

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



RESOLUTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Bryan W. Smith, Chairman



John M. Dugan, Secretary to the Planning Commission



TOPEKA METROPOLITAN TRANSIT AUTHORITY

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

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

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

TOPEKA / SHAWNEE COUNTY PRIORITY TRANSPORTATION PROJECTS

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

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

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

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

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

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

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

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

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

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

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

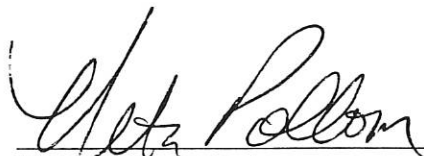
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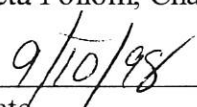
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- * Oakland Expressway Completion
Add two lanes plus Kansas River Bridge south of US 24
Construct 4 lanes from Highway 24 to NE 46th Street
- * South Highway 75 Completion
Add two lanes
- * Replacement of the I-70 Polk / Quincy Viaduct to include connection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

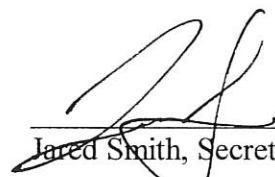
Section 2. New Comprehensive Transportation Program. The Topeka Metropolitan Transit Authority hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the transportation needs set forth in Section 1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


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



Neta Pollom, Chair


Date



Jared Smith, Secretary


Date

RESOLUTION

August 21, 1998

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

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

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

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

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

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

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

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

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

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

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

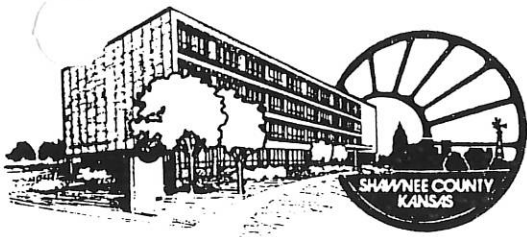
Section 1. Priority Transportation Projects. The Greater Topeka Chamber of Commerce hereby declares to be vital to the future economic growth and development of Topeka and Shawnee County and to the safety of its citizens the following projects:

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

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

ADOPTED and APPROVED by the Greater Topeka Chamber of Commerce.


Jim Klausman, Chairman



Shawnee County Board of Commissioners

Rm. B-11, Courthouse Topeka, Kansas 66603-3933

(785) 233-8200 ext. 4040

Marice A. Kane, 1st district

Michael J. Meier, 2nd district

Theodore D. Ensley, 3rd district

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

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

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

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

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

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



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



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

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

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

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

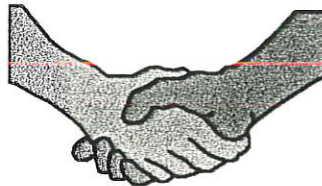
Thank you for the opportunity to address your committees. We ask that you approve a transportation plan that significantly addresses and funds the many needs across our state and here in Topeka and Shawnee County.

**Topeka/Shawnee County Transportation Coalition
Members**

Jack Alexander – Topeka/Shawnee County Planning Commission
Ron Butts – Topeka Metropolitan Transit Authority
Darold Davis – Cook, Flatt & Strobel
Senator Anthony Hensley – Shawnee County Legislative Delegation
Kent McKinney – Greater Topeka Chamber of Commerce Board of Directors &
Community National Bank
Steve Briman – Bartlett & West, Engineers
Anne Freeze – Shawnee County Parks & Recreation
Representative Doug Mays – Shawnee County Legislative Delegation
Kathy Moellenberndt – Greater Topeka Chamber of Commerce
Carlton Scroggins – Topeka/Shawnee County Planning Staff
Edie Snethen – Public Works, City of Topeka
Bob Totten – Kansas Contractors Association
Tom Whitaker – Kansas Motor Carriers Association
Fred Schwartz – Transportation Planner, Burns & McDonald
Mike Sease – Public Works, Shawnee County
David Stremming – Metropolitan Topeka Airport Authority
S.L. Weatherby – Burlington Northern Santa Fe
D. L. Ray – Burlington Northern Santa Fe
Gerald (Bo) Williams – Topeka/Shawnee County Planning Staff
Christy Caldwell – Greater Topeka Chamber of Commerce

TRANSPORTATION 2000

LINKING - JACKSON - COUNTY



February 25, 1999

TRANSPORTATION 2000
JACKSON COUNTY, KANSAS

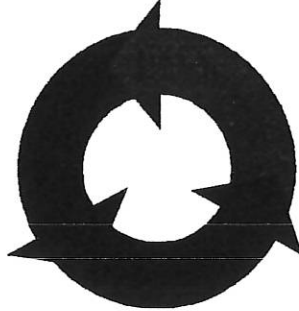


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**JACKSON COUNTY BOARD OF COMMISSIONERS’
LIST OF PROPOSED PROGRAMS AND PROJECTS**

LETTERS OF SUPPORT:

1. Jackson County Roads and Bridges Advisory Committee
2. Jackson County Development Corporation
3. Jackson County Tourism Council
4. Denison State Bank
5. Kansas State Bank
6. Farmers State Bank
7. Whiting State Bank
8. ASE Deli Foods (Oldham’s Farm Sausage)
9. Northeast Kansas Coalition for Regional Economic Development

Jackson County Map

Jackson County Priority Bridges

Photos of Selected Bridges

Photos of Selected Highway Shoulders

County of Jackson, State of Kansas

Courthouse - 400 New York
Holton, Kansas 66436



JOHN GRAU, SOLDIER
FIRST DISTRICT COMMISSIONER

ELLEN SCHIRMER, HOLTON
SECOND DISTRICT COMMISSIONER

ROY OGDEN, MAYETTA
THIRD DISTRICT COMMISSIONER

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

February 22, 1999

House and Senate Transportation Committees
State Capitol
Topeka, Kansas 66612

RE: Comprehensive Transportation Program

Dear Joint House and Senate Transportation Committee Members:

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

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

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

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

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

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

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

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

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

JACKSON COUNTY
BOARD OF COMMISSIONERS


ELLEN SCHIRMER, COMMISSIONER

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

September 28, 1998

Transportation 2000 Task Force
Mary Turkington, Chairperson

RE: Comprehensive Transportation Program

Dear Ms. Turkington:

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

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

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

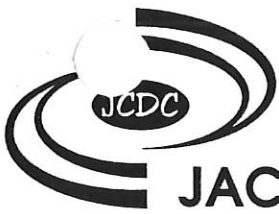
In closing, we would like to encourage the Transportation 2000 Task Force and our local State legislators to act in support of a new comprehensive transportation program which includes projects of importance to Jackson County and our rural communities' economic health. Thank you for your efforts in developing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

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

Sincerely,



Steve Stenger
Chairperson



JACKSON COUNTY DEVELOPMENT CORPORATION

September 28, 1998

Transportation 2000 Task Force
Mary Turkington, Chairperson

RE: Comprehensive Transportation Program

Dear Ms. Turkington:

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

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

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

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

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

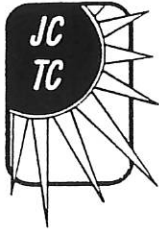
In closing, we would like to encourage the Transportation 2000 Task Force and our local State legislators to act in support of a new comprehensive transportation program which includes projects of importance to Jackson County and our rural communities' economic health. We feel the programs and projects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

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

Sincerely,



Jonathan Wimer
Executive Director



JACKSON COUNTY TOURISM COUNCIL

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

September 29, 1998

Transportation 2000 Task Force
Mary Turkington, Chairperson

RE: Comprehensive Transportation Program

Dear Ms. Turkington:

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

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

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

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

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

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

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

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

Sincerely,



Fred Goodgion
Chairman



DENISON STATE BANK

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

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

Mike Day, *Agriculture Representative*

September 29th, 1998

Transportation 2000 Task Force
Mary Turkington, Chairperson

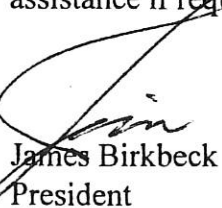
RE: Comprehensive Transportation Program

Dear Ms. Turkington:

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

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

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


James Birkbeck
President

JB:slm

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

Drive-up
412 Wisconsin
Holton, Ks. 66436

Branch Bank
South Highway 75
Holton, Ks. 66436

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

Kansas State Bank

Holton\Wetmore\Horton

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

September 28, 1998

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

Transportation 2000 Task Force
Mary Turkington, Chairperson

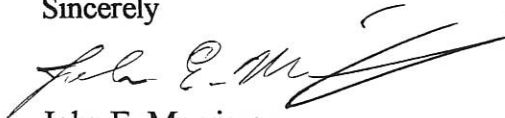
Dear Ms. Turkington:

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

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

Thank you for your consideration.

Sincerely



John E. Morrissey



THE FARMERS STATE BANK

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

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

September 28, 1998

Officers and Directors

C.M. Geis
Chairman of the Board

David Allen
President / CEO

Jim Cole
Vice President

Jim Achten
Assistant Vice President

Elizabeth Holaday
Assistant Vice President

Alice S. Ash
Director

C.W. Beightel, III
Director

Dick A. Geis, MD
Director

Gary Pfang
Director

Doey Messer
Loan Officer

Beth Mitchell
Assistant Cashier / Marketing

Anita Schafer
Compliance / Operations

Transportation 2000 Task Force
Mary Turkington, Chairperson

SUBJECT: Comprehensive Transportation Program

Dear Ms. Turkington:

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

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

Sincerely,

David Allen

THE STATE BANK OF WHITING

WHITING, KANSAS 66552
(913) 873-3121

September 28, 1998

Transportation 2000 Task Force
Mary Turkington, Chairperson

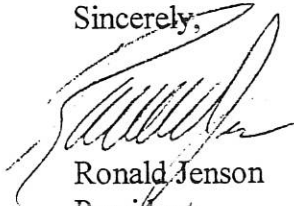
RE: Comprehensive Transportation Program

Dear Mrs Turkington:

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

Please give these recommendations serious consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald Jenson", written over a light blue horizontal line.

Ronald Jenson
President

September 30, 1998

Transportation 2000 Task Force
Mary Turkington, Chairperson

Dear Ms. Turkington:

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

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

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

Sincerely,



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

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

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

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

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

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

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

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

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

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

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

3-16
~~3-15~~

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

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

Adopted this 24th day of September, 1998.

Glenda Purkis

Glenda Purkis, Atchison County

Janice Walker

Janice Walker, Doniphan County

Jonathan Wimer

Jonathan Wimer, Jackson County

Larry Cope

Larry Cope, Jefferson County

Julie Prohaska Nitz

Julie Prohaska Nitz, Brown/Nemaha Counties

Gary Satter

Gary Satter, Glacial Hills RC&D

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

FUND CLASS:

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

NOTES TO COUNTY:

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

3-18
3-17

D I S T	(2)											(1)		(3)	
											CONSTR	FEDERAL		1999-2003	1998-2002
	COUNTY NAME	CO NO	PROJ. NO.	LOCATION DESCRIPTION	LENGTH (MILES)	WORK TYPE	PROPOSED LET DATE			COST (\$1,000)	FUNDS (\$1,000)	FUND CLASS	COUNTY PRIORITY	COUNTY PRIORITY	
1	Jackson	#1	43 C-3029-01	6.0 mi W Hoyt	0.200	Bridge Repl.	5	98	1998	150	146	BRS-		1	
1	Jackson	#2	43 C-3299-01	9.0 km S Denison	0.100	Bridge Repl.	3	100	2000	267	246	BRS		2	
1	Jackson	#3	43 C-3298-01	1.6 km W & 8.8 km N of Holton	0.100	Bridge Repl.	5	101	2001	158	145	BRO		3	
1	Jackson	#4	43 C- -01	2.0 mi W of Netawaka	0.100	Bridge Repl.	7	101	2002	100	92	BRO-	Remove	4	
1	Jackson	#5	43 C- -01	RS-80 112 & 113 ?????	0.100	Bridge Repl.	7	101	2002	120	110	BRO-	Remove	4	
1	Jackson	#6	000000000430020	FAS 20 3.9 E of Delia		Bridge R							2002	4	
1	Jackson	#7	000430997503920	158 T.4 2.5 E of Mayetta		Bridge R							2003	5	
1	Jackson	#4	000000000430260	FAS 260 6.0N & 2.8 E of Holton		Bridge R							2004	6	

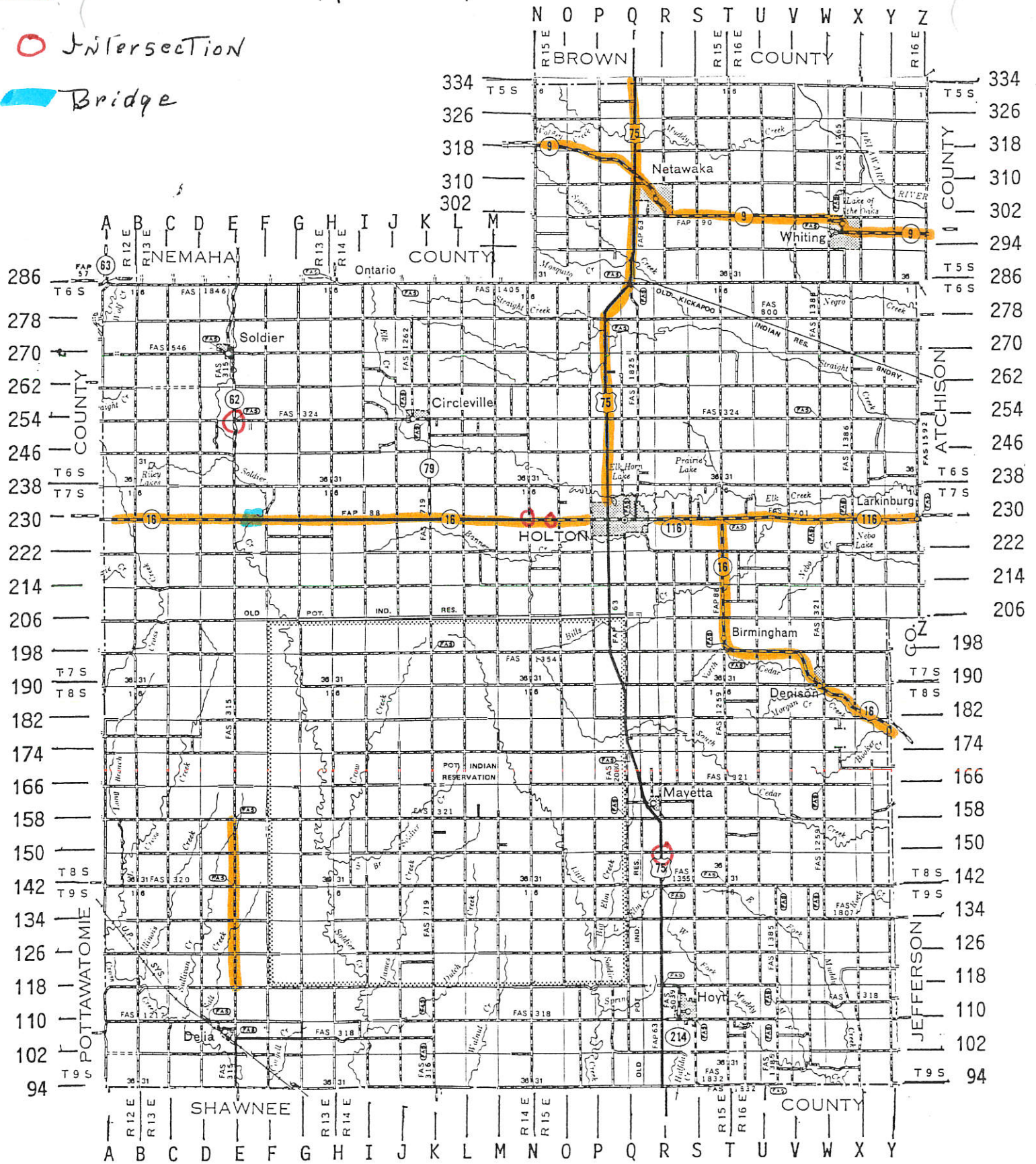
See following photos for pictures of several of these bridges in poor condition but still in use.

3-1-1

Corridor Widening/Surfacing

○ Intersection

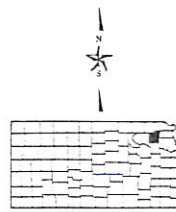
▬ Bridge



LEGEND

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

ROAD SYSTEM DESIGNATION	
FEDERAL-AID INTERSTATE HIGHWAY SYSTEM	FAI
FEDERAL-AID PRIMARY HIGHWAY SYSTEM	FAS
FEDERAL-AID SECONDARY HIGHWAY SYSTEM	FAS
INTERSTATE NUMBERED HIGHWAY	75
U.S. NUMBERED HIGHWAY	16
STATE HIGHWAY SYSTEM OR STATE NUMBERED HIGHWAY	40
END OF DESIGNATED SYSTEM OR MARKED ROUTE	24



FA SYSTEM REVISED TO JULY 28, 1991

GENERAL HIGHWAY MAP JACKSON COUNTY KANSAS

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

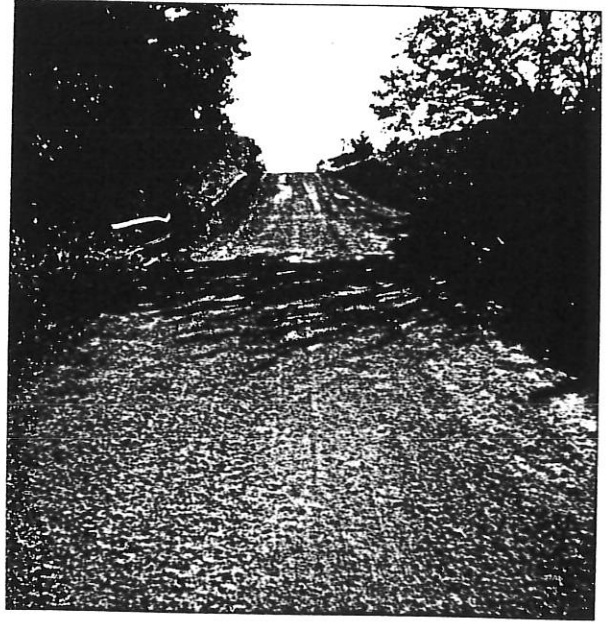
SCALE 1" = 1 MILE
3-19
3-18 43

1990

Note Bridge conditions are poor '98



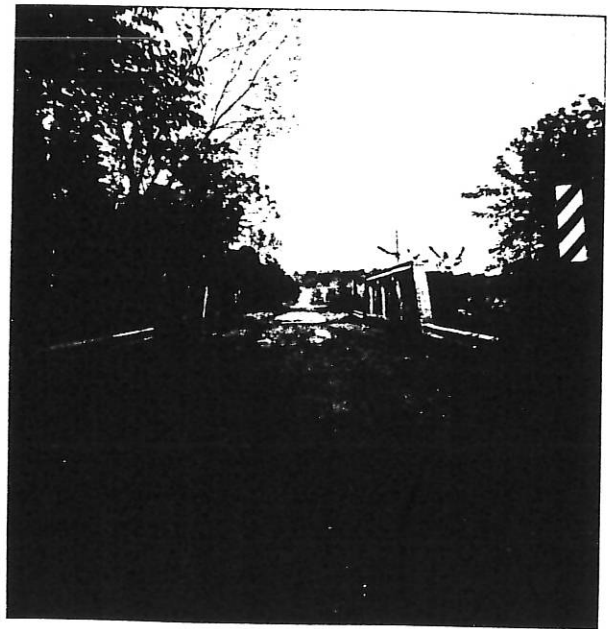
158 T.4 Bottom # 57 on list
JA County



158 T.4 top of Bridge # 57 on list
Jackson County



FAS 20 Bottom # 46 on list
Jackson County

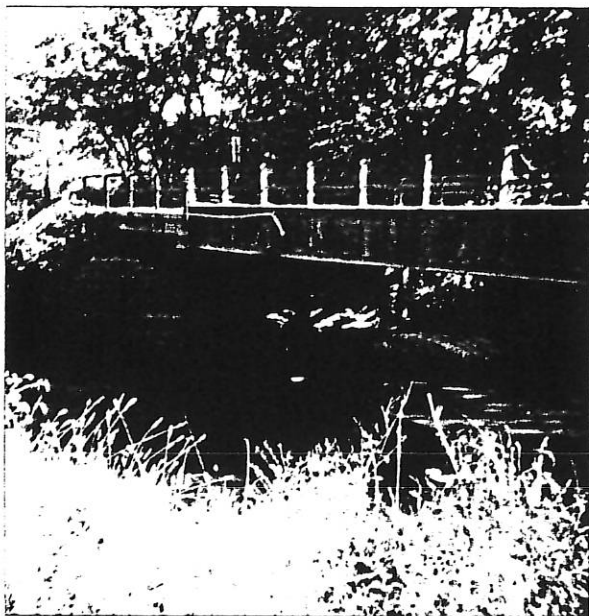


FAS 20, top of bridge # 46 on list
Jackson county

3-20
3-19

Note poor bridge conditions

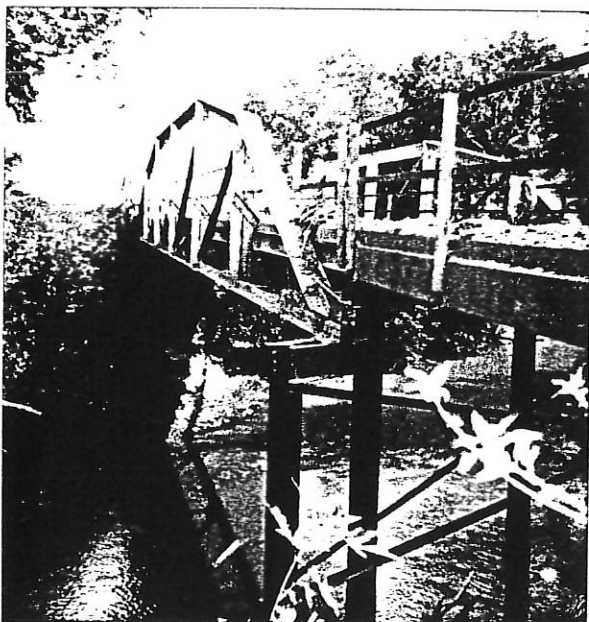
1-8



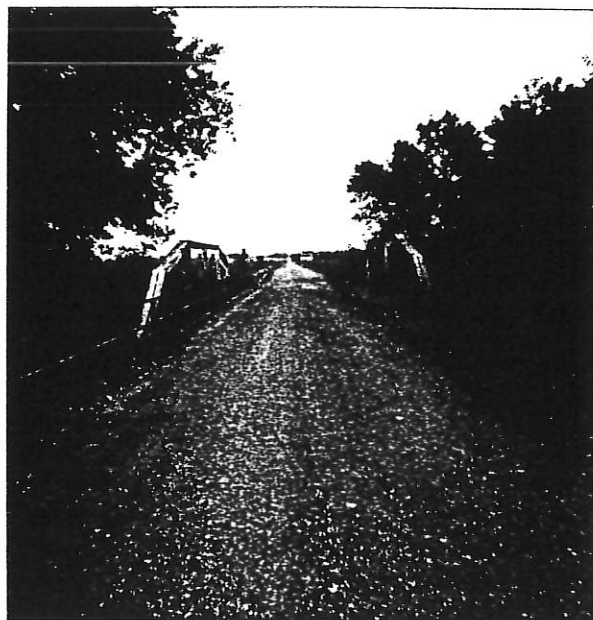
9.0 Km S Denison Bottom #2 on list
Jackson County



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



FAS 260 Bottom #6 on List
Jackson County

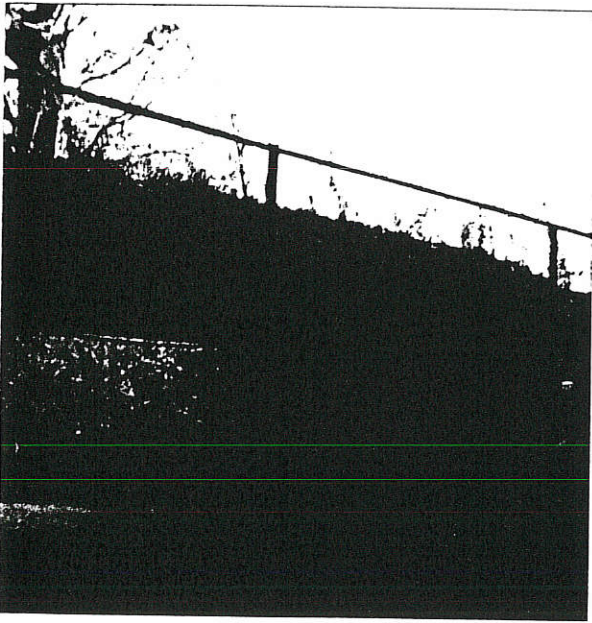


FAS 260 Top of Bridge #6 on List
Jackson County

3-21
3-20

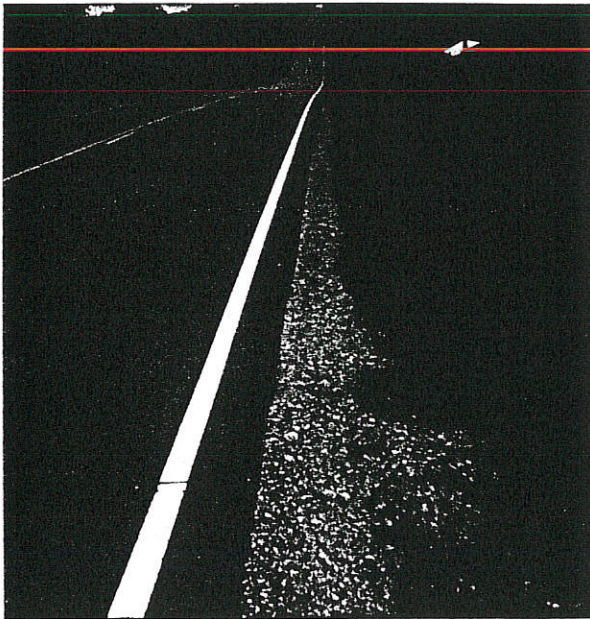
Note poor bridge conditions

198

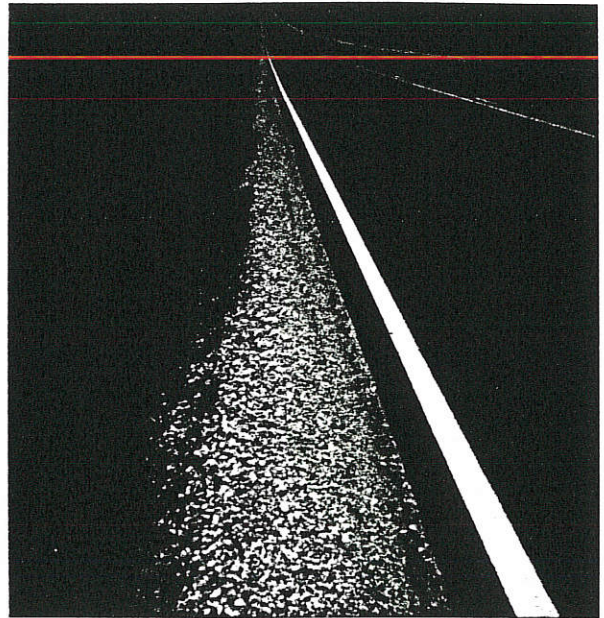


P-272 Bottom #3 on list
Jackson County

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

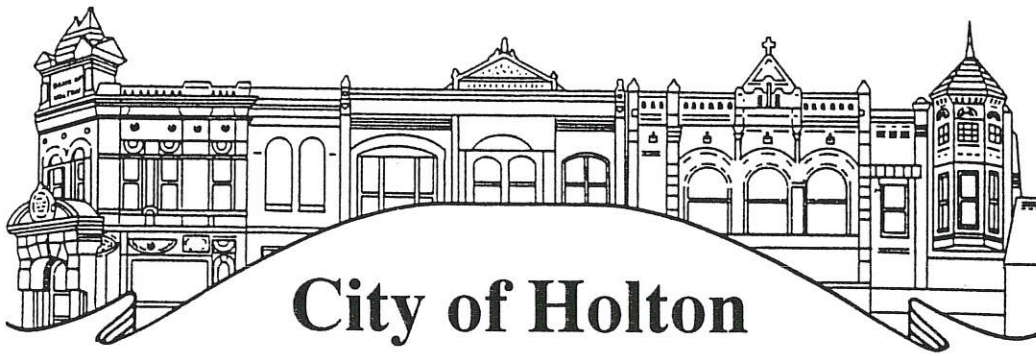


16 Hwy 1 Mile East of Holton
note drop off into ditch
Jackson County



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

3-22
3-21



February 25, 1999

Senate and House Transportation Committees
State Capitol
Topeka, Kansas 66612

RE: Comprehensive Transportation Program

Dear Members of the Senate and House Transportation Committees:

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

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

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

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

— JOINT SEN. & HOUSE TRANS. COMM. —
February 25, 1999
Attachment #4

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

4-1

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

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

Sincerely,



Richard J. Mulroy
Mayor



Prairie Band of Potawatomi Nation Road & Bridge

House and Senate Transportation Committee
State Capitol
Topeka, Kansas

RE: Comprehensive Transportation Program

Committee Members;

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

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

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

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

14880 K Road
Mayetta, Kansas 66509
E-Mail: pbprb@flinthills.com

JOINT SEN. & HOUSE TRANS. COMM.

February 25, 1999

Attachment #5

Main Office 785-966-2375

Fax 785-966-2390

5-1

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

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

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

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

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

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

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

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



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

Fact Sheet

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

STATEWIDE PLANNING

Program Purpose

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

Continuing Provisions

Among the most significant continuing provisions are the following:

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

Funding

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

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

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

FTA State transportation planning funding authorizations may vary for any year, depending on the degree to which Congress appropriates non-guaranteed funds authorized to be appropriated from the General Fund. Funding authorized from the Mass Transit Account of the HTF, and certain funds authorized to be appropriated from the General Fund, are guaranteed. Authorizations for state planning from all sources average a total of \$15.4 million per year for the 6 years of TEA-21, or a total of \$92.2 million, while guaranteed funding averages \$10.5 million per year, for a total of \$82.9 million. [3029(a)]

Key Modifications

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

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

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

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

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

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

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

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

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

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

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

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

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

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

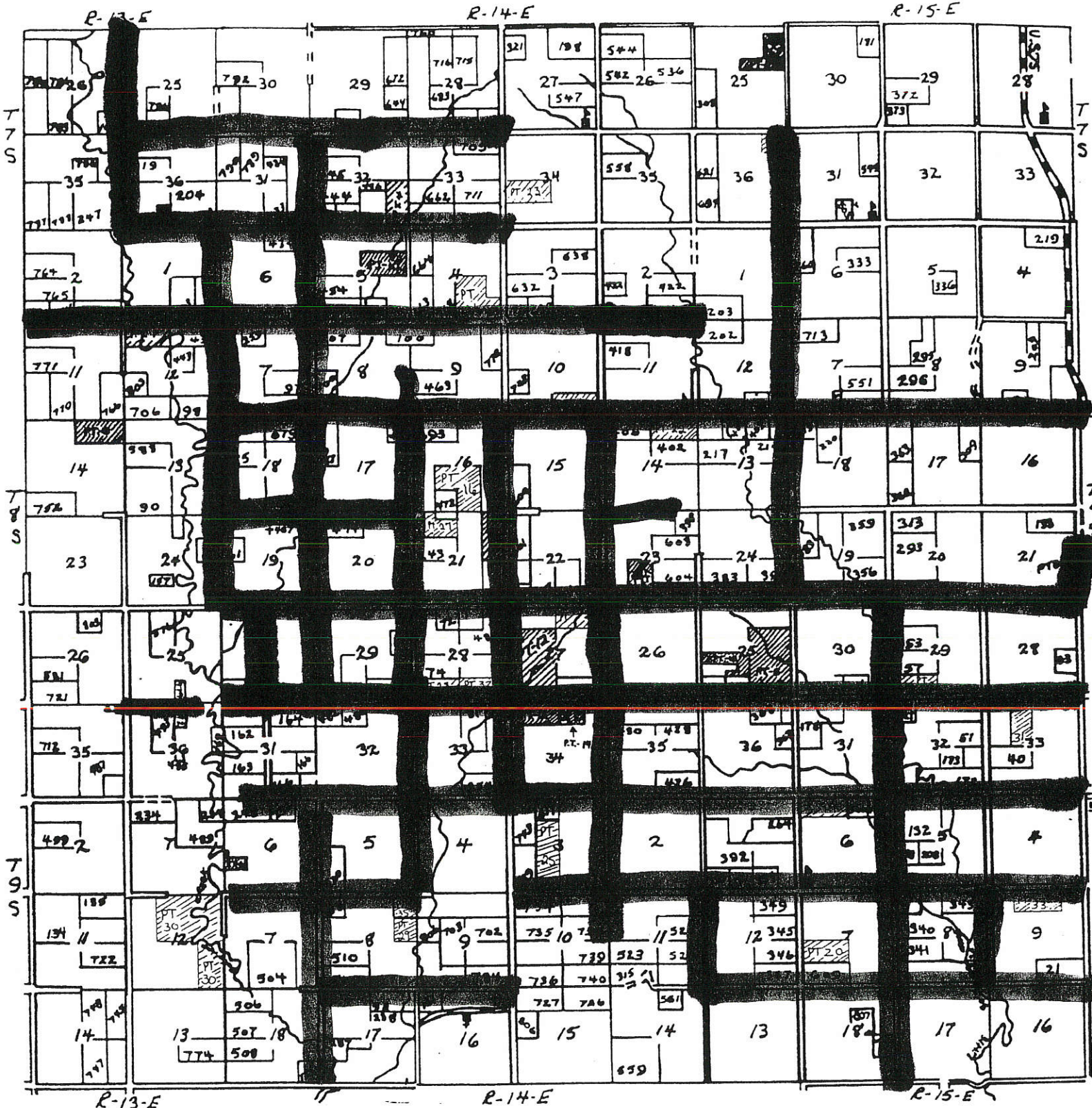
September 14, 1998

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

HORTON AGENCY KANSAS

PBP

January 1, 1983



TRIBAL 

Nick Cobos
800 SE 36th Street
Topeka, Kansas 66605

Ladies and Gentleman of the Committee-

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

I use public transportation at least once a week.

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

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

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

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

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

Don't let our dream end?

Thank you.

Alan Winkler
Wabaunsee County Commissioner
February 25, 1999

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

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

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

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

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

35

JEFFERSON COUNTY ROAD DEPARTMENT

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

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

RONALD E. KARN
ROAD SUPERINTENDENT

February 22, 1999

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

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

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

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

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

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

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

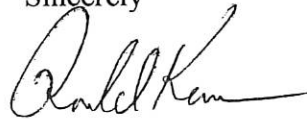
Many counties cannot afford to participate in the state program because of the lack of funds. Most have bond programs to generate the needed funds. Many counties are nearing their budget limits to address the local needs.

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

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

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

Sincerely

A handwritten signature in cursive script, appearing to read "Ronald Karn".

Ronald Karn
Jefferson County Road Superintendent

BUILDING PERMITS

Year	# of Permits	Single Family Dwellings		
		Estimated Cost of Construction		
1991	65		3,939,300.00	
1992	84		4,214,000.00	
1993	91		5,751,000.00	
1994	116		8,620,000.00	
1995	112		7,290,220.00	
1996	105		8,000,000.00	
1997	109		8,280,700.00	
1998	107		9,327,600.00	
COMMERCIAL				
1991	1	Bed & Breakfast Facility	105,000.00	1991 Total
	6	Additions to existing "	43,000.00	\$148,000.00
1992	1	Communications Tower	160,000.00	1992 Total
	8	Additions to existing Facility	171,100.00	\$331,100.00
1993	1	Church	65,000.00	1993 Total
	6	Additions to existing	140,700.00	\$205,700.00
1994	1	County Weed Shop	109,500.00	
	1	Machine Shop	75,000.00	1994 Total
	9	Additions to existing	202,770.00	\$387,270.00
1995	9	Additions to existing	250,500.00	
1996	1	Gambinos Pizza	82,000.00	
	1	Convenience Store & Storage	80,000.00	
	1	PreCast Concrete	400,000.00	1996 Total
	1	Mini Storage (VF)	44,000.00	\$1,058,555.00
	1	Addition to Heinen Repair	20,000.00	
	1	RWD #2 Tower	333,380.00	
	1	Professional Bldg.	82,000.00	
	1	Ruralgas	13,175.00	
1997	12	List Attached		1997 Total \$2,311,200.00

1998 HAUL ROAD QUESTIONNAIRE SUMMARY

8-4

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

1998 HAUL ROAD QUESTIONNAIRE SUMMARY

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

8-5

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

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

Tot \$6,345,994

RLT

2-10-99

8-7

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

A. Transportation System within Morris County

1. State/Federal Highways, US56, US77, KS177/57, KS4, KS149--
109 mi total.
 2. County Roads, 1100 mi. total, of which 75 mi hard surf., 75 mi.
dirt/low maint., and the balance of 950 mi of gravel. App. 230 miles
are on FAS routes.
 3. Railroads, UP and BNSF totaling app. 40 mi. MP track was
abandoned in the late 1980's. There are no "short lines" operating in
Morris County.
 4. Airports, Delavan Airbase now Herington Municipal and a "landing
strip" near Council Grove.
- B. State/Federal Highways: we will not dwell on the need here other than to say
that the majority of those miles have little or no shoulder and have
the resulting safety related problems.
- C. Railroads: we will not dwell on this issue either other than the fact that some of
the crossings are hazardous and the abandonment of the MP line was a
severe blow to the County's economy.
- D. Airports: the County is currently served by one airport capable of accomodating
aircraft commonly used by business and industry larger than single
engine, that being the old airbase at Delavan, which is owned and
operated by the City Of Herington (Dickinson Co.). An effort is
under way to convert this airport to a regional facility. Morris County
is a willing participant in this endeavor.
- E. County Highway System: the need to maintain and upgrade our local road system
is an ongoing and financially demanding endeavor, not only for routine
maintenance, but also replacement of obsolete/failing bridges, and
replacement of equipment required to maintain the "infrastructure".
1. Our current Road and Bridge budget totals \$1.3 million and
includes: 550,000 salaries, 560,000 commodities, leaving only 190,000
for equipment replacement and new construction.
 2. Our current allocation of Federal/State money for new
construction, ie, "5-year plan", TEA-21, is \$121,249/year. Of that,
app. 57,000 is STP fund and 64,000 is BR fund.

Fax

3. Our needs far exceed those dollar amounts!!

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

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

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

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

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

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

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

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

Attached for your are:

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

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

Morris County Commissioners, Darrel Miller, Chairman

Morris County Road and Bridge Department
 3 Year Capital Improvement Plan

Transportation 2000, Comprehensive Transportation Plan

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

F/O#	Year	Address	Description	S. R.	99	00	01	02	03	04	05	06	07	08	Future Unfunded	
Bridg Placement (over 20'long--State/Fed Inspected)																
80	WC	WbRd w.2400	Replaced existing '98	Done												
220	Bd	2800 n.of BB	Replaced existing '98	Done												
1	WC	F w.of 2700	Replaced existing '98	Done												
45	WC	Q w.of H149	Replaced existing '98	Done												
49	WC	P e.of 149	Replaced existing '98	Done												
20	Dw	H e.of 800	Replaced existing '98	Done												
31	Dw	H w.of 1600	Replaced existing '98	Done												
67	CG	U e.of 200	Replaced existing '98	Done												
110	WC	Skdy n.of B	Replace deck '98	Done												
130	Dlp	DlpRd e.of X	Replace existing	25.9						242	Contract awarded					
290	Pv	1700 s.of J	Replace existing	38.4						209	Scheduled for letting in Aug.					
1339	Dw	B 1400-2400	Upgrade road and replace 10+culverts								240	tentative schedule				
35	WC	L e.of 2100	Abut.,narrow,rebar exp	41.2			210									
14	Dw	F w.of 500	Repl.prev.reblt,abut.failure	82.8??		150									150	
104	CG	875@NCL	Repl. exist 5T or less limit	32.9	Will require Abut repair this year						250					250
416	Dp	DD w.of 200	Conc Grdr 10T	29.7	Hvy Rd & Kahola traffic							150				150
87	Wil	1500 s.of Z	Repl. exist 5T or less limit	22.9	Hvy farm/ranch traffic				200							200
450	CG	old4 s. of M	Repl RC Grdr	51.4	16'Rdwy on high speed rd, min.sight dist Conc deter.							175				175
6	Dw	D w.of 1600	Repl. exist 5T or less limit	26.4	Stone abut good, Deck narrow & weak								150			150
40	Pv	1800 s.of J	Repl. St.truss NO wt lim	61.3	Bridge narrow,banks eroded,poor alinmt									750		750

7-4

Morris County Road and Bridge Department
8 Year Capital Improvement Plan

Transportation 2000, Comprehensive Transportation Plan

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

NO#	Near	Address	Description	S. R.	99	00	01	02	03	04	05	06	07	08	Future
The following are candidates for future consideration															
O 9	Dw	F w.of 1200	Repl. narrow St truss	34.2											175
O 28	Dw	1400 s.of J	Repl. exist 5T or less limit	41.8											200
O 3	Sk	2600 s.of B	Repl. exist 5T or less limit	22.8											200
O 29	Dw	J w.of 1400	Repl. exist 5T or less limit	33.3											175
O 72	Wil	V e.of 1500	Repl. exist 5T or less limit	32.9											150
O 82	Wil	Y w.of 1700	Repl. exist 5T or less limit	26.4											175
O 70	CG	V e.of 700	Extend and realign V ave	70.5											150
O 36	WC	2100 s.of J	Repl. exist 5T or less limit	26.4											200
O 27	Dw	1300 s.of G	Repl. exist 5T or less limit	28.5											125
O 10	Dw	800 n.of G	Major Repair 7T limit	91.9?											100
O 4	WC	2500 s.of F	St Str 10T	33.7											150
F 453	Dw	300 s.of G	St Str 10T (on Co.Line)	47.2											150
O 16	Dw	500 n.of H	RC Slab 10T	47.7											125
O 32	WC	H e.of 1900	RC Slab 10T	47.7											100
F 460	Lat	K w.of 2800	St Grdr 10T	48.7											100
F 310	Wil	Z w.of 1500	Repl ConcGrdr 10T	49											100
O 34	WC	K e.of 2100	StStr 9T	54.2											125
F 60	Dp	DpRd n.CC	Repl PI Grdr 13T	55.2											500
F 414	Dp	400 s.of DD	Metal Arch 10T	59.7											100
O 71	Wil	1400 n.of V	StStr 10T	62.7											100
O 55	Wil	1600 n.of R	StStr 8T	64.3											150
F 20	DS	DsRd n.DD	Repl St Grdr 10T	67.5											500
O 96	Dp	400 n.of AA	StStr 9T	67.9											100
O 51	Wil	2000 s.of R	RC Slab 10T	69											125
O 54	Pv	P e.of 1800	StStr 9T	73.5											125
F 420	WC	B e.of SkRd	Repl. exist 9T limit	54											125
F 230	Bd	2800 n.of AA	Repl. exist 8T limit	43.2											125
O 118	Lat	J w.of 2800	Repl. exist 5T or less limit	41.3											250
F 400	Dw	G e.of H177	Repl. exist 8 T limit	48.6											175
F 390	Dw	G e.of H177	Repl. exist 10 T limit	75.5											175
O 52	Wil	2000 e.of R	Repl. exist 5T or less limit	26.5											100
Total future and "unfunded" bridges															6975

9-5

Morrie County Road and Bridge Department
5 Year Capital Improvement Plan

Transportation 2000, Comprehensive Transportation Plan

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

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

Road project Upgrades and other major work

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

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