US-400 CORRIDOR STUDY

KDOT PROJECT NO. 400-11 KA-1005-01

CHEROKEE COUNTY

FINAL REPORT

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EXECUTIVE SUMMARY

This report presents the findings of the ***US-400 Corridor Study*** to select a corridor from the proposed Crawford County Corridor (KDOT Project No. K-7290-03 and K-8320-01) south to I-44. The intent of the study was to identify extraordinary engineering, environmental, social, and economic concerns so a preferred corridor could be identified and the class of environmental documentation necessary for a project could be determined. Upon completion of this study, the project could proceed directly into the environmental documentation and alignment selection process with a reasonable understanding of the existing conditions in the area.

The study area spans approximately 28 miles of US-400 from the proposed Crawford County Corridor near the Cherokee-Crawford County Line south to I-44.

The highway has been designated a Class B route and is part of the National Highway System. The Kansas Department of Transportation (KDOT) has stated that their long term goal for this corridor is to provide a four-lane freeway from Kansas City to I-44.

This Corridor Study was authorized on January 4, 2008 as Project 400-11 KA-1005-01. KDOT and the Study Team concluded early on in the process that the corridor recommended should allow for the construction of a freeway type facility. The US-69 corridor from Kansas City to Fort Scott has been upgraded to a freeway type facility and the remaining corridor from Fort Scott to Pittsburg is either under study or is being designed to be upgraded to a freeway type facility. Thus, the recommended roadway type should ultimately be a freeway type facility.

The study process is summarized below:

Timing	Phase	Activity	Meeting
Spring – Summer 2009	Data Gathering	Explored multiple, potential corridors with help from available data and stakeholder/US-400 Citizens Advisory Committee input	Stakeholder Meetings and US-400 Citizens Advisory Committee Meeting No. 1 July 16, 2009
Fall 2009	Exploring Corridor Directions	Explored three corridors based on analysis and US-400 Citizens Advisory Committee input	US-400 Citizens Advisory Committee Meeting No. 2 September 24, 2009
Spring 2010	Converging on a Unified Direction	Recommended a single corridor based on analysis and US-400 Citizens Advisory Committee input	US-400 Citizens Advisory Committee Meeting No. 3, Public Officials Briefings, and Public Meeting March 11, 2010
Summer 2010	Moving Forward	Develop Draft and Final US-400 Study reports	US-400 Citizens Advisory Committee Meeting No. 4 July 15, 2010

The objectives of the study included:

- Examining the possibility of creating a roadway similar to US-69 north of Fort Scott, Kansas.
- Identifying areas where existing right-of-way might be utilized.
- Avoiding or minimizing impacts to existing floodplains to the extent practicable.
- Understanding local accessibility concerns.
- Improving safety for motorists.

The objectives were developed through meetings that KDOT and the consultant team held with groups of key stakeholders. Then KDOT and the consultant team presented the objectives to the US-400 Citizens Advisory Committee for additional comment during the first US-400 Citizens Advisory Committee meeting.

A wide variety of key stakeholder groups were represented in the US-400 study area of Cherokee County. Generally they included individuals who represented the cities of Columbus, Galena, and Baxter Springs; Cherokee, Crawford, and Labette Counties; the Missouri Department of Transportation (MoDOT), Oklahoma Department of Transportation (ODOT), and Oklahoma Turnpike Authority; and the Quapaw Tribe of Oklahoma (O-Gah-Pah) as a Consulting Agency.

The US-400 Citizens Advisory Committee provided comment and input to KDOT and the consultant team at key points in the study process, such as data collection and analysis of corridor options. The US-400 Citizens Advisory Committee included individuals who represented the cities of Columbus, Galena, and Baxter Springs; Cherokee, Crawford, and Labette Counties; and the Quapaw Tribe of Oklahoma (O-Gah-Pah) as a Consulting Agency. It also included property owners and people who represented the business and agricultural industries in the community.

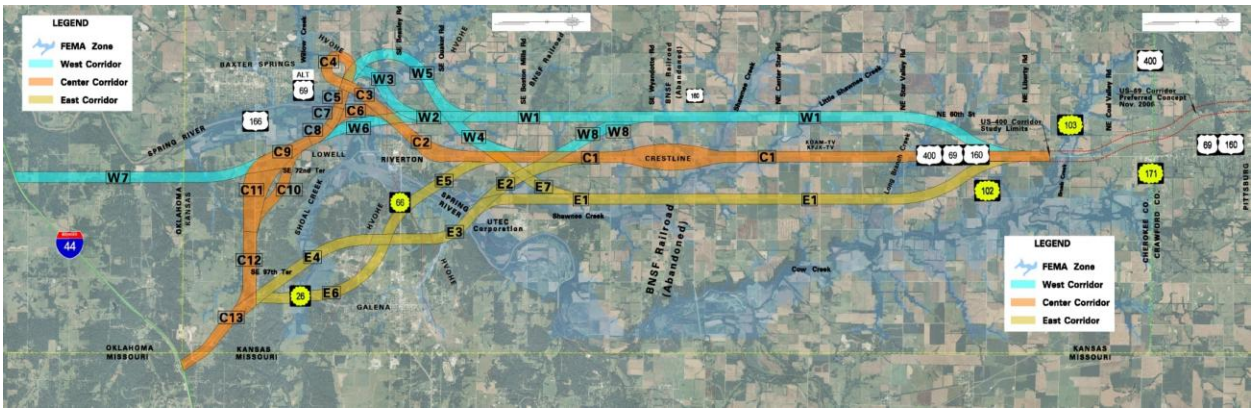

EXHIBIT 1: *All of the Corridor Alternatives for US-400.*

During the summer of 2009 KDOT and the consultant team examined and assessed existing engineering, environmental and socio-economic conditions in the corridor with the US-400 Citizens Advisory Committee. They also discussed the pros and cons of multiple corridor alternatives. In general, these corridors included a western, central and eastern option.

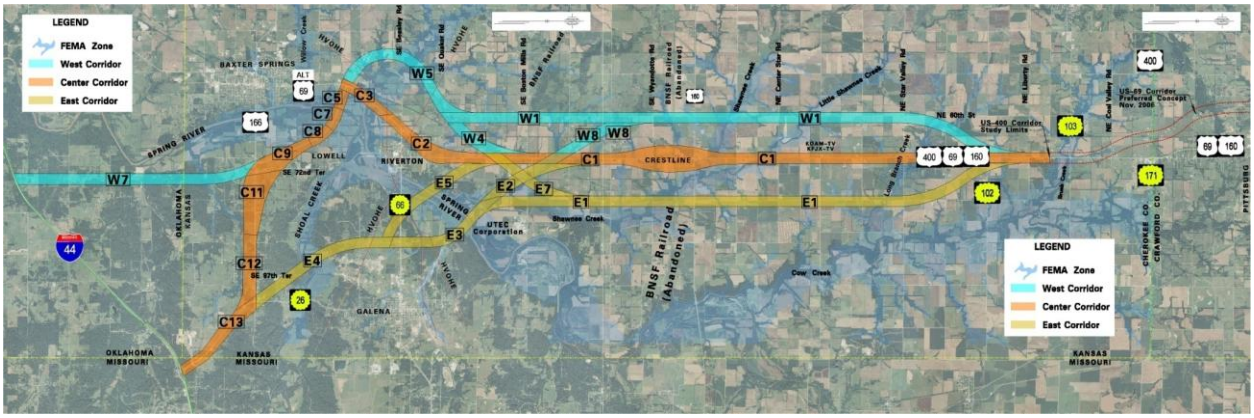

EXHIBIT 2: *Corridor Alternatives for US-400 used in final analysis.*

During the winter of 2009 and spring of 2010, KDOT, the consultant team, and the US-400 Citizens Advisory Committee began the process of evaluating the corridors against a number of criteria until the project team was able to arrive at the preferred corridor. Evaluation criteria, in order of importance, included:

- **No. 1** – Ease of construction (constructability)
- **No. 2** – Environmental impacts, such as mined areas, wetlands, river crossings, cultural/historical features, floodplains, etc.
- **No. 3** – Input from stakeholders gathered throughout the planning process in Key Stakeholder Meetings, US-400 Citizens Advisory Committee Meetings, and phone calls or emails to KDOT from the general public

- **No. 4** – Preliminary estimated construction costs of $10 million per mile for the 28-mile corridor
- **No. 5** – Impacts or an estimate of how well the corridor would serve existing communities, negatively impact them, or foster community development (socio-economic impacts)
- **No. 6** – Acres of additional right-of-way needed
- **No. 7** – Impacts to cultivated farmland
- **No. 8** – Major utility relocations
- **No. 9** – Potential business relocations
- **No. 10** – Potential Residential relocations

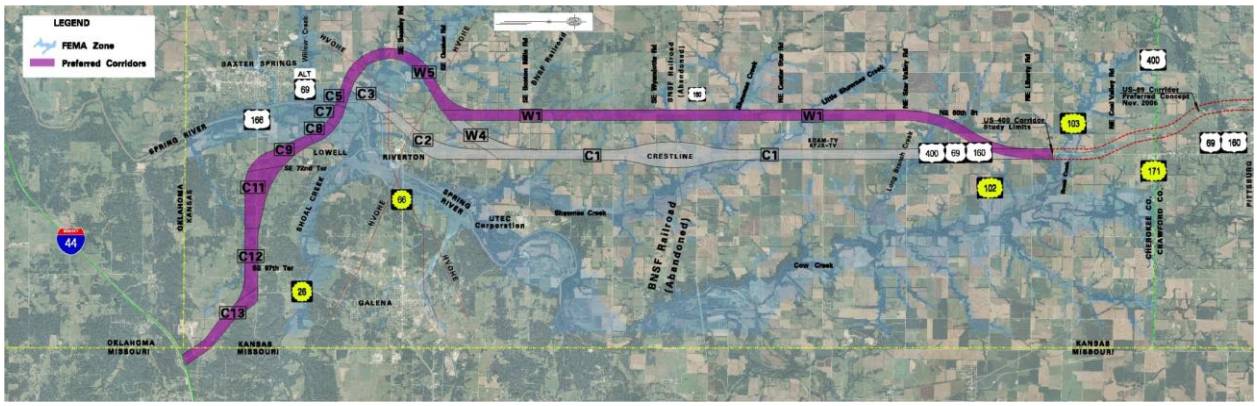

EXHIBIT 3: *Final 3 Corridor Alternatives for US-400 with the Preferred Corridor Highlighted.*

Of the multiple corridor alternatives reviewed for the future US-400, the preferred corridor represents the KDOT, consultant team, and US-400 Citizens Advisory Committee's preference for the single best corridor alternative to connect the Crawford County Corridor to I-44. The alternative is a divided, four-lane freeway that exhibits the following characteristics:

- Improves Level of Service (LOS).
- Encourages economic growth by remaining in proximity to existing communities and providing the opportunity for undeveloped land along the new corridor to be developed.
- Preserves corridor and community character by not dividing existing communities and still providing access and opportunities for future development.
- Minimizes impacts to sensitive resources (mined areas, wetlands, river crossings, cultural and historical features, and floodplains).

- Responds to stated community issues and concerns.
- Considers agriculture and farm-related transportation.

The preferred corridor is located roughly one mile west of the current US-400 north of Riverton (See Exhibit 3). It curves west near Southeast Quaker Road and curves back east linking with the existing US-69A/400 split. It then runs near the existing alignment south and east of the US-69A/400 split to I-44.

The preferred corridor was selected because it:

- Would be least disruptive to existing traffic, safer for a contractor to build, and would be easier to break into smaller, more manageable construction projects. For example from the north limits to US-160/69 could be one project and from US-160/69 to existing US-400 north of Baxter Springs could be a second project. A third project could be from existing US-400 north of Baxter Springs to I-44.
- Would create minimal environmental impacts by avoiding mined locations and significant drainage areas.
- It is based upon input and support from the US-400 Citizens Advisory Committee.
- Has estimated construction costs that are lower than nearly all the other corridors.
- Would better serve existing communities and allow community development by not dividing existing communities and by keeping traffic near existing communities but allowing currently undeveloped land to be developed along the corridor.
- Has additional right-of-way cost estimates that are lower than all but one other corridor.
- Has reduced adverse farmland impacts and major utility relocations.
- Has lower combined potential business and residential relocations than the other corridors.

On May 13, 2010 a public meeting was held in Baxter Springs to present the top three preferred corridors. KDOT, the Consultant Team and the US-400 Citizens Advisory Committee highlighted the single preferred corridor to solicit input from the general public at the May 13, 2010 public meeting. The majority of the meeting participants consented to the preferred corridor. None provided an answer to the question included on the meeting questionnaire, “Can you think of any compelling reasons why KDOT should not move forward with the preferred corridor? If so, what are they?”.

As a result, it is recommended that the project move forward. Continued coordination and communication with agencies, organizations and the public is essential. Further Preliminary Engineering (PE) and environmental evaluation is needed to prepare the required documentation and obtain the necessary clearances. Ultimately a decision on the type of environmental documentation will be made by the FHWA in consultation with KDOT. The project should proceed into the PE and Environmental Document phase and an alignment should be selected for future design.

1.0 INTRODUCTION

This report presents the findings of the ***US-400 Corridor Study*** to select a corridor for freeway improvements to US-400 in Cherokee County from the proposed Crawford County Corridor (KDOT Project No. K-7290-03 and K-8320-01) south to I-44. The intent of the study was to identify extraordinary engineering, environmental, social, and economic concerns so a preferred corridor could be identified and the class of environmental documentation necessary for a project could be determined. Upon completion of this study, the project could proceed directly into the environmental documentation and alignment selection process with a reasonable understanding of the existing conditions in the area.

The study area spans approximately 28 miles of US-400 from the proposed Crawford County Corridor near the Cherokee-Crawford County Line south to I-44. A map of the study area is included in Appendix C.

The highway has been designated a Class B route and is part of the National Highway System. From a statewide perspective, US-400 in Cherokee County serves as an east-west connection between the metropolitan areas of Wichita and Joplin. In addition US-400, in conjunction with US-69 north of Cherokee County, provides a direct north-south link between the metropolitan area of Kansas City and Interstate 44 in Missouri.

The Kansas Department of Transportation (KDOT) has stated that their long term goal for this corridor is to provide a four-lane freeway from Kansas City to I-44. Various sections of US-69 between the study area and Kansas City have already been improved or are being evaluated to determine a plan of improvement actions consistent with that goal. The study area is one of the last sections to be evaluated. The section through Cherokee County is critical not only for interstate trip movement, but also for local trip movements and commercial and industrial development.

A number of studies have been done in this region in the past. In 1974 the State Highway Commission authorized an engineering feasibility study which investigated a toll road from Miami County, Kansas to Galena, Kansas along the US-69 corridor. A separate study was conducted by the State Highway Commission of Kansas in 1975. This was called the Southeast Kansas Corridor Study and investigated three separate but related highway facilities that would serve southeast Kansas. Two of the corridors included in that study were along what are now the US-400 alignment between Wichita and Joplin and the US-69 alignment between Kansas City and Joplin.

The Kansas Turnpike Authority authorized a study in 1983 that investigated the feasibility of a turnpike/freeway from Wichita, Kansas to Joplin, Missouri. In addition KDOT recently investigated a corridor from Parsons, Kansas to I-44 in Missouri. The past studies have been reviewed as part of the current US-400 study to gain background

information, but the conclusions and recommendations in those reports did not have a direct impact on the recommendations of this study.

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During the summer of 2009 KDOT and the consultant team examined and assessed existing engineering, environmental and socio-economic conditions in the corridor with the US-400 Citizens Advisory Committee. They also discussed the pros and cons of multiple corridor alternatives. In general, these corridors included a western, central and eastern option as shown below and in Appendix C.

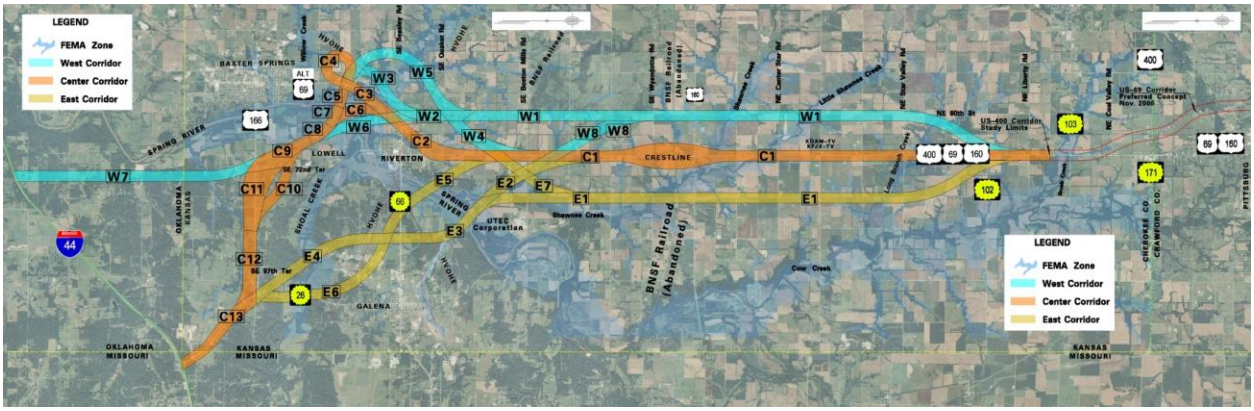

EXHIBIT 1-1: *All of the Corridor Alternatives for US-400.*

During the winter of 2009 and spring of 2010, KDOT, the consultant team, and the Committee began the process of evaluating the corridors against a number of criteria until the project team was able to arrive at the preferred corridor. A summary of the comparative analysis is included in Appendix B. Evaluation criteria, in order of importance, included:

- **No. 1** – Ease of construction (constructability)
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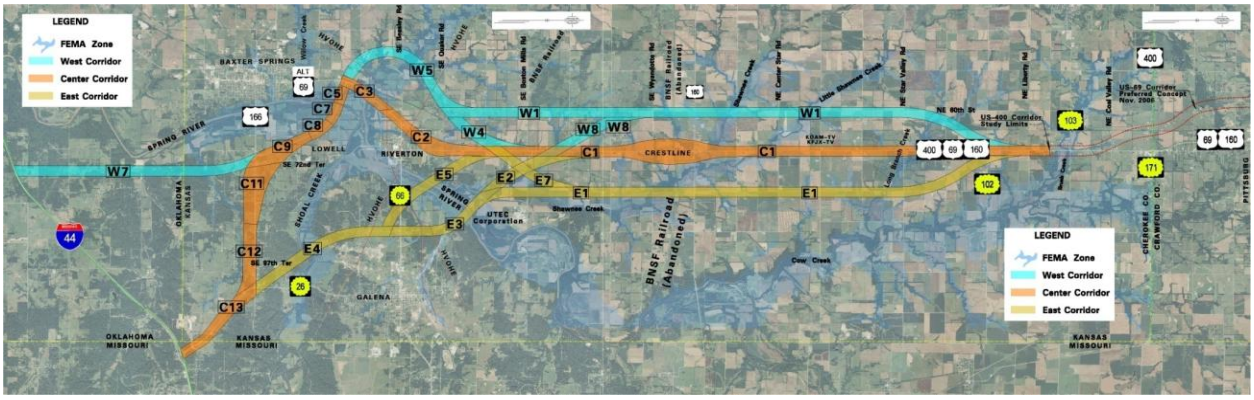


EXHIBIT 1-2: *Corridor Alternatives for US-400 used in final analysis.*

This report summarizes the evaluation of multiple corridors leading to the preferred corridor and gives recommendations related to the preferred corridor.

2.0 EXISTING CONDITIONS

The roadway within the study area was originally constructed on its current alignment in segments. US-400 from the Cherokee-Crawford County Line to SE Quaker Road just north of Riverton was originally constructed in the 1920's with surface treatments taking place in the 1970's and 1990's. US-400 from SE Quaker Road to US-166 east of Baxter Springs was constructed in the 1990's. A portion of that project, the section from US-69 Alternate to US-166, was constructed on four-lane right-of-way with interchanges planned at US-69 Alternate north of Baxter Springs and at US-166 east of Baxter Springs. US-400 from US-166/400 east of Baxter Springs to the Missouri State Line was constructed in the 1990's.

US-400 has been classified as a Class B route on the National Highway System. The criteria established for this class of highway is the basis for evaluation of the various elements of the highway. The following categories were examined to evaluate the ability of the existing highway to function as desired.

2.1 Traffic Projections

Traffic counts for the area were available from KDOT's Bureau of Transportation Planning for 2009. These numbers show that nearly the entire route carries between 5,000 and 7,500 vehicles per day (vpd). The section of US-400 northeast of Baxter Springs that runs from US-69 Alternate to US-166 carries 1,000 to 2,500 vpd. The traffic volume maps can be found in the Technical Appendix.

Traffic volumes on US-400 are encroaching on the capacity of a two-lane facility. As US-69 continues to be upgraded to a four-lane freeway facility to the north, US-400 from the Cherokee-Crawford County Line south will quickly reach its capacity and require upgrading to a four-lane facility as well.

Traffic projections and turning movements were not provided as part of this study. One of the objectives of the study was to provide a corridor that would allow a freeway facility to be constructed at some time in the future. Future traffic projections will be used to determine where interchanges should be located and the geometry of interchanges and access roads. This information will be provided in the next phase of the study during alignment selection and environmental documentation.

2.2 Access Control

KDOT recommends partial or full access control for Class B routes having average daily traffic volumes over 3,500 vpd. Numerous entrances exist along US-400; many of which are rural residential entrances that are not controlled.

There are also three 4-way stop intersections. These are typically at intersections with other US or state highways. One is located at the north end of the study corridor with K-171, another is near the middle of the corridor with US-69/160, and a third is at the south end of the corridor at the intersection with K-26.

US-400 passes through Crestline where there are a number of entrances and side road access points within a one mile section. The roadway widens out to four lanes with curb and gutter and the speed is reduced. US-400 passes through the western edge of the community of Riverton where a number of side roads provide access to US-400. Access is controlled with stop signs on the minor streets only. In addition to stop controlled intersections, one roundabout exists on US-400: the intersection of US-400 and K-66. It was reconstructed as a roundabout in 2009.

From the Missouri State Line to I-44, recent improvements include construction of a roundabout on US-400 at the Downstream Casino Resort & Development entrance. The limits of these improvements extend from near the state line to ramps at I-44. The Missouri Department of Transportation (MoDOT) is also planning improvements to the I-44 interchange.

2.3 Existing Speed Limits

A consistent and minimum design speed of 70 mph is desirable for a Class B route. However, speed limits fluctuate throughout the entire route. The existing speed limit on US-400 is 65 mph from the Cherokee-Crawford County Line to Crestline. The speed limit is 45 mph through most of Crestline, but increases to 55 mph at the south limits and increases again to 65 mph beyond the south limits of Crestline. These speed changes occur within approximately 1 mile. The speed limit remains 65 until the roundabout at K-66. The posted warning speed for the roundabout is 25 mph. From K-66 to K-26 the speed limit remains at 65 mph. South of K-26 the speed limit is 45 mph for a short distance and then increases to 65 mph until approaching the roundabout between the Kansas-Missouri State Line and I-44.

2.4 Horizontal Alignment

Original plans were obtained from KDOT and used to analyze the horizontal alignment as constructed through the study area. A summary of the horizontal curvature can be found in Appendix A. The radius and superelevation of each of the horizontal curves on the existing alignment were analyzed based on current AASHTO design criteria. Of the nine curves that were analyzed, only one curve (near the state line) fails to meet current AASHTO criteria for radius and superelevation based on the posted limit. A comparison of the existing horizontal alignment to that recommended for a Class B route shows that three of the curves do not meet the minimum 70 mph design. The existing alignment also has three 90 degree turns that require traffic to either stop or yield when turning to remain on US-400. These areas are at the US-400/69A split north of Baxter Springs, the

US-400/166 split east of Baxter Springs, and at the US-400/K-26 intersection south of Galena. The movements disrupt the free flow of US-400 which is expected on a Class B route.

2.5 Vertical Alignment

The vertical curves were also analyzed as constructed through the study area. Included in Appendix A is a summary of the vertical curve data for the existing alignment of US-400 which gives a comparison of the existing alignment to the posted speed limit of the roadway. Of the 139 vertical curves that were analyzed, 24 do not meet the current AASHTO criteria for vertical curvature based on the current posted speed. When the design speed for a Class B route is used for analysis, no additional curves fail to meet the guidelines.

2.6 Typical Section

In general, the roadway's existing embankments do not meet the desirable design criteria for a Class B route for the corridor north of Riverton. Most of the roadway was constructed based on typical sections with 4:1 or 3:1 sideslopes from the shoulder to the ditch. The desirable design criteria for sideslopes for Class B routes is 6:1 through the clear zone, then 4:1 to a maximum of 30 feet high fills, then 3:1 for fills higher than 30 feet. The roadway from Riverton to the state line was constructed in the 1990's and more closely follows the recommended slope criteria.

The existing corridor from the Cherokee-Crawford County Line to I-44 is a two-lane roadway. A typical Class B route would have four lanes with a median separating the through lanes. The median width could vary depending on specific project conditions, but is typically 84 feet from centerline to centerline.

2.7 Bridges

There are four bridge locations between the Cherokee-Crawford County Line and Crestline. All are stream crossings at separate locations. The Brush Creek Bridge (083) was constructed in 1990. The Long Branch Creek Bridge (080) was constructed in 1990. The Little Shawnee Creek Bridge (079) was constructed in 1987. The Shawnee Creek Bridge (082) was constructed in 1990. All four bridges are haunched slabs.

Bridge (103) is a stream crossing west of Riverton. The structure was constructed in 1996. The Brush Creek Bridge (102) is a prestressed concrete beam bridge constructed in 1996.

There are three bridges over the Spring River on US-400; one River Bridge and two relief structures. The Spring River Bridge (104) is a 1,735' Welded Steel Plate Girder bridge.

The Spring River Relief Structure #1 (105) and the Spring River Relief Structure #2 (106) are both haunched slab bridges. All three bridges were constructed in 1996.

A more detailed analysis of the existing bridges will be performed in the next phase of the study.

2.8 Railroad Crossings

There are two railroad crossings within the study limits. The first crossing is in Crestline. This is an abandoned BNSF line. The tracks have been removed from the roadway. This abandoned line is not part of the Rails to Trails Program.

The second crossing is between Crestline and Riverton. This is an active BNSF line carrying a limited number of trains per day. The current crossing is protected with warning devices.

Both tracks run east and west crossing existing US-400 nearly perpendicular. The alternate corridors studied would have the same number of crossings that exist today; therefore, the crossings were not a significant factor in evaluation of the corridors.

2.9 Abandoned Lead and Zinc Mines

The most noticeable topographic features within the study area are the abandoned strip mines and sinks associated with the collapsed underground mines. These sites contain long steep rows of tailings adjacent to deep narrow excavation pits. Some sites have been reclaimed and are being used for farming or grazing. The presence of these mines does not preclude locating a highway through them, but each site would have to be investigated on an individual basis for stability and recommended remediation measures.

"In all, hundreds of waste piles and tailings ponds have been mapped, 104 have been tabulated; hundreds of mines have been mapped along with over 3500 shafts; 910 hazardous mine openings have been found, field checked, mapped, and tabulated, including 6 adits, 8 open pits, 307 mine collapses, and 589 hazardous shafts. Approximately two-thirds of these hazards occur in and near Galena, Kansas." (J.R. McCauley, L.L. Brady, and F.W. Wilson, 1983). Experience indicates that many of these mines were over-excavated beyond their recorded limits and that there are many more unregistered mines in the area. The mines are generally located on the cherty Mississippian limestones that are present at the surface in the eastern portions and become covered with Pennsylvanian formations further to the west. Underground mines varied in depth with the deepest mine over 400 feet deep. The depths decrease up to the surface mines along the eastern boundary of the tri-state mining area. The KDOT considers underground mines less than 30 feet deep to have a high potential for collapse, less than 50 feet deep to have a moderate potential for collapse, and over 50

feet deep to have low potential for collapse. Numerous collapses have occurred and are expected to continue to occur throughout much of the mined areas.

Highways in the area, including US-69 and K-7, have experienced incidences of detrimental settlement due to mine collapse. Remedial measures have been taken to prevent further settlement and restore the integrity of the pavement. In some instances slab bridges, at grade, have been constructed to span collapsed areas. Filling mine voids beneath the highway has restored other failed areas, but is an expensive remedy. Thorough planning, investigation, and construction supervision will be necessary to minimize the potential risk of damage to the highway improvements from these mines.

3.0 STUDY PROCESS

The objectives of the study included:

- Examining the need for creating a roadway similar to US-69 north of Fort Scott, Kansas.
- Identifying areas where existing right-of-way might be utilized.
- Avoiding impacts to existing floodplains.
- Understanding local accessibility concerns.
- Improving safety for motorists.

The objectives were developed through meetings that KDOT and the consultant team held with groups of key stakeholders. Then KDOT and the consultant team presented the objectives to the US-400 Citizens Advisory Committee for additional comment during the first US-400 Citizens Advisory Committee meeting.

A series of five small group stakeholder meetings were conducted on April 7, 2009 at the Baxter Springs City Hall for the US-400 Corridor Study in Cherokee County. Meetings were coordinated with decision makers representing the following jurisdictions and agencies:

- City of Columbus, Kansas
- City of Galena, Kansas
- City of Baxter Springs, Kansas
- Cherokee, Crawford, and Labette Counties
- Transportation Agencies: Missouri and Oklahoma Departments of Transportation and the Oklahoma Turnpike Authority

In addition, the KDOT coordinated government-to-government contact with the Quapaw Tribe of Oklahoma (O-Gah-Pah), as a consulting party pursuant to 36 C.F.R. § 800.3(f)(2).

The purpose of the stakeholder meetings was to obtain input about the US-400 Corridor related to:

- Corridor characteristics and quality of life.
- Plans for future development.
- Issues, concerns and accommodations for any special transportation needs.

Based on the feedback gathered during the small group meetings, stakeholders indicated that identifying a four-lane corridor that addressed the following items was important:

- Improving safety first and foremost.
- Preserving corridor/community character.
- Protecting sensitive resources.
- Responding to issues/concerns.
- Considering agriculture and farm-related transportation.

This input, along with other analyses, was used to develop a series of "What If Scenarios" that described conceptual corridors for US-400.

The first of four US-400 Citizens Advisory Committee meetings was then held on July 16, 2009 from 5:00 p.m. to 7:00 p.m. at the Baxter Springs Community Center in Baxter Springs, Kansas. The purpose of the meeting was to discuss the results of the April stakeholder meetings, roadway type (i.e., freeway), various factors (environmental, cultural, economic, etc.) considered as the corridor for US-400 would be developed, and potential corridors that could be explored given the aforementioned factors. Issues that were raised during the discussion included:

- Utility considerations and potential economic development
- Possibilities for portioning the project
- Truck traffic patterns and goods movement
- Estimated costs
- Anticipated access
- Potential alignments
- Connections to Oklahoma
- Other area transportation improvements, such as Highway 7
- Environmental concerns

The second of four US-400 Citizens Advisory Committee meetings was held on September 24, 2009 from 5:00 p.m. to 7:00 p.m. in Galena, Kansas at City Hall in the Community Room. The purpose of the meeting was to discuss the comments received during the first US-400 Citizens Advisory Committee meeting in July, evaluation criteria for the corridor, and application of the evaluation criteria to potential corridor options.

It was explained that KDOT and the Consultant Team incorporated the information gathered from the Committee in July with the team's analysis of the multiple corridor options. Alternative corridor segments that the Committee had suggested at the first meeting were also included in the analysis.

It was further explained that the following were included among the corridor evaluation criteria: additional right-of-way, estimated construction costs, utility relocation, constructability, potential residential relocations, potential business relocations, cultivated farmland impacts, socio-economic impacts, environmental impacts and stakeholder input. Each criterion was then explained in detail along with the fact that independent corridor segments were identified, numbered, and compared against the evaluation criteria in order to determine which segments should be retained for further analysis.

Application of the evaluation criteria to the segments resulted in three corridor options: central (on existing US-400), west of the existing route, and east of the existing route. The Committee was then asked to help KDOT determine the weight (or degree of importance) that should be placed on each of the criterion by completing an interactive dot exercise. As part of the exercise each Committee member was given one red dot and four green dots. They were then asked to place the red dot on the criterion that was "most important" to them; the green dots on other criteria that were "important". Upon completion of the exercise, the group was asked to explain their selections.

The five criteria with the most dots were:

- No. 1 – Constructability (10 dots: 5 green; 5 red)
- No. 2 – Estimated Construction Cost (12 dots: 11 green; 1 red)
- No. 3 – Environmental Impacts (10 dots: 10 green)
- No. 4 – Socio-Economic Impacts (8 dots: 7 green; 1 red)
- No. 5 – Additional Right-of-Way (7 dots: 7 green)

The third of four US-400 Citizens Advisory Committee meetings was held on March 11, 2010 from 5:00 p.m. to 7:00 p.m. in Columbus, Kansas at the Columbus Community Building. The purpose of the meeting was to discuss the comments received during the previous US-400 Citizens Advisory Committee meeting and how the evaluation criteria were applied to the corridor options in order to recommend a single, preferred corridor.

Prior to the public open house meetings, KDOT attended City Council Meetings at Columbus, Galena, and Baxter Springs and a Cherokee County Commission Meeting to update the local partners on the progress of the study prior to presenting the study recommendations at a public meeting. KDOT felt that it was important to approach the local partners in advance of the public meeting so that those individuals would be aware

of the project if approached by citizens of their communities with question or concerns about the project. Positive feedback was received at each of the meetings that KDOT attended and all felt that the material was what should be presented at a public open house.

Two public open houses were held for the ***US-400 Corridor Study*** on May 13, 2010. The first meeting was a "pre-open house" geared toward public officials and the US-400 Citizens Advisory Committee, held from 1:00 p.m. to 3:00 p.m. in Baxter Springs, Kansas at the Baxter Springs Community Center. The second open house was for the general public held from 4:00 p.m. to 7:00 p.m. also at the Baxter Springs Community Center. The purpose of the open houses was for the community to learn about highway corridor options for US-400 in Cherokee County, review evaluation criteria and explanations for selecting the preferred corridor, and talk one-on-one with the Study Team. The response from the "pre-open house" was very positive. All comments were positive and supportive of the project. The majority of the responses received from the open house were positive as well. There were a few attendees that were not supportive of the preferred corridor because of the proximity to their property and possible impacts. These folks were in the minority and many of them preferred a "do-nothing" approach instead of one of the alternative corridors shown.

The fourth and final US-400 Citizens Advisory Committee meeting was held on July 15, 2010 from 5:00 p.m. to 7:00 p.m. in Baxter Springs, Kansas at the Baxter Springs Community Building. The purpose of the meeting was to discuss feedback from the May Open House and comments received from the community, questions and comments related to the Draft Report, and next steps and lessons learned through the planning process. Members of the Committee said that they had not heard any negative comments about the corridor study and said that most people seemed excited about the project to improve US-400 in Cherokee County. KDOT encouraged the Committee's members to attend the upcoming T-WORKS Workshop, advising that it would be held in Pittsburg on September 2, 2010. KDOT said that the T-WORKS workshops would help the Department determine funding for future projects, such as improvements to US-400. The Advisory Committee members expressed appreciation for the opportunity to participate in the planning process and interest in being involved in future phases of the project.

3.1 Study Corridors

Initially 28 corridor segments were evaluated in this study and combined to form a western, a central and an eastern corridor which are shown in Appendix C. In addition, segments were added that would allow a corridor to be a combination of western, central, or eastern segment. Each corridor is a feasible corridor that meets the objectives of the study. The main differences are in service provided to local communities, environmental impacts, and constructability.

Western Corridor – The western corridor begins ½ mile south of the Brush Creek crossing where the limits of the proposed Crawford County Corridor study ended. The corridor then travels southwest to near NE Valley Star Road one mile west of existing US-400. The corridor then parallels existing US-400 to near SE Quaker Road. The corridor then travels southwest and loops around to tie into the existing US-400/US-69 Alternate intersection and follows existing US-400 to near SE 72nd Terrace. The corridor then heads straight south through Kansas and Oklahoma and ties into I-44 on the Oklahoma turnpike approximately 6 miles south of the Kansas-Oklahoma border.

Central Corridor – The central corridor begins ½ mile south of the Brush Creek crossing where the limits of the proposed Crawford County Corridor study ended. The corridor travels along the existing US-400 alignment south to the current connection with I-44 in Missouri.

Eastern Corridor – The eastern corridor begins ½ mile south of the Brush Creek crossing where the limits of the proposed Crawford County Corridor study ended. The corridor then travels southeast to near NE Valley Star Road one mile east of existing US-400. The corridor then parallels existing US-400 to near the Spring River crossing. The corridor then heads southeast again diagonally and connects to existing US-400 and the intersection with K-26. The corridor then follows existing US-400 south to the current connection with I-44 in Missouri.

Segments were also included that would allow a combination of the corridors, generally in the area north of Riverton. These segments would allow the possibility of a corridor that would, for example, include the western corridor north of Riverton and the central corridor south of Riverton to I-44.

3.2 Preferred Corridor

Each corridor was evaluated in various categories including engineering, social, economic, environmental, public input. These items are discussed further in this report and a summary of the comparison of the various impacts for each corridor can be found in Appendix B. Based upon initial stakeholder and US-400 Citizens Advisory Committee involvement and engineering evaluation, a combination of the western corridor and central corridor was presented as the preferred corridor at a US-400 Citizens Advisory Committee meeting in March 2010. After receiving support from the US-400 Citizens Advisory Committee for the corridor and presenting the corridor to local public officials, this corridor along with the two top alternative corridors were presented at a public meeting on May 13, 2010.

Of the multiple corridor alternatives reviewed for the future US-400, the preferred corridor represents the KDOT, consultant team, and US-400 Citizens Advisory Committee's preference for the single best corridor alternative to connect the Crawford County Corridor to I-44. The alternative is a divided, four-lane freeway that:

- Improves Level of Service (LOS).
- Encourages economic growth by remaining in proximity to existing communities and providing the opportunity for undeveloped land along the new corridor to be developed.
- Preserves corridor and community character by not dividing existing communities and still providing access and opportunities for future development.
- Protects sensitive resources (mined areas, wetlands, river crossings, cultural and historical features, and floodplains).
- Responds to stated community issues and concerns.
- Considers agriculture and farm-related transportation.

The preferred corridor is located roughly one mile west of the current US-400 north of Riverton (See Exhibit 3-1). It curves west near Southeast Quaker Road and curves back east linking with the existing US-69A/400 split. It then runs near the existing alignment south and east of the US-69A/400 split to I-44.

EXHIBIT 3-1: *Final 3 Corridor Alternatives for US-400 with the Preferred Corridor Highlighted.*

The preferred corridor was selected because it:

- Would be the least disruptive to existing traffic, safer for a contractor to build, and would be easier to break into smaller/more manageable construction projects. For example, from the north limits to US-160/69 could be one project and from US-160/69 to existing US-400 north of Baxter Springs could be a second project and a third project could be from existing US-400 north of Baxter Springs to I-44.
- Would avoid mined locations and significant drainage areas thereby creating minimal environmental impacts.
- It is based upon input and support from the US-400 Citizens Advisory Committee.
- Has estimated construction costs that are lower than nearly all the other corridors.
- Would better serve existing communities and allow community development by not dividing existing communities and by keeping traffic near existing communities but allowing currently undeveloped land to be developed along the corridor.
- Has additional right-of-way cost estimates that are lower than all but one other corridor.
- Has reduced adverse farmland impacts and major utility relocations.
- Has lower combined potential business and residential relocations than the other corridors.

The preferred corridor can be segmented into three shorter more feasible construction projects. The projects would be (from north to south): 1) from the north limits where US-400 would connect with the proposed Crawford County Corridor to the connection with US-160, 2) from US-160 to the existing intersection of US-400 and US-69 Alternate north of Baxter Springs, and 3) from the US-400 intersection north of Baxter Springs to I-44. These project termini would allow the route to be tied back to the existing route for a period of time until the next project could be constructed. The projects could be further segmented if their construction times were coordinated so that they would have the same completion date. Because these projects would be on new alignments, they could be further broken down into separate grading and surfacing projects. The project termini will better defined as the project advances into the alignment location phase and preliminary design.

The location where the preferred corridor connects to the Crawford County Corridor was also reviewed during the study. The current corridor location ties to the end point of the Crawford County Corridor on existing US-400, approximately 2 ½ miles south of the Crawford-Cherokee County Line. Because both the Crawford County Corridor and

the preferred Corridor for US-400 south to I-44 are west of the existing alignment, the connection of the two corridors should be reviewed during the next phase to determine if a straighter alignment is desired that would keep the alignment west of existing US-400 across the county line. KDOT approached the stakeholders in the vicinity of the Crawford County Corridor about the possibility of shifting the Crawford County Corridor alignment west in the area near the county line. The stakeholders of the Crawford County Corridor did not have significant concerns with the realignment of the Crawford County Corridor in this area. In July 2010, an alternative alignment for the Crawford County Corridor was provided to the Study Team. A display showing the revised Crawford County Corridor and the alternate US-400 corridor is shown in Appendix C. Continued coordination with the Crawford County Corridor stakeholders will be vital to select a desirable alignment that will provide a sound engineering solution and also one that serves the stakeholders for both projects.

4.0 EVALUATION FACTORS

As previously discussed, each corridor was evaluated in various categories including engineering, social, economic, environmental, and public input. In most cases these categories included several factors that are described in more detail in the following sections. The following discussion relates to the evaluation matrices included in Appendix B.

4.1 Engineering

An engineering review of the study area was conducted by the consultant team with the intent of identifying additional right-of-way requirements, order of magnitude construction costs, potential major utility relocations and constructability issues associated with each of the corridors.

4.1.1 Additional Right-of-Way

This factor represents the acres of additional right-of-way for construction ranked from least favorable to most favorable. Potential impacts were measured in acres that were calculated based on a 600 foot wide right-of-way for corridors on new alignments. This width would include right-of-way for interchanges and frontage roads. The right-of-way corridor for the central corridor that utilizes the existing right-of-way was based on a 300 foot wide corridor which represents the additional width beyond the existing right-of-way. The recent improvements to the section of US-400 from the US-400/US-69A intersection to the US-400/US-166 Intersection included acquisition of right-of-way for a future four-lane facility. The study accounted for additional right-of-way through this section for changes to access where breaks in access exist along the section. The actual acreage of right-of-way is not significant for this study since the acreages are used as a comparison against the corridors only.

4.1.2 Estimated Construction Cost

This factor represents a preliminary estimate of construction cost based on 2009 dollars. The costs were calculated based on the length of the corridor using an estimate of $10 million/mile; in addition, costs for major bridge construction over the Spring River and other anticipated extreme costs (e.g., undermined areas) were included. The section from US-69A to US-166 has a reduced construction cost of $5 million/mile because the existing section was designed for a future four-lane facility. The major cost for this section would be for two new lanes and modifications to access while utilizing the existing roadbed for two of the lanes.

4.1.3 Utility Relocation

This factor represents an estimate of the work associated with major utility relocations ranked from least favorable to most favorable. The major utilities that were accounted for were mostly high voltage overhead power lines. Water towers and cellular towers were also located, but did not present a significant obstacle because of the broad corridor bands.

One additional utility that was uncovered during the study is not in place currently, but will be constructed in the near future is an additional high voltage overhead power line. KAMO Electric Cooperative, Inc. based in Vinita, Oklahoma proposes to construct a transmission line that will run from Chouteau, Oklahoma to Jasper, Missouri. The line will run through Cherokee and Crawford counties in Kansas. At the time of this report, the environmental document for the project has been completed and a Finding of No Significant Impact was published in November 2008. The location of the proposed line does not have a significant impact on the corridors for this project. There will be a single crossing of the proposed line near the north limits of the study area. The crossing would have the same impacts to all of the corridors under evaluation.

4.1.4 Constructability

This factor represents the relative constructability of each of the corridors ranked from least favorable to most favorable. The Study Team used engineering judgment and experience to determine which corridor would be easiest to construct while maintaining access to existing communities and property owners as well as how much KDOT's investment in US-400 could be protected. This factor also took into account how easily the corridor could be segmented into smaller, more feasible, construction projects.

4.2 <u>Social and Economic</u>

A social and economic review of the study area was conducted by the consultant team with the intent of identifying potential residential/business relocations, potential impacts to cultivated farmland, potential economic benefits and environmental justice issues associated with each of the corridors.

4.2.1 Potential Residential Relocations

This factor represents the number of homes that are within the corridor bands (1/4-mile) that would potentially be acquired and relocated by the proposed construction ranked from least favorable (more relocations) to most favorable (less relocations).

4.2.2 Potential Business Relocations

This factor represents the number of businesses that are within the corridor bands (1/4-mile) that would potentially be acquired and relocated by the proposed construction ranked from least favorable (more relocations) to most favorable (less relocations).

4.2.3 Potential Cultivated Farmland Impact

This factor represents the number of acres of cultivated land, as depicted on aerial photography of the area, which would be taken out of service by the proposed construction ranked from least favorable to most favorable.

4.2.4 Economic Impacts

This factor represents the relative economic impact the proposed corridor would have on existing communities as ranked from least favorable to most favorable. To arrive at this ranking, the Study Team subjectively ranked each corridor based on how well the corridor would serve existing communities (e.g., within close distance to existing communities), negatively impact existing communities (e.g., displace a large number of existing residences or business), or allow for community development (e.g., making previously un-accessible areas accessible).

4.2.5 Environmental Justice

Environmental justice ensures that all people, regardless of race, national origin, or income, are protected from disproportionate impacts of federal actions.

This factor represents the number of minority populations as presented in the 2000 census block data for locations where minority populations were greater than the statewide average of 19.3 percent. These locations were mapped and used in the evaluation of corridors.

Based upon the census block data and median income levels the entire study area would be considered as low income and further study would need to be done to address potential impacts.

It is important to note that a detailed review of housing data was not carried out for this analysis.

4.3 <u>Environmental</u>

An environmental review of the study area was completed by KDOT Environmental Services Section staff, KDOT Geology Section staff and supplemented by the consultant team. The review included a review of readily available records and limited field

investigations. The intent was to identify potential impacts associated with each of the corridors in an attempt to avoid or minimize potential impacts upon sensitive environmental resources.

This factor represents the average rankings of potential impacts regarding a number of subcategories. The subcategories were: parklands (acres), prime farmland (acres), stream crossings (number and linear feet), exceptional state water crossings (number and linear feet), roadway within 100 year floodplain (acres), wetlands (number and acres), ponds (number and acres), cultural resources (rating based on numbers of cemeteries, National Register of Historic Places sites, historic bridges, and potential archaeological sites), potential waste sites (number), federally threatened and endangered species sites (number), and mined areas (acres).

4.3.1 Parklands

Parklands include all public parks, recreation lands and wildlife and waterfowl refuges. The US Department of Transportation Act of 1966, Section 4(f) prohibits the acquisition and conversion of parklands (and historic sites) for any federally funded transportation project, unless there is no feasible or prudent alternative and the project includes all possible planning to minimize harm to the land.

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 stipulates that any land or facility planned, developed, or improved with LWCF funds cannot be converted to uses other than parks, recreation, or open space unless land of at least equal fair market value and reasonably equivalent usefulness is provided.

Aside from potential city parks, the only parks identified within the study area included the Old Route 66 Park and Historic Marker located along existing US-400 south of Riverton and Schermerhorn Park located along Shoal Creek on the east side of K-26 south of Galena.

4.3.2 Prime Farmland

The Farmland Protection Policy Act was enacted to prevent any unnecessary and irreversible conversion of prime or unique farmland, as defined by the US Department of Agriculture's (USDA) Natural Resource Conservation Service, to non-agricultural uses. Prime Farmland is defined as soils that have the best combination of physical and chemical characteristics for producing various crops with minimum enhancements, and without intolerable soil erosion. Information regarding prime or unique farmland was obtained from a USDA GIS database. The quantities of prime or unique farmland should not be confused with the socioeconomic criteria for cultivated farmland as soils identified as prime or unique farmland may or may not be under cultivation. The quantity of prime farmland in each corridor was used to identify potential disparities between the alternatives. The analysis showed that there were no significant

differences in the impacts to prime farmland between the corridors. In addition, because the actual right-of-way width will be significantly smaller than the entire corridor width, the quantity of prime farmland impacted will be significantly less than the amount shown in the comparison matrix.

4.3.3 Streams/Exceptional State Waters

The Kansas Department of Health and Environment (KDHE), December 19, 2007 Surface Water Register classifies Brush Creek, Cow Creek, Shoal Creek, and the Spring River as Special Aquatic Life Use (SALU) waters. A SALU stream is inhabited by threatened and/or endangered (T&E) wildlife species. Shoal Creek and the Spring River are also Exceptional State (EX) waters. Surface waters classified as EX means segments of those streams are of, "remarkable quality or of significant recreational or ecological value, and are afforded the highest level of water quality protection." Long Branch, Little Shawnee Creek, Shawnee Creek, Short Creek, and Willow Creek are Expected Aquatic Life Use (E) waters. Corps of Engineers regional special conditions for Kansas and Missouri requires three or more celled culverts on E waters to have the center cell lowered to concentrate low flows for the passage of aquatic organisms. Fill below the ordinary high water mark of Corps of Engineers jurisdictional streams requires Section 404 permits. The Kansas Department of Agriculture, Division of Water Resources requires a 50-foot vegetative strip along both sides of new channels.

4.3.4 Floodplains

The floodplain is the portion of a river or stream valley, adjacent to the river channel, which is built of sediments and is inundated (flooded) with water when the stream overflows its banks. Executive Order 11988, Floodplain Management, requires all federal agencies that are affecting land use to take actions to reduce the negative impacts of floods on the human and natural environments.

Review of Federal Emergency Management Agency (FEMA) 100-year floodplain maps showed numerous floodplains within the study area.

4.3.5 Wetlands

Review of the National Wetlands Inventory (NWI Mapped Wetlands and Waters of the US) maps showed numerous wetlands within the study area. Most of these wetlands are associated with drainages, stream channels, ponds and strip pits. National Wetlands Inventory mapped wetlands may or may not qualify as Corps of Engineers jurisdictional wetlands when wetland determinations are performed according to the US Army Corps of Engineers, Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region. Wetlands may also be present in low areas not shown on the NWI maps. Fill in Corps of Engineers jurisdictional wetlands requires Section 404 permits.

4.3.6 Ponds

While not necessarily protected by State or Federal law, the number and acres of ponds within the study corridors was calculated using aerial photography and maps.

4.3.7 Archaeology

A preliminary environmental review of the study area was requested of the Highway Archaeologist at the Kansas State Historical Society in 2008. The study area review consisted of identifying known resources and areas of high, moderate, and low archaeological potential. Maps of areas identified as high or moderate potential were provided by KDOT Environmental and can be found in the Technical Appendix. These areas would undergo Phase II investigations during the NEPA phase as the planning and design of a new roadway advances.

KDOT's Cultural Resources Unit staff also contacted cultural resource representatives from MoDOT and ODOT in an attempt to assist in identifying archaeological resources that would pose a constraint for the study area. According to staff from both MoDOT and ODOT they were not aware of any such constraints near the study area.

4.3.8 Cultural and Historical Resources

A preliminary environmental review of the study area was requested of the Kansas State Historic Preservation Officer (SHPO) in 2008. The study area review consisted of identifying known resources including National Register of Historic Places (NRHP) Districts and Structures. The review identified six structures and one historic district within the study area that have been listed on the NRHP. The locations are depicted on the Environmental Map in Appendix C.

In addition to the wide study area, a 2,000-foot historic buffer centered along existing US-400 was surveyed by KDOT Cultural Resources Unit staff to identify all potential historic standing structures that could be observed from roadways. All potentially NRHP eligible structures were photographed and submitted to the Kansas SHPO for review. The SHPO determined that if the project were constructed within the 2,000-foot historic buffer along existing US-400 it would not adversely affect any buildings or structures listed or eligible for listing in the NRHP. Some structures could not be observed from the roadways and structures associated with other corridors other than along the existing alignment were not evaluated by KDOT staff. These structures/corridors would need to be evaluated if encroached upon by the project.

KDOT's Cultural Resources Unit staff also contacted cultural resource representatives from MoDOT and ODOT in an attempt to assist in identifying any properties or districts listed on the NRHP within those respective states near the study area. According to

staff from both MoDOT and ODOT they were not aware of any such sites near the study area.

4.3.9 Potential Waste Sites

Hazardous materials are those determined to be physical or chemical health hazards based on statistically significant evidence. There are several federal and state databases that identify sites that may contain hazardous materials, petroleum products, or other sources of contamination.

A database search of National Priorities List (NPL); the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS); and state identified sites and landfills was conducted. CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons. CERCLIS contains sites which are either proposed to or on the NPL and sites which are in the screening and assessment phase for possible inclusion on the NPL. Commonly these sites are referred to as Superfund sites.

The Cherokee County Superfund Site represents the Kansas portion of the Tri-State mining district. The site spans approximately 115 square miles and is divided into seven operable units (OUs). Four of the OUs are listed as Active and located within the study area.

The KDHE Identified Sites database also lists seven Active Sites within the project study area.

The KDHE Landfill database indicates that there are eight active and closed landfills within the study area.

The following information was provided to KDOT by the EPA (October 15, 2001) in regards to a previous project in Cherokee County when dealing with mine tailings containing lead, zinc, and cadmium contamination.

- The material is safe to use as a sub-base or fill as long as it is capped with non-hazardous material. If used in this manner the material would not require testing. However, cover material taken from the vicinity of former mining operations would require testing to assure it is non-hazardous.
- Materials from one of the Superfund sub-sites could not be moved offsite without testing. It would have to be buried or encapsulated within the sub-site.

The Permit Unit of KDOT Environmental Services also contacted MoDOT regarding potential hazardous waste sites of significance. Representatives from MoDOT stated

that there are no major hazardous waste concerns other than the Operating Unit of the Oronogo-Duenweg Mining Belt. This is essentially an extension of the Cherokee County Superfund Site. As these sites are within the same EPA region, the guidelines above apply, that is use of lead contaminated soil can be used if encapsulated within the roadway fill.

Representatives from ODOT could not be reached. The Tar Creek Site borders the Cherokee County Superfund site south of Baxter Springs, Kansas. However, this site does not extend into the Oklahoma portion of the study area.

4.3.10 Wildlife

Federally Protected Species

In Crawford County the US Fish & Wildlife Service (USFWS) lists the endangered Gray Bat, and threatened Mead's Milkweed. Gray Bats inhabit caves or storm sewers in Pittsburg in the daylight hours and forage around water at night. Mead's Milkweed may occur in high quality native grasslands. If high quality native grassland would be impacted a survey for the presence of Mead's Milkweed may be needed. The USFWS has not designated critical habitat (DCH) in Kansas for either species.

In Cherokee County the USFWS lists the threatened Neosho Madtom (fish). The USFWS has indicated the Neosho Madtom occurs in the Spring River above and below Empire Lake where the habitat is suitable. The USFWS has not established DCH in Kansas for the Neosho Madtom.

If the habitat of a federally listed species is impacted Section 7 consultation with USFWS would be necessary. For projects that occur in Neosho Madtom suitable habitat, the USFWS normally requires date restrictions prohibiting work in the water during the spawning period. Date restrictions for the Neosho Madtom are from May 21 through July 15. For projects that impact Gray Bat and/or Mead's Milkweed suitable habitat, consultation with the USFWS would define any requirements or restrictions necessary.

State Protected Species

While often not afforded the same protection as federally listed species several State species were identified within the study area as well. In Crawford County the study area is included in an area of potential DCH established by the Kansas Department of Wildlife & Parks (KDWP) for the following T&E species: Broadhead Skink (lizard), Gray Myotis (bat), Redbelly Snake, and Spring Peeper (frog).

The portion of the study area in Cherokee County includes DCH established by the KDWP for the following State T&E species: Cave Salamander, Longtail Salamander, Eastern Narrowmouth Toad, Easter Newt, Elktoe Mussel, Ellipse Mussel, Flutedshell

Mussel, Gray Myotis, Green Frog, Grotto Salamander, Many-Ribbed Salamander, Neosho Mucket Mussel, Ouachita Kidneyshell Mussel, Rabbitsfoot Mussel, Redbelly Snake, Redspot Chub (fish), Spring Peeper, and Western Fansheel Mussel. The KDWP lists the Neosho Madtom in Cherokee County but State DCH does not occur within the study area.

Maps showing the locations of DCH for State listed species are included in the Technical Appendices, with the exception of the Broadhead skink. The Broadhead skink DCH in Crawford County consists of any mature stands of oak woodlands within the study area.

Construction activities that impact State DCH would require an Action Permit from KDWP. Action Permits for impacts to T&E fish habitat usually contain date restrictions limiting any work in the water during the spawning/mating period of the species. Date restrictions for the Redspot Chub are May 1 through July 1. Mitigation for terrestrial species generally consists of habitat replacement. Mitigation for mussels may consist of moving the species to similar habitat.

KDOT Environmental staff also identified Federal and State T&E located near the study area in Missouri and Oklahoma.

Federally listed T&E species in Missouri include:

- Jasper County: Endangered Gray Bat, the threatened Neosho Madtom, and the threatened Ozark Cavefish.
- Newton County: Endangered Gray Bat and threatened Ozark Cavefish.

A Senior Biological Specialist with the MoDOT indicated there are no known locations of Ozark Cavefish or designated recharge areas for caves where the fish are known to occur within the study area. The cave database indicates there are at least seven caves within the study area but does not note the presence of rare species in any of them.

<u>State listed T&E species in Missouri include:</u>

- Jasper County: American Bittern (bird), Bald Eagle, Barn Owl, Black-tailed Jackrabbit, Gray Bat, Greater Prairie Chicken, Neosho Madtom, Northern Harrier (bird), Ozark Cavefish, and Redfin Darter (fish).
- Newton County: Black-tailed Jackrabbit, Gray Bat, Greater Prairie Chicken, Northern Harrier, and Ozark Cavefish.

<u>Federally listed species in Oklahoma include:</u>

- Ottawa County: Gray Bat, Neosho Madtom, Ozark Big-eared Bat, Ozark Cavefish, and Piping Plover (bird). The USFWS has indicated that the Neosho Madtom has

been captured in the Spring River just downstream from the Kansas-Oklahoma state line.

State listed species in Oklahoma include:

- Ottawa County: Neosho mucket (mussel), Neosho Madtom, Ozark Cavefish, and Gray Myotis. The Oklahoma Department of Wildlife Conservation would not release information with regards to the location of caves with T&E species.

4.3.11 Abandoned Lead and Zinc Mines

As discussed in Section 2.9, abandoned mines, both surface and underground, exist throughout the study area. Thorough planning and investigation will have to be done to determine recommended remedial actions on an individual basis for both types of mines. Remedial measures for surface mines can consist of removal of disturbed overburden and placement of engineered fill.

Remedial measures for underground mines can consist of placement of concrete columns and/or cutoff walls and slurry fill. These methods have been approved for mitigation of actual or potential mine failures and can cost in excess of $930,000 per acre depending on conditions present, including presence and quantity of water, depth of mine, and presence and quantity of tailings.

4.4 Stakeholder Input

This factor represents the relative support offered by the members of the US-400 Citizens Advisory Committee (comprised of civic leaders and business owners, both city and rural, from different locations within Cherokee County), Cities within the study area, neighboring counties, the Quapaw Tribe of Oklahoma (O-Gah-Pah), the neighboring Missouri and Oklahoma Departments of Transportation, and the Oklahoma Turnpike Authority. The corridors were ranked from least favorable to most favorable.

5.0 PARTNERS

As this project is within Cherokee County, the county government should be involved in the planning and development of the project. The project affects several communities including the cities of Crestline (unincorporated), Columbus, Riverton (unincorporated), Galena, Lowell (unincorporated), and Baxter Springs. The project could also affect the Missouri and Oklahoma Departments of Transportation, the Oklahoma Turnpike Authority and the Quapaw Tribe of Oklahoma (O-Gah-Pah).

All of these partners have been included in the development of this study through the targeted stakeholder meeting, US-400 Citizens Advisory Committee meetings, or local public official meetings. Near the conclusion of the study, KDOT attended Council Meetings at Columbus, Galena, and Baxter Springs and a Cherokee County Commission Meeting to update the local partners on the progress of the study prior to presenting the study recommendations at a public meeting. Positive feedback was provided at all of the meetings.

Since the existing connection of US-400 occurs in Missouri, MoDOT was a partner in the study. MoDOT, in coordination with the City of Joplin, is currently studying the impacts of a West Joplin Bypass which would possibly connect to I-44 near the existing US-400 Interchange. Both the West Joplin Bypass study and the US-400 study are in the early stages. Both Joplin and MoDOT officials attended the public officials meeting and were updated on the status of the project. Both MoDOT and Joplin recognize the importance of coordinating the future activity in this area and are willing to work with KDOT in the future development of US-400.

The Quapaw Tribe of Oklahoma (O-Gah-Pah) also has an interest in this project. As part of a recent casino development, improvements have been made to US-400 on the Missouri side of the state line. The casino development has highway access from Missouri, the parking lot lies in Kansas and the casino building is located in Oklahoma. KDOT is coordinating government-to-government contact with the Quapaw Tribe of Oklahoma (O-Gah-Pah), which has indicated that it will participate in the study as a consulting party pursuant to 36 C.F.R. § 800.3(f)(2). The Quapaw Tribe of Oklahoma (O-Gah-Pah) designated Alan Mauk as their representative. Mr. Mauk participated on the US-400 Citizens Advisory Committee and provided traffic forecast information to KDOT that was done in association with improvements to US-400 in Missouri.

6.0 PROJECT DEVELOPMENT

The Study Team has identified the West Corridor as the preferred option for the long range improvement plan for this section of US-400. It is the recommendation of the Study Team that this project should continue into the next phase of the project which is preparation of the environmental document to satisfy the NEPA Process. This phase will investigate more defined alignments and result in a single defined alignment where right-of-way preservation strategies could be implemented to protect the proposed right-of-way from future development. In addition, the next phase will attempt to define more specific project limits for individual construction projects. This will allow KDOT to be in a position to authorize funding for projects as funding becomes available

Continued communication with city, county, and state officials in the vicinity of the project will be necessary to help preserve the preferred corridor until future projects can be identified.

APPENDIX A

KANSAS DEPARTMENT OF TRANSPORTATION

Construction Project Authorization

Changed Route Number		Project Funding			Route, Co., Proj. No.	(U)400 -11 KA-1005-01
District	IV	Fund Source	Percent	Maximum	FA Project No.	NHS-A100(501)
County	CHEROKEE	Federal (NHS)	100		Program Fiscal Year	2013
Length (mi)	28.02				Fund Class	PE = NHS
STP Class	B					
Env. Class.	Class III				KDOT Fund No.	4100
Oversight	EXEMPT				DA Account No.	0650
Funct Cl./Syst.	Prin Arterial/NHS				KDOT Program No.	9916
INITIATED BY:		Bureau of Program & Project Management			Prog Cat / Sub Cat	MM / RIM
Signature	Francis R. Coffel	Date 12/31/2007			3R / AASHTO Stds.	AASHTO

LOCATION: US-400(US-69) FROM PITTSBURG BYPASS SOUTH TO I-44

STAGE :US-400(US-69) FROM PITTSBURG BYPASS SOUTH TO I-44

SCOPE OF IMPROVEMENT:

Evaluate past studies, project area issues and review current transportation needs to develop a Study Corridor and Roadway Type (Expressway or Freeway).

PROJECT IS AUTHORIZED FOR PE ONLY

The Project Team will select a Study Corridor and Roadway Type. The Project Team will make their recommendation to the Program Review Committee and the Bureau of Program and Project Management to determine whether to proceed with the selection of the preferred alignment and completion of the environmental documentation.

JUSTIFICATION/REASON FOR CHANGE:

Changed Route number for project from US-69 to US-400.

Inflation Rate 0.000 **Base Year** 0

Roadway Type	Length (mi)	Cost Per Mi.	Construction Cost	2013 SUBTOTALS Construction Cost

SEE ATTACHED SHEET FOR STRUCTURES	0	0
Total Construction Cost	0	0*
Construction Engineering		0
Right-Of-Way Cost		0
Utility Cost		0
Preliminary Engineering		550,000
CURRENT TOTAL PROJECT COST		550,000

PREVI. TOTAL PROJ. COST	550,000
ORIG. 883 COST ESTIMATE	1,000

*This project is not exempt for the payment of sales tax

Comments:

Charles W. Prutsman — Chief of Program & Project Management — Date 1/3/2008

OFFICE OF ENGINEERING SUPPORT **Scheduled Letting Date** NA

Comments:

Charles W. Prutsman — Project Control Engineer — Date 01/03/08

FHWA Concurrence

☑ Proposed Environmental Classification

Date 01/04/08

STE PROJECT AUTHORIZATION ◉ Approve ○ Disapprove

Comments:

Date 01/04/08

DOT Form No. 883

KANSAS DEPARTMENT OF TRANSPORTATION

Construction Project Authorization

Project Schedule
Milestones/Checkpoints & Responsibility
*** denotes automatically assigned dates**

Project : KA-1005-01 **Loc Desc:** US-400(US-69) FROM PITTSBURG BYPASS SOUTH TO I-44
Rte/Cnty : U069 /011 **SI:** E **Stg Desc:** US-400(US-69) FROM PITTSBURG BYPASS SOUTH TO I-44
Status ACTIV **Work Type:** PE **Date Baselined:** 08/17/2007 **Ver:** 1
Rd Cnsl
Br Cnsl
KDOT Prg GREEN GREEN LIST PROJECTS-TEMP **Program Cat:** MM

MI/CP	Name	BI Start	Act Start	OBS	Resp Manager
M39	DAUTH	08/15/2007	08/15/2007	PPT	PROTASIO, CHARLES
C10	BSTDY	11/06/2007		RD0	ROCKERS, STEPHEN
C85	FFOBL	11/06/2007	08/27/2007	PPT	PROTASIO, CHARLES
M09	EVCMP	11/06/2007		PPT	PROTASIO, CHARLES
C88	DRAFTREPT	11/10/2008		RD0	ROCKERS, STEPHEN
C25	ESTDY	12/22/2008		RD0	ROCKERS, STEPHEN
M40	PRCAP	12/22/2008		PPT	PROTASIO, CHARLES

Table 7.2.1-2 New and Major Reconstruction Desirable Design Criteria for Rural State Highways (Class B-E Routes) Other Than Highways Constructed to Interstate Criteria

Column 1	Column 2	Column 3	Column 4	Column 5
ADT (Design Year)	Under 875[a]	875 - 1749	1750 - 3499	3500 - Up
Design Speed -mph[b]	55	60	70	75(Desirable); 70 (Min.)
Stopping Sight Distance	495’ Min.	570' Min.	730'[c] Min.	820'[c] Min.
Horz. Curve Radius	1920’(Desirable) 960’(Minimum)	2320’(Desirable) 1200’(Minimum)	3150’(Desirable) 1810’(Minimum)	3620’(Desirable) 2210’(Minimum)
Superelevation[d]	6.0% (Desirable) 8.0% (Maximum)	6.0% (Desirable) 8.0% (Maximum)	6.0% (Desirable) 8.0% (Maximum)	6.0% (Desirable) 8.0% (Maximum)
Shoulder Width	See KDOT Design Shoulder Widths Map	See KDOT Design Shoulder Widths Map	See KDOT Design Shoulder Widths Map	See KDOT Design Shoulder Widths Map
Side Slope (Ditch Section or Low Fill)	6H:1V	6H:1V	6H:1V	6H:1V
Side Slope (Fill Section)	6H:1V through the Clear zone, then 4H:1V to a maximum of 30' high fill, then 3H:1V for fills higher than 30'			
Normal Ditch Size	8' x 3'	10' x 3'	10' x 3'	10' x 3'-6” For Outside Ditch
Maximum Grade	5%	5%	4%	3% (up grade)
Vertical Clearance (Desirable) Highway Separation Roads over highway and at interchanges Highway over local roads	 16'-4" 15'-4"	 16'-4" 15'-4"	 16'-4" 15'-4"	 16'-4" 15'-4"
Vertical Clearance (Min.) Railway Separation[e]	23'-6"	23'-6"	23'-6"	23'-6"
Bridge Loading	LFD HS20-44 or LRFD HL-93	LFD HS20-44 or LRFD HL-93	LFD HS20-44 or LRFD HL-93	LFD HS20-44 or LRFD HL-93
Right-of-way (or as Required)	140'	140'	140'	140' - 2 lane[f] 300' - 4 lane[f]
Access Control	At Special Locations	At Special Locations	Partial or at Special Locations	Partial or Full

a. In special cases for roads with ADT less than 500 where construction costs would become excessive in order to obtain the design criteria under Column 2, consideration may be given to using a design speed of 50 mph and/or a roadway width of 36' for both road and bridges.

b. Higher Design Speed should be used where posted/statutory speeds require.
c. At least 3,000' passing opportunity between vertical crests.
d. Based on the maximum superelevation (e_{max}) 8% table.
e. See Design Manual Volume III, Bridge Section.
f. With depressed median.

Notes: Criteria are subject to change to meet individual special conditions or to meet current highway practice. These design criteria are to be used as a guide. Additional guidance may be obtained from the Green Book and the AASHTO "Policy on Design Standard Interstate System."

For Expressways see Column 5 on table 7.2.1-2, "New & Major Reconstruction Desirable Criteria for Rural State Highways (Class B-E Routes) Other Than Highway Constructed to Interstate Standards."

Curve Number	HORIZONTAL CURVE DATA		Posted Speed	Design Speed Met (AASHTO)	Location
	RADIUS (ft)	SUPER (ft/ft)	(mph)	(mph)	
1	22918.31	-0.016	65	80	North of Riverton
2	2864.79	0.07	65	70	North of Riverton
3	11459.16	0.016	65	70	South of K-66
4	4583.81	0.04	65	65	North of US-400 Alt. US-69 split
5	6250.42	0.04	65	75	North of US-400 Alt. US-69 split
6	5729.58	0.04	65	75	Bypass around Baxter Springs
7	1909.86	0.08	65	70	North of US-166
8	1909.86	0.06	45	50	South of K-26 junction
9	2864.79	0.05	65	55	Between K-26 and state line

From KDOT Design Manual - Nov. 2008 Edition - Table 7.2.1-2

	Desirable	Minimum	Posted
Design Speed (mph)	75	70	65
Horizontal Radius (ft)	3620	2210	2710
Superelevation (%)	6.0	8.0	6.0

Curve No.	P.I. STATION	Posted Speed (mph)	Design Speed (mph)	VERTICAL CURVE LENGTH	G1	G2	SAG OR CREST	Exist K (ft)	AASHTO K_{min} Design	AASHTO K_{min} Posted	Meets AASHTO Design Speed	Meets AASHTO Posted Speed
1	498+25.00	65	70	300	0	0.86	SAG	349	181	157		
2	491+00.00	65	70	300	-0.6	0	SAG	500	181	157		
3	486+00.00	65	70	300	0.6	-0.6	CREST	250	247	193		
4	482+00.00	65	70	300	0.08	0.6	SAG	577	181	157		
5	02+00.00	65	70	100	0.9	0	CREST	111	247	193	NO	NO
6	19+00.00	65	70	200	0	1.2	SAG	167	181	157		
7	24+00.00	65	70	200	1.2	0.9	CREST	667	247	193		
8	26+00.00	65	70	200	0.9	0	CREST	222	247	193		
9	29+00.00	65	70	200	0	-0.9	CREST	222	247	193		
10	31+00.00	65	70	200	-0.9	0	SAG	222	181	157		
11	34+00.00	65	70	200	0	0.36	SAG	556	181	157		
12	42+00.00	65	70	200	0.36	-0.18	CREST	370	247	193		
13	44+00.00	65	70	200	-0.18	-0.5	CREST	625	247	193		
14	46+00.00	65	70	200	-0.5	-0.17	SAG	606	181	157		
15	49+00.00	65	70	200	-0.17	0.7	SAG	230	181	157		
16	51+00.00	65	70	200	0.7	0.9	SAG	1000	181	157		
17	55+00.00	65	70	200	0.9	0.33	CREST	351	247	193		
18	58+00.00	65	70	200	0.33	0.9	SAG	351	181	157		
19	64+00.00	65	70	200	0.4	-0.7	CREST	182	247	193	NO	NO
20	73+00.00	65	70	200	-0.7	-0.25	SAG	444	181	157		
21	76+00.00	65	70	200	-0.25	1.2	SAG	138	181	157	NO	NO
22	78+00.00	65	70	200	1.2	-1.3	CREST	80	247	193	NO	NO
23	84+00.00	65	70	200	-1.3	0	SAG	154	181	157	NO	NO
24	86+00.00	65	70	200	0	1.1	SAG	182	181	157		
25	88+00.00	65	70	200	1.1	2.02	SAG	217	181	157		
26	92+00.00	65	70	200	2.02	0.25	CREST	113	247	193	NO	NO
27	94+20.00	65	70	200	0.32	0.66	SAG	588	181	157		
28	98+70.00	65	70	700	0.66	-0.66	CREST	530	247	193		
29	103+20.00	65	70	200	-0.66	-0.32	SAG	588	181	157		
30	96+00.00	65	70	200	0.25	-0.25	CREST	400	247	193		
31	100+00.00	65	70	200	-0.25	0	SAG	800	181	157		
32	102+00.00	65	70	200	0	1.25	SAG	160	181	157		
33	104+00.00	65	70	200	1.25	0.9	CREST	571	247	193		
34	106+00.00	65	70	200	0.9	0	CREST	222	247	193		
35	110+00.00	65	70	200	0	0.4	SAG	500	181	157		
36	114+00.00	65	70	200	0.4	-0.7	CREST	182	247	193	NO	NO
37	118+00.00	65	70	200	90.7	-1.2	CREST	2	247	193	NO	NO
38	120+00.00	65	70	200	-1.2	0	SAG	167	181	157		
39	123+00.00	65	70	200	0	1.5	SAG	133	181	157	NO	NO
40	132+00.00	65	70	200	1.5	0	CREST	133	247	193	NO	NO
41	134+00.00	65	70	200	0	-1.03	CREST	194	247	193		
42	137+00.00	65	70	200	-1.03	-0.23	SAG	248	181	157		
43	145+00.00	65	70	200	-0.23	-1.1	CREST	229	247	193		

Curve No.	P.I. STATION	Posted Speed (mph)	Design Speed (mph)	VERTICAL CURVE LENGTH	G1	G2	SAG OR CREST	Exist K (ft)	AASHTO K_{min} Design	AASHTO K_{min} Posted	Meets AASHTO Design Speed	Meets AASHTO Posted Speed
44	151+00.00	65	70	200	-1.1	-0.27	SAG	241	181	157		
45	157+00.00	65	70	200	-0.27	0.33	SAG	333	181	157		
46	159+50.00	65	70	200	0.33	0	CREST	606	247	193		
47	161+00.00	65	70	200	0	-0.34	CREST	588	247	193		
48	166+00.00	65	70	200	-0.34	0	SAG	588	181	157		
49	167+00.00	65	70	200	0	0.23	SAG	870	181	157		
50	170+00.00	65	70	200	0.23	-0.2	CREST	465	247	193		
51	175+00.00	65	70	200	-0.2	-1.7	CREST	133	247	193	NO	NO
52	180+00.00	65	70	200	-1.7	-1.05	SAG	308	181	157		
53	184+00.00	65	70	200	-1.05	-0.83	SAG	909	181	157		
54	193+00.00	65	70	200	-0.83	-0.3	SAG	377	181	157		
55	198+00.00	65	70	200	-0.3	0	SAG	667	181	157		
56	200+00.00	65	70	200	0	0.25	SAG	800	181	157		
57	205+00.00	65	70	200	0.25	2.2	SAG	103	181	157	NO	NO
58	210+00.00	65	70	200	2.2	1	CREST	167	247	193	NO	NO
59	213+00.00	65	70	200	1	0.15	CREST	235	247	193		
60	215+00.00	65	70	200	0.15	-0.87	CREST	196	247	193		
61	222+00.00	65	70	200	-0.87	-0.3	SAG	351	181	157		
62	224+00.00	65	70	200	-0.3	-0.53	CREST	870	247	193		
63	227+00.00	65	70	200	-0.53	0	SAG	377	181	157		
64	232+00.00	65	70	200	0	1.35	SAG	148	181	157	NO	NO
65	234+00.00	65	70	200	1.35	1.26	CREST	2222	247	193		
66	238+00.00	65	70	200	1.26	0.5	CREST	263	247	193		
67	241+00.00	65	70	200	0.5	0.93	SAG	465	181	157		
68	244+00.00	65	70	200	0.93	4.36	SAG	58	181	157	NO	NO
69	247+00.00	65	70	200	4.36	0.23	CREST	48	247	193	NO	NO
70	251+00.00	65	70	200	0.23	0	CREST	870	247	193		
71	255+00.00	65	70	200	0	1.8	SAG	111	181	157	NO	NO
72	287+00.00	65	70	400	-1.15	0.6	SAG	229	181	157		
73	292+50.00	65	70	400	0.6	-0.59	CREST	336	247	193		
74	297+50.00	65	70	400	-0.59	0.7	SAG	310	181	157		
75	261+00.00	65	70	200	1.8	1.9	SAG	2000	181	157		
76	265+00.00	65	70	200	1.9	-1.9	CREST	53	247	193	NO	NO
77	268+00.00	65	70	200	-1.9	-0.3	SAG	125	181	157	NO	NO
78	271+00.00	65	70	200	-0.3	0.45	SAG	267	181	157		
79	273+00.00	65	70	200	0.45	2.2	SAG	114	181	157	NO	NO
80	277+00.00	65	70	200	2.2	1.1	CREST	182	247	193	NO	NO
81	279+00.00	65	70	200	1.1	0.48	CREST	323	247	193		
82	285+00.00	65	70	200	0.48	-0.55	CREST	194	247	193		
83	287+00.00	65	70	200	-0.55	-1.3	CREST	267	247	193		
84	293+00.00	65	70	200	-1.3	-0.27	SAG	194	181	157		
85	299+00.00	65	70	200	-0.27	-0.73	CREST	435	247	193		
86	302+00.00	65	70	200	-0.73	-0.85	CREST	1667	247	193		

Curve No.	P.I. STATION	Posted Speed (mph)	Design Speed (mph)	VERTICAL CURVE LENGTH	G1	G2	SAG OR CREST	Exist K (ft)	AASHTO K_{min} Design	AASHTO K_{min} Posted	Meets AASHTO Design Speed	Meets AASHTO Posted Speed
87	308+00.00	65	70	200	-0.85	0	SAG	235	181	157		
88	312+00.00	65	70	200	0	1.775	SAG	113	181	157	NO	NO
89	316+00.00	65	70	200	1.775	-1	CREST	72	247	193	NO	NO
90	319+00.00	65	70	200	-1	0	SAG	200	181	157		
91	323+00.00	65	70	200	0	0.47	SAG	426	181	157		
92	326+00.00	65	70	200	0.47	0	CREST	426	247	193		
93	328+00.00	65	70	200	0	-2.2	CREST	91	247	193	NO	NO
94	330+00.00	65	70	200	-2.2	-1	SAG	167	181	157		
95	332+00.00	65	70	200	-1	-0.7	SAG	667	181	157		
96	336+00.00	65	70	200	-0.7	-0.92	CREST	909	247	193		
97	341+00.00	65	70	200	-0.92	-0.4	SAG	385	181	157		
98	346+00.00	65	70	200	-0.4	-0.36	SAG	5000	181	157		
99	350+00.00	65	70	200	-0.36	-0.07	SAG	690	181	157		
100	353+00.00	65	70	200	-0.07	0	SAG	2857	181	157		
101	358+00.00	65	70	200	0	-0.5	CREST	400	247	193		
102	360+00.00	65	70	200	-0.5	-0.15	SAG	571	181	157		
103	365+00.00	65	70	200	-0.15	-0.42	CREST	741	247	193		
104	369+00.00	65	70	200	-0.42	-0.75	CREST	606	247	193		
105	32+00.00	65	70	300	-0.8	0	SAG	375	181	157		
106	26+50.00	65	70	400	0.4	-0.8	CREST	333	247	193		
107	21+00.00	65	70	300	-0.5	0.4	SAG	333	181	157		
108	86+00.00	65	70	600	-0.50	0.12	SAG	968	181	157		
109	94+50.00	65	70	800	0.12	-0.30	CREST	1905	247	193		
110	110+00.00	65	70	400	-0.30	-0.10	SAG	2000	181	157		
111	136+50.00	65	70	500	-0.1	-0.6	CREST	1000	247	193		
112	146+00.00	65	70	600	-0.6	-0.2	SAG	1500	181	157		
113	171+00.00	65	70	600	-0.2	-0.4	CREST	3000	247	193		
114	207+00.00	65	70	600	-0.4	0	SAG	1500	181	157		
115	239+00.00	65	70	800	0	0.86	SAG	930	181	157		
116	253+75.00	65	70	800	0.86	-0.16	CREST	784	247	193		
117	602+50.00	65	70	400	-0.4	0	SAG	1000	181	157		
118	614+50.00	65	70	400	0	-0.15	CREST	2667	247	193		
119	633+00.00	65	70	800	-0.15	-1.23	CREST	741	247	193		
120	671+25.00	65	70	600	0	0.34	SAG	1765	181	157		
121	680+00.00	65	70	800	0.34	0	CREST	2353	247	193		
122	700+00.00	65	70	600	0	0.2	SAG	3000	181	157		
123	718+00.00	65	70	600	0.2	0.48	SAG	2143	181	157		
124	739+00.00	65	70	600	0.48	1.3	SAG	732	181	157		
125	750+00.00	65	70	600	1.3	2.66	SAG	441	181	157		
126	759+00.00	65	70	400	2.66	1.52	CREST	351	247	193		
127	21+00.00	65	70	300	-0.5	0.4	SAG	333	181	157		
128	26+50.00	65	70	400	0.4	-0.8	CREST	333	247	193		
129	32+00.00	65	70	300	-0.8	0	SAG	375	181	157		

Curve No.	P.I. STATION	Posted Speed (mph)	Design Speed (mph)	VERTICAL CURVE LENGTH	G1	G2	SAG OR CREST	Exist K (ft)	AASHTO K_{min} Design	AASHTO K_{min} Posted	Meets AASHTO Design Speed	Meets AASHTO Posted Speed
130	94+20.00	65	70	200	0.32	0.66	SAG	588	181	157		
131	98+70.00	65	70	700	0.66	-0.66	CREST	530	247	193		
132	103+20.00	65	70	200	-0.66	-0.32	SAG	588	181	157		
133	482+00.00	65	70	300	0.08	0.6	SAG	577	181	157		
134	486+00.00	65	70	500	0.6	-0.6	CREST	417	247	193		
135	491+00.00	65	70	300	-0.6	0	SAG	500	181	157		
136	498+25.00	65	70	300	0	0.86	SAG	349	181	157		
137	287+00.00	65	70	400	-1.15	0.6	SAG	228.6	181	157		
138	29250	65	70	400	0.6	-0.59	CREST	336.1	247	193		
139	29750	65	70	400	-0.59	0.7	SAG	310.1	181	157		

From AASHTO - 2004 Edition - Exhibit 3-72 and Exhibit 3-75.

	Posted	Design
K-Value (Sag)	193	181
K-Value (Crest)	157	247

APPENDIX B

All CORRIDORS

			CORRIDORS RANKED FROM MOST PREFERABLE (LOW TOTAL) TO LEAST PREFERABLE (HIGH TOTAL)					
Corridor Ranking			1	2	3	4	5	6
EVALUATION FACTOR		**Relative Weight**	W1, W5, C5, C7, C8, C9, C11, C12, C13	C1, E2, E3, E4, C13	C1, W4, W5, C5, C7, C8, C9, C11, C12, C13	C1, C2, C3, C5, C7, C8, C9, C11, C12, C13	W1, W5, C5, C7, C8, C9, W7	C1, E5, E4, C13
Constructability	rating	10	1	3	2	5	5	4
		rank	1	3	2	8	8	6
Environmental Impacts	avg. rank	9	4.1	4.8	6.5	6.5	2.8	5.0
		rank	2	5	12	11	1	7
Parklands	acre		0	0	0	1	0	0
		rank	1	1	1	11	1	1
Prime Farmland	acre		2513	2062	3471	3339	2157	2920
		rank	5	1	12	11	2	6
Stream Crossings	number		35	27	39	37	33	29
		rank	7	2	12	10	5	4
Exceptional State Waters	number		2	3	3	2	2	3
		rank	1	5	5	1	1	5
Floodplains (100 year)	acre		784	1097	1135	1093	706	905
		rank	2	11	12	10	1	4
Wetlands	number		24	27	23	24	16	26
		rank	7	11	6	7	2	10
Ponds	number		76	34	89	79	62	53
		rank	9	2	12	10	5	4
Cultural Resources:	avg. rating		1	0.8	0.7	0.9	1.3	1
		rank	6	2	1	4	11	6
Potential Hazardous Waste Sites	number		1	3	2	1	1	2
		rank	1	8	5	1	1	5
Federal T&E Species sites	number		0	0	0	0	0	0
		rank	1	1	1	1	1	1
Mined Areas	number		2	23	2	2	0	23
		rank	5	9	5	5	1	9

All CORRIDORS

			CORRIDORS RANKED FROM MOST PREFERABLE (LOW TOTAL) TO LEAST PREFERABLE (HIGH TOTAL)					
Corridor Ranking			1	2	3	4	5	6
EVALUATION FACTOR		**Relative Weight**	W1, W5, C5, C7, C8, C9, C11, C12, C13	C1, E2, E3, E4, C13	C1, W4, W5, C5, C7, C8, C9, C11, C12, C13	C1, C2, C3, C5, C7, C8, C9, C11, C12, C13	W1, W5, C5, C7, C8, C9, W7	C1, E5, E4, C13
Stakeholder Input	avg. rating	8	1.0	3.8	1.5	1.6	1.6	3.4
		rank	1	11	2	3	3	9
Estimated Construction Cost	$10M/mile	7	$ 242,200,000	$ 252,000,000	$ 257,200,000	$ 240,700,000	$ 264,200,000	$ 274,000,000
		rank	2	3	4	1	6	9
Socio-Economic Impacts	avg. rank	6	3	3	2	5	5	2
		rank	3	3	1	6	6	1
Economic Benefit	rating		12	12	10	8	14	10
		rank	5	5	2	1	9	2
Environmental Justice:	rating		4	4	4	5	4	4
		rank	1	1	1	8	1	1
Additional Right of Way	acre	5	1559	1150	1210	941	1806	1147
		rank	7	3	5	1	11	2
Potential Cultivated Farmland Impact	acre	4	1430	1058	1784	1265	1760	1310
		rank	6	1	9	3	8	5
Utility Relocation	each	3	3	4	2	2	3	3
		rank	5	10	1	1	5	5
Potential Business Relocations	each	2	42	28	41	45	36	29
		rank	11	3	10	12	8	4
Potential Residential Relocations	each	1	122	96	164	166	82	136
		rank	6	4	11	12	2	9
Total			170	261	273	302	311	326

All CORRIDORS

			CORRIDORS RANKED FROM MOST PREFERABLE (LOW TOTAL) TO LEAST PREFERABLE (HIGH TOTAL)					
Corridor Ranking			7	8	9	10	11	12
EVALUATION FACTOR		**Relative Weight**	C1, C2, C3, C5, C7, C8, C9, W7	C1, W4, W5, C5, C7, C8, C9, W7	E1, E3, E4, C13	W1, W8, E2, E3, E4, C13	E1, E7, W4, W5, C5, C7, C8, C9, C11, C12, C13	E1, E7, W4, W5, C5, C7, C8, C9, W7
Constructability	rating	10	5	5	3	3	4	5
		rank	8	8	3	3	6	8
Environmental Impacts	avg. rank	9	5.0	4.9	4.6	5.9	5.7	4.2
		rank	7	6	4	10	9	3
Parklands	acre		1	0	0	0	0	0
		rank	11	1	1	1	1	1
Prime Farmland	acre		2983	3115	2317	2258	3290	2934
		rank	8	9	4	3	10	7
Stream Crossings	number		35	37	26	27	36	34
		rank	7	10	1	2	9	6
Exceptional State Waters	number		2	3	3	3	3	3
		rank	1	5	5	5	5	5
Floodplains (100 year)	acre		1015	1057	949	952	949	871
		rank	8	9	5	7	5	3
Wetlands	number		16	15	22	33	24	16
		rank	2	1	5	12	7	2
Ponds	number		65	75	28	36	79	65
		rank	6	8	1	3	10	6
Cultural Resources:	avg. rating		1.1	0.9	1.3	1.2	0.8	1
		rank	9	4	11	10	2	6
Potential Hazardous Waste Sites	number		1	2	3	4	3	3
		rank	1	5	8	12	8	8
Federal T&E Species sites	number		0	0	0	0	0	0
		rank	1	1	1	1	1	1
Mined Areas	number		0	0	23	23	2	0
		rank	1	1	9	9	5	1

All CORRIDORS

			CORRIDORS RANKED FROM MOST PREFERABLE (LOW TOTAL) TO LEAST PREFERABLE (HIGH TOTAL)					
Corridor Ranking			7	8	9	10	11	12
EVALUATION FACTOR		**Relative Weight**	C1, C2, C3, C5, C7, C8, C9, W7	C1, W4, W5, C5, C7, C8, C9, W7	E1, E3, E4, C13	W1, W8, E2, E3, E4, C13	E1, E7, W4, W5, C5, C7, C8, C9, C11, C12, C13	E1, E7, W4, W5, C5, C7, C8, C9, W7
Stakeholder Input	avg. rating	8	2.3	2.1	4.0	3.7	1.9	2.6
		rank	7	6	12	10	5	8
Estimated Construction Cost	$10M/mile	7	$ 262,700,000	$ 279,200,000	$ 272,000,000	$ 284,000,000	$ 273,200,000	$ 295,200,000
		rank	5	10	7	11	8	12
Socio-Economic Impacts	avg. rank	6	5	3	9	5	7	9
		rank	6	3	11	6	10	11
Economic Benefit	rating		10	12	14	14	12	14
		rank	2	5	9	9	5	9
Environmental Justice:	rating		5	4	5	4	5	5
		rank	8	1	8	1	8	8
Additional Right of Way	acre	5	1188	1457	1626	1715	1785	2032
		rank	4	6	8	9	10	12
Potential Cultivated Farmland Impact	acre	4	1595	2114	1276	1199	1852	2182
		rank	7	11	4	2	10	12
Utility Relocation	each	3	2	2	5	4	3	3
		rank	1	1	12	10	5	5
Potential Business Relocations	each	2	39	35	20	32	31	25
		rank	9	7	1	6	5	2
Potential Residential Relocations	each	1	126	124	79	84	141	101
		rank	8	7	1	3	10	5
Total			347	368	372	411	422	453

3 PREFERRED CORRIDORS

CORRIDORS RANKED FROM MOST PREFERABLE (LOW TOTAL) TO LEAST PREFERABLE (HIGH TOTAL)					
Corridor Ranking			1	2	3
EVALUATION FACTOR		**Relative Weight**	W1, W5, C5, C7, C8, C9, C11, C12, C13	C1, W4, W5, C5, C7, C8, C9, C11, C12, C13	C1, C2, C3, C5, C7, C8, C9, C11, C12, C13
Constructability	rating	10	1	2	5
		rank	1	2	8
Environmental Impacts	avg. rank	9	4.1	6.5	6.5
		rank	2	12	11
Parklands	acre		0	0	1
		rank	1	1	11
Prime Farmland	acre		2513	3471	3339
		rank	5	12	11
Stream Crossings	number		35	39	37
		rank	7	12	10
Exceptional State Waters	number		2	3	2
		rank	1	5	1
Floodplains (100 year)	acre		784	1135	1093
		rank	2	12	10
Wetlands	number		24	23	24
		rank	7	6	7
Ponds	number		76	89	79
		rank	9	12	10
Cultural Resources:	avg. rating		1	0.7	0.9
		rank	6	1	4
Potential Hazardous Waste Sites	number		1	2	1
		rank	1	5	1
Federal T&E Species sites	number		0	0	0
		rank	1	1	1
Mined Areas	number		2	2	2
		rank	5	5	5

3 PREFERRED CORRIDORS

CORRIDORS RANKED FROM MOST PREFERABLE (LOW TOTAL) TO LEAST PREFERABLE (HIGH TOTAL)					
Corridor Ranking			1	2	3
EVALUATION FACTOR		**Relative Weight**	W1, W5, C5, C7, C8, C9, C11, C12, C13	C1, W4, W5, C5, C7, C8, C9, C11, C12, C13	C1, C2, C3, C5, C7, C8, C9, C11, C12, C13
Stakeholder Input	avg. rating	8	1.0	1.5	1.6
		rank	1	2	3
Estimated Construction Cost	$10M/mile	7	$ 242,200,000	$ 257,200,000	$ 240,700,000
		rank	2	4	1
Socio-Economic Impacts	avg. rank	6	3	2	5
		rank	3	1	6
Economic Benefit	rating		12	10	8
		rank	5	2	1
Environmental Justice:	rating		4	4	5
		rank	1	1	8
Additional Right of Way	acre	5	1559	1210	941
		rank	7	5	1
Potential Cultivated Farmland Impact	acre	4	1430	1784	1265
		rank	6	9	3
Utility Relocation	each	3	3	2	2
		rank	5	1	1
Potential Business Relocations	each	2	42	41	45
		rank	11	10	12
Potential Residential Relocations	each	1	122	164	166
		rank	6	11	12
Total			170	273	302

EVALUATION FACTORS

1. **Constructability** – This factor represents the relative constructability of each of the corridors ranked from least favorable to most favorable. The study team used engineering judgment and experience to determine which corridor would be easiest to construct while maintaining access to existing communities and property owners as well as how much KDOT's investment in existing US-400 can be protected.

2. **Environmental Impacts** – This factor represents the average rankings of a number of subcategories. The subcategories are: Roadway within 100 year floodplain (acres), Wetland Impacts (acres), Mining Impacts (acres), cultural and historical impacts, and socio-economic impacts. Cultural, historical, and socio-economic impacts were subjectively determined by the study team using information obtained during the study.

3. **Stakeholder Input** – This factor represents the relative support offered by the members of the Advisory Committee (comprised of civic leaders and business owners, both city and rural, from different locations within Cherokee County), Cities within the study area, neighboring counties, Quapaw Indian Tribe representatives, and neighboring state DOT's. The corridors are ranked from least favorable to most favorable.

4. **Estimated Construction Cost** – This factor represents the preliminary estimates of construction cost based on 2009 dollars ranked from - (no cost) to $$$$$ (highest cost). The costs were calculated based on the length of the corridor using an estimate of $10 million/mile, in addition costs also include additional interchange and bridge construction costs.

5. **Socio-Economic Impacts** – This factor represents the relative economic impact the proposed construction will have on the corridor ranked from least favorable to most favorable. To arrive at this ranking, the study team subjectively ranked each corridor based on how well the corridor would serve existing communities, negatively impact existing communities, or allow for community development.

6. **Additional Right of Way** – This factor represents the acres of additional right of way for construction ranked from least favorable to most favorable. The acreage was calculated based on a 300' wide Right of Way corridor. This number takes into account Right of Way previously acquired.

7. **Cultivated Farmland Impact** – This factor represents the number of acres of cultivated land, as depicted on aerial photography of the area, which would be taken out of service by the proposed construction ranked from least favorable to most favorable.

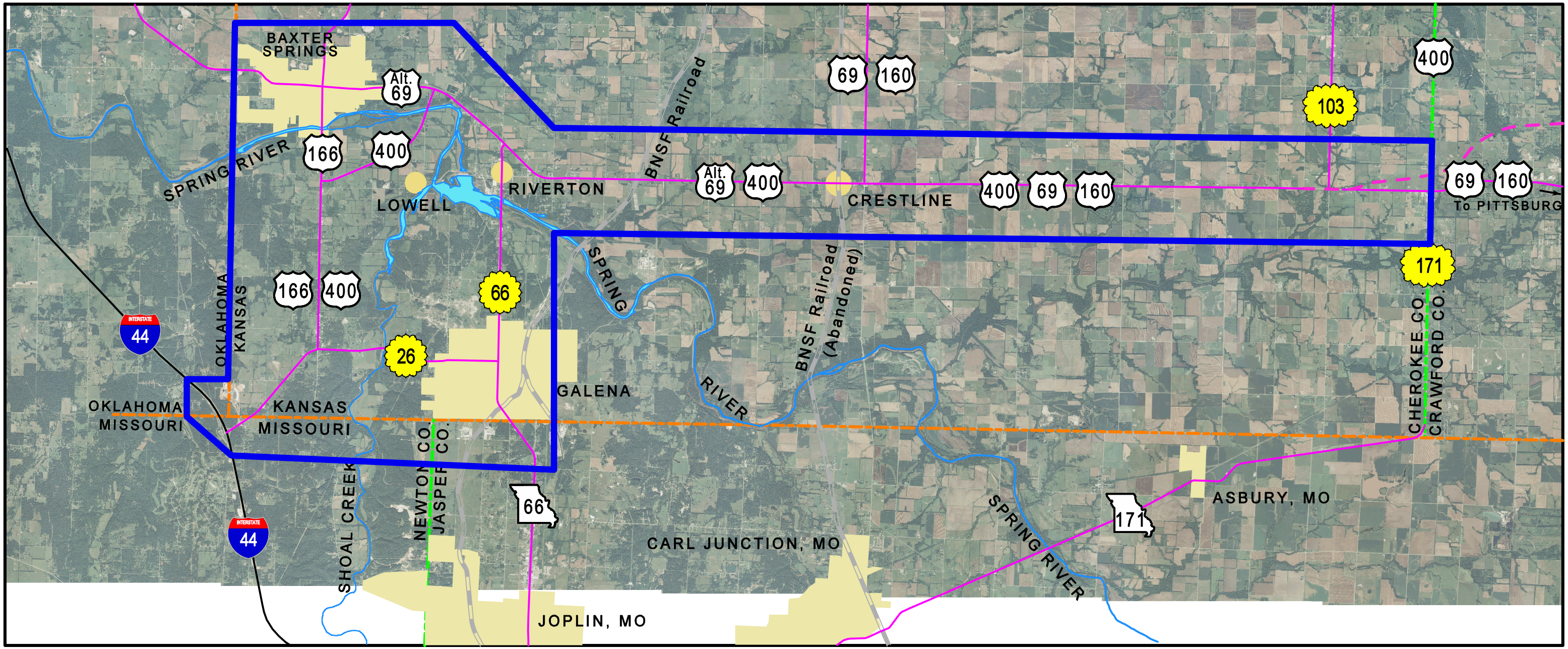
8. **Utility Relocation** – This factor represents an estimate of the work associated with major utility relocations ranked from least favorable to most favorable.

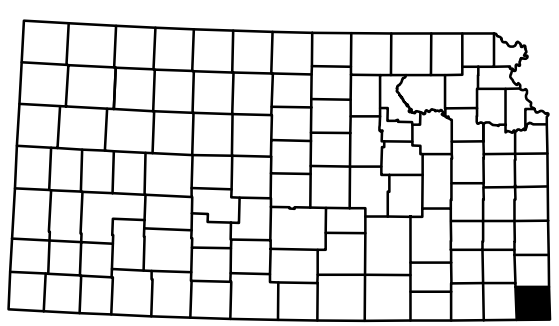
9. **Potential Business Relocations** – This factor represents the number of businesses that are within the corridor bands (1/4 mile) that would potentially be acquired and relocated by the proposed construction ranked from least favorable (more relocations) to most favorable (less relocations).

10. **Potential Residential Relocations** – This factor represents the number of homes that are within the corridor bands (1/4 mile) that would potentially be acquired and relocated by the proposed construction ranked from least favorable (more relocations) to most favorable (less relocations).

APPENDIX C

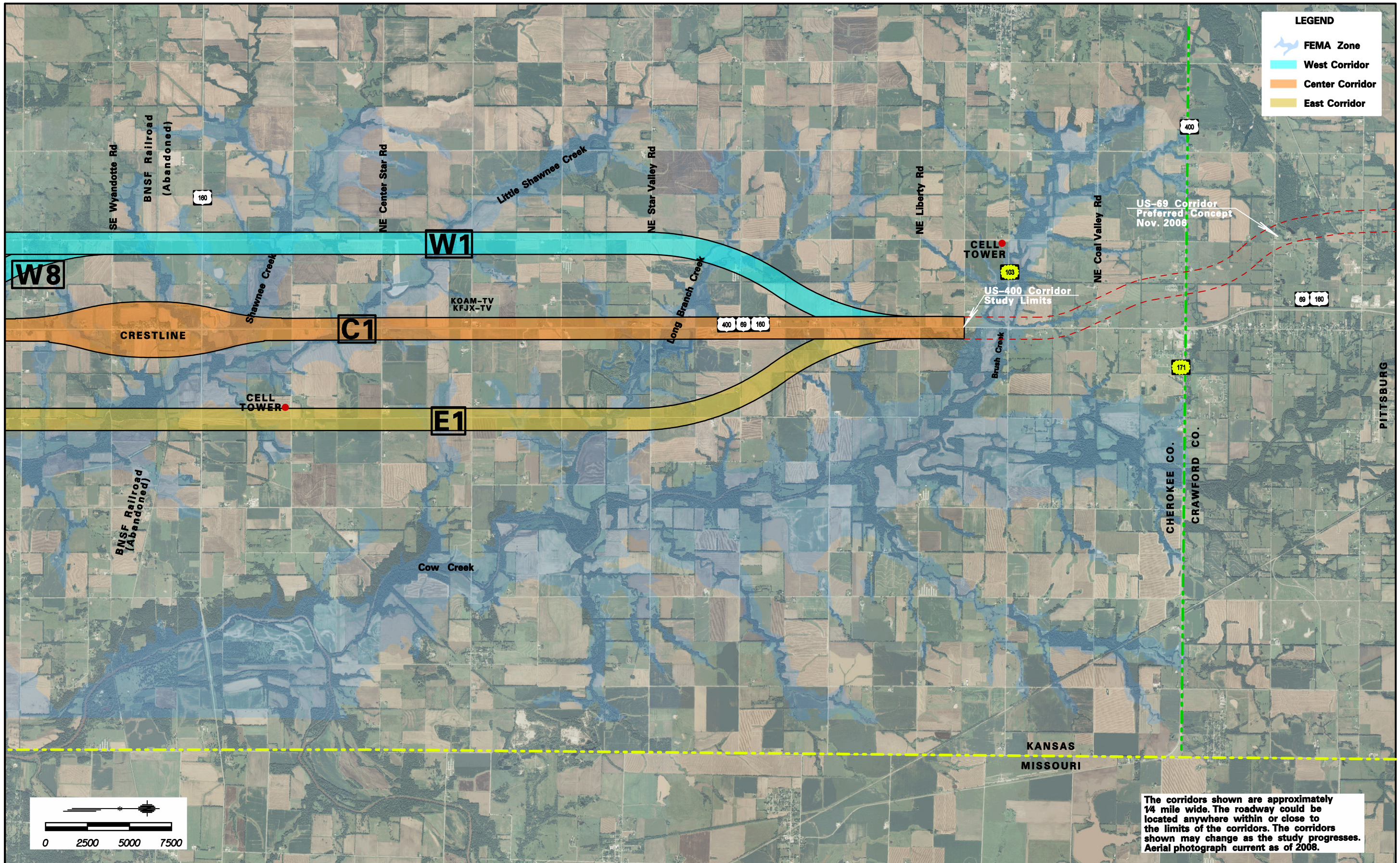
US-400 Corridor Study Area
Cherokee County, Kansas





LEGEND

- US-400 Corridor Study Boundary
- US-69 (Pittsburg Bypass) Preferred Concept - Nov. 2006
- US / State Route
- Interstate Route
- Railroad
- River
- State Line
- County Line
- City Limits
- Unincorporated Place
- US Route
- Kansas Route
- Missouri Route
- Interstate Route



US-400 CORRIDOR
(400-11 KA-1005-01)

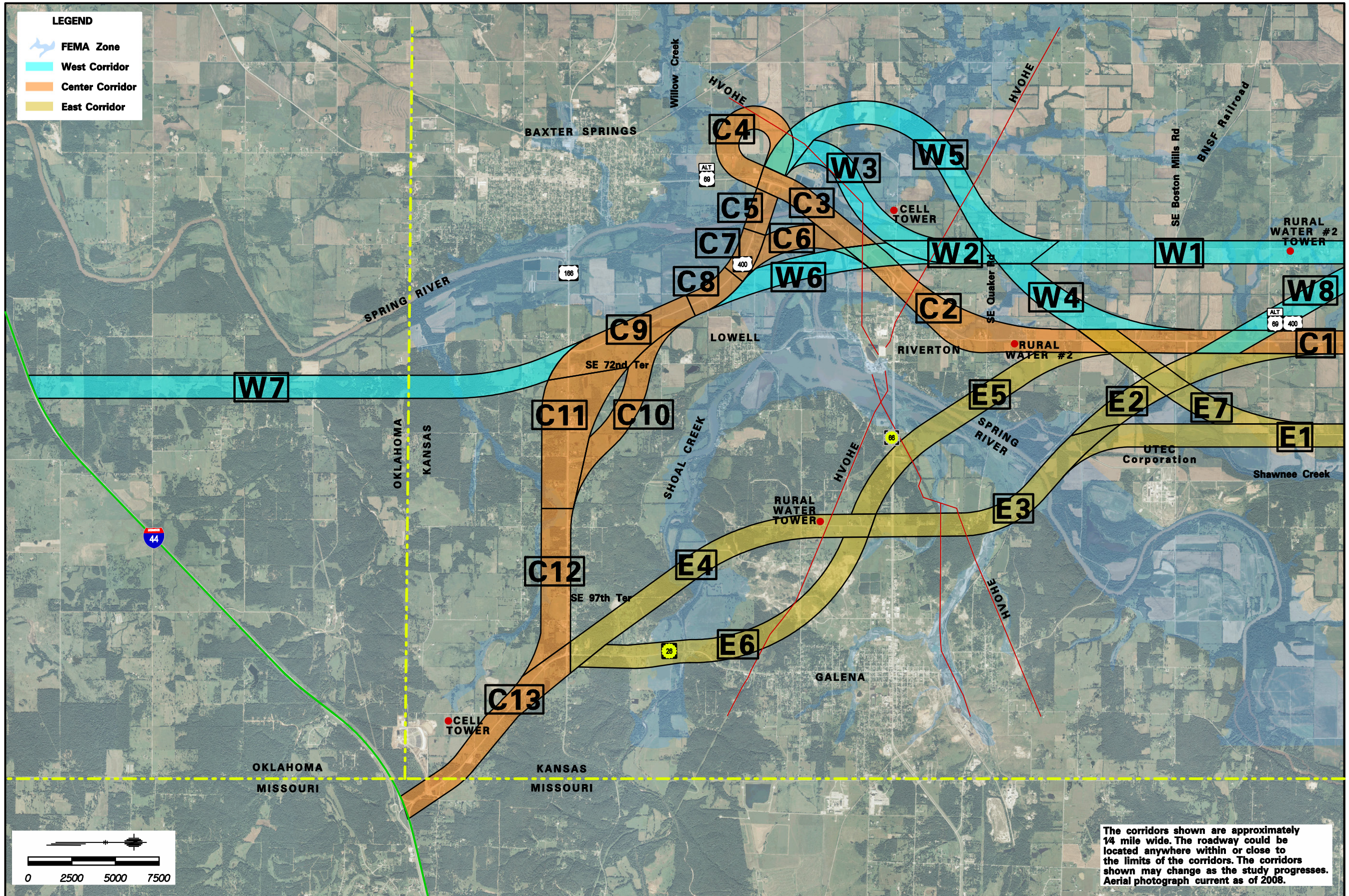
ALL CORRIDOR SEGMENTS September 24, 2009

KANSAS DEPARTMENT OF TRANSPORTATION

GBA

PBA PATTI BANKS ASSOCIATES

URS



US-400 CORRIDOR
(400-11 KA-1005-01)

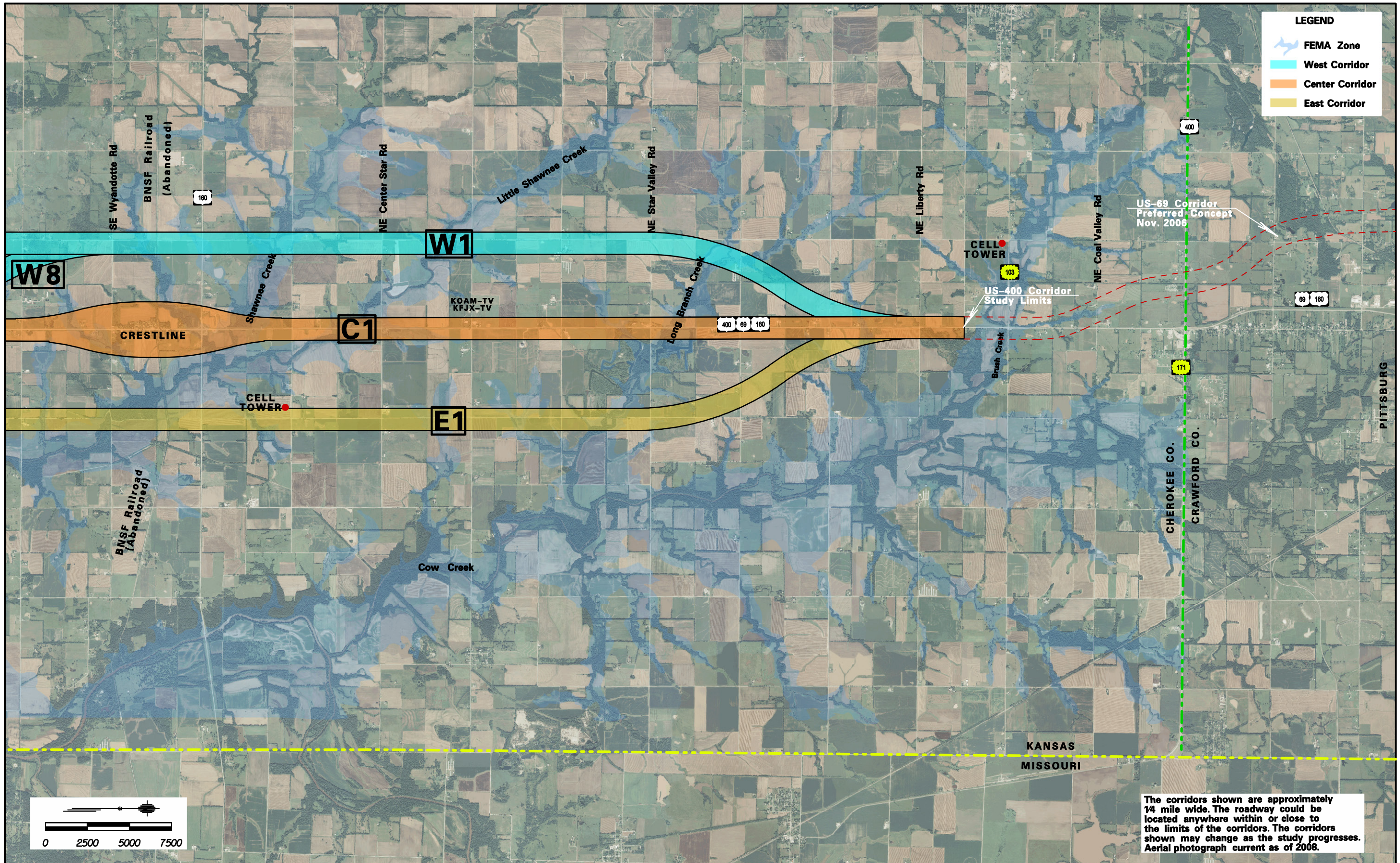
ALL CORRIDOR SEGMENTS September 24, 2009

KANSAS DEPARTMENT OF TRANSPORTATION

GBA

PBA PATTI BANKS ASSOCIATES

URS



US-400 CORRIDOR
(400-11 KA-1005-01)

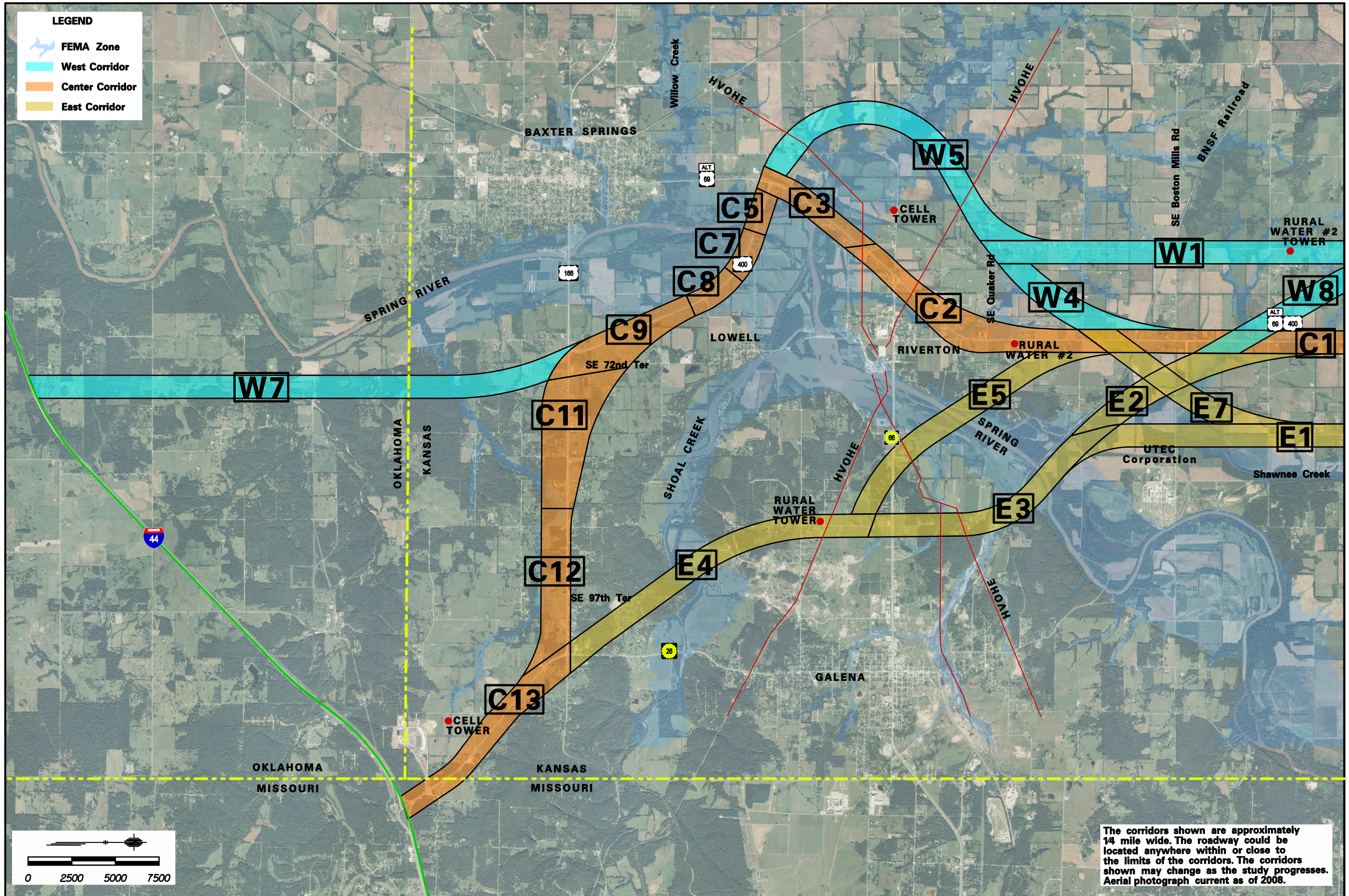
3 PREFERRED CORRIDORS September 24, 2009

KANSAS DEPARTMENT OF TRANSPORTATION

GBA

PBA PATTI BANKS ASSOCIATES

URS



US-400 CORRIDOR
(400-11 KA-1005-01)

3 PREFERRED CORRIDORS September 24, 2009

KANSAS DEPARTMENT OF TRANSPORTATION

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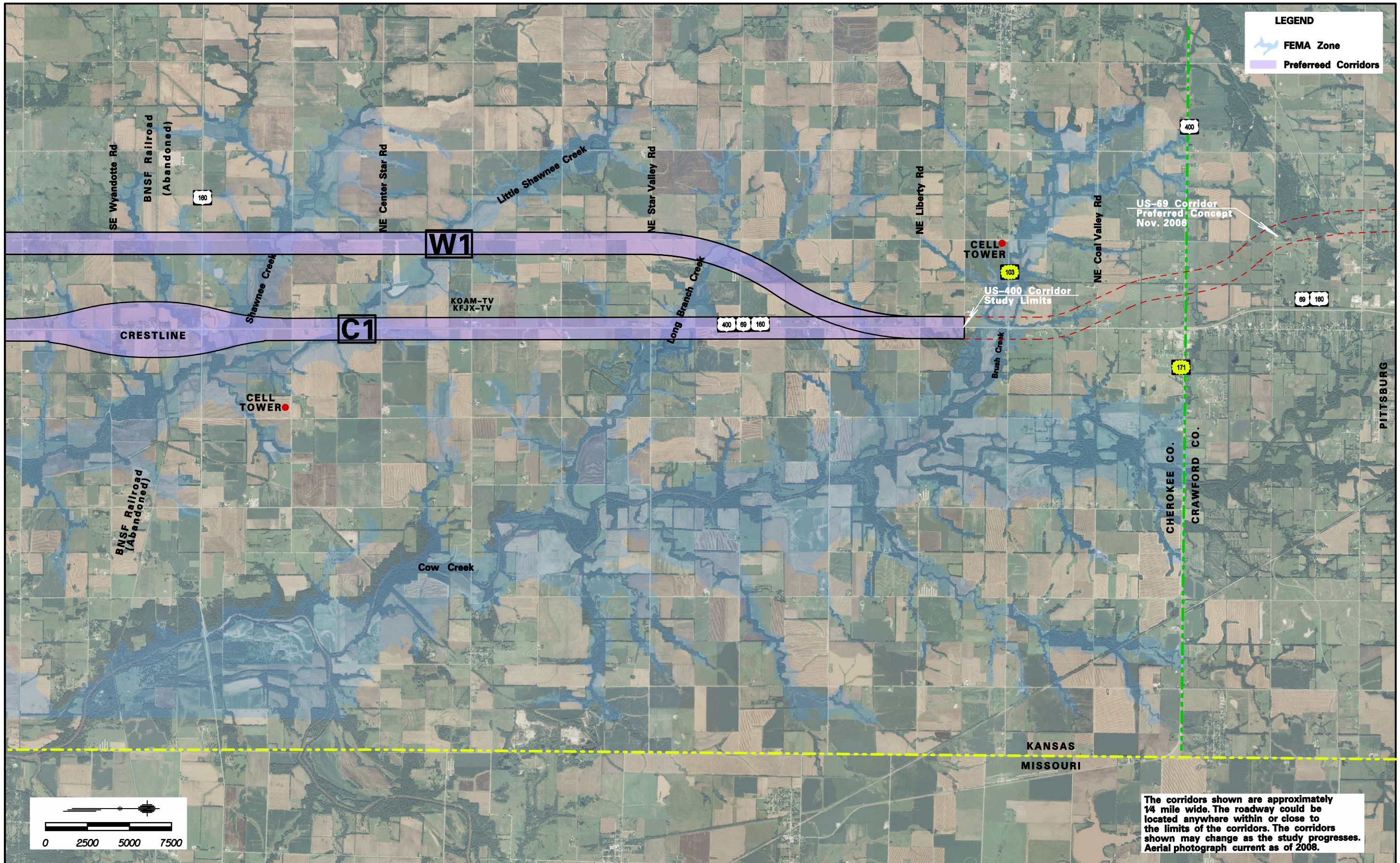
PBA PATTI BANKS ASSOCIATES

URS



US-400 CORRIDOR
(400-11 KA-1005-01)

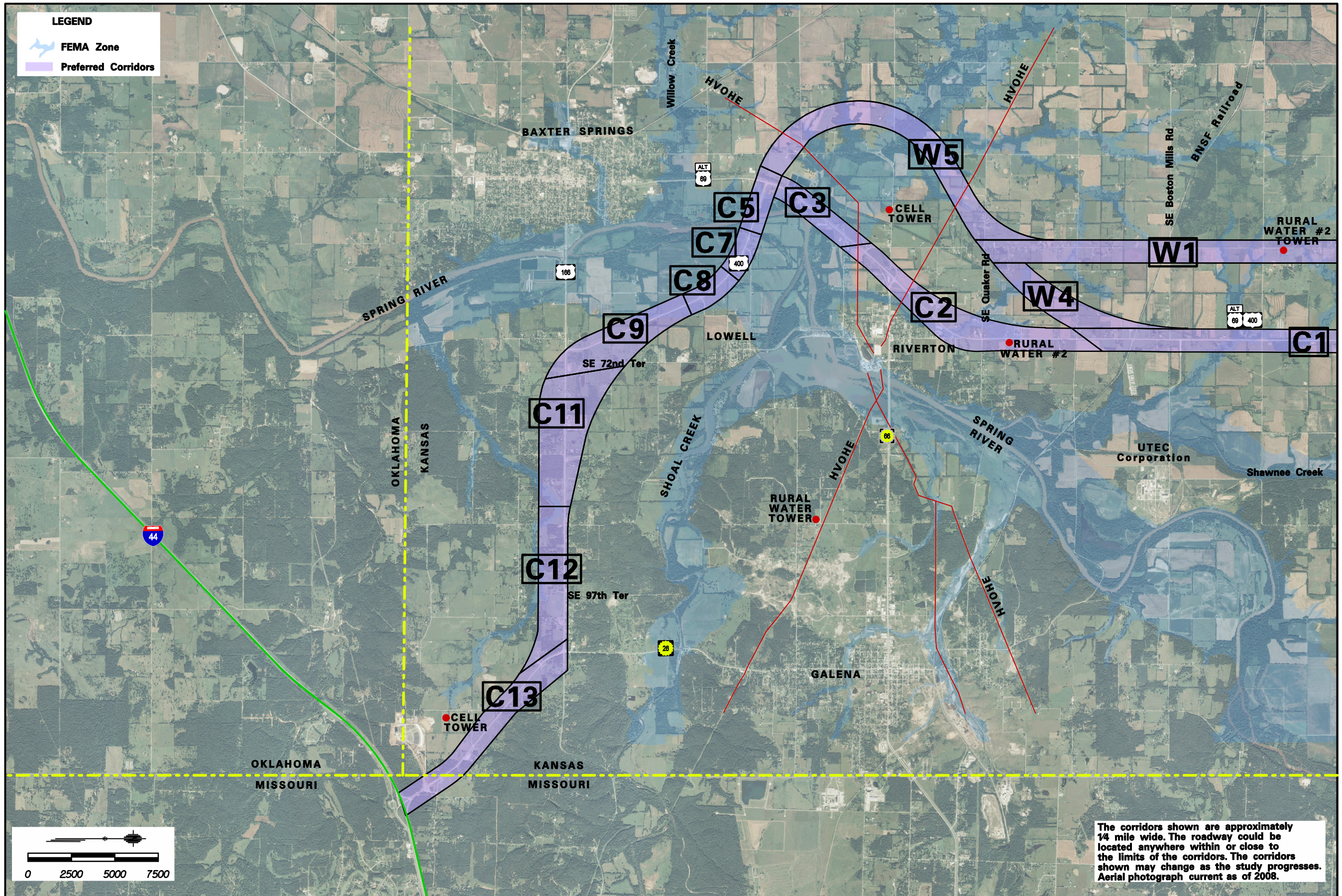
3 PREFERRED CORRIDORS March 11, 2010

KANSAS DEPARTMENT OF TRANSPORTATION

GBA

PBA PATTI BANKS ASSOCIATES

URS



US-400 CORRIDOR
(400-11 KA-1005-01)

3 PREFERRED CORRIDORS March 11, 2010

KANSAS DEPARTMENT OF TRANSPORTATION

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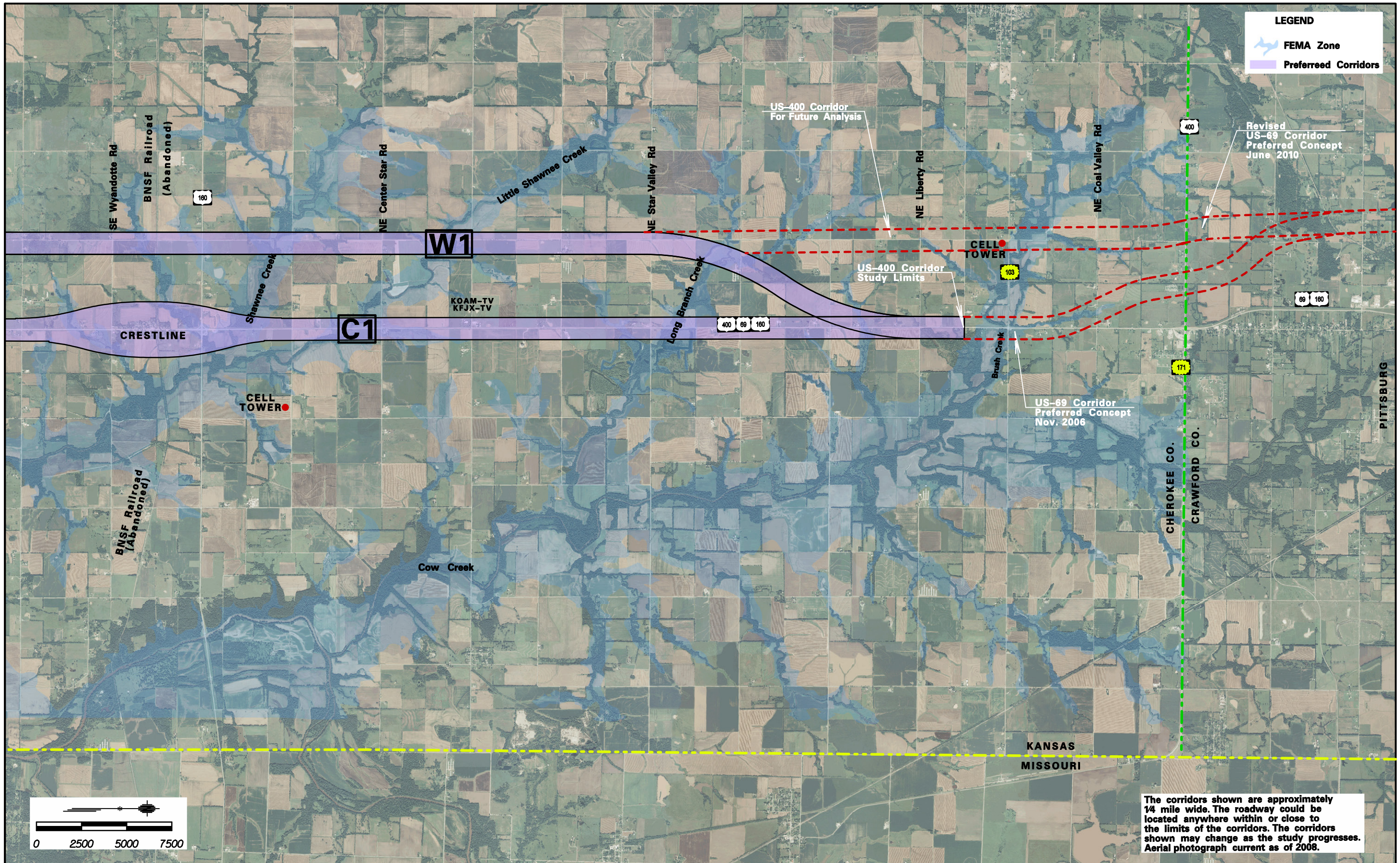
PBA PATTI BANKS ASSOCIATES

URS



US-400 CORRIDOR
(400-11 KA-1005-01)

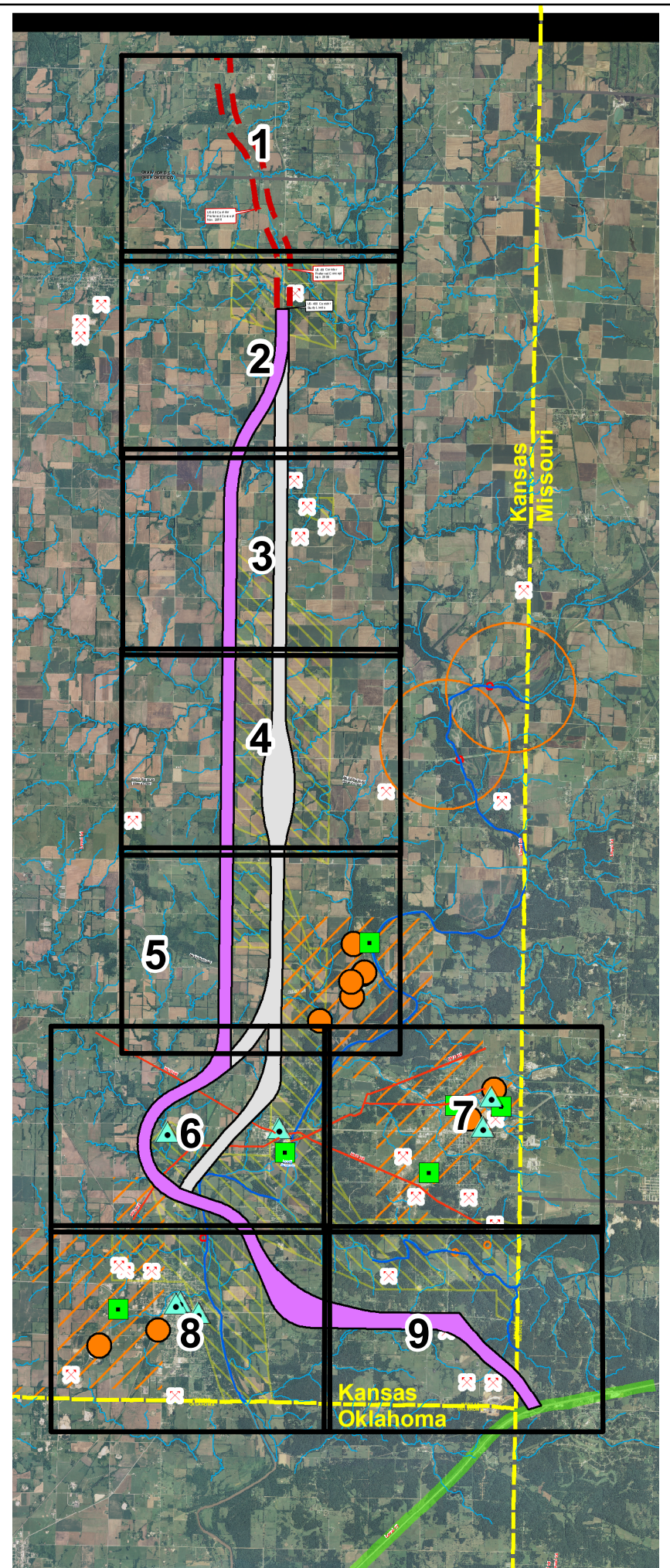
3 PREFERRED CORRIDORS July 15, 2010

KANSAS DEPARTMENT OF TRANSPORTATION

GBA

PBA PATTI BANKS ASSOCIATES

URS



US 400 CORRIDOR ENVIRONMENTAL FEATURES & PREFERRED CORRIDORS WITHIN PROJECT LIMITS

Legend

- Cemetery
- Church
- School
- NRHP Historic Site
- Landfill
- Exceptional State Waters
- Stream
- Federal Critical Endangered Species Zone
- Federal Threatened Species Zone
- 6(F) Sites
- Mine Location
- Hazardous Sites
- Hazardous Sites Boundary
- Minority Populations > Statewide Average of 19.3%
- Potential Phase 2 Archeology
- Corridor Preferred By Study Team and Advisory Committee
- Alternate Corridors

1 inch = 15,000 feet

0 4,600 9,200 18,400 Feet

N W E S

GBA URS

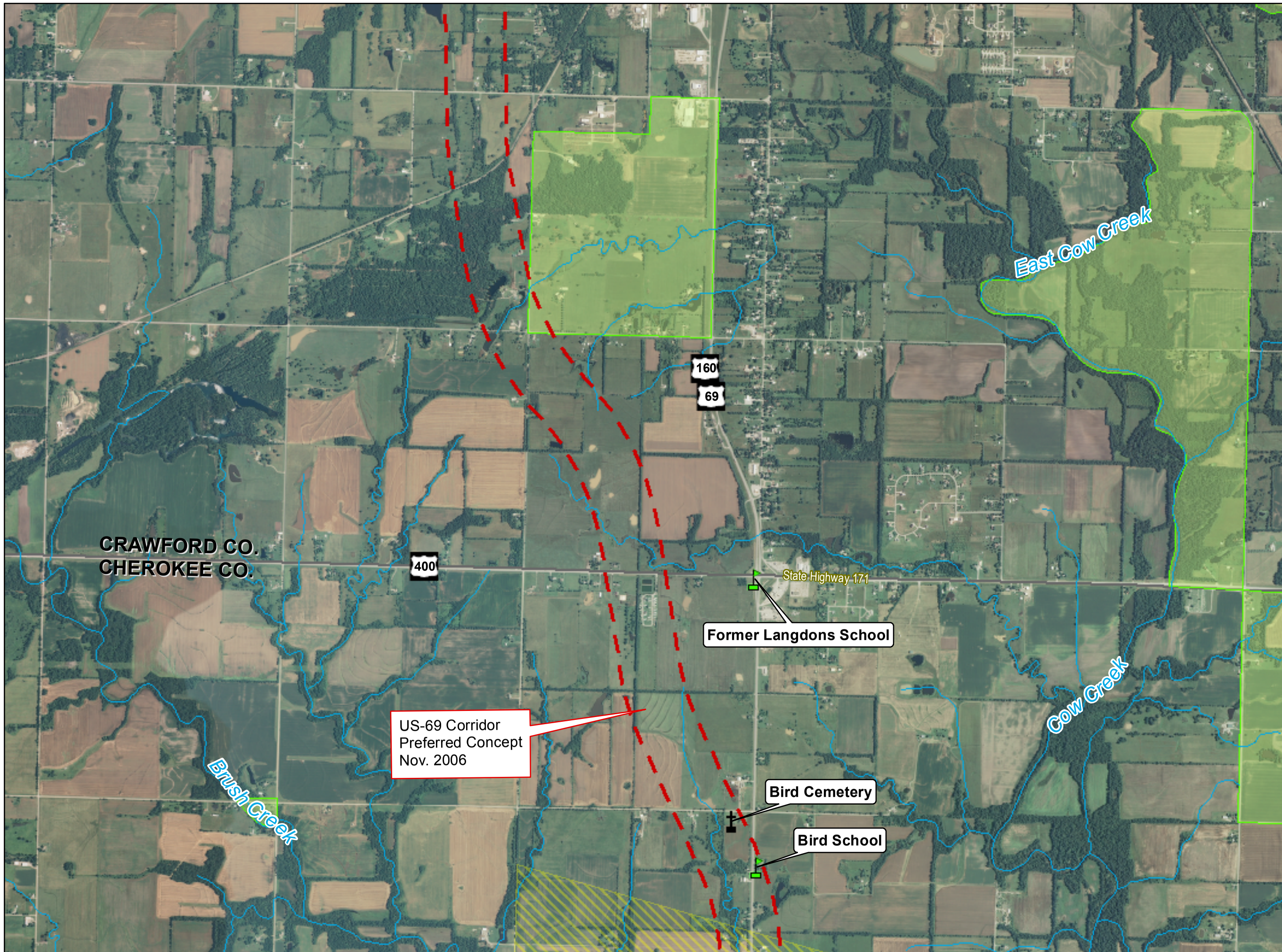
PBA PATTI BANKS ASSOCIATES

KANSAS DEPARTMENT OF TRANSPORTATION

This illustration depicts the area to be studied for potential improvements to US-400, from the Pittsburg Bypass south to I-44, in Cherokee County. The corridors shown areapproximately 1/4 mile wide. The exact study location may vary from that shown. The exact right-of-way, property lines and utility location information cannot be determined from this drawing. KDOT makes no warranties, guarantees, or representations for the accuracy of this information and assumes no liability for errors or omissions. The illustration is current as of May 13, 2010.

Aerial photograph current as of 2008.

US-400 CORRIDOR (400-11 KA-1005-01)



US 400 CORRIDOR ENVIRONMENTAL FEATURES & PREFERRED CORRIDORS WITHIN PROJECT LIMITS

Legend

- Cemetery
- Church
- School
- NRHP Historic Site
- Landfill
- Exceptional State Waters
- Stream
- Federal Critical Endangered Species Zone
- Federal Threatened Species Zone
- 6(F) Sites
- Mine Location
- Hazardous Sites
- Hazardous Sites Boundary
- Minority Populations > Statewide Average of 19.3%
- Potential Phase 2 Archeology
- Corridor Preferred By Study Team and Advisory Committee
- Alternate Corridors

1 inch = 2,000 feet

0 500 1,000 2,000 Feet

N W E S

GBA URS

PBA PATTI BANKS ASSOCIATES

KANSAS DEPARTMENT OF TRANSPORTATION

This illustration depicts the area to be studied for potential improvements to US-400, from the Pittsburg Bypass south to I-44, in Cherokee County. The corridors shown areapproximately 1/4 mile wide. The exact study location may vary from that shown. The exact right-of-way, property lines and utility location information cannot be determined from this drawing. KDOT makes no warranties, guarantees, or representations for the accuracy of this information and assumes no liability for errors or omissions. The illustration is current as of May 13, 2010.

Aerial photograph current as of 2008.

US-400 CORRIDOR
(400-11 KA-1005-01)
Sheet 1 of 9

US 400 CORRIDOR ENVIRONMENTAL FEATURES & PREFERRED CORRIDORS WITHIN PROJECT LIMITS

Legend

- Cemetery
- Church
- School
- NRHP Historic Site
- Landfill
- Exceptional State Waters
- Stream
- Federal Critical Endangered Species Zone
- Federal Threatened Species Zone
- 6(F) Sites
- Mine Location
- Hazardous Sites
- Hazardous Sites Boundary
- Minority Populations > Statewide Average of 19.3%
- Potential Phase 2 Archeology
- Corridor Preferred By Study Team and Advisory Committee
- Alternate Corridors

1 inch = 2,000 feet

0 500 1,000 2,000 Feet

N W E S

GBA URS

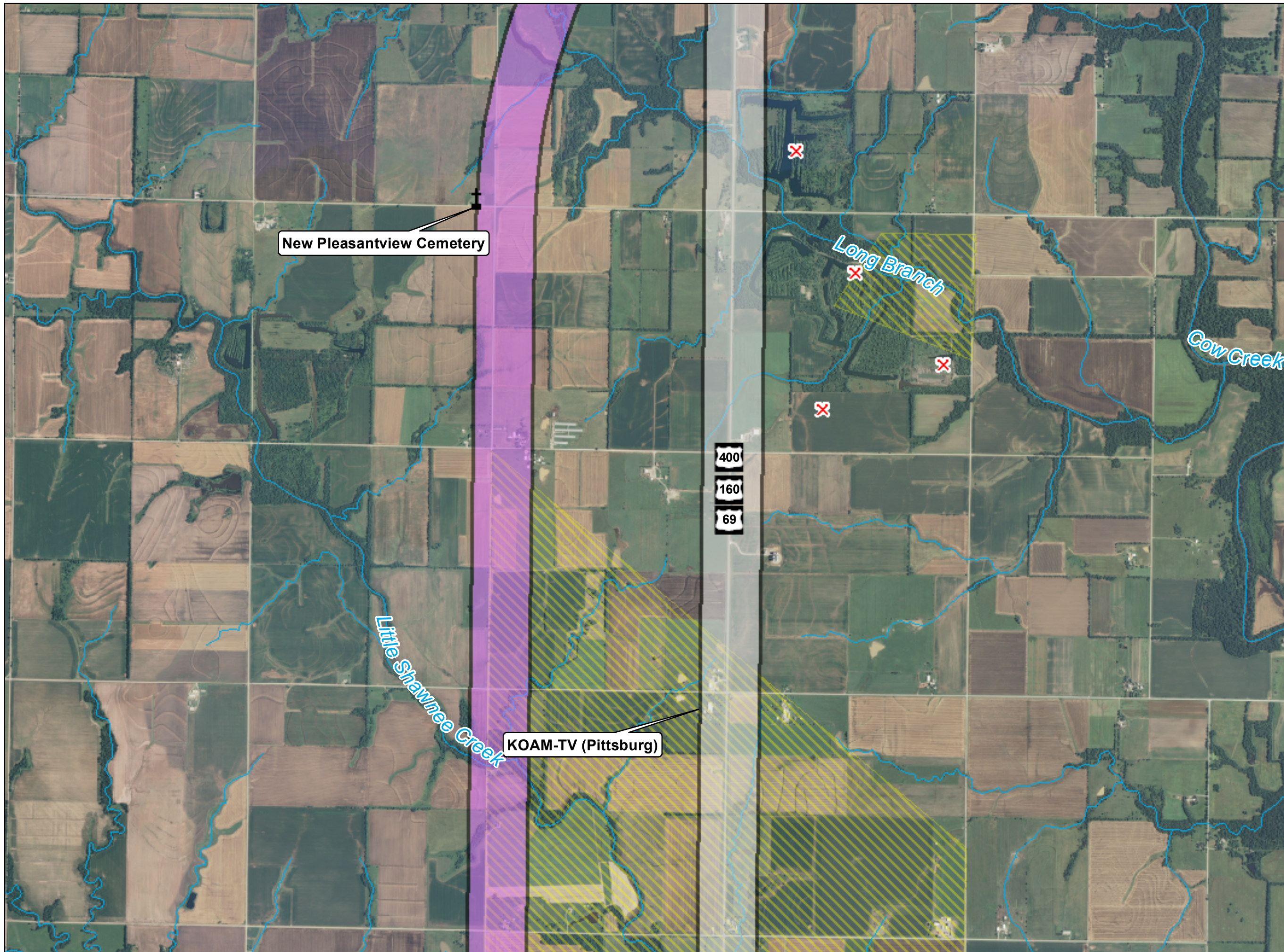
PBA PATTI BANKS ASSOCIATES

KANSAS DEPARTMENT OF TRANSPORTATION

This illustration depicts the area to be studied for potential improvements to US-400, from the Pittsburg Bypass south to I-44, in Cherokee County. The corridors shown areapproximately 1/4 mile wide. The exact study location may vary from that shown. The exact right-of-way, property lines and utility location information cannot be determined from this drawing. KDOT makes no warranties, guarantees, or representations for the accuracy of this information and assumes no liability for errors or omissions. The illustration is current as of May 13, 2010.

Aerial photograph current as of 2008.

US-400 CORRIDOR
(400-11 KA-1005-01)
Sheet 2 of 9



US 400 CORRIDOR ENVIRONMENTAL FEATURES & PREFERRED CORRIDORS WITHIN PROJECT LIMITS

Legend

- Cemetery
- Church
- School
- NRHP Historic Site
- Landfill
- Exceptional State Waters
- Stream
- Federal Critical Endangered Species Zone
- Federal Threatened Species Zone
- 6(F) Sites
- Mine Location
- Hazardous Sites
- Hazardous Sites Boundary
- Minority Populations > Statewide Average of 19.3%
- Potential Phase 2 Archeology
- Corridor Preferred By Study Team and Advisory Committee
- Alternate Corridors

1 inch = 2,000 feet

0 500 1,000 2,000 Feet

N W E S

GBA URS

PBA PATTI BANKS ASSOCIATES

KANSAS DEPARTMENT OF TRANSPORTATION

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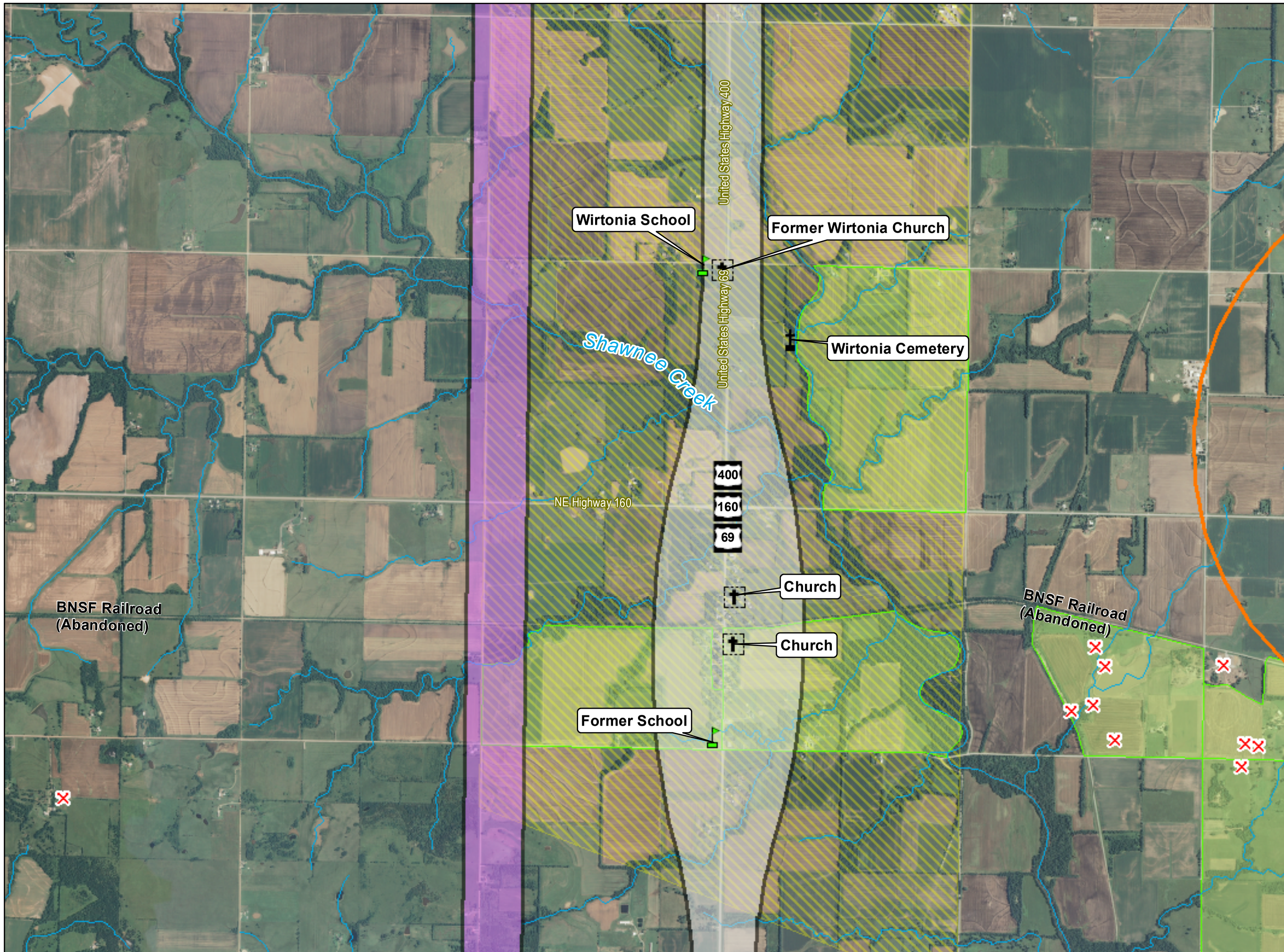
Aerial photograph current as of 2008.

US-400 CORRIDOR
(400-11 KA-1005-01)
Sheet 3 of 9



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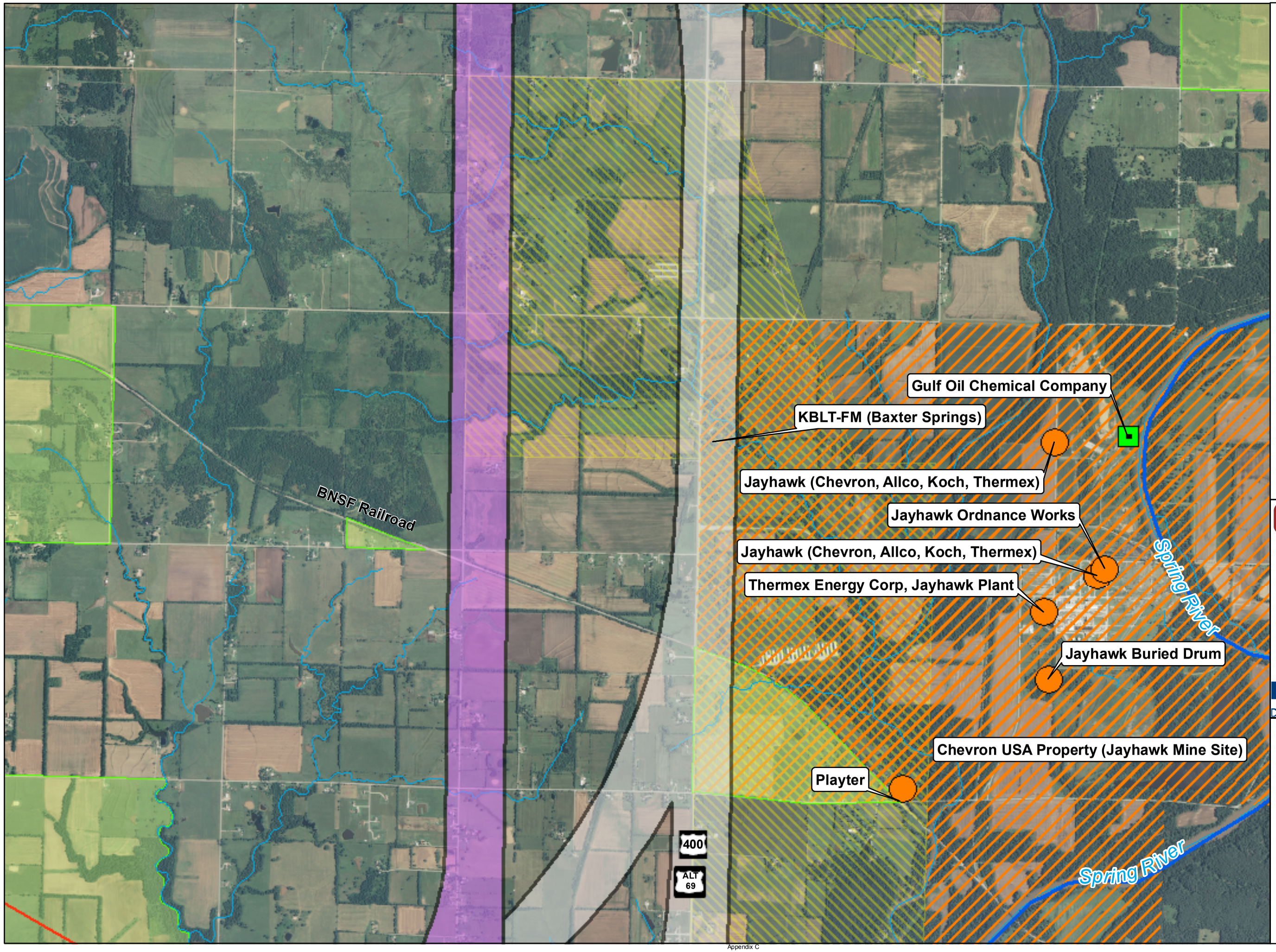

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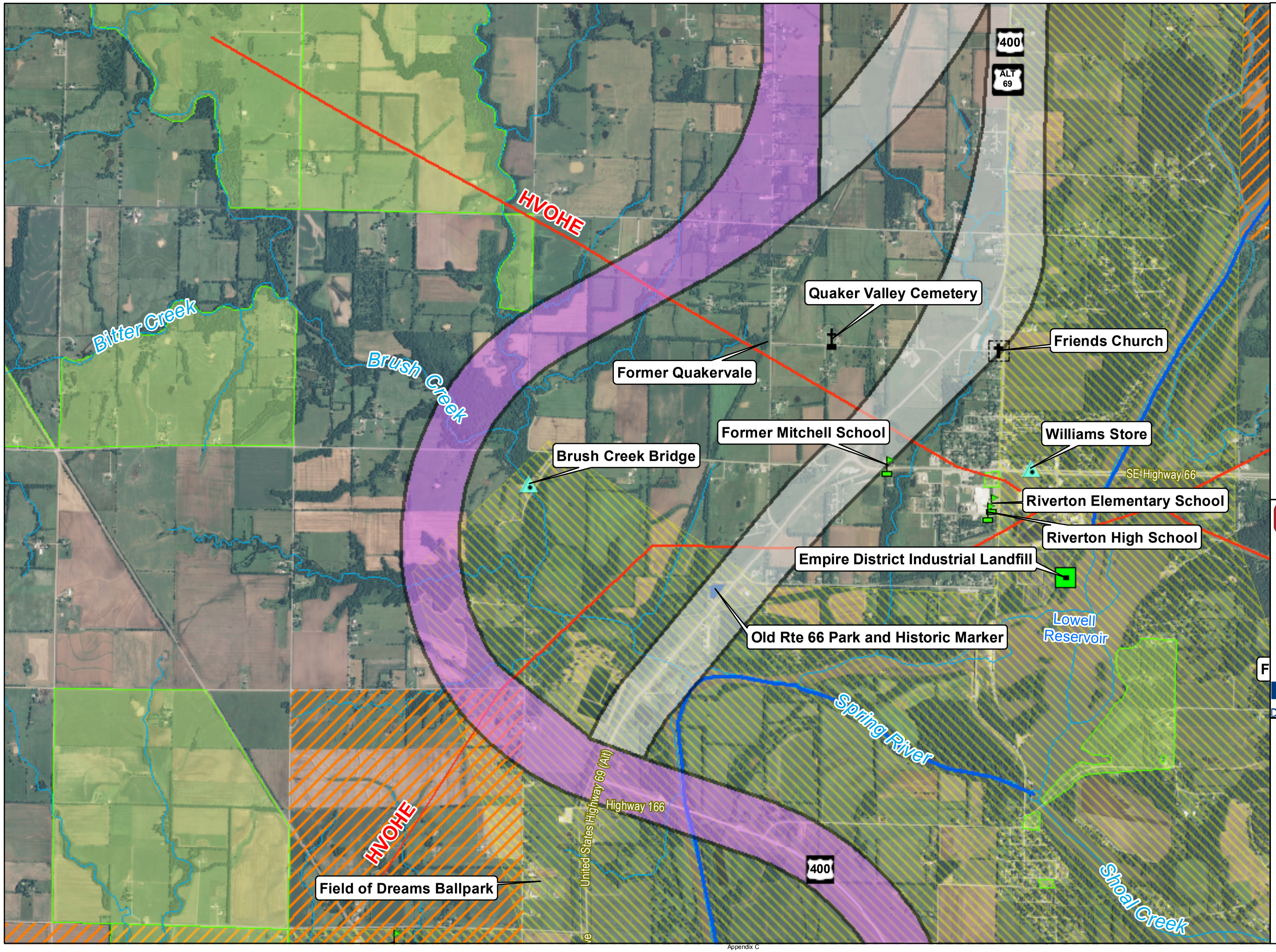
Sheet 5 of 9



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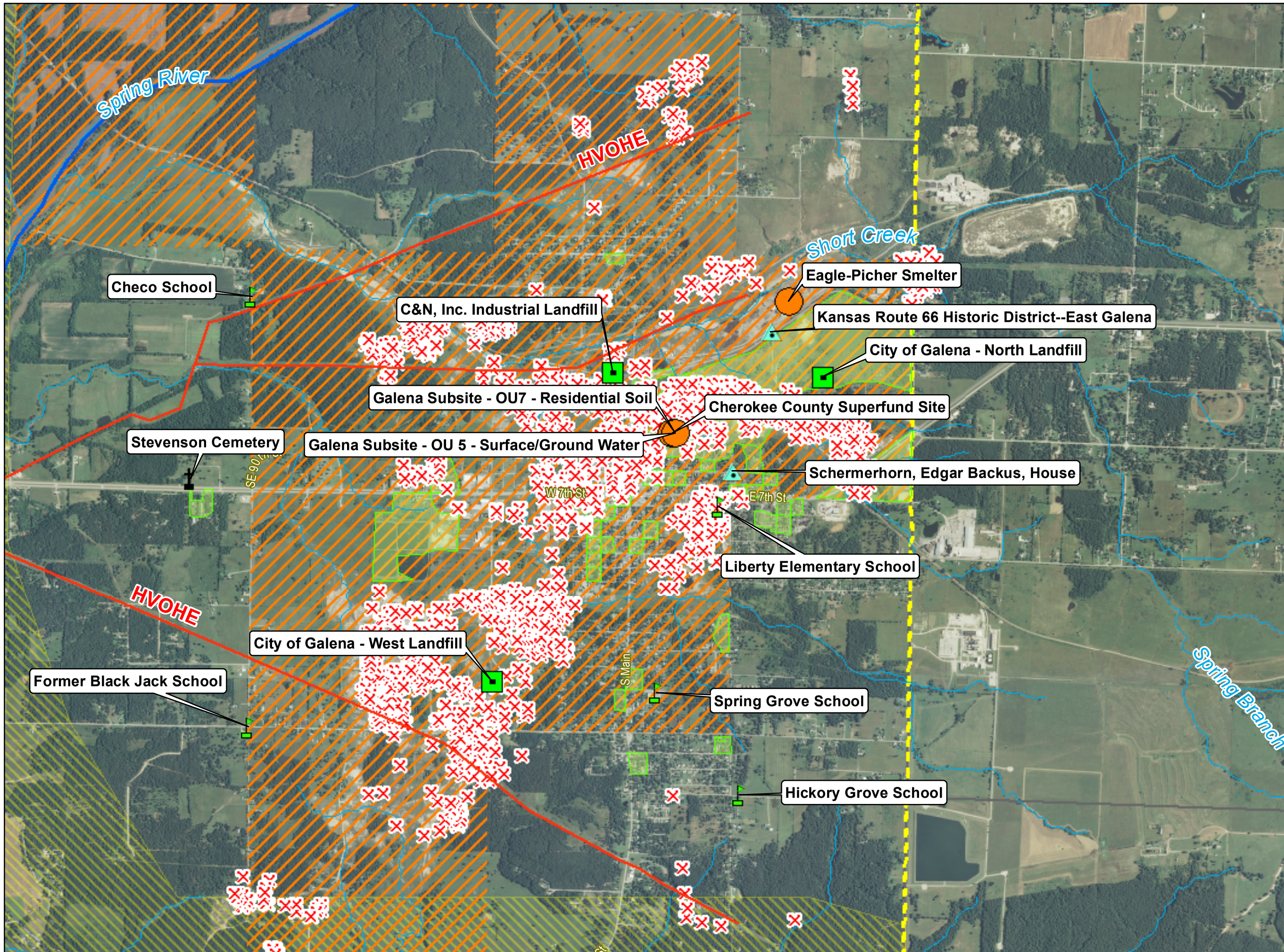

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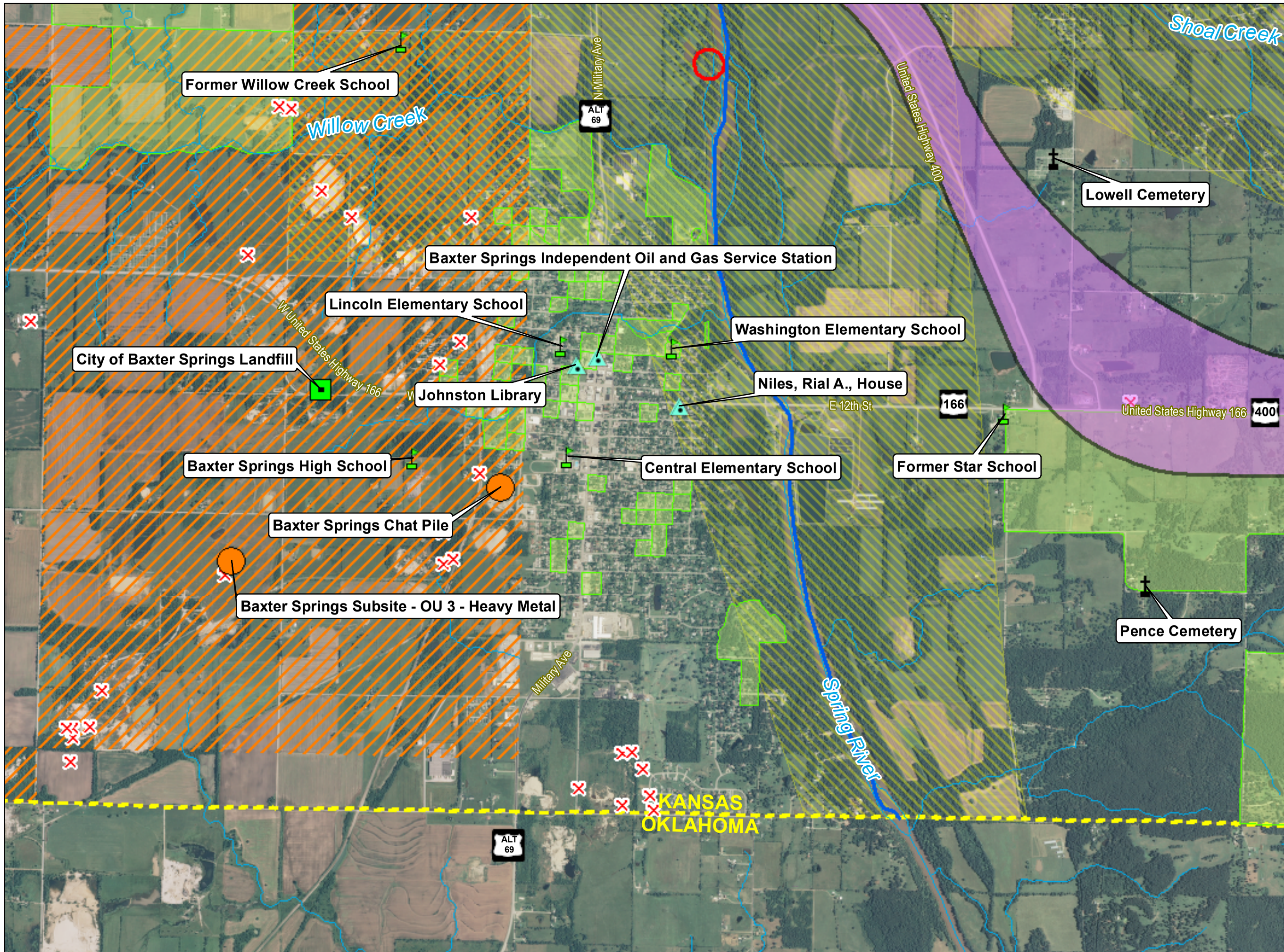
Sheet 7 of 9



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0 500 1,000 2,000 Feet

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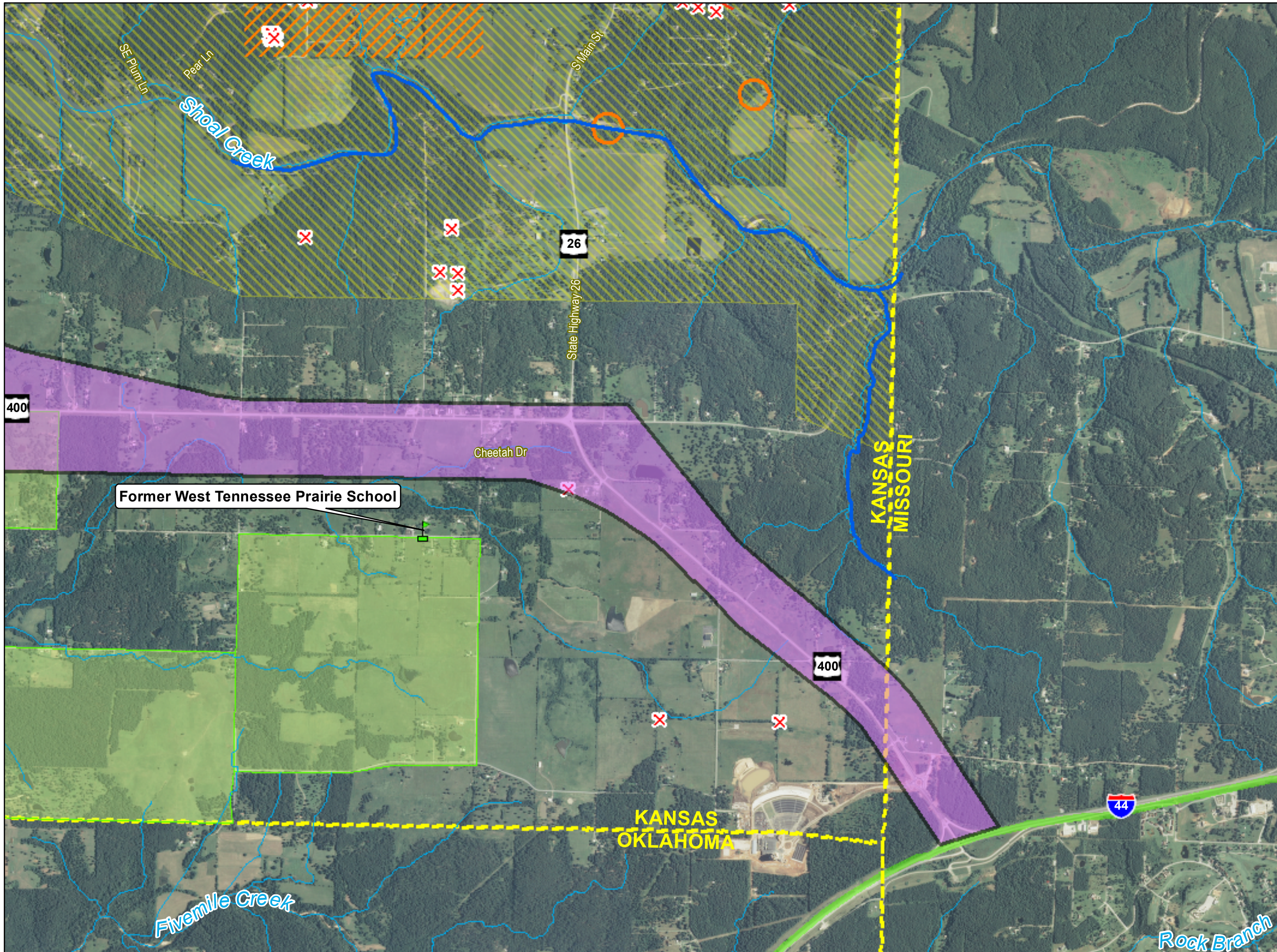

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1 inch = 2,000 feet

0 500 1,000 2,000 Feet

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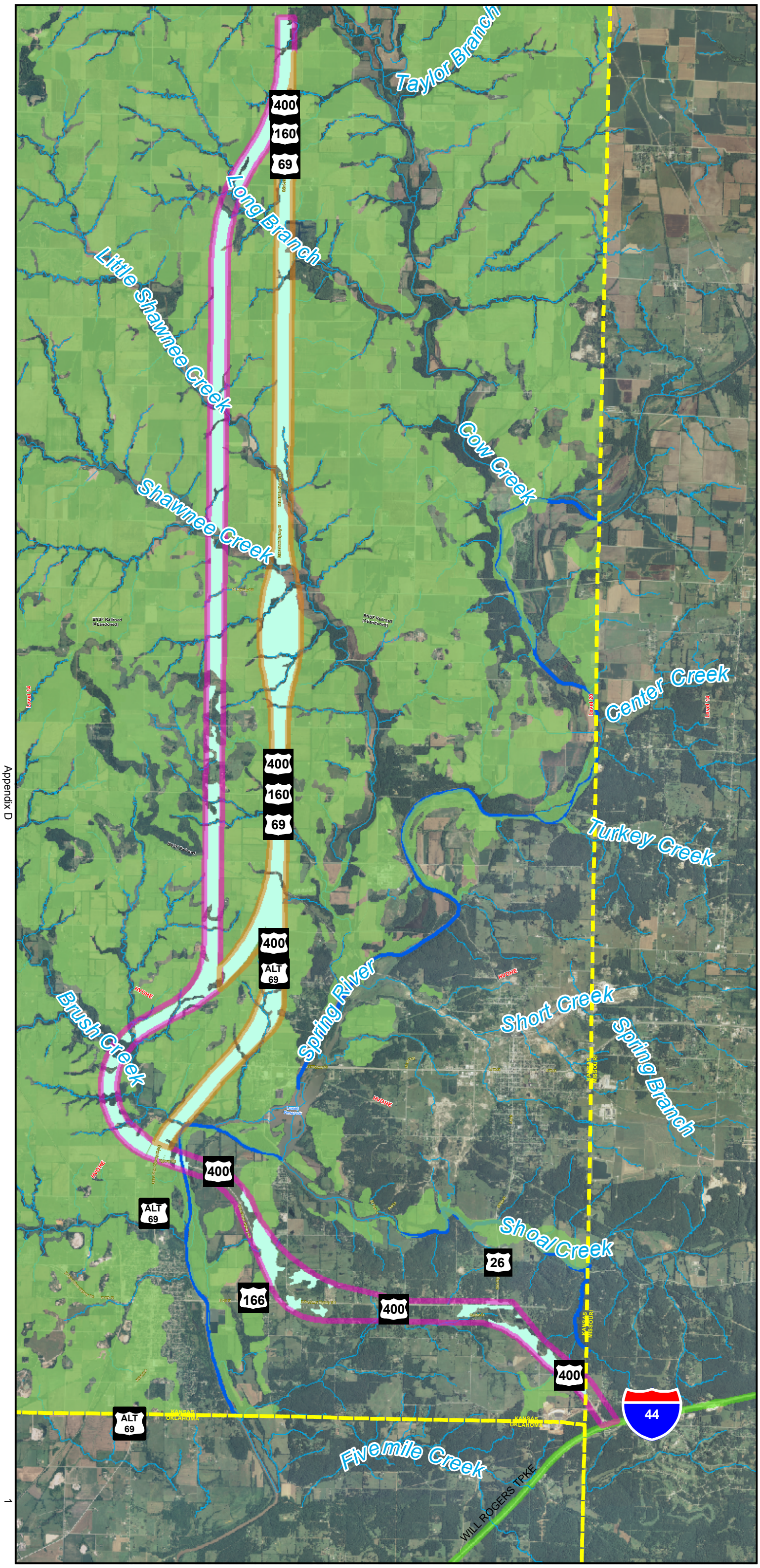
US-400 CORRIDOR
(400-11 KA-1005-01)
Sheet 9 of 9

APPENDIX D



US 400 CORRIDOR ENVIRONMENTAL FEATURES & PREFERRED CORRIDORS WITHIN PROJECT LIMITS

Legend

- Corridor Preferred By Study Team and Advisory Committee
- Alternative Corridors
- Prime Farmland within corridor
- All areas are prime farmland
- Exceptional State Waters
- Stream

Prime Farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. Prime Farmland is identified by soil survey map units and may or may not be cultivated at any given time.

1 inch = 7,498 feet

0 0.5 1 2 Miles

N W E S

GBA URS

PBA PATTI BANKS ASSOCIATES

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Aerial photograph current as of 2008.

US-400 CORRIDOR
(400-11 KA-1005-01)

US-400 CORRIDOR STUDY

KDOT PROJECT NO. 400-11 KA-1005-01

CHEROKEE COUNTY

ATTACHMENT #1

TECHNICAL APPENDICES

PREPARED BY THE GBA TEAM

George Butler Associates, Inc.
URS
Patti Banks Associates

TECHNICAL APPENDICES

Technical Appendix A Correspondence from KDOT to Quapaw Tribe of Oklahoma 1-3
Correspondence from Quapaw Tribe of Oklahoma to KDOT 4-5

Technical Appendix B 2009 Traffic Flow Map – Kansas State Highway System.....1-4
2007 Daily Volumes – District 4 County Roads.....5-6

Technical Appendix C Environmental Research Documentation

TECHNICAL APPENDIX A

KANSAS
DEPARTMENT OF TRANSPORTATION

Mark Parkinson, Governor
Deb Miller, Secretary

http://www.ksdot.org

May 8, 2009

Tamara Martin, Chairman
Quapaw Tribe of Oklahoma
Quapaw Tribal Business Community
PO Box 765f
Quapaw, OK 74363

Dear Ms. Martin:

Subject: 69-11 KA-1005-01
Cherokee County

In accordance with the National Historic Preservation Act we are contacting your tribe to identify any potential impacts the referenced project may have on properties that have religious and cultural significance. This project will also be reviewed by professional archeologists at the Kansas State Historical Society, Missouri Department of Transportation, the Oklahoma Department of Transportation, and by the State Historic Preservation Offices. You will be notified if any sites of potential interest are identified during their review.

Attached is a map and aerial photo showing the location of the project. A general description of the project is as follows: Preliminary engineering (i.e., define project scope, develop plan of action, and propose schedule) for upgrading US-69/400 from the junction with K-171 in northeastern Cherokee County south and east to the junction with I-55 just east of the Kansas/Missouri border in Newton County, Missouri. No construction is proposed at the present time. Once a corridor or alignment has been developed, this project will be resubmitted for your review.

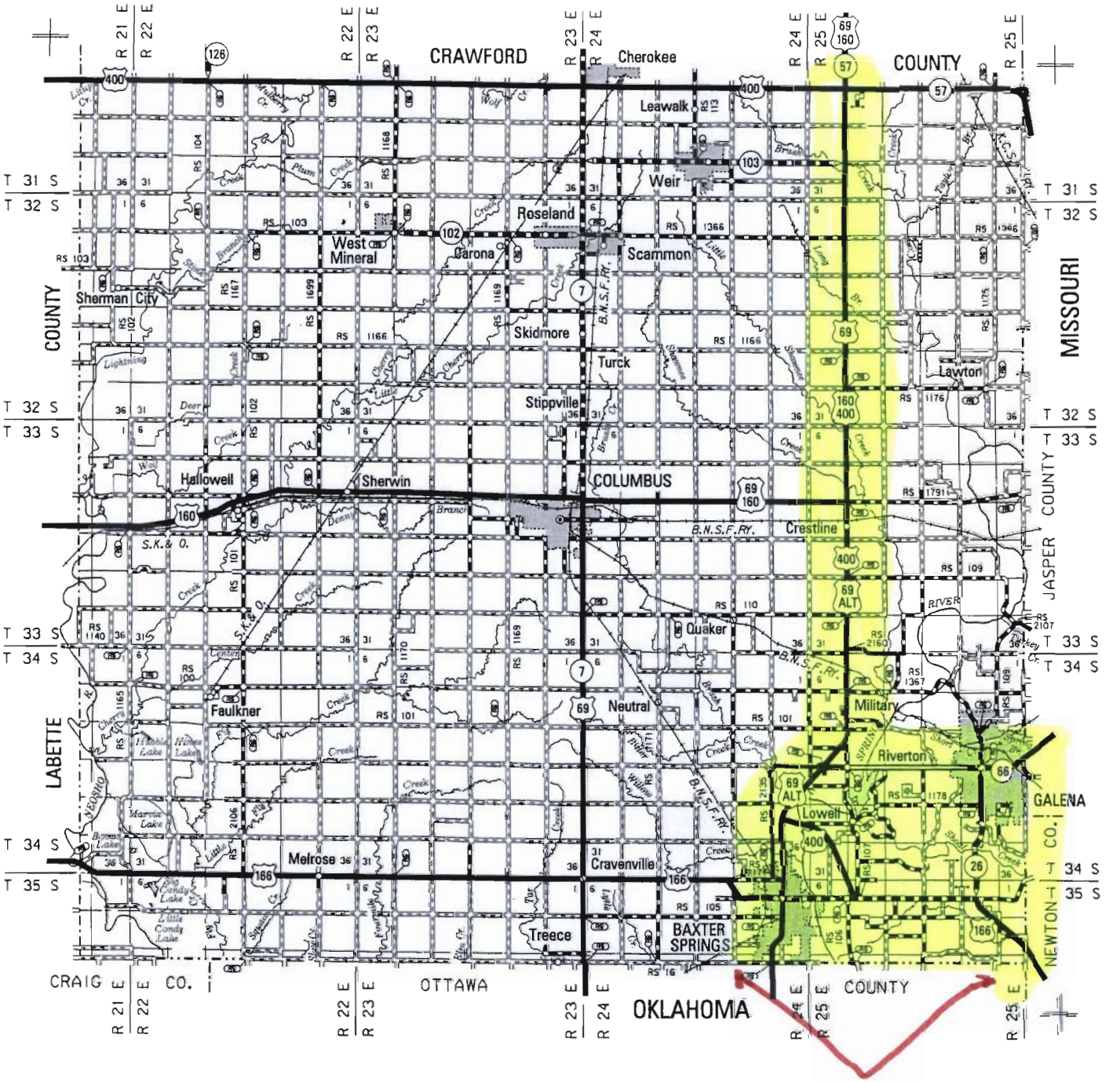
If you have any comments on this project please advise us within 60 days of the date of this letter.

Sincerely,
Jim L. Kowach, P.E.
Chief, Bureau of Design

Marsha K. King
Archeologist II
Environmental Services Section

Encl

BUREAU OF DESIGN
Jim L. Kowach, P.E., Chief
Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street; Topeka, KS 66603-3745 • (785) 296-3531 • Fax: (785) 296-6946
Hearing Impaired – 711 • e-mail: publicinfo@ksdot.org • Public Access at North Entrance of Building



69-11 KA-1005-01

LEGEND

ROADS AND ROADWAY FEATURES

- Primitive Road (Type A)
- Unimproved Road (Type B)
- Graded and Drained Road (Type C)
- Soil Surfaced Road (Type D)
- Gravel or Stone Road — Graded and Drained (Type E–2)
- Projected Road
- Bituminous Road — Low Type (Type F, G–1, H–1)
- Paved Road (Type G–2, H–2, I, J, K, L)
- Divided Highway
- Highway With Full Control of Access and Interchange

ROAD SYSTEM DESIGNATION

- Rural Secondary System — RS
- Interstate Numbered Highway — 70
- U S Numbered Highway — 40
- State Highway System or State Numbered Highway — 20
- End of Designated System or Marked Route — 36 RS
- Kansas Turnpike Authority — KTA 187

POLYCONIC PROJECTION

KEY TO COUNTIES

RS SYSTEM REVISED TO APRIL 2, 2001

GENERAL HIGHWAY MAP

CHEROKEE 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

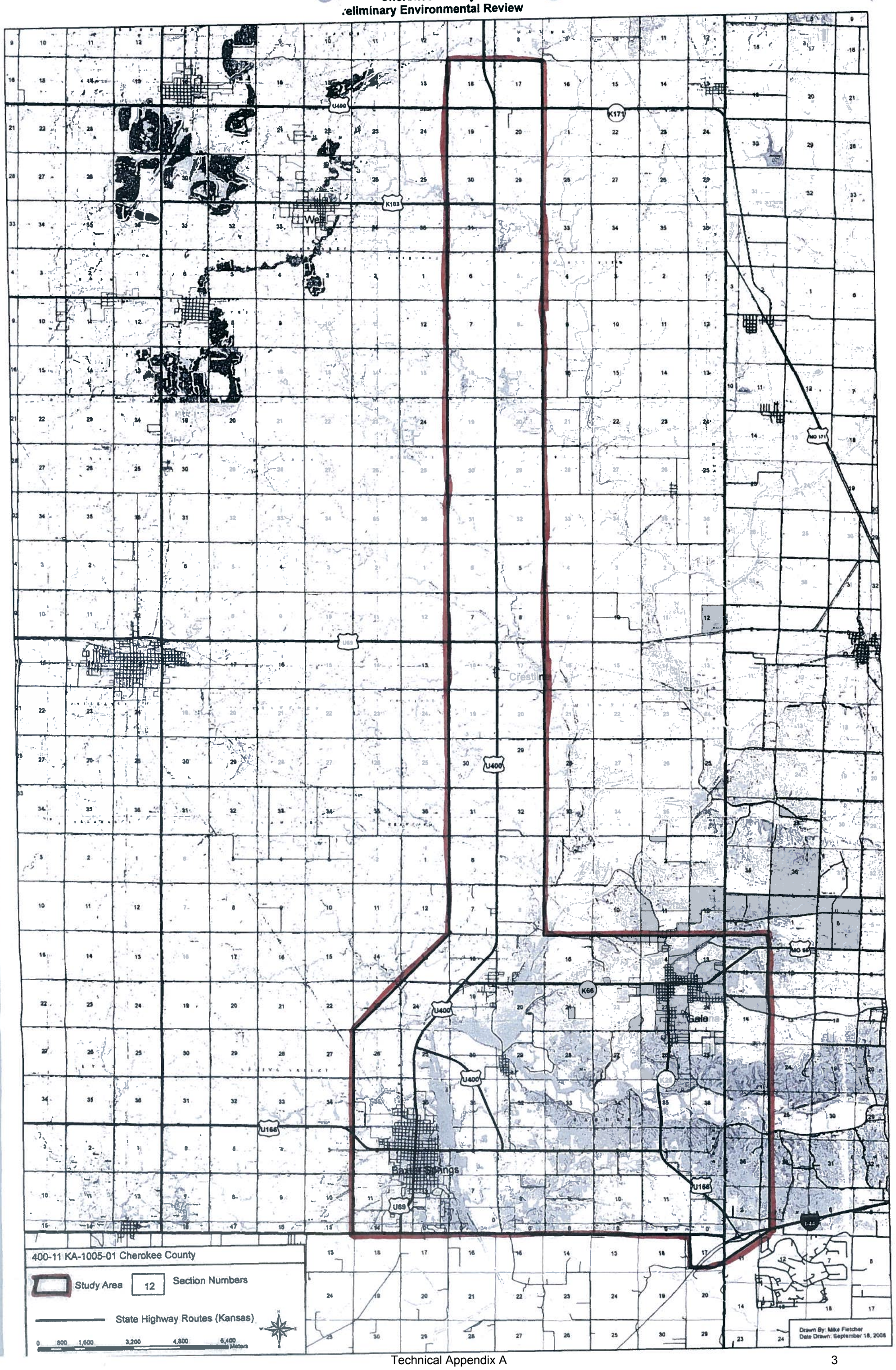
SCALE IN MILES

SCALE IN KILOMETERS

2000

COMPUTER GENERATED

400-11 KA-1005-01
Cherokee County
Preliminary Environmental Review



QUAPAW TRIBE OF OKLAHOMA

P.O. Box 765
Quapaw, OK 74363-0765

(918) 542-1853
FAX (918) 542-4694

May 15, 2009

Marsha K. King, Archeologist II
Kansas Department of Transportation
Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, Kansas 66603-3745

RECEIVED
MAY 18 2009
DESIGN
RATION
Coord. Sec.
Envir. Sec.
Landscape
Bid Bd.
File

Re: 69-11 KA-1005-01, Cherokee County, Kansas

Dear Marsha:

I am responding on behalf of the Quapaw Tribe of Oklahoma (O-Gah-Pah) to your letter of May 8, 2009, outlining the plan of the Kansas Department of Transportation, along with the Kansas State Historical Society, to explore the potential impact on cultural resources of planned highway projects in Cherokee County, Kansas. The Quapaw Tribe appreciates the advance notification and the opportunity to comment on any such projects.

From the maps provided with your letter, it appears that there is a significant potential that future undertakings, as proposed, may occur on or have an adverse effect on properties, known or to be identified in the future, with which the Tribe and its members have strong and direct historical and cultural associations, and to which the Tribe attaches or may attach cultural, historical, religious, or other significance. As you may already be aware, Cherokee County contains a portion of the Tribe's 1833 reservation commonly known as the "Quapaw Strip." A number of members of the Tribe reside within Cherokee County, including some whose families were original allottees in the area.

The Tribe currently is working with Patrick Zollner, Deputy Kansas SHPO, on a proposed undertaking by the United States Environmental Protection Agency Region 7 in Cherokee County. From our conversations with Mr. Zollner, it is our understanding that very little, if any, archeological studies have been completed in Cherokee County to date. With the proposal of projects that involve massive ground-disturbance, we are deeply concerned for many reasons. Among other reasons is the custom of the Quapaw people to bury their dead in unmarked graves on family properties. The Tribe is committed to protecting our ancestors' remains, along with any other cultural resources that may be known or that are yet to be discovered.

The Tribe therefore requests to be a consulting party pursuant to 36 C.F.R. § 800.3(f)(2), and requests a copy of the proposed plan for archaeological review, along with any subsequent reports that are generated as a result of the review. The Tribe also requests to be updated once potential corridors are identified or any other significant stage of the project is finalized.

I will look forward to working with your office to address any issues with respect to historic and cultural preservation that are important to the Quapaw Nation. Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

John L. Berrey, Chairman
Quapaw Tribe of Oklahoma (O-Gah-Pah)

JLB/

cc: Quapaw Tribal Business Committee
Stephen R. Ward, General Counsel, Quapaw Tribe

TECHNICAL APPENDIX B

2009
TRAFFIC FLOW MAP
KANSAS STATE HIGHWAY SYSTEM

Kansas Department of Transportation
Bureau of Transportation Planning

IN COOPERATION WITH

U.S. Department of Transportation
Federal Highway Administration

Annual Average Daily Traffic (AADT)

Trafffic Counts Recorded in FY 2008 (July 2007 - June 2008)

LEGEND

Road Key

- Over 10000
- 7500 to 10000
- 5000 to 7500
- 2500 to 5000
- 1000 to 2500
- Less than 1000

Count Legend

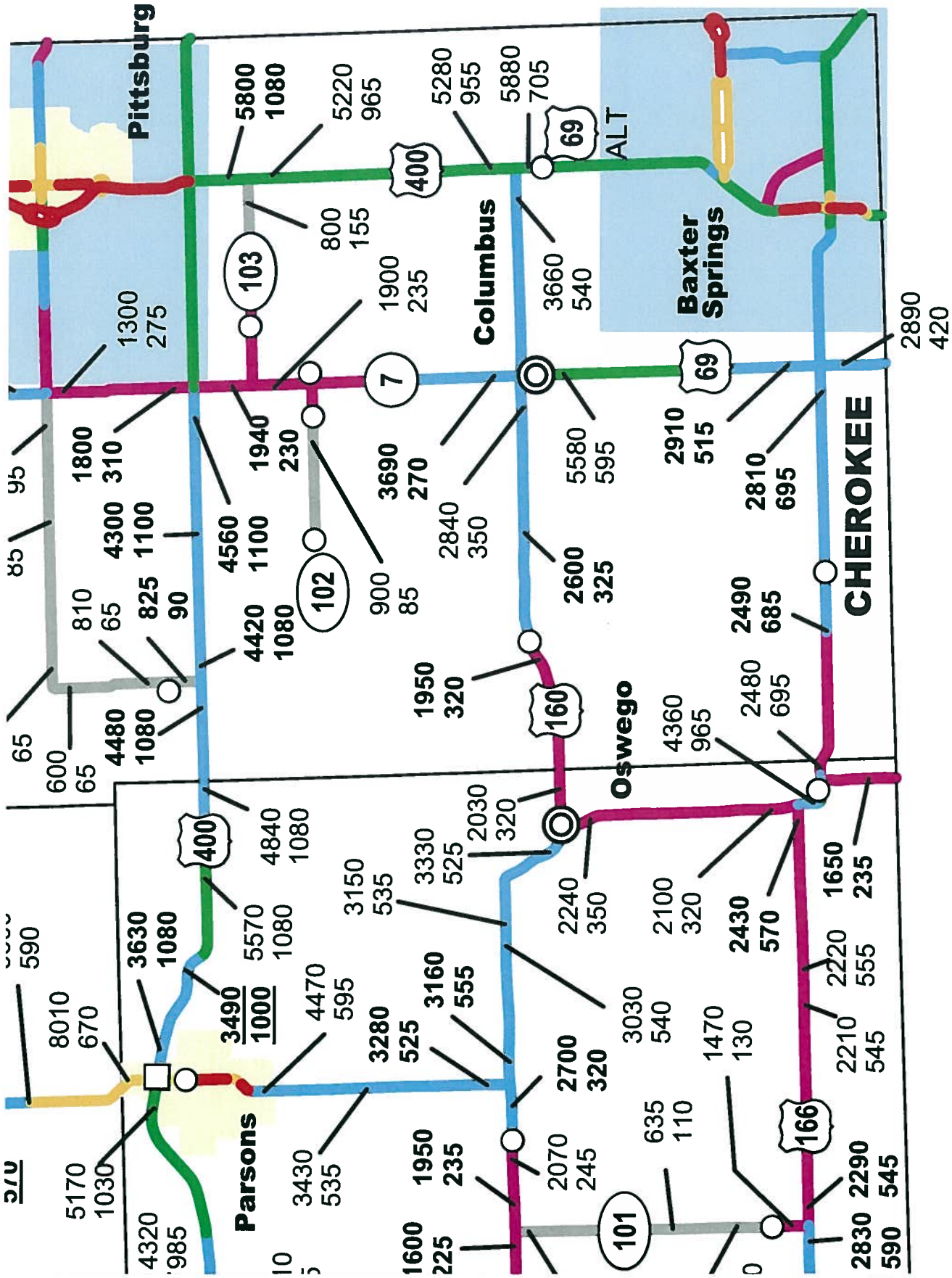
- 1000 Short-term counter
- 1000 Vehicle Classifier
- 1000 Continuous Counter

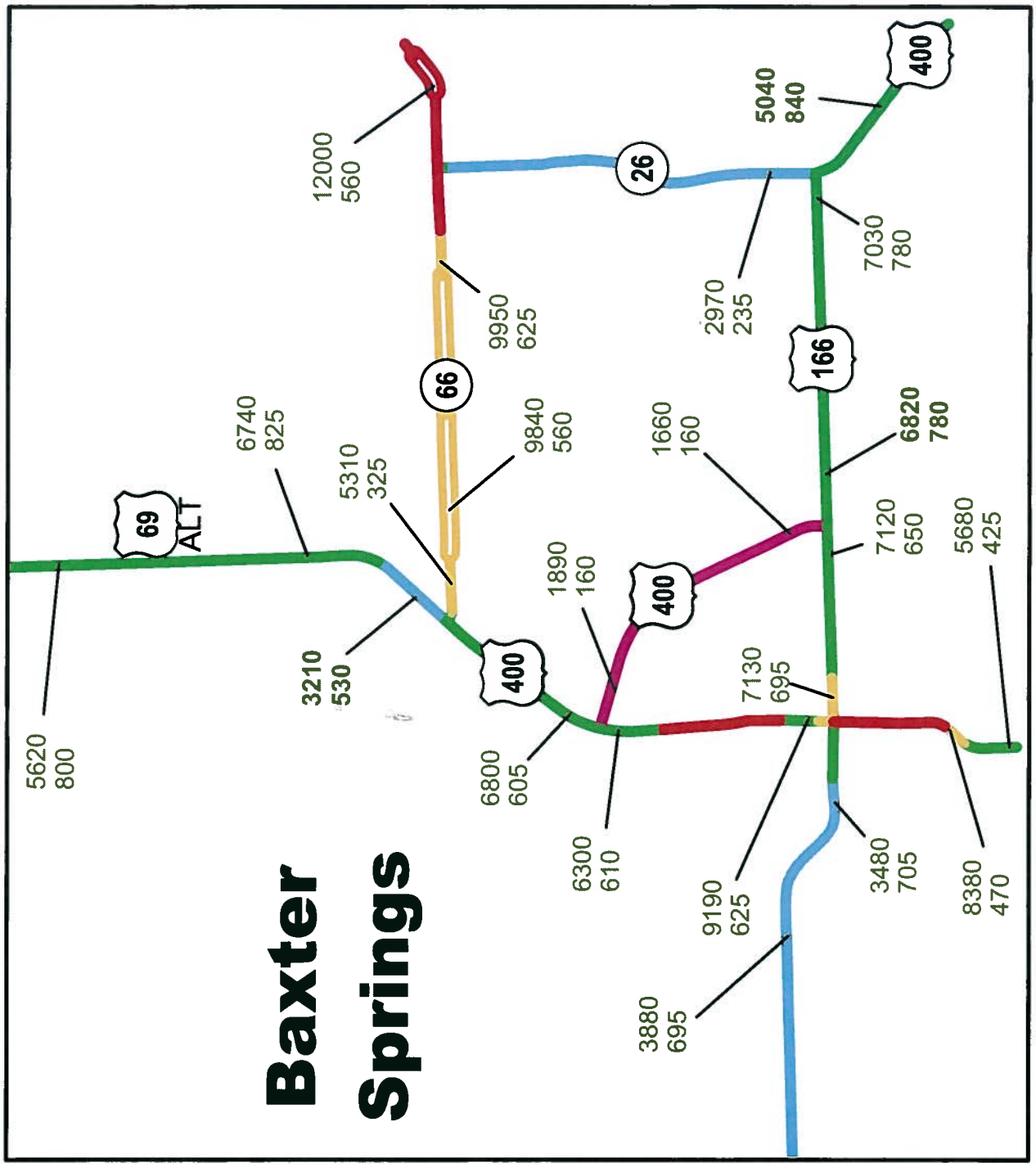
2600 – Total Volume

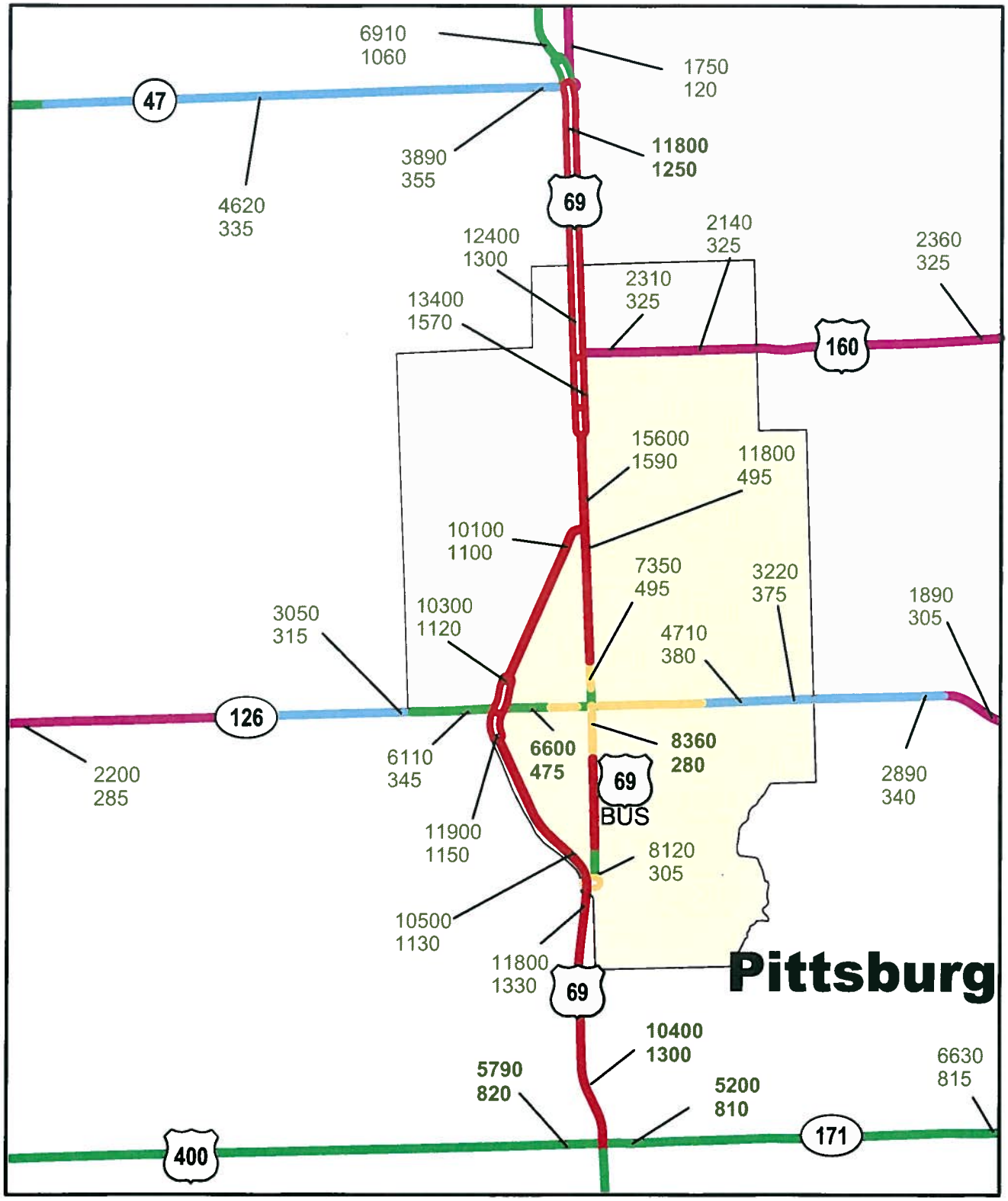
300 – Heavy Commercial Volume

The traffic counts shown on this map represent estimates of the Annual Average Daily Traffic (AADT) for the year ending June 30, 2008. These AADTs are derived mainly from 24-hour volumes recorded by portable traffic counters. These short-term counts are adjusted for day-of-week and seasonal variations using data from 80 continuous permanent counters. An axle correction factor has been applied to each short-term count. Heavy commercial volumes were derived from short-term vehicle classification counts. These count locations are indicated by bold numbers on the map. Heavy commercial counts at other locations are estimated from nearby counts on the same route or from other routes known to have similar traffic characteristics. AADTs that are provided by continuous counters are underlined.

Questions or comments regarding this map can be directed to:
Traffic and Field Operations Unit
(785) 296-3841 or e-mail trafficcounts@ksdot.org


Pittsburg
Columbus
Baxter Springs
Oswego
Parsons
CHEROKEE
400
103
102
7
69
ALT
160
166
101
5800 1080
5220 965
5280 955
5880 705
800 155
1900 235
3660 540
1300 275
1800 310
1940 230
3690 270
5580 595
2910 515
2890 420
4300 1100
4560 1100
2840 350
2810 695
810 65
825 90
900 85
2600 325
2490 685
4420 1080
1950 320
4480 1080
600 65
4360 965
2480 695
4840 1080
2030 320
3330 525
3150 535
2240 350
2100 320
1650 235
3630 1080
5570 1080
2430 570
2220 555
8010 670
3490 1000
4470 595
3160 555
3280 525
3030 540
1470 130
2210 545
5170 1030
2700 320
635 110
3430 535
1950 235
2070 245
2290 545
4320 985
1600 225
2830 590


Baxter Springs
69 ALT
66
400
26
166
5620 800
6740 825
3210 530
5310 325
12000 560
9950 625
9840 560
6800 605
1890 160
6300 610
1660 160
7130 695
9190 625
3880 695
2970 235
5040 840
7030 780
6820 780
7120 650
3480 705
5680 425
8380 470


6910
1060
1750
120
47
3890
355
11800
1250
4620
335
69
12400
1300
2140
325
2360
325
2310
325
13400
1570
160
15600
1590
11800
495
10100
1100
7350
495
3220
375
1890
305
3050
315
10300
1120
4710
380
126
6110
345
6600
475
8360
280
2200
285
69
BUS
2890
340
11900
1150
8120
305
10500
1130
11800
1330
69
Pittsburg
10400
1300
5790
820
5200
810
6630
815
400
171

FY 2007

ANNUAL AVERAGE DAILY VOLUMES
ON
COUNTY MAJOR COLLECTOR RURAL ROADS

DISTRICT 4

PREPARED BY THE

KANSAS DEPARTMENT OF TRANSPORTATION

BUREAU OF TRANSPORTATION PLANNING

IN COOPERATION WITH THE

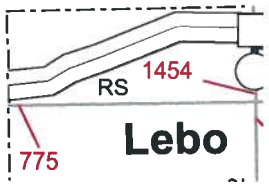
U.S. DEPARTMENT OF TRANSPORTATION

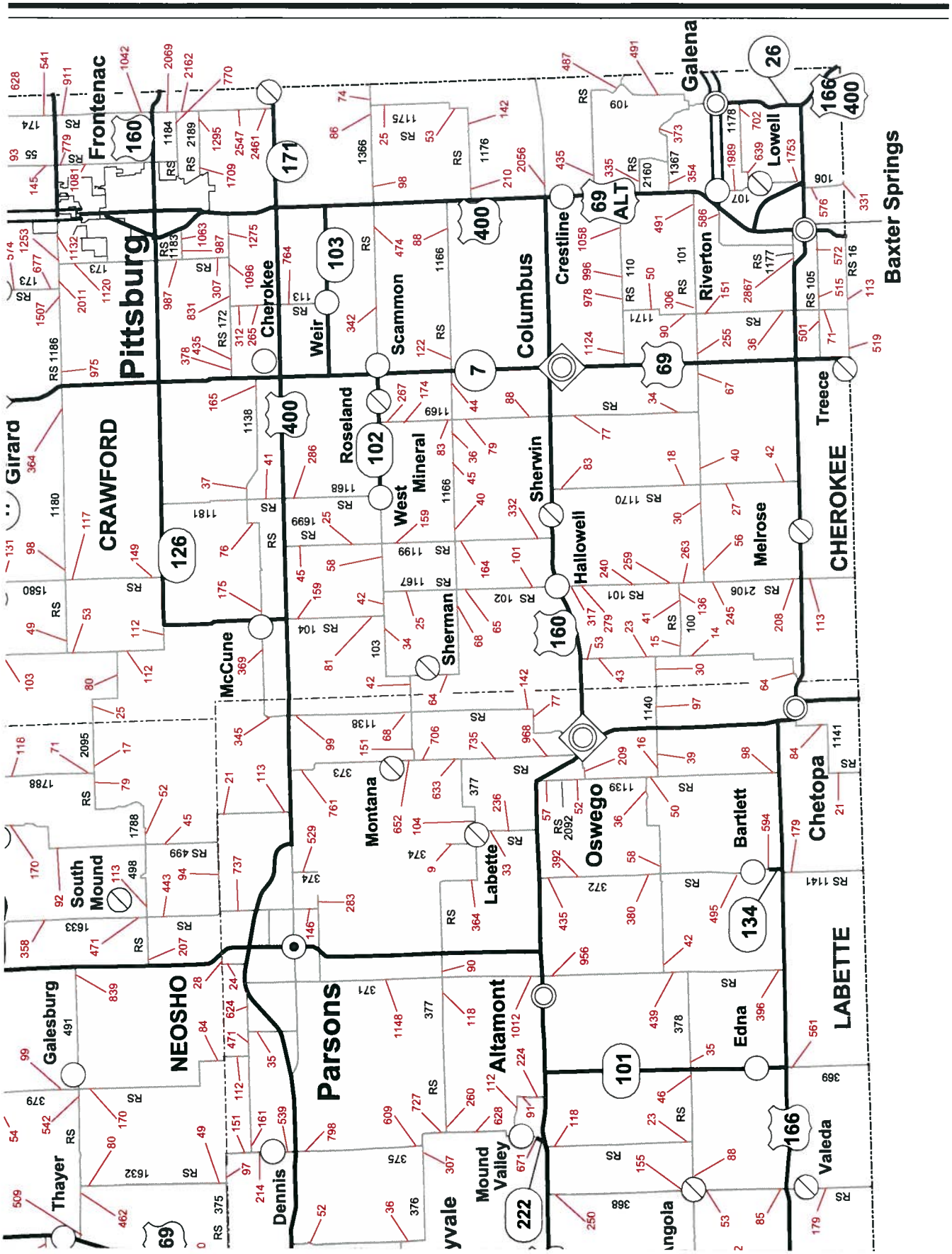
FEDERAL HIGHWAY ADMINISTRATION

0 4 8 MILES

SCALE

PUBLISHED SEPTEMBER 2007




Girard
Frontenac
Pittsburg
CRAWFORD
Cherokee
Weir
Scammon
Columbus
Crestline
Galena
Lowell
Riverton
Baxter Springs
Roseland
West Mineral
Sherwin
Hallowell
Treece
Melrose
CHEROKEE
McCune
Sherman
South Mound
Montana
Labette
Oswego
Bartlett
Chetopa
Galesburg
NEOSHO
Parsons
Altamont
Edna
LABETTE
Thayer
Dennis
Mound Valley
Valeda

TECHNICAL APPENDIX C

Kansas Department of Transportation

MEMO TO: James Brewer P.E., Engineering Manager
State Road Office

FROM: Scott Vogel, Chief
Environmental Services Section

DATE: December 5, 2008

SUBJECT: Preliminary Environmental Review
400-11 KA-1005-01
Cherokee County

A Preliminary Environmental Review for the Cherokee County study corridor was conducted based on a study area map received September 5, 2008. The preliminary review includes coordination with Missouri and Oklahoma to determine any "show stoppers" with a possible I-44 connection in those states. The review includes existing information only unless otherwise noted. The following is a summary of each environmental task evaluated.

ARCHEOLOGY:

KANSAS
A preliminary environmental review (corridor level) was requested of the State Highway Archeologist September 22, 2008. Corridor level reviews consist of identifying known resources and areas of high, moderate, and low archeological potential. The attached maps (High and Moderate Archeological Potential) illustrates areas that are more likely to encounter archeological resources. These areas would undergo Phase II investigations as the study area narrows.

MISSOURI
KDOT's Cultural Resource Unit staff contacted representatives of the Missouri Department of Transportation (MODOT) to assist in identifying any "show stoppers" within the Missouri portion of the study corridor. According to MODOT staff, there are no known sites in the area of concern.

OKLAHOMA
KDOT's Cultural Resource Unit staff contacted representatives of the Oklahoma Department of Transportation (ODOT) to assist in identifying any "show stoppers" within the Oklahoma portion of the study corridor. According to ODOT staff, there are no known sites in the area of concern.

CULTURAL & HISTORICAL:

KANSAS
A preliminary environmental review (corridor level) was requested of the Kansas State Historic Preservation Officer (SHPO) on September 22, 2008. Corridor level reviews consist of identifying known resources. The attached map (National Register of Historic Places Districts and Structures) show the location of six structures and one historic district within the study corridor that have been listed on the National Register of Historic Places (NRHP).

In addition to the wide area study corridor, a 2'000 foot historic buffer along existing US 400 was surveyed to identify all potential historic standing structures. KDOT Environmental Services Section staff evaluated all standing structures that could be observed from the roadways. All potentially eligible structures were photographed and submitted to the Kansas SHPO for review. The SHPO determined that the proposed project (2,000' study corridor) will not adversely affect any buildings or structures listed or eligible for listing on the NRHP. The attached maps (Preliminary Historic Corridor) show the locations of the structures that could not be observed from the roadways. These structures would need to be evaluated if encroached upon by the project. In addition other features of note within the study corridor are illustrated on the map.

MISSOURI
KDOT's Cultural Resource Unit staff contacted representatives of the Missouri Department of Transportation (MODOT) to assist in identifying any properties or districts listed on the NRHP within the Missouri portion of the study corridor. According to MODOT staff, there are no sites listed on the NRHP within the area of concern.

OKLAHOMA
KDOT's Cultural Resource Unit staff contacted representatives of the Oklahoma Department of Transportation (ODOT) to assist in identifying any properties or districts listed on the NRHP within the Oklahoma portion of the study corridor. According to ODOT staff, there are no sites listed on the NRHP within the area of concern.

WETLANDS:

The attached National Wetlands Inventory (NWI Mapped Wetlands and Waters of the US) maps show numerous wetlands within the study corridor. Most of these appear to be associated with drainages, stream channels, ponds, and strip pits. National Wetlands Inventory mapped wetlands may or may not qualify as Corps of Engineers jurisdictional wetlands when wetland determinations are performed according to the 1987 Corps of Engineers Wetlands Delineation Manual. Wetlands may have developed in low areas not shown on the NWI maps. Fill or excavation in Corps of Engineers jurisdictional wetlands requires Section 404 permits. Impacted emergent wetlands are normally mitigated at a 1.5:1 ratio, while scrub/shrub and forested wetlands are replaced at a 2:1 ratio.

STREAMS:

The Kansas Department of Health & Environment, Dec. 19, 2007 Surface Water Register classifies Brush Creek, Cow Creek, Shoal Creek, and Spring River as Special Aquatic Life Use (SALU) waters. A SALU stream is inhabited by threatened and/or endangered (T&E) wildlife species. Shoal Creek and Spring River are also Exceptional State (EX) waters. Surface waters classified as EX means those segments are of, "remarkable quality or of significant recreational or ecological value, and are afforded the highest level of water quality protection." Long Branch, Little Shawnee Creek, Shawnee Creek, Short Creek, and Willow Creek are Expected Aquatic Life Use (E) waters. Corps of Engineers regional special conditions for Kansas and Missouri requires three or more celled culverts on E waters to have the center cell lowered to concentrate low flows for the passage of aquatic organisms. Fill or excavation below the ordinary high water mark of Corps of Engineers jurisdictional streams requires Section 404 permits. The Kansas Department of Agriculture, Division of Water Resources requires a 50 ft. vegetative strip along both sides of new channels. The attached map (Kansas Surface Water Register) shows the locations of these streams.

WILDLIFE:

KANSAS
Federal
Crawford County: In Crawford County the US Fish & Wildlife Service (USFWS) lists the endangered Gray Bat, and threatened Mead's Milkweed. Gray Bats inhabit caves or storm sewers in Pittsburg in the daylight hours and forage around water at night. Mead's Milkweed may occur in high quality native grasslands. If high quality native grassland would be impacted a survey for the presence of Mead's Milkweed may be needed. The USFWS has not designated critical habitat (DCH) in Kansas for either species.

Cherokee County: In Cherokee County the USFWS lists the threatened Neosho Madtom. The USFWS has indicated the Neosho Madtom occurs in the Spring River above and below Empire Lake where the habitat is suitable. The USFWS has not established DCH in Kansas for the Neosho Madtom.

If the habitat of a federally listed species is impacted Section 7 consultation with USFWS would be necessary. For projects that occur in Neosho Madtom suitable habitat, the USFWS normally requires date restrictions prohibiting work in the water during the spawning period. Date restrictions for the Neosho Madtom are from May 21 through July 15. For projects that impact Gray Bat and/or Mead's Milkweed suitable habitat, consultation with the USFWS would define any requirements or restrictions necessary.

State

Crawford County: The study corridor in Crawford County is included in an area of potential DCH established by the Kansas Department of Wildlife & Parks (KDWP) for the following T&E species: Broadhead Skink, Gray Myotis, Redbelly Snake, and Spring Peeper. See Table I for a description of designated critical habitats.

Table I. State listed species in Crawford County, status, habitat, and designated critical habitat description

Species	Status	Habitat	Designated critical habitat description
Broadhead Skink	T	Mature oak woodland	All stands of mature oak woodland and stands of suitable timber
Gray Myotis* (same as Gray Bat)	E	Caves, storm sewers, woody stream corridors	All suitable woodlands and water bodies from NE corner Sec.24-T29S-R25E, extending due west to NW corner Sec.19-T29S-R24E (1 mi west of US-69), then south to SW corner Sec.18-T31S-R24E (county line)
Redbelly Snake	T	Wooded areas near rivers and lakes, woodlands, wooded hillsides, moist woodlands, dense leaf litter, lowlands, open fields	All suitable habitat east of US-69
Spring Peeper	E	Small ponds and wetlands with emergent vegetation near woodlands	All temporary and permanent wetlands east of US-69

*Also federally listed in Crawford County

Cherokee County: The study corridor in Cherokee County is included in an area of potential DCH established by the KDWP for the following state T&E species: Cave Salamander, Longtail Salamander, Eastern Narrowmouth Toad, Eastern Newt, Elktoe Mussel, Ellipse Mussel, Flutedshell Mussel, Gray Myotis, Green Frog, Grotto Salamander, Many-Ribbed Salamander, Neosho Mucket Mussel, Ouachita Kidneyshell Mussel, Rabbitsfoot Mussel, Redbelly Snake, Redspot Chub, Spring Peeper, and Western Fanshell Mussel. The KDWP lists the Neosho Madtom in Cherokee County but state DCH does not occur within the study corridor. See Table II for a description of designated critical habitats.

The attached maps (Designated Critical Habitat) show the locations of the state listed species with DCH in Kansas with the exception of the Broadhead skink. The Broadhead skink DCH in Crawford County consists of any mature stands of oak woodlands within the study area.

Table II. State listed species in Cherokee County, status, habitat, and designated critical habitat description

Species	Status	Habitat	Designated critical habitat description
Elktoe Mussel Ellipse Mussel Rabbitsfoot Mussel	E E E	Riverine, clean water with good current over gravel substrate	Main stem of Spring River from MO to US-66
Flutedshell Mussel Ouachita Kidneyshell Mussel	T T	Riverine, clean water riffles over gravel substrate	Main stem of Spring River from MO to US-66, Shoal Ck from MO to K-26
Neosho Mucket Mussel	E	Riverine, clean water riffles, fine to medium gravel substrate	Main stem of Spring River from MO to US-66, Shoal Ck from MO to Lowell
Western Fanshell Mussel	E	Riverine, mud, sand, gravel substrate, water less than 3 ft. deep	Main stem of Spring River from MO to US-66, Shoal Ck from MO to K-26
Cave Salamander Grotto Salamander Many ribbed Salamander	E E E	Caves and associated spring flows	All caves and associated spring flows south and east of US-66 from MO to OK
Longtail Salamander	T	Wetlands, waters, moist wooded bottomlands	Suitable wetlands, waters, and moist wooded bottomlands, south and east of K-96 from MO west to K-26 then south to US-66, then south to OK.
Eastern Newt	T	Ponds, marshes, water filled ditches, small weedy pools, and under moist debris on woodland floor	Suitable wetlands, waters, and moist wooded bottomlands south and east of K-96 from MO west to K-26, then south to US-66, then south to OK
Spring Peeper	T	Small ponds and wetlands with emergent vegetation near woodlands	All temporary and permanent wetlands east of US-69
Green Frog	T	Streams, backwaters, ponds, water filled ditches, strip pits.	All waters and wetlands within the Spring River floodplain from MO to OK, all waters and wetlands within Shoal Ck floodplain from MO to confluence with Spring River
Eastern Narrowmouth Toad	T	Loose damp soil beneath large rocks and debris, and around old buildings	All suitable habitats south and east of a line from the NE corner Sec.36-T32S-R25E at MO border, then west to US-69, then south to US-66, then south westerly to OK
Redspot Chub	T	Streams with steady flow of clear water, inhabits deep pools and runs with gravel bottoms, most numerous in streams with peripheral aquatic vegetation	Main stem of Shoal Ck from MO to Empire Lake in Sec.29-T34S-R25E, main stem of Spring River from MO to confluence with Shoal Ck
Redbelly Snake	T	Wooded areas near rivers and lakes, woodlands, wooded hillsides, moist woodlands, dense leaf litter, lowlands, open fields	All suitable habitat east of US-69 from OK north to north border of Crawford Co.
Gray Myotis (same as Gray Bat)	E	Caves, woody stream corridors	Cow Ck stream corridor from Crawford Co. to its confluence with the Spring River and Spring River corridor (150 yds landward from OHW mark) from MO to K-96

Construction activities that impact state DCH would require an Action Permit from KDWP. Action Permits for impacts to T&E fish habitat usually contain date restrictions limiting any work in the water during the spawning/mating period of the species. Date restrictions for the Redspot Chub are May 1through July 1. Mitigation for terrestrial species generally consists of habitat replacement. Mitigation for mussels may consist of moving the species to similar habitat.

MISSOURI

Federal

Jasper County: Federally listed T&E species in Jasper County, Missouri includes the endangered Gray Bat which inhabits caves, the threatened Neosho Madtom which inhabits gravel or cobble beds in rivers, and the threatened Ozark Cavefish which may be found in some caves with springs in the Boone and Burlington limestone formations of the Ozark Mountains.

Newton County: Federally listed T&E species in Newton County, Missouri includes the endangered Gray Bat, and threatened Ozark Cavefish.

If the habitat of a federally listed species is impacted Section 7 consultation with USFWS would be required. A Senior Biological Specialist with the Missouri Department of Transportation indicated there are no known locations of Ozark Cave Fish or designated recharge areas for caves where the fish is known to occur within the study corridor. The cave database indicates there are at least seven caves within the corridor but does not note the presence of rare species in any of them.

State

Jasper County: State listed T&E species in Jasper County, Missouri include the American Bittern, Bald Eagle, Barn Owl, Black-tailed Jackrabbit, Gray Bat, Greater Prairie Chicken, Neosho Madtom, Northern Harrier, Ozark Cavefish, and Redfin Darter.

Newton County: State listed T&E species in Newton County, Missouri include the Black-tailed Jackrabbit, Gray Bat, Greater Prairie Chicken, Northern Harrier, and Ozark Cavefish.

OKLAHOMA

Federal

Ottawa County: Federally listed T&E species in Ottawa County, Oklahoma include the Gray Bat, Neosho Madtom, Ozark Big-eared Bat, Ozark Cavefish, and Piping Plover. The USFWS has indicated the Neosho Madtom has been captured in the Spring River just downstream from the Kansas-Oklahoma state line. If habitat of a federally listed species is impacted Section 7 consultation with USFWS would be required.

State

Ottawa County: State listed T&E species in Ottawa County, Oklahoma include the Neosho Mucket (mussel), Neosho Madtom, Ozark Cavefish, and Gray Myotis. The Oklahoma Department of Wildlife Conservation indicated the location of caves with T&E species is not released.

FLOODPLAINS: Crawford County, Kansas does not participate in the Federal Emergency Management Agency, National Flood Insurance Program; therefore, Flood Insurance Rate Maps showing 100-year floodplains are not available for that part of the study corridor. Flood Insurance Rate Maps are available for Cherokee County, KS, Jasper and Newton Counties, MO, and Ottawa County, OK. Due to the large number of FIRMs these are not attached, but may be viewed at: http://gis1.msc.fema.gov/Website/newstore/Viewer.htm.

HAZARDOUS WASTE:

Kansas

A database search of NPL, CERCLIS and state identified sites and landfills have been conducted. The table below provides a brief description and location of these sites. The attached map (Hazardous Waste and Landfills) illustrate the locations given.

IDENTIFIED SITES & LANDFILLS

SITE NUMBER & NAME	SITE STATUS	SITE LOCATION
Cherokee County Superfund Site	Site is divided into seven operable Units (OU) listed below	Former Tri-State mining district, approx 115 sq miles
OU 1 - Galena Subsite - Drinking Water	Resolved	11, 13, 14, 15, 22, 23, 27 T34S-R25E
OU 2 - Cherokee County - Spring River	Active - Remedial Investigation - Start 10/1/05	11 T34S-R25E
OU 3 - Cherokee County - Baxter Springs	Active – Monitoring 6/1/04 - Remedial Design 7/11/07	26, 33, 34, 35 T34S-R24E & 2, 3, 10, 11, 16 T35S-R24E
OU 4 - Cherokee County - Treece	Active - Outside of Study Area	
OU 5 - Galena Subsite - Surf/Grd Water	Active - Post Cleanup Review - 5 yr review start 9/30/08	11, 13, 14, 15, 22, 23, 27 T34S-R25E
OU 6 - Cherokee County Waco	Active - Outside of Study Area	
OU 6- Cherokee County Lawton	Active - Outside of Study Area	11, 13, 14, 15, 22, 23, 27 T34S-R25E
OU 7 - Galena Subsite - Residential Soil	Active - Post Cleanup Review - 5 yr review start 9/30/08	
1- Jayhawk (Chevron/Allco/Koch/ & Thermex)	Active - Long Term Monitoring start 1/1/05	33 T33S-R25E
2 - Chevron USA Inc. Property	Active - Voluntary Cleanup Plan start 2/24/08	SE/4 S 5 & SW/4 4 T34S-R25E
3 - Jayhawk Ordnance Works	Active - KDHE approved close out in November 2005	3, 4, 5, 9 T34S-R25E & 32, 33, 34 T33S-R25E
4 - Jayhawk Buried Drum	Active - Site covered - Interim Agreement completed 5/23/95	4 T34S-R25E
5 - Baxter Springs Chat Pile	Active - Site reconnaissance and evaluation completed 3/28/03	2 T35S-R24E
6 - Eagle-Picher Smelter	Active - Preliminary Assessment complete 12/31/06	13 & 14 T34S-R25E
7 - Thermex Energy Corp. Jayhawk	Active - Included in site Jayhawk	
Landfills		
C & N, Inc.	Active Industrial landfill/fly ash and bottom ash	302 N. Main, Galena, Kansas
Empire District	Active Industrial landfill/fly ash and bottom ash	7240 SE Highway 66, Riverton, Kansas
City of Galena - North	Closed City Dump	Lat 37.07719 Long -9463567
City of Galena - West	Closed City Dump	Lat 37.06262 Long -94.64931
City of Baxter Springs	Closed City Dump	Lat 37.02373 Long -94.75693
Gulf Oil Chemical Company	Closed Sanitary Landfill	Lat 37.12573 Long -94.67118

The Cherokee County Superfund Site (KSD980741862) represents the Kansas portion of the Tri-State mining district. The site spans approximately 115 square miles and is divided into seven operable units (OUs). Four of the OUs are listed as Active and located within the study area. The attached map (Hazardous Waste and Landfills) show the point location given in the KDHE Identified Sites database as well as the legal descriptions (by section) provided in the Identified Sites database for each Active Site.

The KDHE Identified Sites database also lists seven Active Sites within the project study area. These site locations are shown by the point location given in the KDHE Identified Sites database as well as the legal descriptions (by section) provided in the Identified Sites database.

The KDHE Landfill database was reviewed. There are six active and closed landfills listed in this database. The site locations are shown by the latitude and longitude given in the landfill database. In addition, the 1994 KDHE GIS landfill database was plotted on the map to show the location of two other previously reported landfills.

The following information was provided by EPA (October 15, 2001) in regards to a previous project in Cherokee County when dealing with mine tailings containing lead, zinc, and cadmium (lzc) contamination.

- The material is safe to use as a sub-base or fill as long as it is capped with non-hazardous material. If used in this manner the material would not require testing. However cover material taken from the vicinity of former mining operations would require testing to assure it is non-hazardous.
- Materials from one of the Superfund sub-sites could not be moved offsite without testing. It would have to be buried or encapsulated within the sub-site.

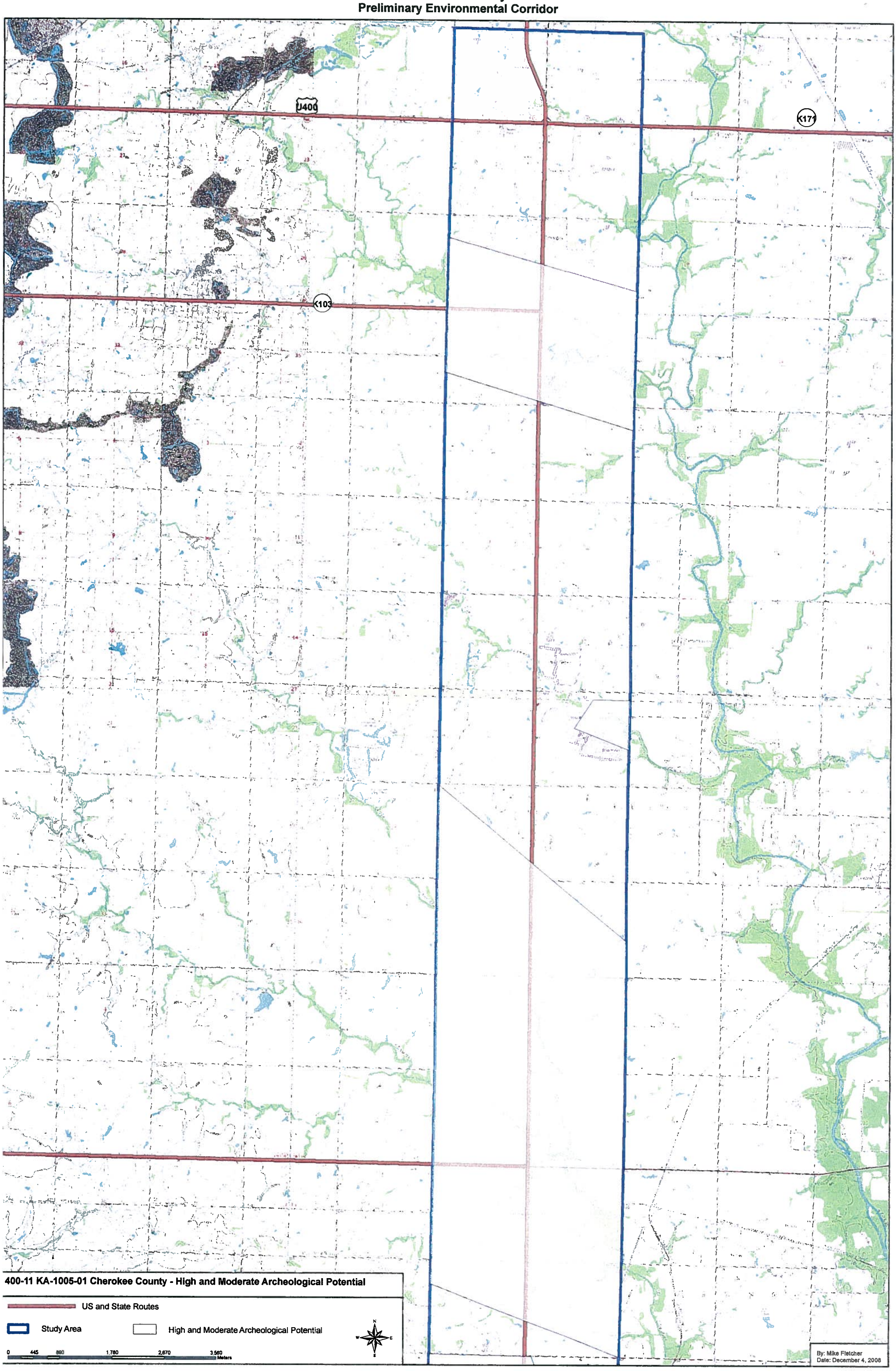
MISSOURI
The Permit Unit of KDOT Environmental Services has been in contact with the Missouri Department of Transportation (MODOT) regarding potential hazardous waste "show stoppers". Representatives from MODOT stated that there are no major hazardous waste concerns other than an Operating Unit of the Oronogo-Duenweg Mining Belt. This is essentially an extension of the Cherokee County Superfund Site. However, as these sites are within the same EPA region the guidelines above apply, that is use of lead contaminated soil can be used if encapsulated within the roadway fill.

OKLAHOMA
Representatives from the Oklahoma Department of Transportation could not be reached. The Tar Creek Site borders the Cherokee County Superfund south of Baxter Springs, Kansas. However, this site does not extend into the Oklahoma portion of the study area.

If you have any questions contact this office at (785) 296-0853.

SPV:MPF
Attachments

400-11 KA-1005-01
Cherokee County
Preliminary Environmental Corridor



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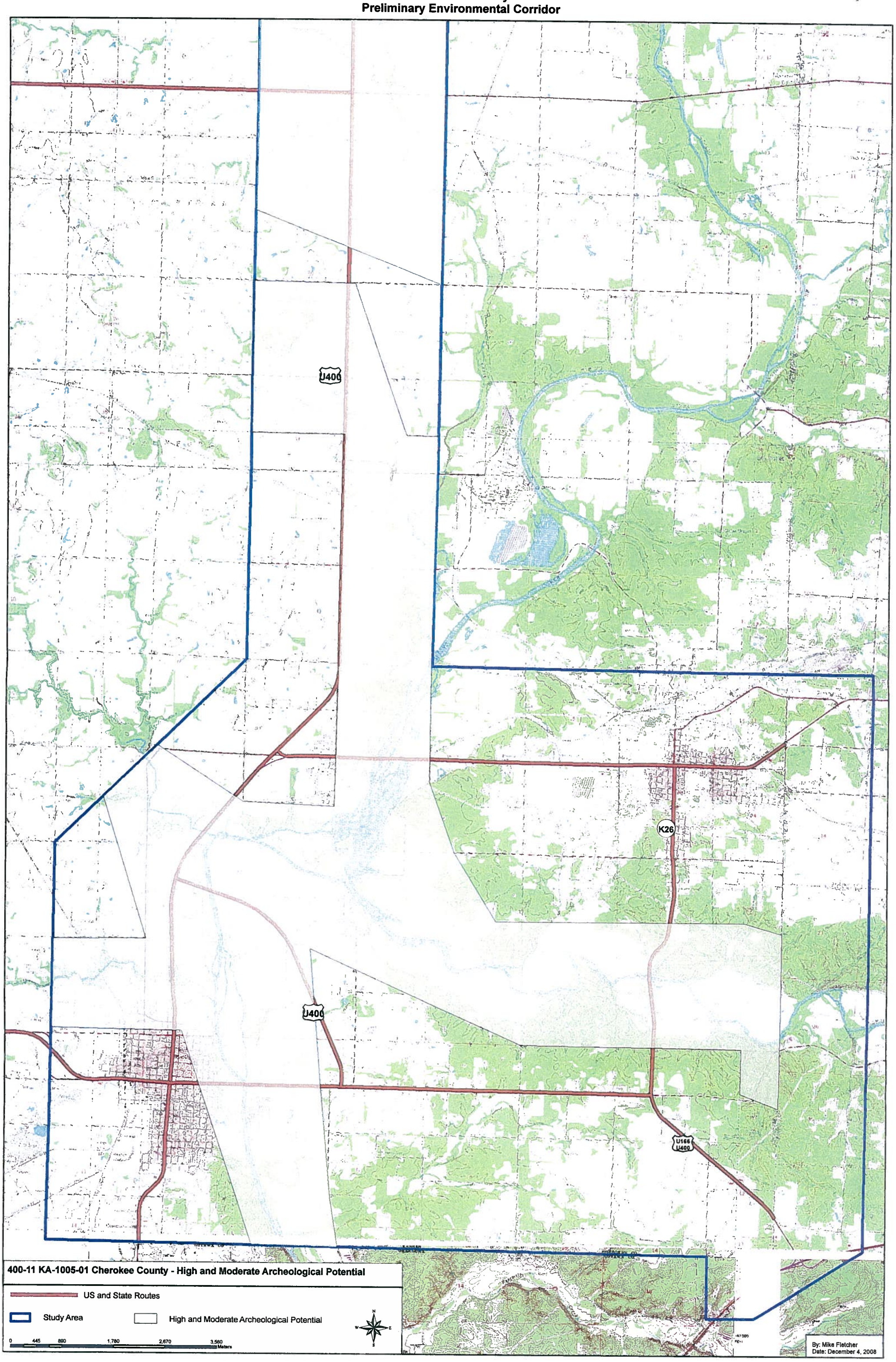
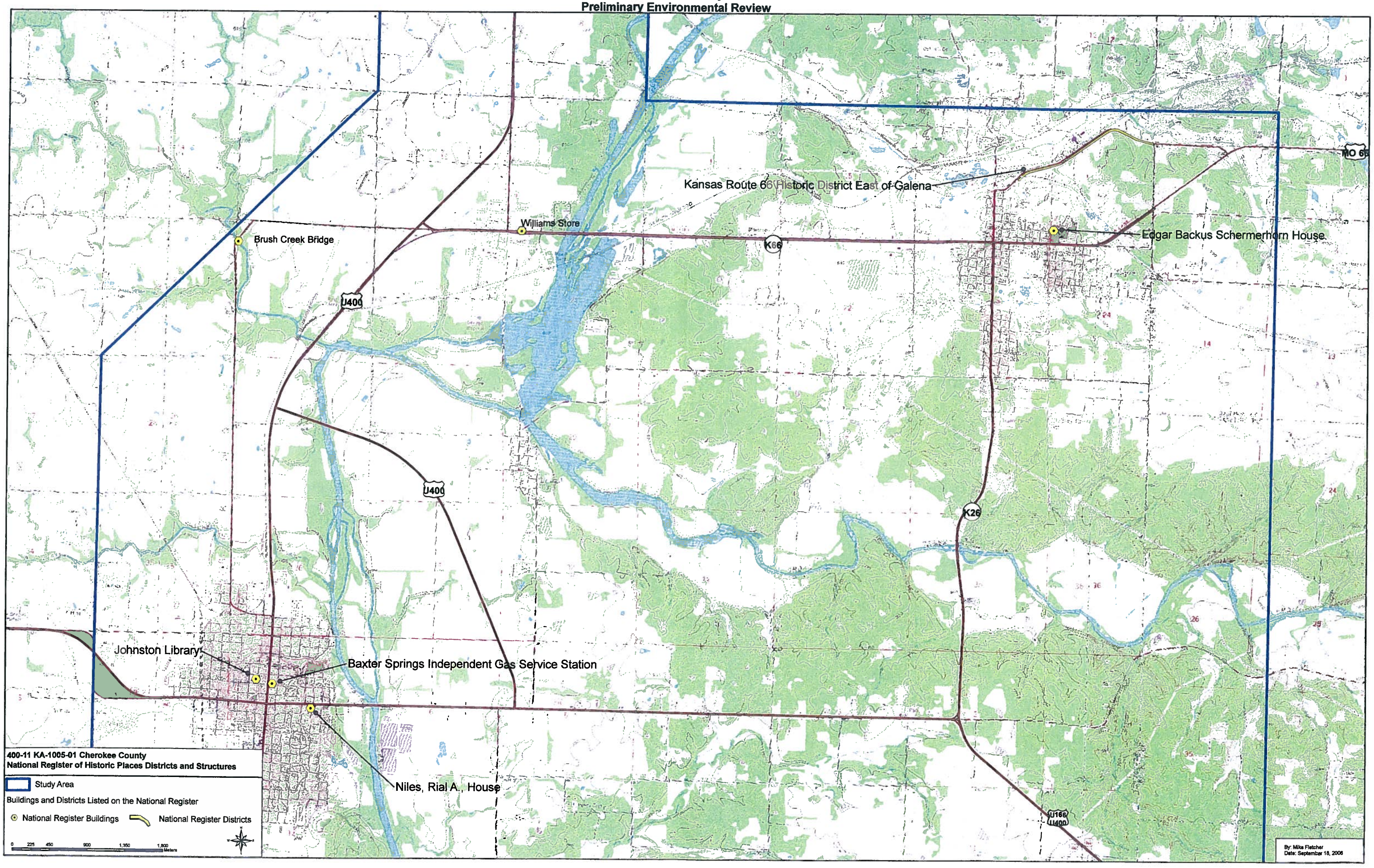
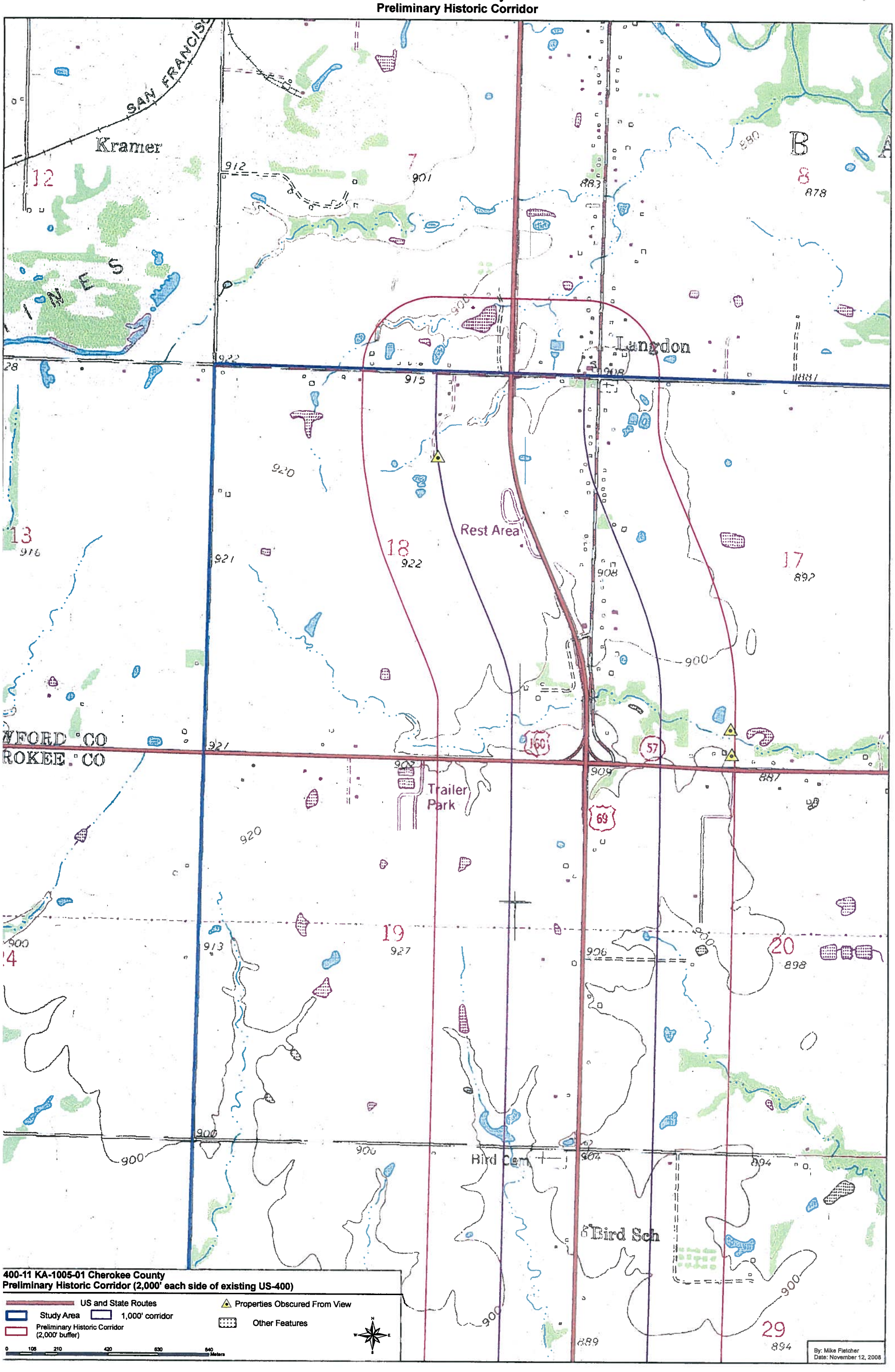
Cherokee County
Preliminary Environmental Corridor



400-11 KA-1005-01
Cherokee County
Preliminary Environmental Review



400-11 KA-1005-01
Cherokee County
Preliminary Historic Corridor



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Cherokee County
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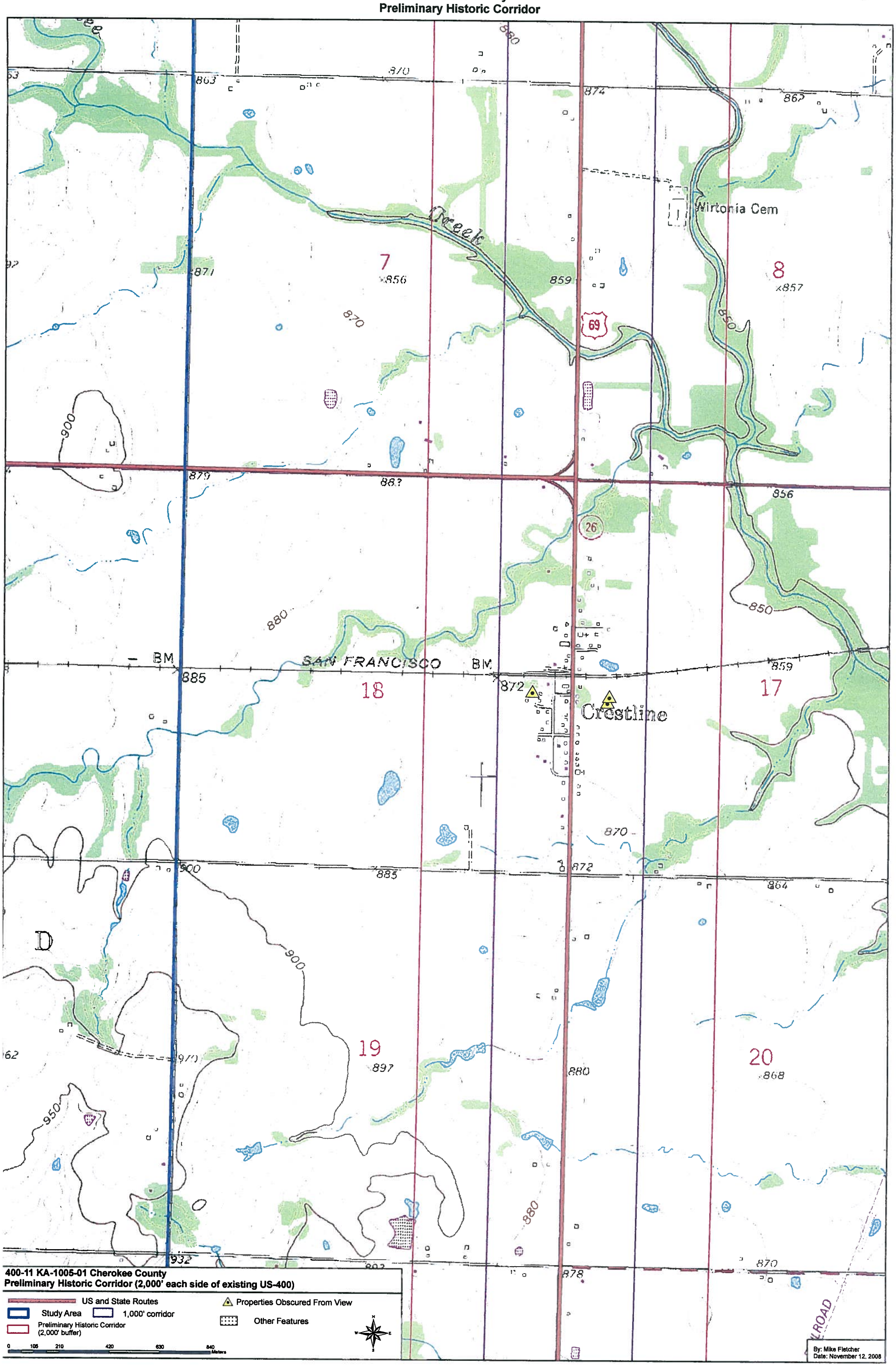

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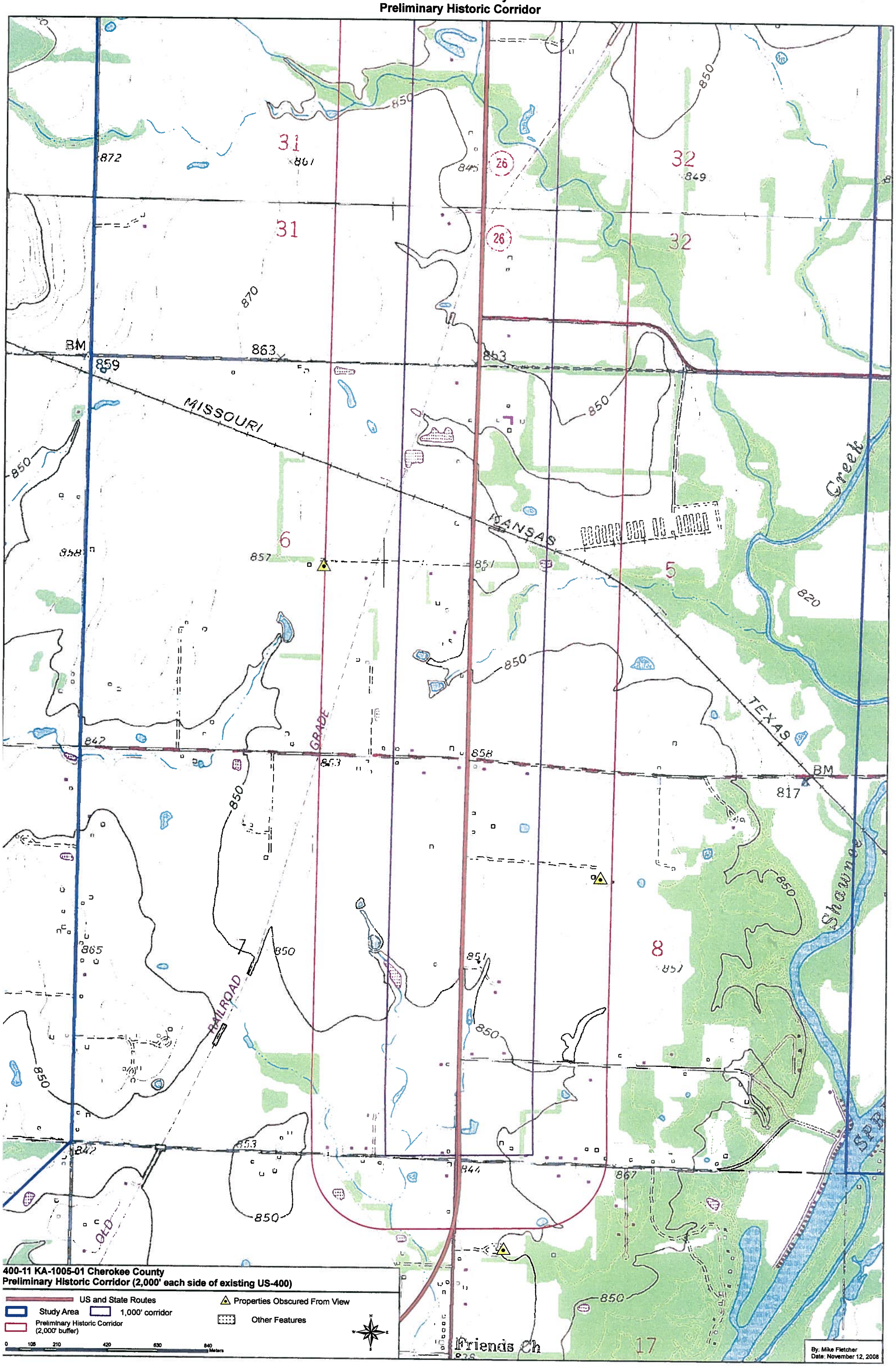


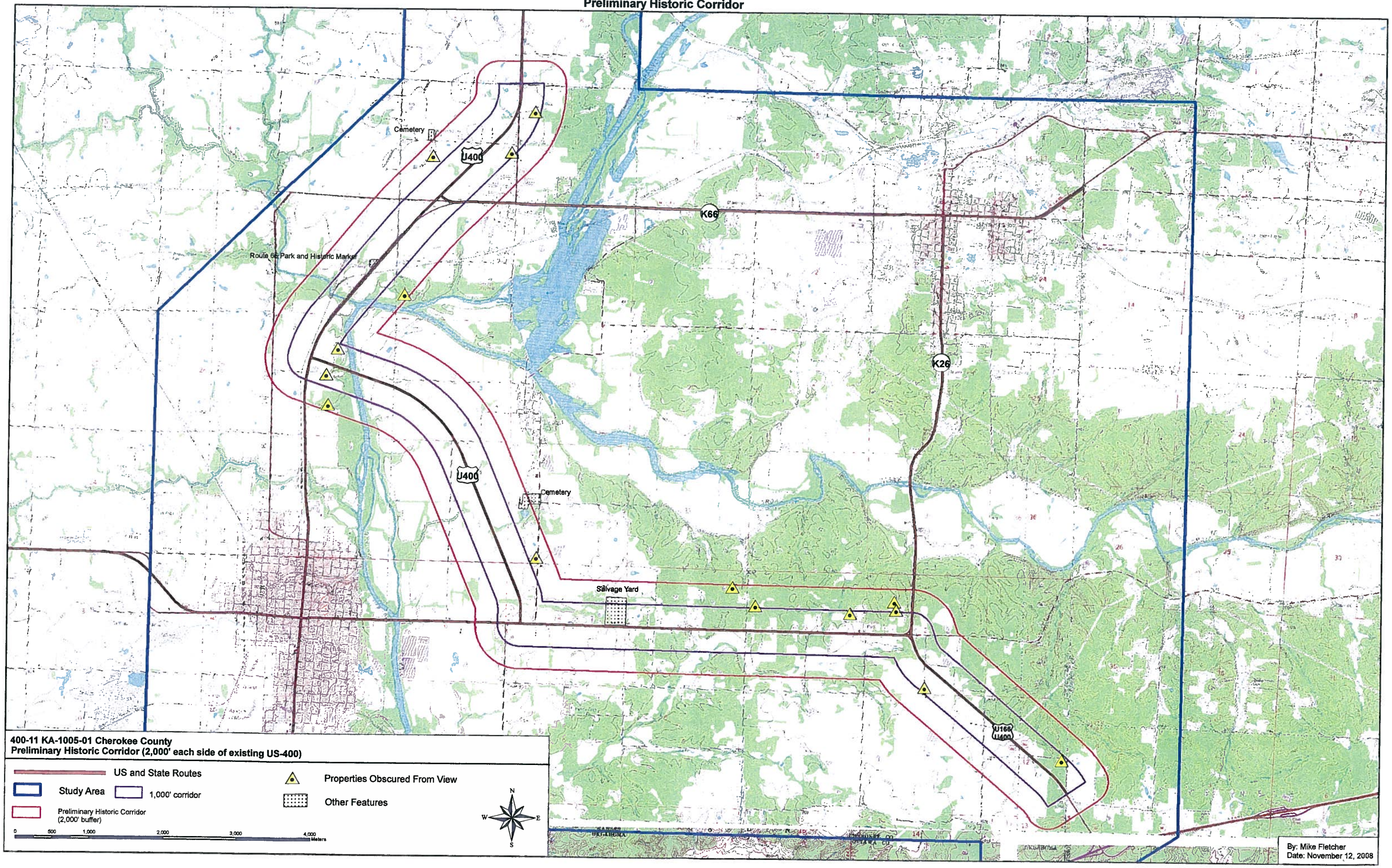
400-11 KA-1005-01 Cherokee County
Preliminary Historic Corridor (2,000' each side of existing US-400)

US and State Routes
Study Area
1,000' corridor
Preliminary Historic Corridor (2,000' buffer)
Properties Obscured From View
Other Features

0 105 210 420 630 840 Meters

By: Mike Fletcher
Date: November 12, 2008

400-11 KA-1005-01
Cherokee County
Preliminary Historic Corridor



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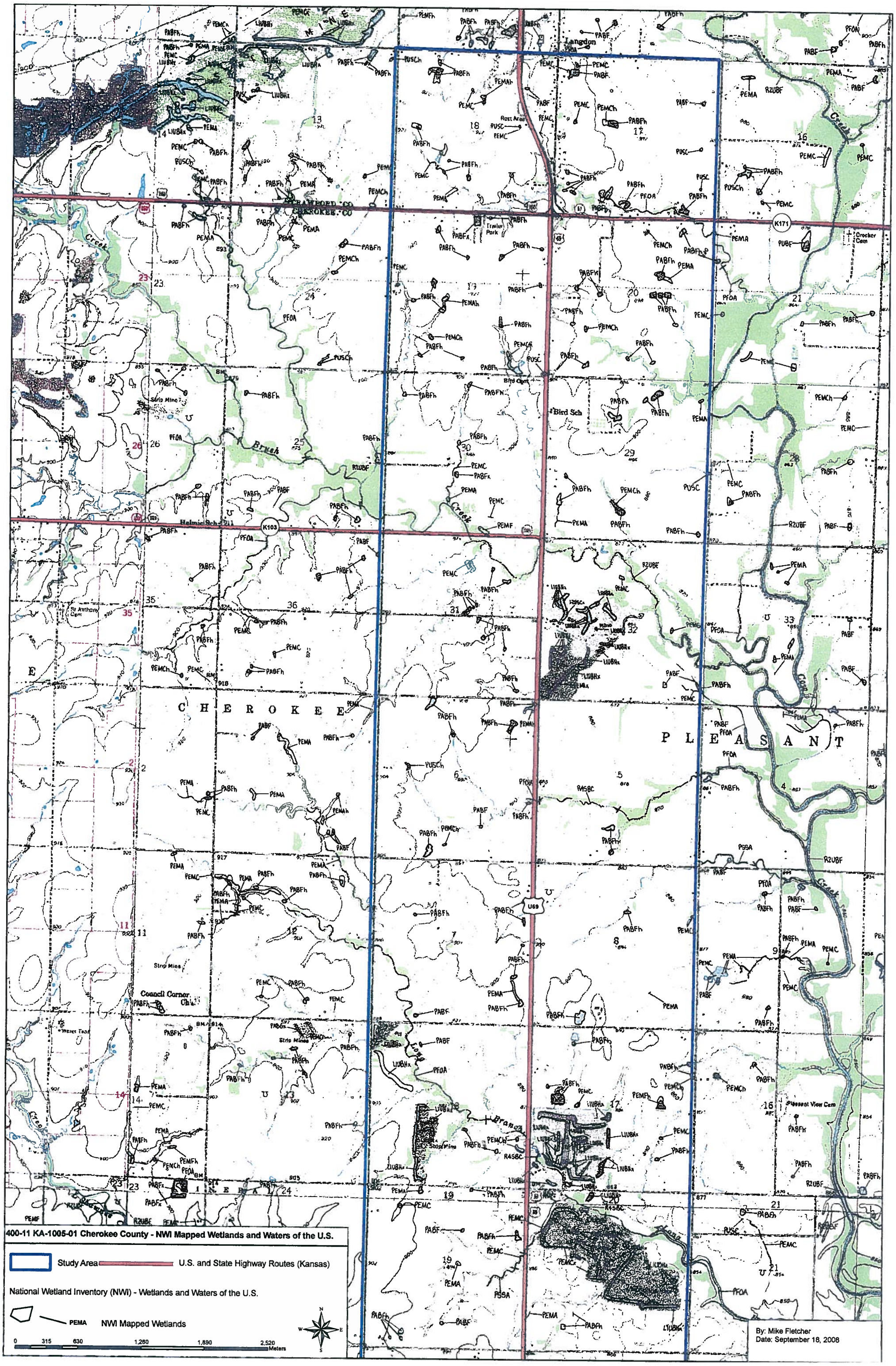

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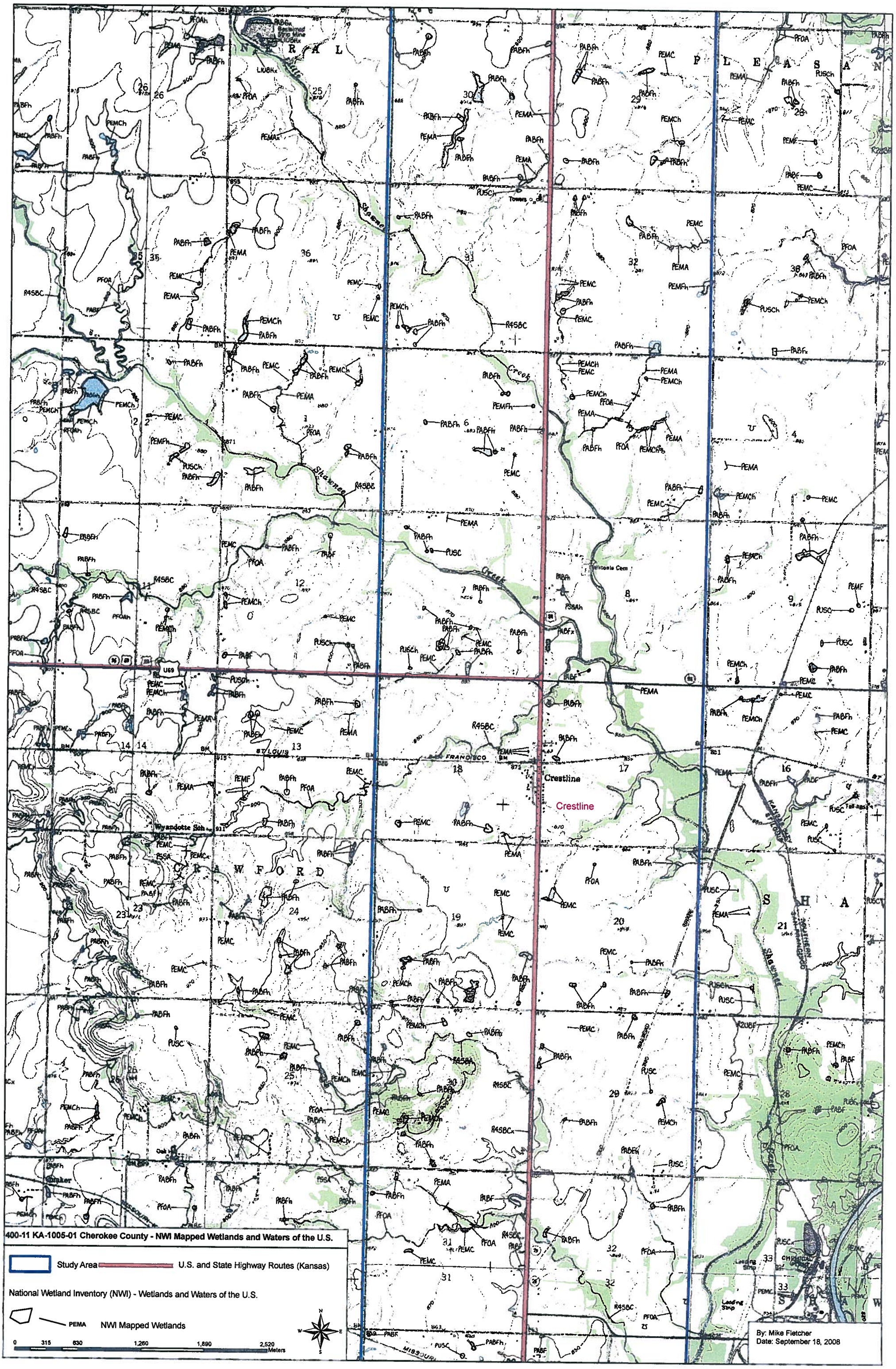

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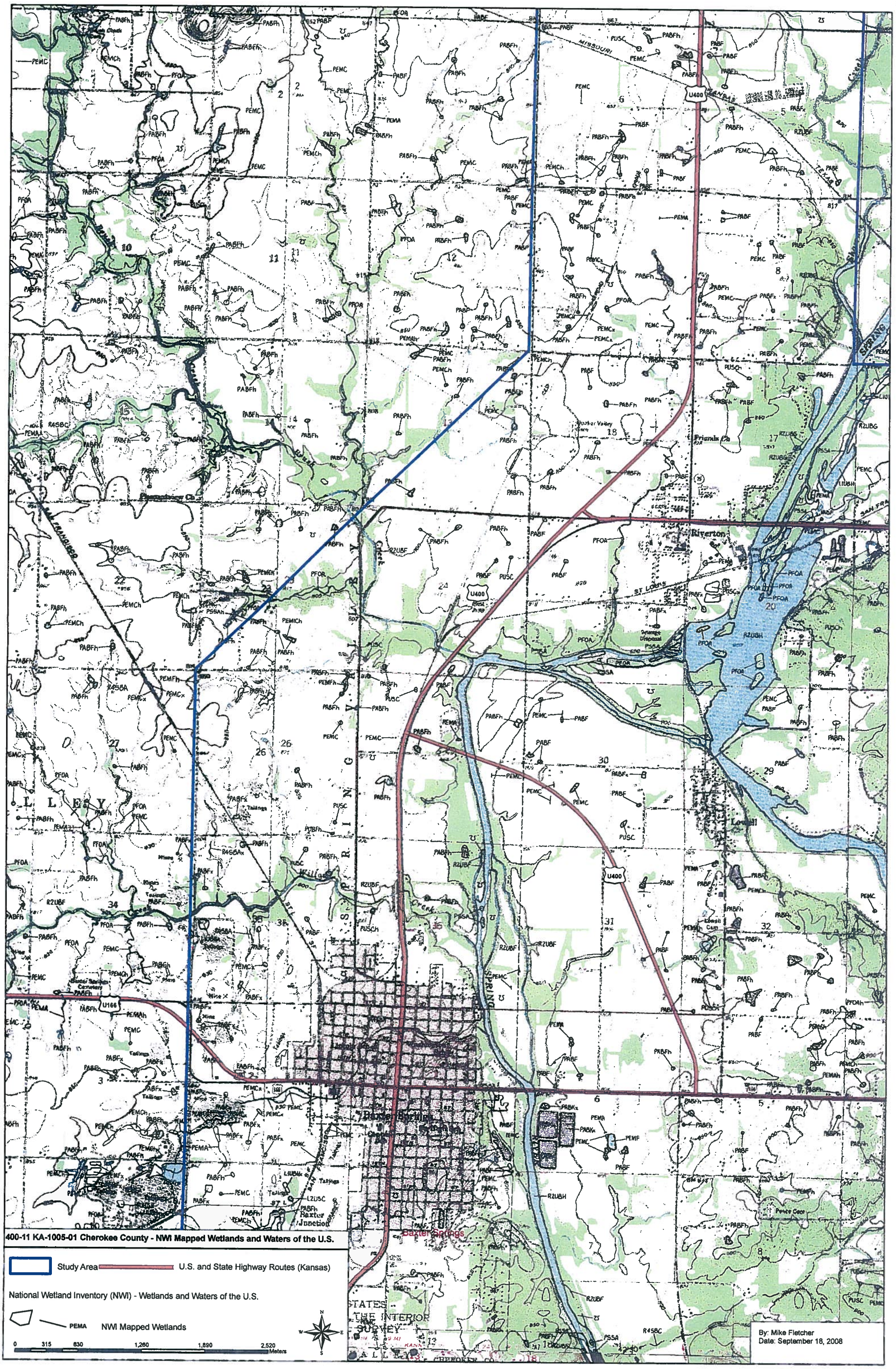

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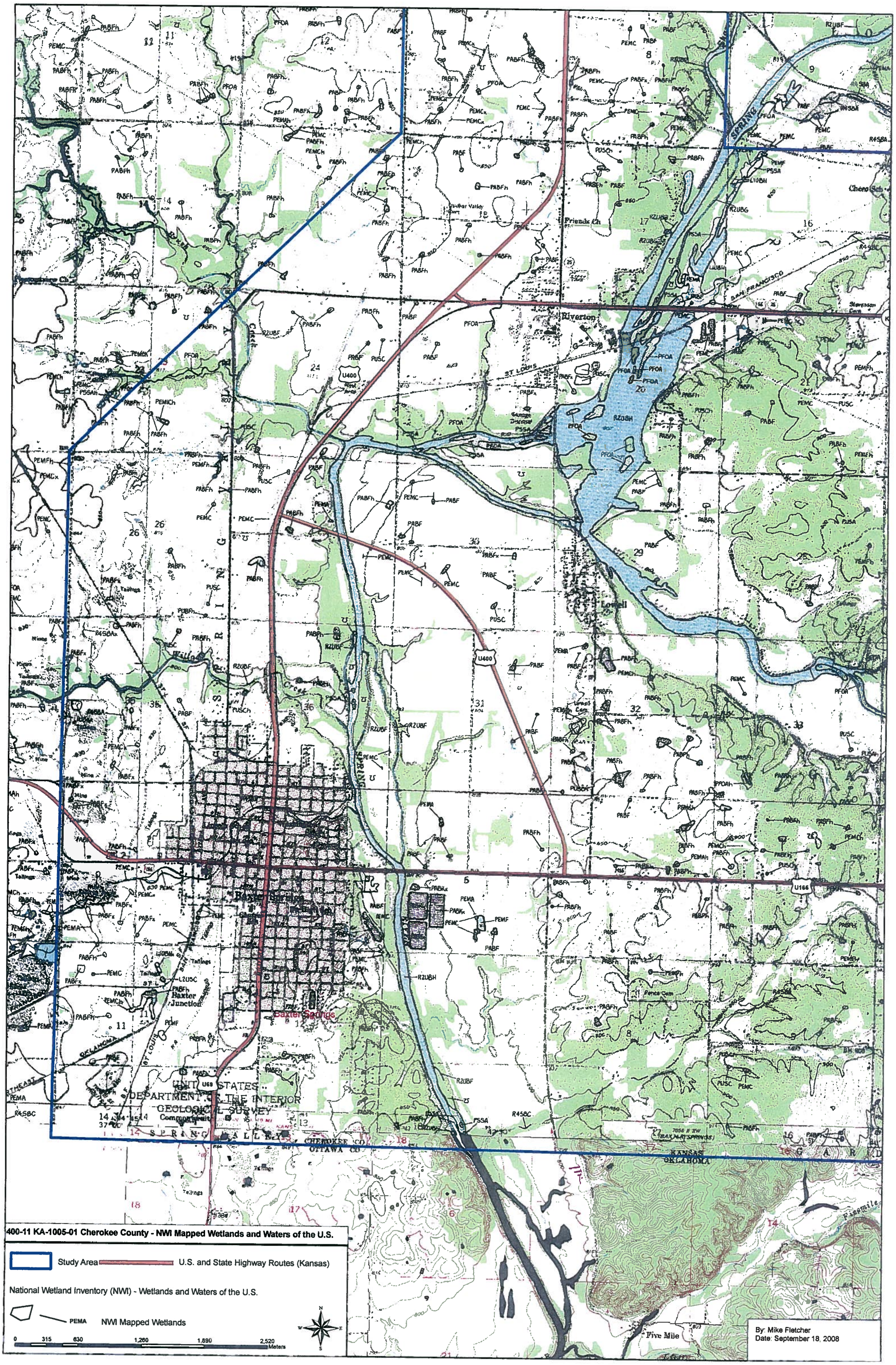

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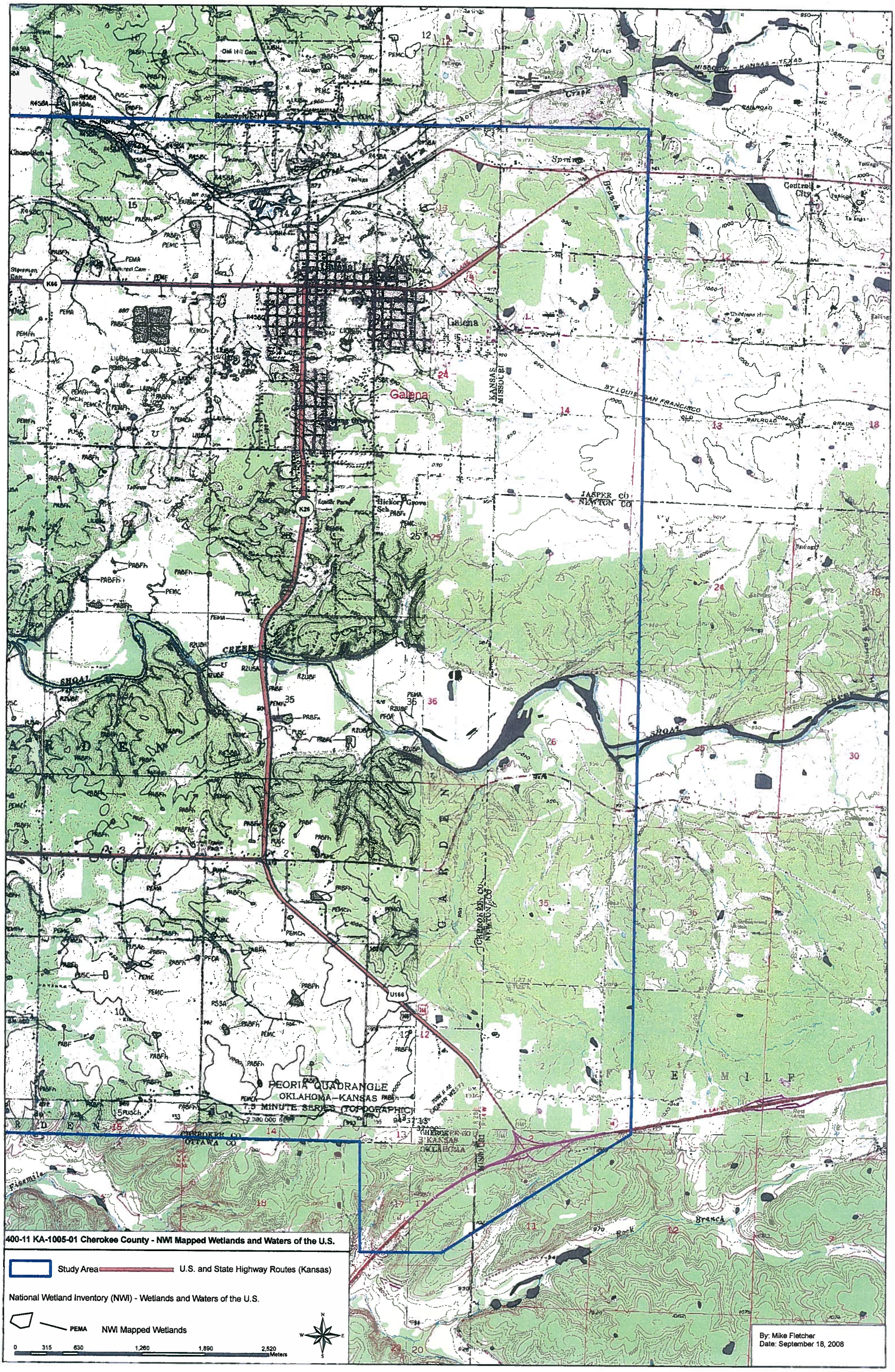

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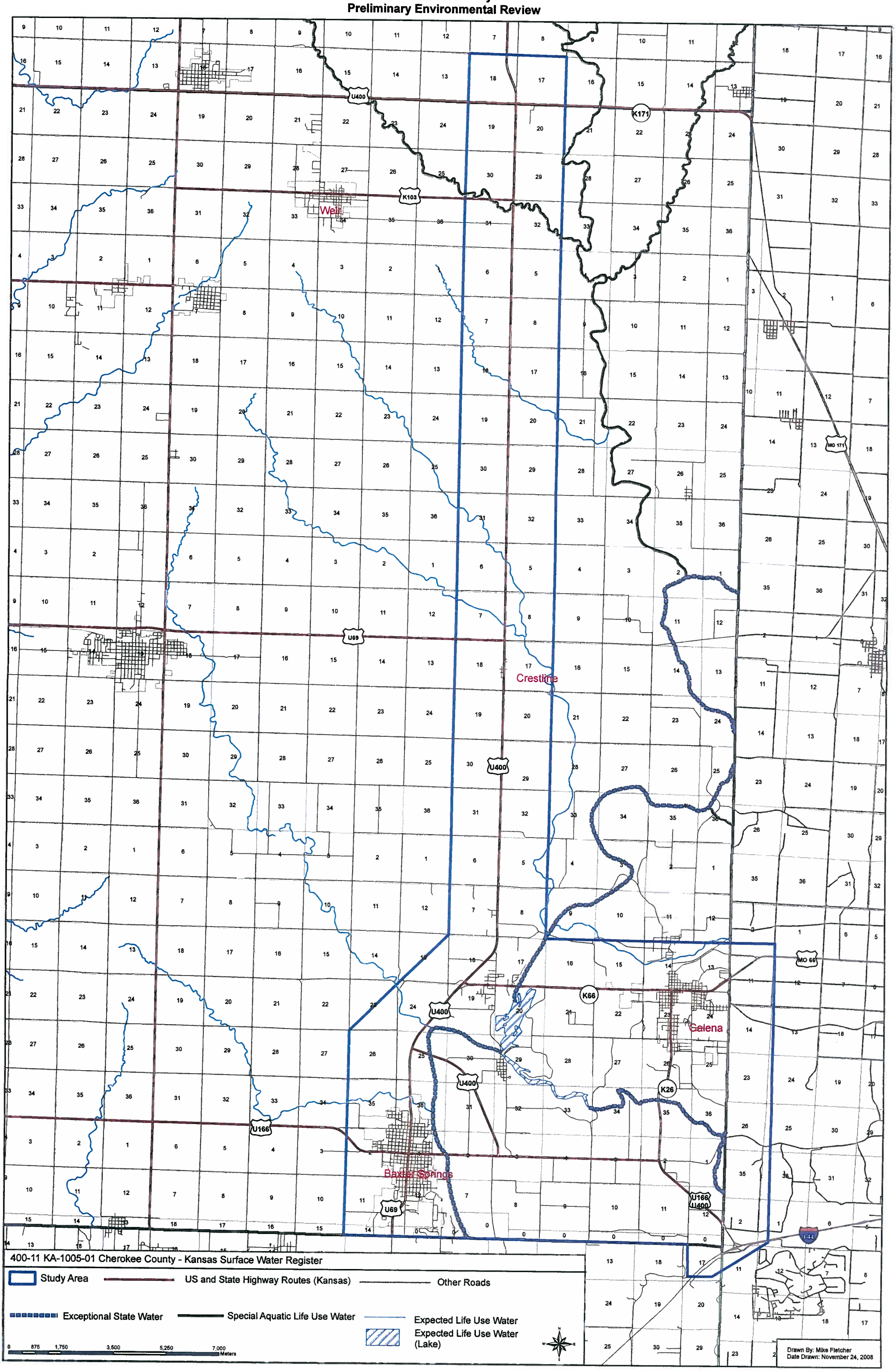

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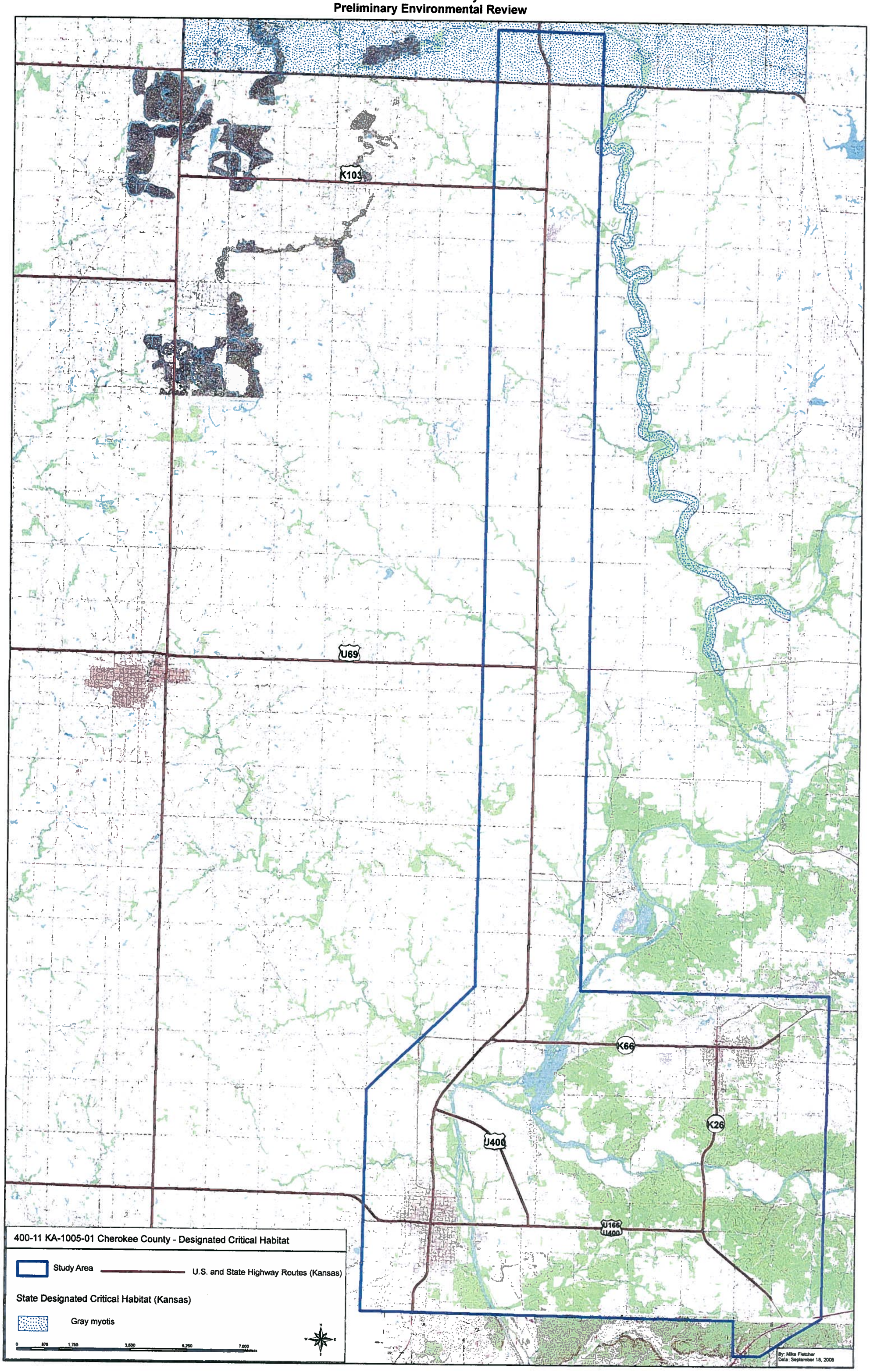

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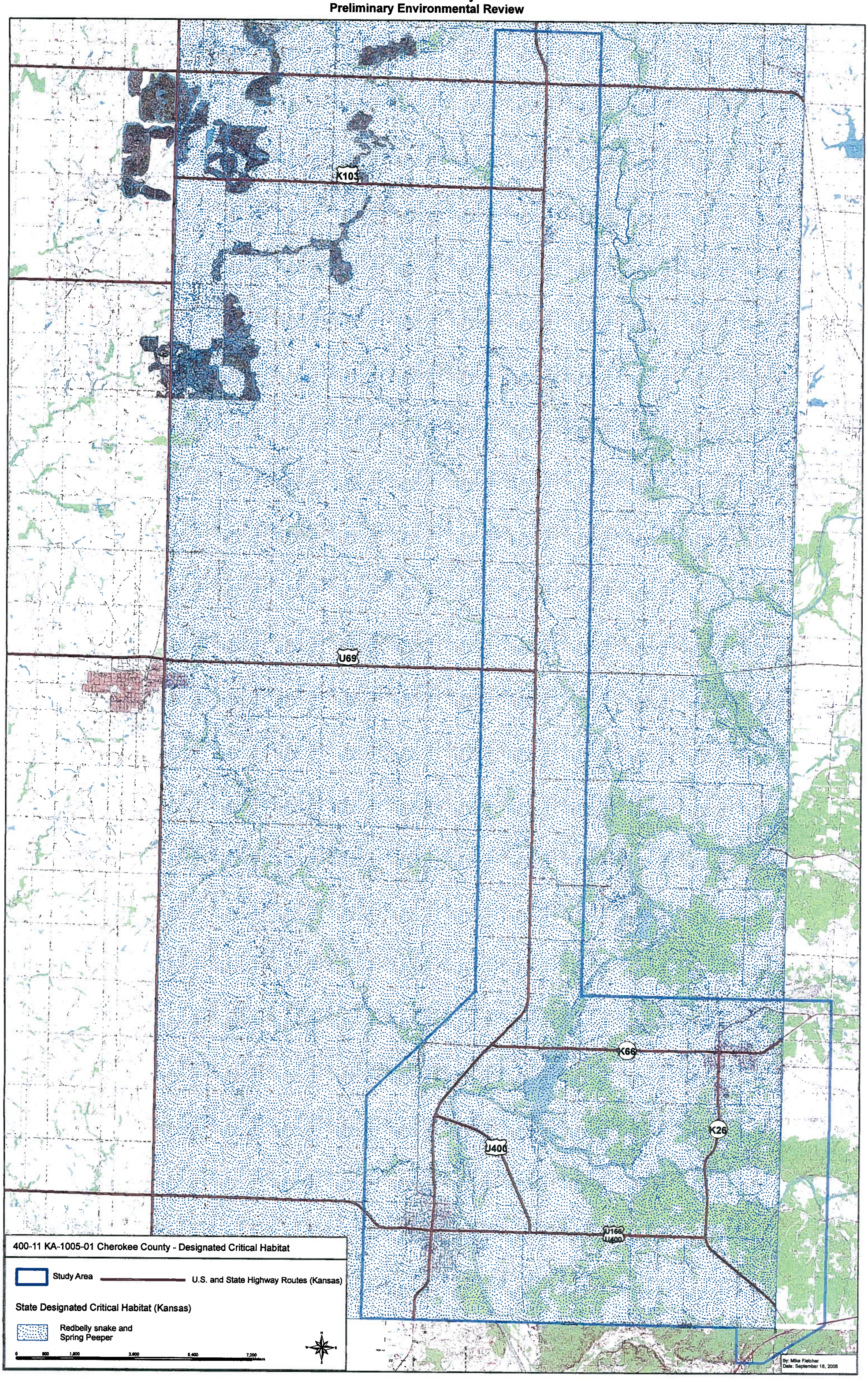

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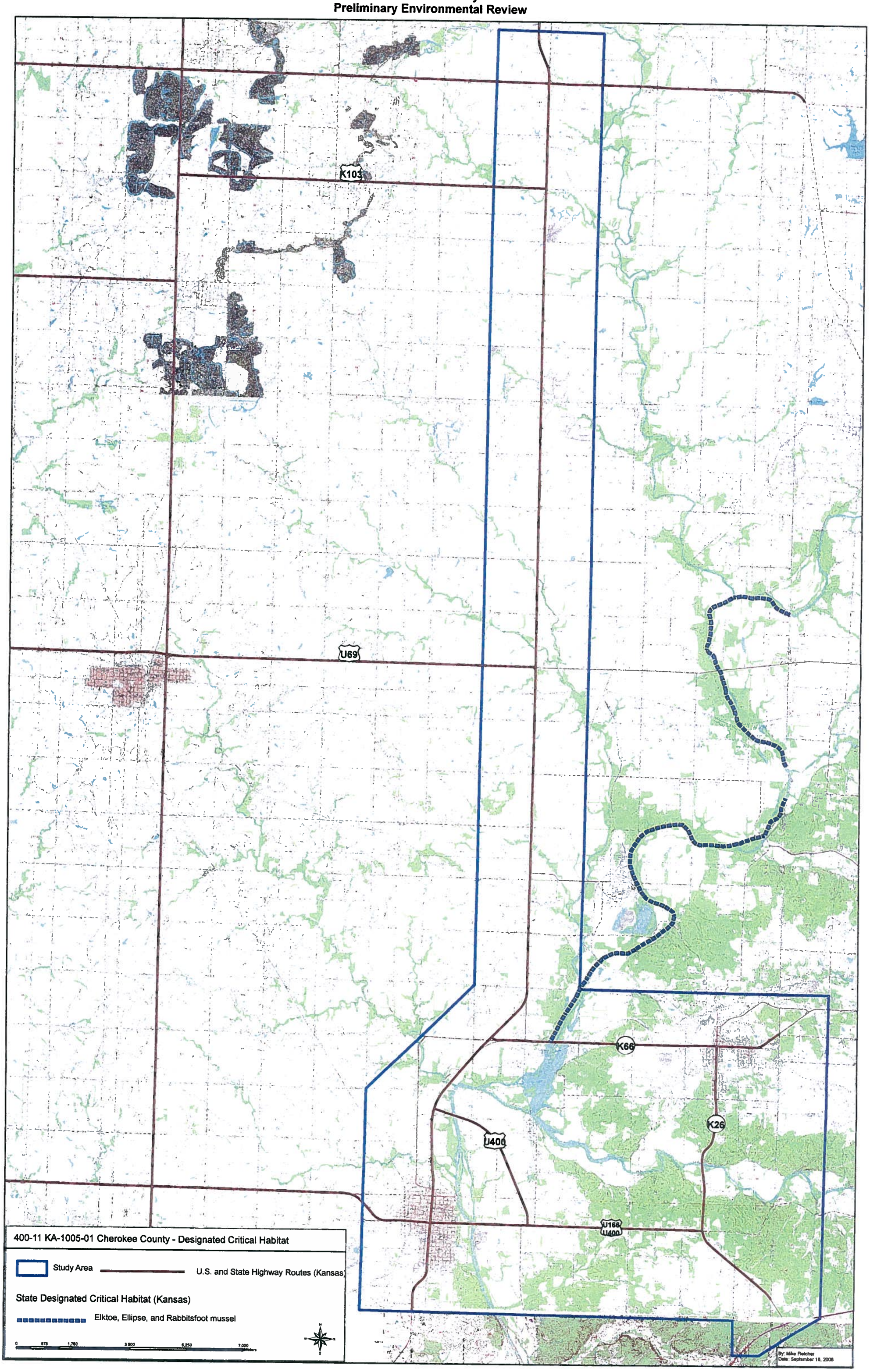

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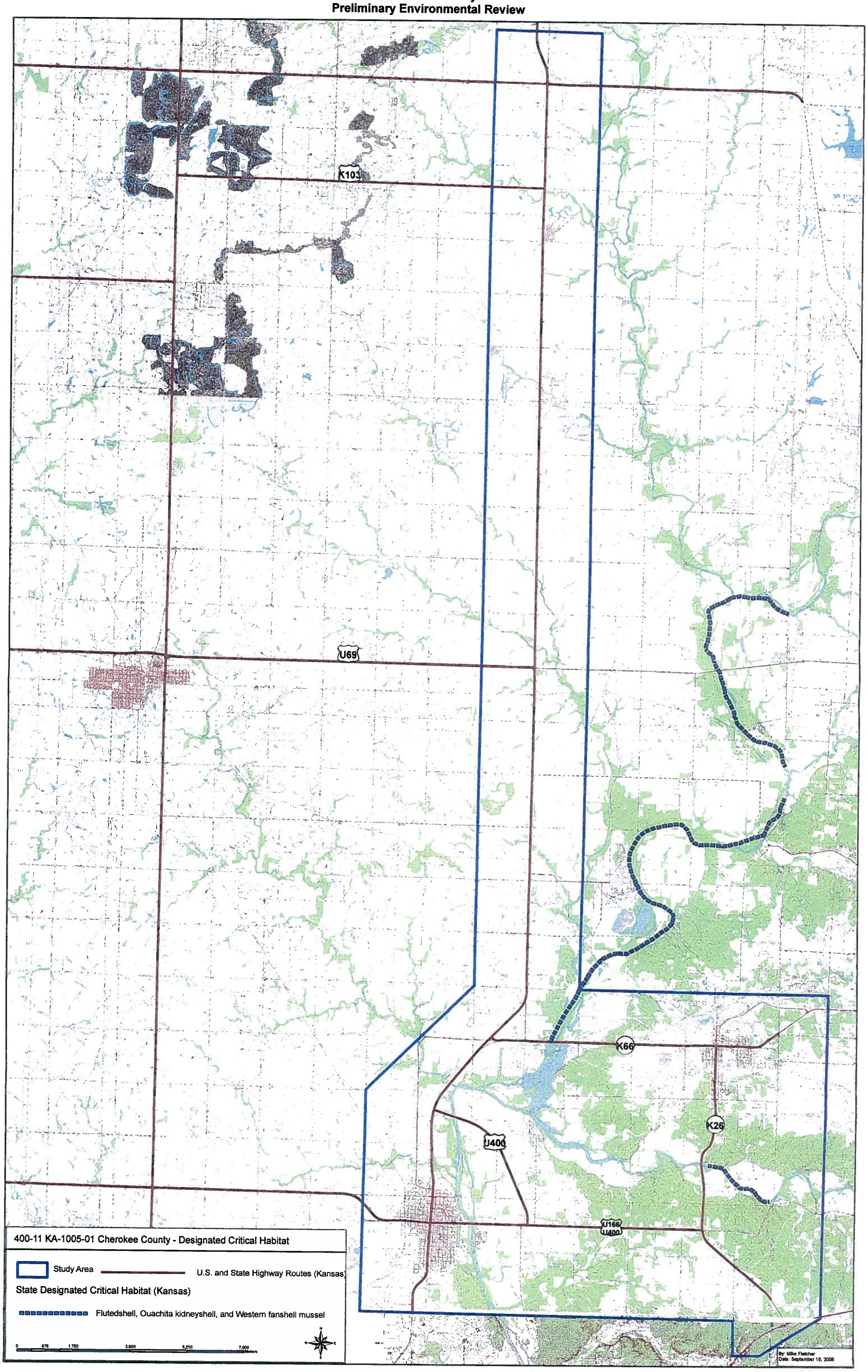

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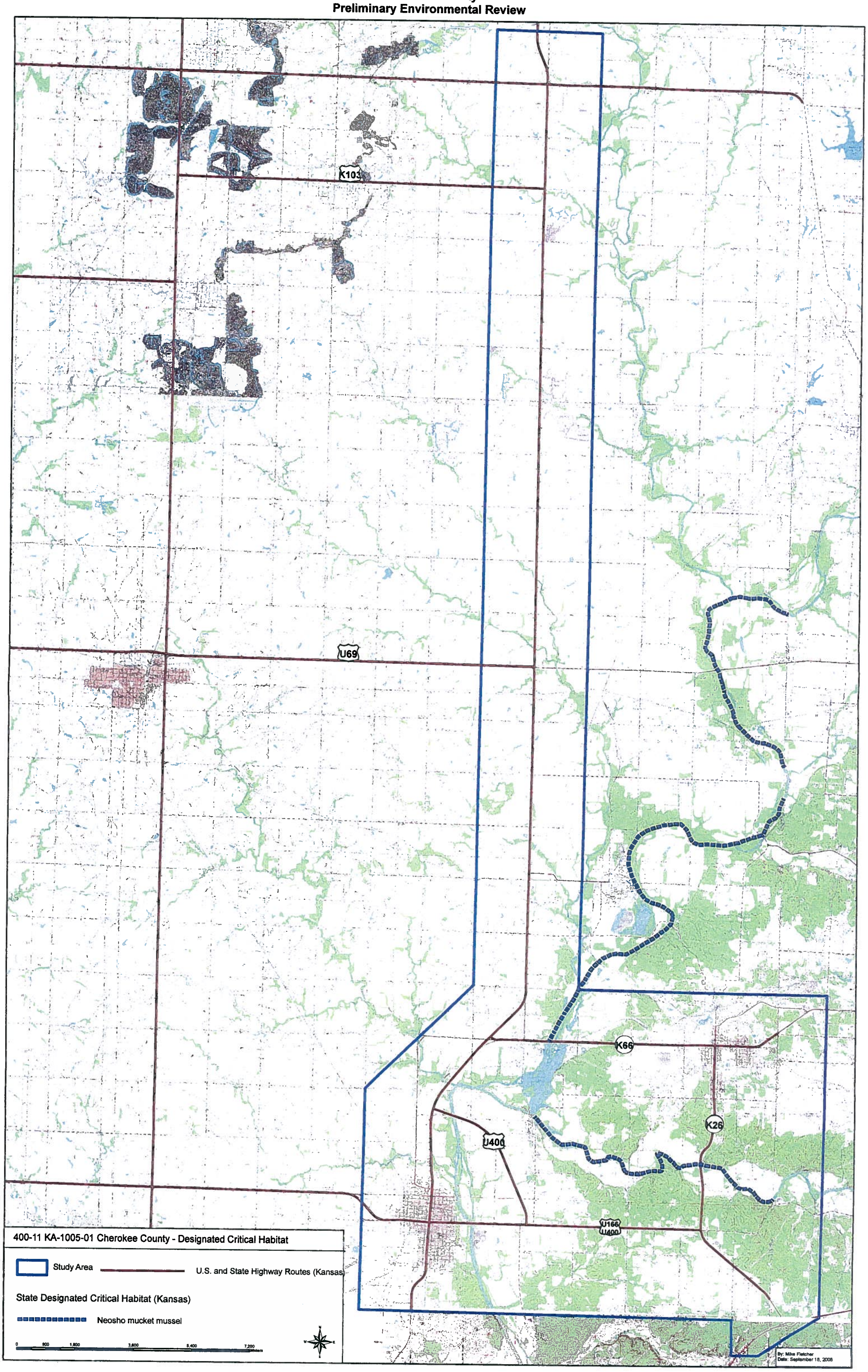

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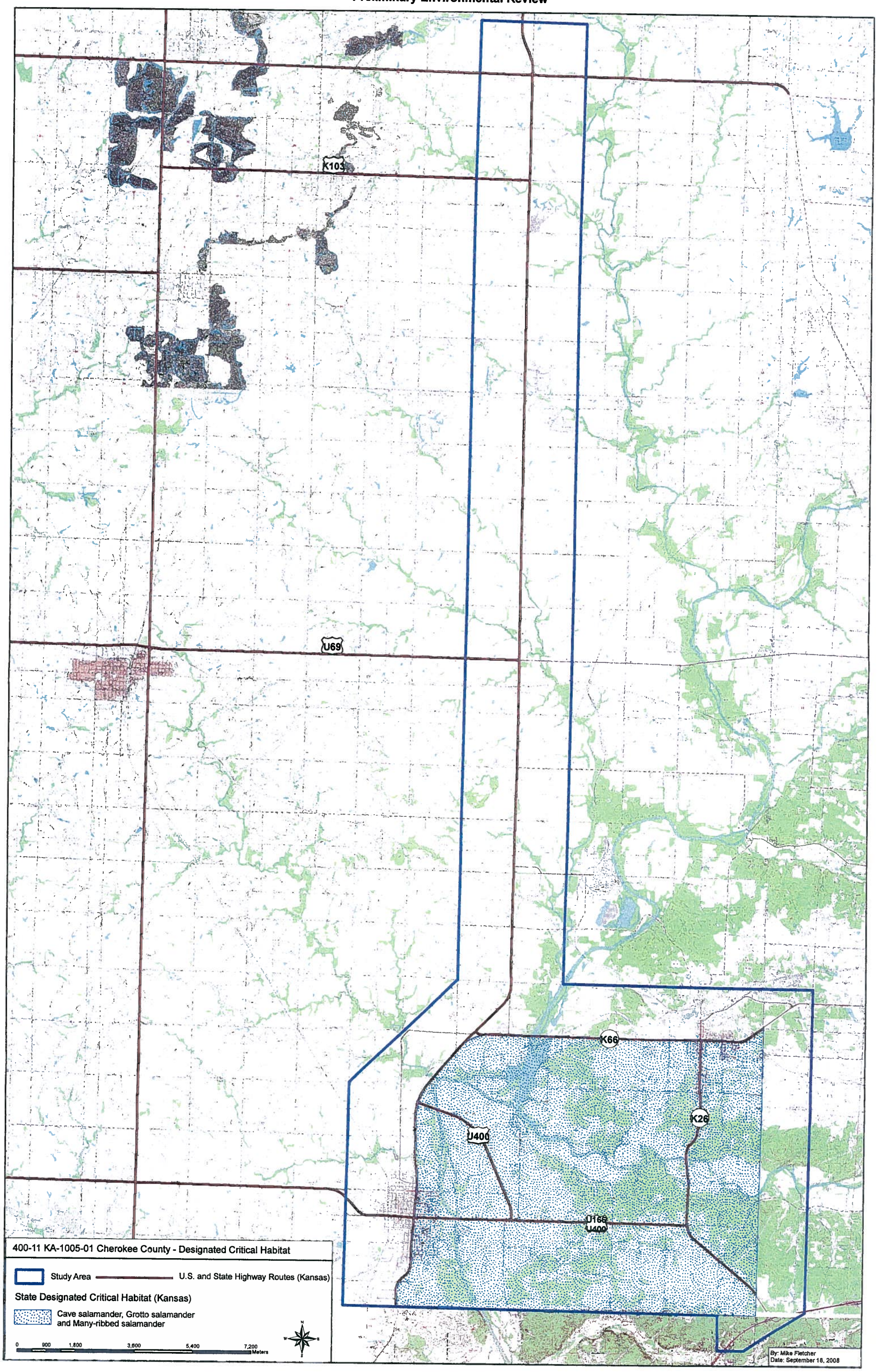

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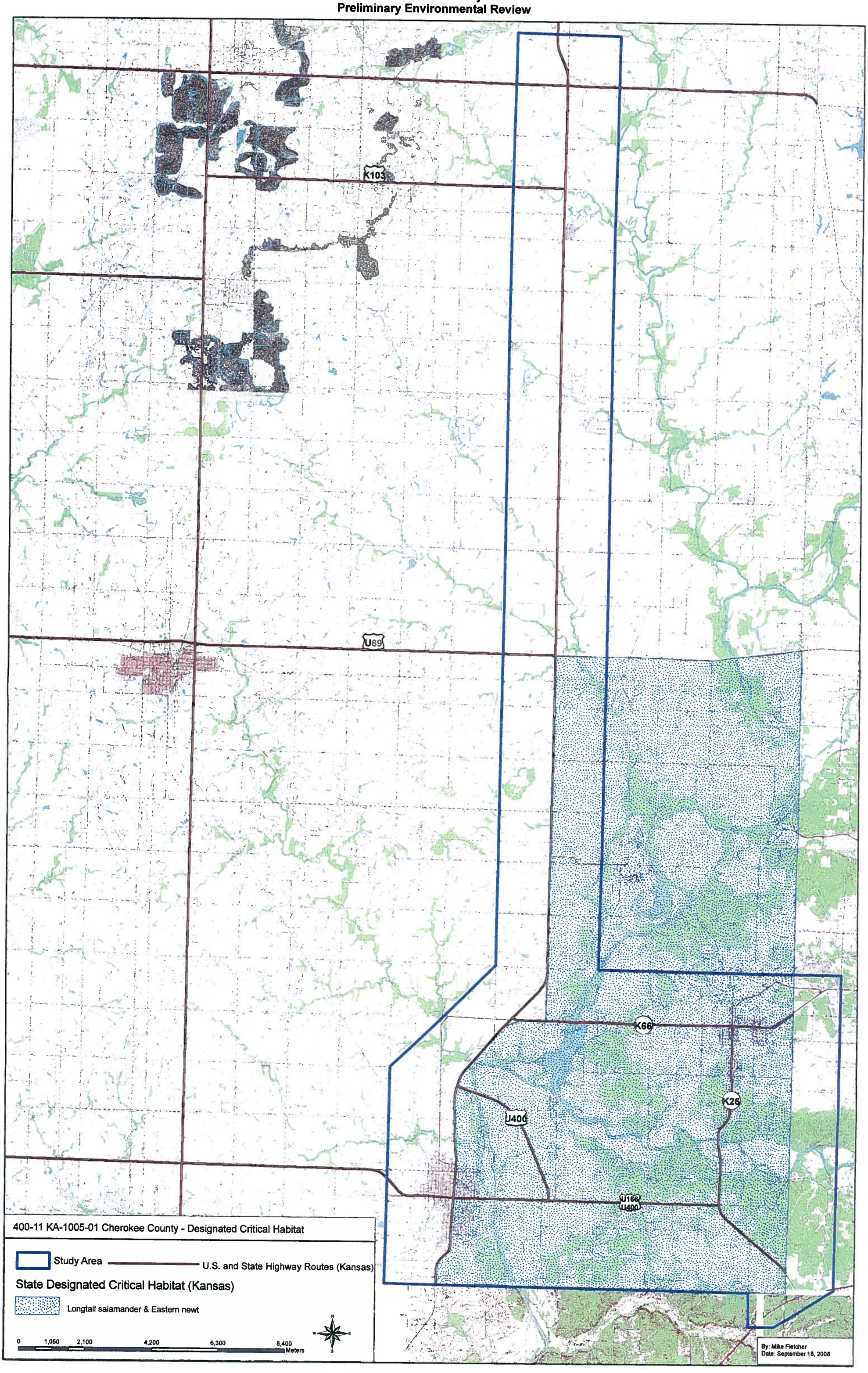
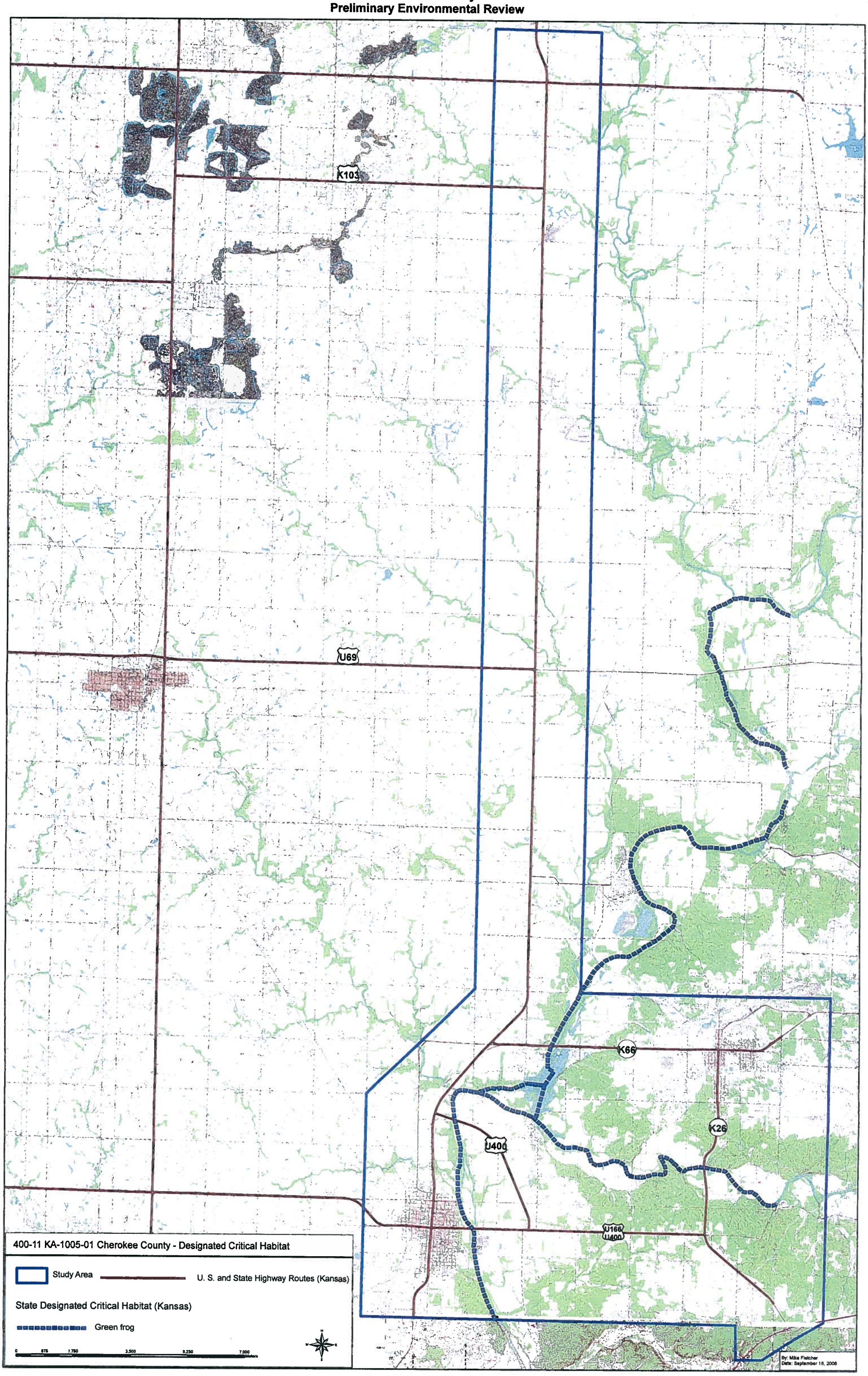
Cherokee County
Preliminary Environmental Review



400-11 KA-1005-01
Cherokee County
Preliminary Environmental Review



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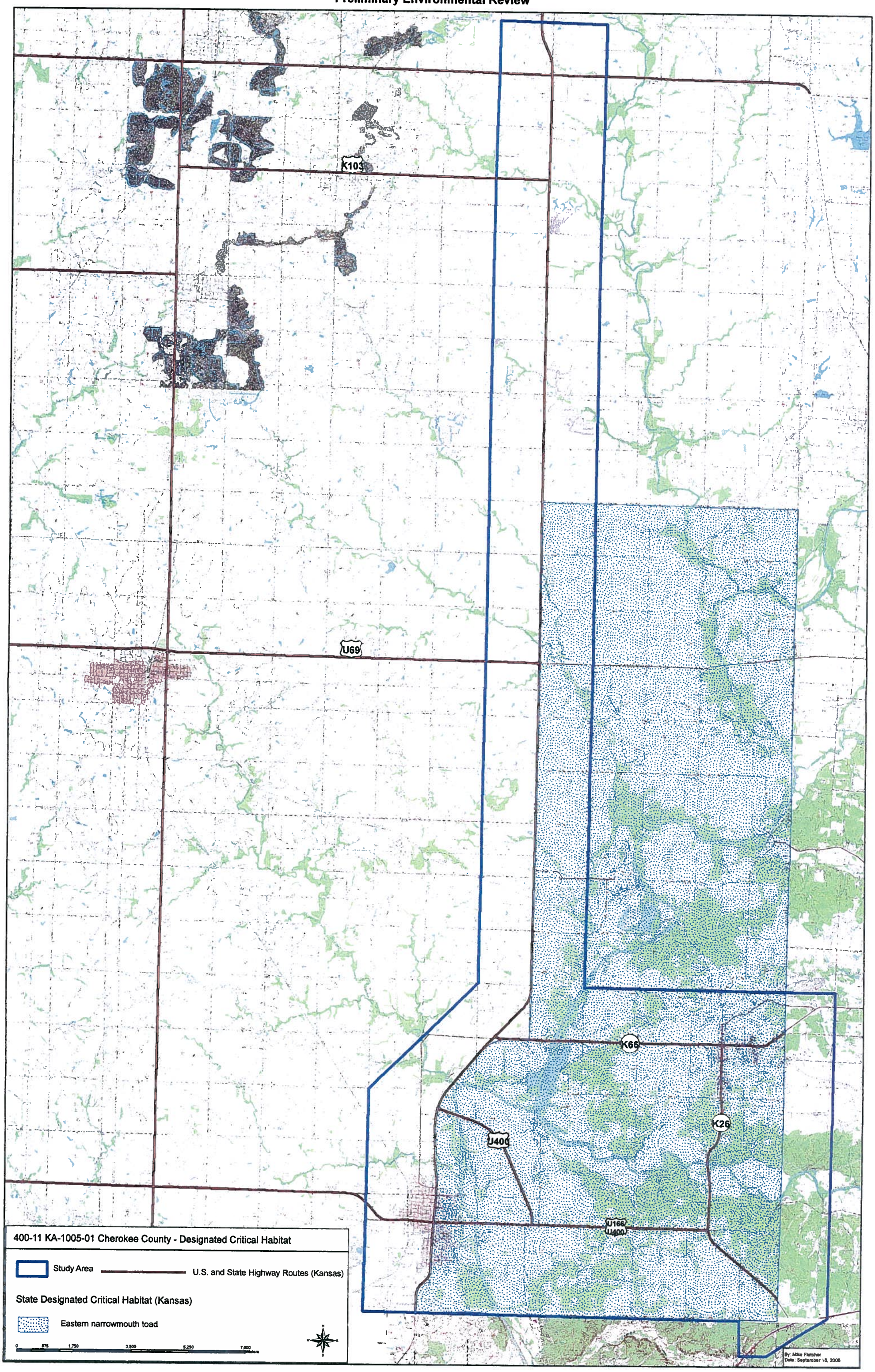

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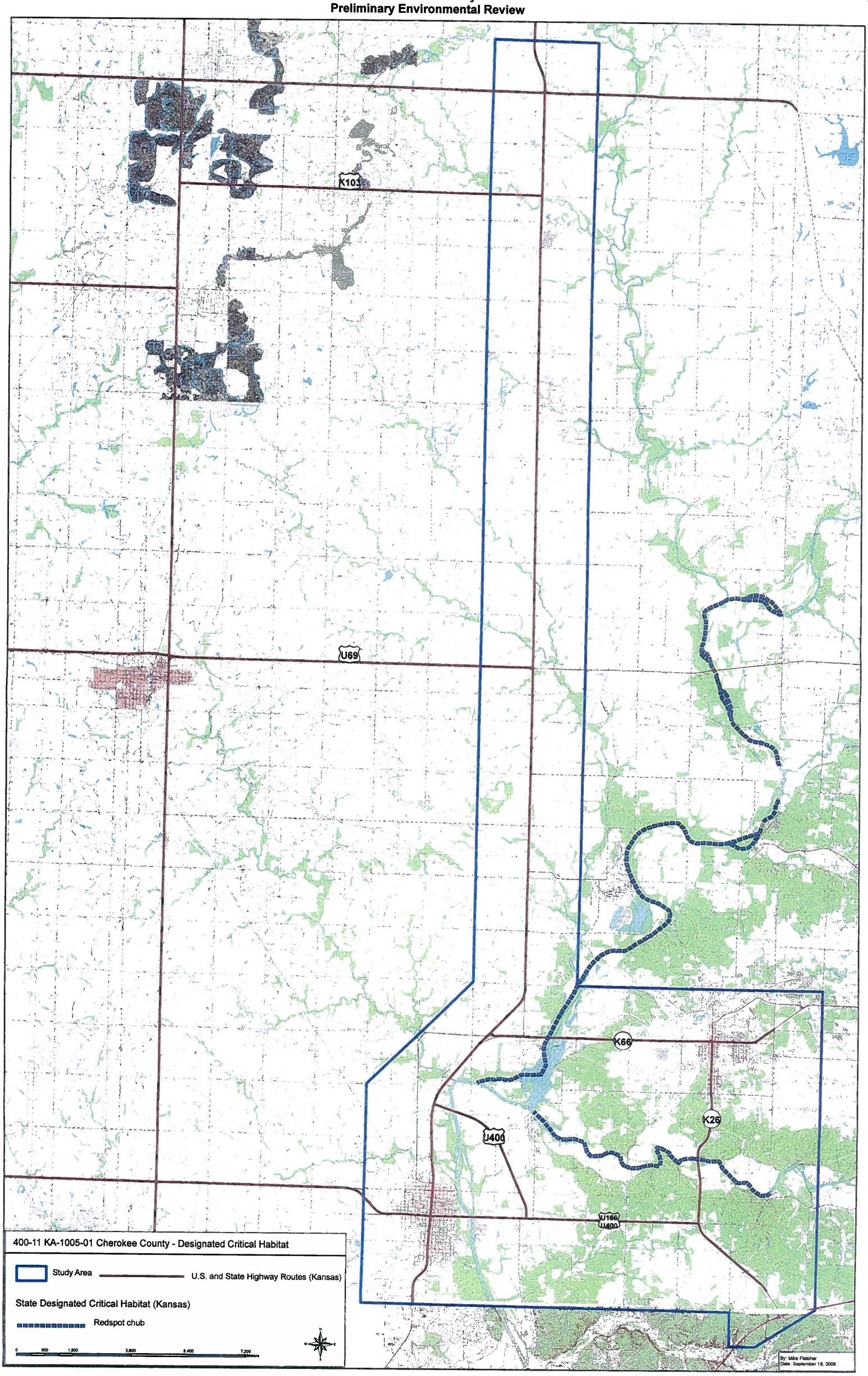

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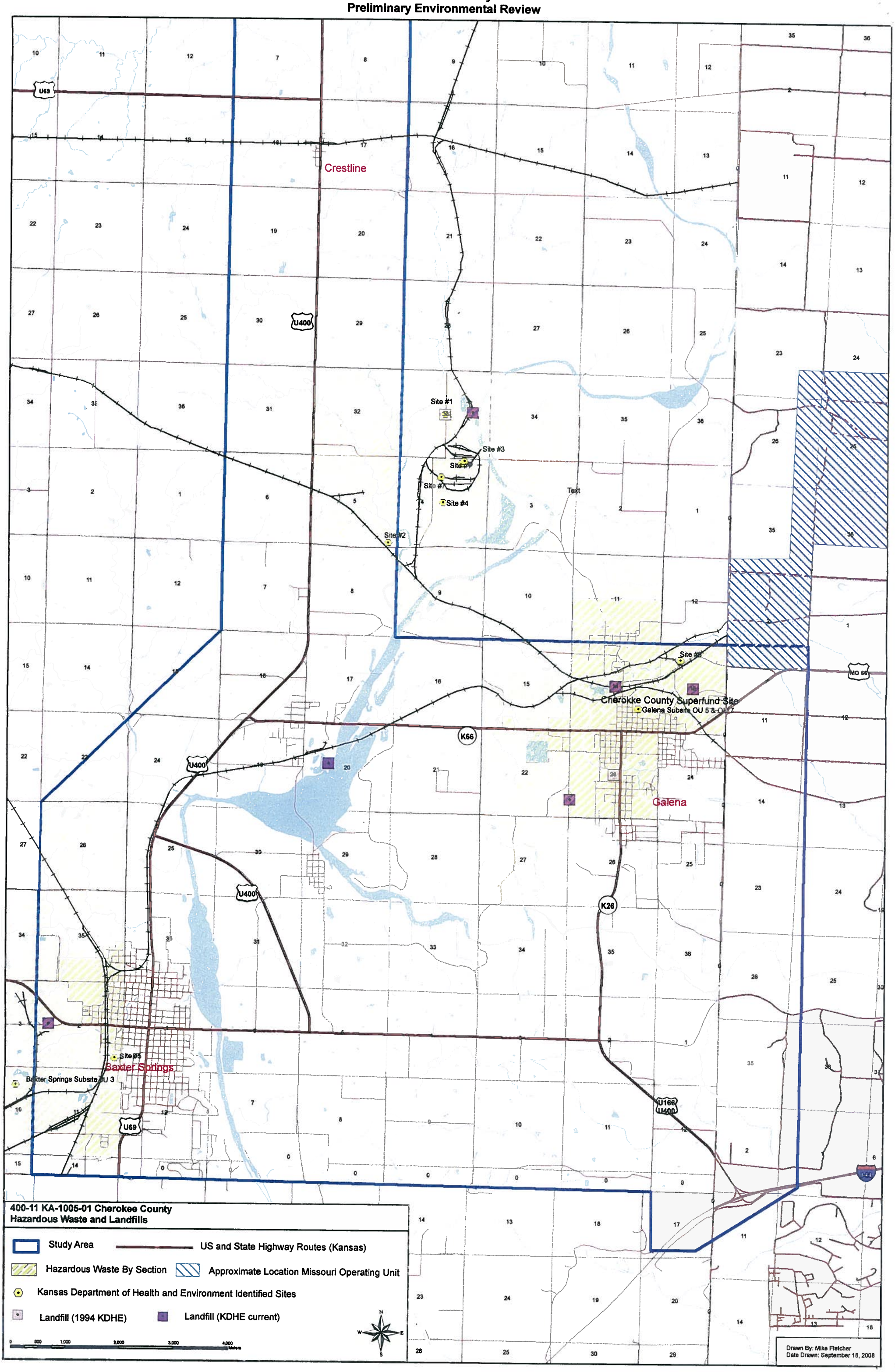

US-400 CORRIDOR STUDY

KDOT PROJECT NO. 400-11 KA-1005-01

CHEROKEE COUNTY

ATTACHMENT #2

PUBLIC INVOLVEMENT LOG

PREPARED BY THE GBA TEAM

George Butler Associates, Inc.
URS
Patti Banks Associates

Public Outreach Program for US-400

in Cherokee County, Kansas

KDOT Project No. 400-11 KA-1005-01

February 2010 Kansas Department of Transportation

Introduction

- The Kansas Department of Transportation (KDOT) is beginning a study of US-400 in Cherokee County. The study area spans approximately 28 miles of US-400 from I-44 in Missouri on the south to the proposed Crawford County Bypass at the Cherokee-Crawford County Line in Kansas on the north. The project is a north-south corridor study that will connect the proposed Crawford County Bypass to I-44. The corridor currently serves:

  - ✓ The Cities of Galena, Columbus, and Baxter Springs, Kansas
  - ✓ Crawford, Cherokee, and Labette Counties
  - ✓ Businesses
  - ✓ Industry
  - ✓ Agriculture
  - ✓ Residents
  - ✓ Commuters

- The purpose of the study is to determine a corridor, not an alignment for US-400 in Cherokee County. It may be that multiple corridors are identified in some locations to take into consideration environmental constraints, such as steep topography and mining areas, in order to determine the best alternative. A consultant team, consisting of GBA for engineering, URS Corp. for environmental analysis, and Patti Banks Associates (PBA) for public involvement, will assist KDOT with the study by:

  - ✓ Examining and assessing the existing environmental and socio-economic conditions in the corridor.
  - ✓ Developing concepts that respond to existing conditions.
  - ✓ Establishing corridors for the concepts and evaluating them.
  - ✓ Making a recommendation on the preferred concept for the corridor.

- Because public outreach is a key component of the overall study, the outreach program included herein will:

  - ✓ Focus on achieving quality public participation that brings people together to resolve issues, establishes communication between diverse groups, and finds solutions to problems.
  - ✓ Outline how the consultant team will inform stakeholders, the public, and local officials about the study with targets and reminders as to what is happening during each phase of the project.

- ✓ Identify advisory committee members and key contacts with public agencies, advocacy groups, and the general public.
- ✓ Use a series of outreach tools to increase community understanding of the project while managing their expectations about its outcomes.
- ✓ Solicit input from the community within the study area and help develop a relationship for future implementation.

- The program includes a statement of its goals and intent, an initial list of stakeholders, and an overview of the public involvement process, tools, and timing.

Goals & Intent

- Public outreach should be timely, useful, and used. With this idea in mind, anticipated goals for the Study's outreach program include:

  - ✓ Maximizing stakeholder communication effectiveness.
  - ✓ Making the most out of opportunities for stakeholders to be involved with the study and increasing responsiveness to their key issues and concerns.
  - ✓ Building existing support for the project and its outcomes.

Stakeholders

- Stakeholders are individuals and groups who are affected by or have an interest in a particular project or action. A wide variety of stakeholders make up the Cherokee County US-400 study area. Generally they include property owners and residents, business groups, developers, utility companies, school districts, rural residents, umbrella organizations (Kiwanis, Rotary, and Lions Clubs), elected and appointed officials at the state, county, and local levels, and the project's advisory committee. Specific stakeholders include:

  - ✓ Advisory Committee members
  - ✓ Cities: Galena, Columbus, and Baxter Springs
  - ✓ Counties: Crawford, Cherokee, and Labette

- ✓ Quapaw Indian Tribe Representatives
- ✓ Missouri Department of Transportation
- ✓ Oklahoma Department of Transportation
- ✓ Oklahoma Turnpike Authority

(See the initial mailing list of project stakeholders attached).

Process

- Public input for the study will build from the momentum of KDOT's August 2007 public officials meeting for the project and will happen in the four phases:

  - ✓ **Phase 1 – Defining the Context:** The purpose of the first phase of the project is to understand desired goals and outcomes for the study as well as existing conditions, opportunities, and constraints.

  - ✓ **Phase 2 – Exploring Concept Directions:** The second phase of the study will involve the review and provision of feedback for potential improvement concepts for US-400.

  - ✓ **Phase 3 – Converging on a Unified Direction:** The third phase of the study will involve the review and provision of feedback on the desired direction and conceptual improvement alternative for the roadway.

  - ✓ **Phase 4 – Moving Forward:** The fourth phase of the study will communicate potential next steps to stakeholders, local officials, and the general public.

Tools

- Advisory committee meetings, stakeholder meetings, public meetings, newsletters, media, internet, and satisfaction surveys will be used to share information about and gather feedback for the Study. The use of each of these tools will be coordinated to ensure that each:

- ✓ **Informs** the community of the project, its timeframe, challenges, decisions to be made, and how it will impact property owners.

- ✓ Gains community understanding, support, and **advocacy for project funding and implementation**.

- ✓ **Solicits community input** on design details (aesthetics and bike/pedestrian provisions), access management, utilities, acquisition, construction easements, driveway relocations, work schedules, and construction impact mitigation.

- ✓ **Helps develop a relationship** for implementation.

- Brief descriptions of the vision and purpose of each tool is included below.

  - ✓ **Advisory Committee Meetings:** The Committee will consist of up to 12 individuals who are willing to participate in meetings throughout the project. KDOT District personnel will select and extend offers to individuals who they feel should be involved with the Committee. The group will function as an advisory group to KDOT. The Department will make all final decisions for the study. The purpose of the meetings is to gain input into the study from local public officials through the four phases of the project. Advisory committee members will provide input based on their local knowledge that would help the study team identify a corridor for the study. The group will also provide feedback on the materials and data to be presented at the public open house. PBA will organize and schedule a total of four Committee meetings. Each will be 2.5 hours in length and held at a location as determined by KDOT, such as Southeast High School in Cherokee County, the Baxter Springs Community Center, and the Riverton School Complex. PBA will create and distribute meeting notification via Microsoft Outlook. PBA will provide written notes from each meeting.

  - ✓ **Targeted Stakeholder Meetings:** During Phase 1 (Defining the Context), PBA will coordinate stakeholder meetings to learn more about concerns and issues with regard to the concept study. PBA will develop a list of general and specific questions to use during the meetings. Each meeting will last one hour and happen over a consecutive 2-day period. Up to three will be scheduled per day. Forty-five (45) minutes will be allotted between each meeting to allow for late arrivals, meetings that run over time, etc. All of the stakeholder meetings will be held at a single convenient location as determined by KDOT. PBA will develop an agenda, 8.5”x11” Fact Sheet that outlines the project, and written notes for the meetings. PBA will also mail invitations to identified stakeholders.

Up to 6 targeted stakeholder meetings will be held with the representatives from the following groups:

- City of Columbus, Kansas
- Cities of Galena and Baxter Springs, Kansas
- Crawford, Cherokee, and Labette Counties
- Quapaw Indian Tribe representative(s)
- Departments of Transportation:

  - Missouri Department of Transportation
  - Oklahoma Department of Transportation
  - Oklahoma Turnpike Authority

The distribution of the stakeholder meetings responds to stakeholder group type, geography, and issues with the road..

✓ **Public Meetings:** PBA will organize, schedule, and facilitate one pre-public open house and public open house for the project. The meetings will happen at the same location, on the same day, and back-to-back during Phase 4 (Converging on a Unified Direction) of the project.

- **Pre-Open House:** One 2-hour pre-open house will be held in the late morning to early afternoon (approximately 11:30 a.m. – 1:30 p.m.) for targeted stakeholders as previously described. PBA will create, print, and mail 100 invitations for identified stakeholders. Comment cards and Fact Sheets will be provided to participants. The content of the pre-open house and the questions/comments asked by the public at each workstation will be summarized in a memorandum to the project file. The pre-open house will be held at a convenient location as determined by KDOT, such as:

  - Southeast High School in Cherokee County
  - Community Center in Baxter Springs, Kansas
  - Riverton School Complex

- **Open House:** One 3-hour open house will be held in the late afternoon to early evening (approximately, 4 p.m. to 7 p.m.) for the general public and media. PBA will create, print, and mail invitations to the meetings. The Project Newsletter and Display Ads will provide meeting notice. PBA will provide comment cards and copies of the Fact Sheet to meeting participants. The content of the open house and the questions/comments asked by the public at each workstation will be summarized in a memorandum to the project file.

- **Newsletters:** PBA will design and distribute three newsletters about the project to area residents and interested parties on behalf of KDOT. The first newsletter will build on the momentum of the August 2007 public meeting and explain the study history and overview as well as the upcoming public involvement process, the second will announce the spring public open house for the project, and the third will outline the next steps in the planning process. The newsletters will serve to set the overall graphic look and identity for the project. They will be two-page, full color publications, and printed on 8.5" x 11" paper.

- **Media:** KDOT will produce and distribute a media release advertising the public open house. KDOT will forward a copy of the releases to PBA and GBA. KDOT will distribute the releases to print, broadcast, and internet media outlets including the KDOT Project Information Portal. Further, PBA will design a single-color Display Ad to correspond with the media release. PBA will place eight 1/8-page (3.847" wide by 8" long) ads in the ***Pittsburg Morning Sun*** and two identical 1/8-page (5.18" wide by 5.5" long) ads in the ***Joplin Globe***. PBA will provide KDOT with a pdf of the ad so that it can be placed on the Department's Project Information Portal. KDOT District Public Involvement personnel will post 11x17 versions of the ads at appropriate locations. KOAM TV-7 and FOX 14 stations out of Pittsburg and Joplin will run the ad for the open house, reaching viewers in southeast Kansas. In advance of all four Advisory Committee meetings, KDOT will place individual phone calls to the ***Pittsburg Morning Sun***, the ***Joplin Globe***, and the ***Baxter Springs News*** to announce the time, date and location of each meeting.

Timing

Advisory committee meetings, public officials' briefings, stakeholder meetings, and public meetings will be held over a 16 – 18 month period ending in 2010. See the following schedule.

- **Public Involvement Schedule:**

Timing	Phase	Activity	Meeting
Spring – Summer 2009	Data Gathering	Explore multiple potential corridors with help from available data and input from stakeholders and the US-400 Citizens Advisory Committee	Stakeholder Meetings and US-400 Citizens Advisory Committee Meeting No. 1
Fall 2009	Exploring Corridor Directions	Explore three corridors based on analysis and input from the US-400 Citizens Advisory Committee	US-400 Citizens Advisory Committee Meeting No. 2
Spring 2010	Converging on a Unified Direction	Recommend a single corridor based on analysis and input from the US-400 Citizens Advisory Committee	US-400 Citizens Advisory Committee Meeting No. 3, Public Officials Briefings, and Open House Public Meeting
Summer 2010	Moving Forward	Develop Draft and Final US-400 Study Reports	US-400 Citizens Advisory Committee Meeting No. 4

Summary of US-400 Stakeholder Meetings

KDOT Project No. 400-11 KA-1005-01

April 7, 2009

Overview

A series of five small group stakeholder meetings were conducted on April 7, 2009 at the Baxter Springs City Hall for the US-400 Corridor Study in Cherokee County. Meetings were coordinated with decision-makers representing the following jurisdictions and agencies:

- City of Columbus, Kansas
- City of Galena, Kansas
- City of Baxter Springs, Kansas
- Cherokee, Crawford, and Labette Counties
- Transportation Agencies: Missouri and Oklahoma Departments of Transportation and the Oklahoma Turnpike Authority

In addition, the Kansas Department of Transportation is coordinating government-to-government contact with the Quapaw Tribe of Oklahoma, which has indicated that it will participate in the study as a consulting party pursuant to 36 C.F.R. § 800.3(f)(2).

The purpose of the meetings was to obtain input about the US-400 Corridor related to:

- Corridor characteristics and quality of life.
- Plans for future development.
- Issues, concerns and accommodations for any special transportation needs.

This input, along with other analyses, will be used to develop a series of "What If Scenarios" that describe conceptual corridors for US-400 in Phase 2 of this study.

The following KDOT and consultant team representatives conducted the meetings:

- Steve Rockers, KDOT
- George Dockery, KDOT
- Kristy Kelly, KDOT
- Priscilla Peterson, KDOT
- Clarence Munsch, GBA
- Triveece Harvey, PBA
- Blair Sells, PBA

At the beginning of each meeting, George Dockery introduced the purpose of the US-400 Corridor Study. Dockery also explained the planning process and briefly described the project schedule. Triveece Harvey and Blair Sells then proceeded to ask the same series of 12 questions to each group. Below is a summary of the combined meeting responses, followed by the verbatim responses from each of the five groups.

Meeting Highlights

The following is a summary of combined responses from the five stakeholder group interviews.

- **Corridor Characteristics and Quality of Life**

  - ***Question 1:*** *What is your perception of and experiences with driving the corridor?*
    - ✓ The US-400 Corridor is an improvement over what it was in the past. It is well-maintained and makes for a pleasant drive.
    - ✓ Limited access along US-400 west of Cherokee County makes the corridor more desirable for motorists. Access should be limited in Cherokee County as well, but taking away access completely from downtown areas may have a negative impact on the development of those cities.
    - ✓ US-400 does not currently have the most efficient alignment.

  - ***Question 2:*** *In your opinion, does the roadway need improvements for safety, commerce, or otherwise?*
    - ✓ Safety is a key concern. Safety improvements can be made by grade separating highway/railroad crossings, adding more lanes to the corridor, addressing key intersections/interchanges, and limiting access.
    - ✓ By limiting access the highway becomes safer, but highway access attracts business and encourages tourism. Rerouting traffic completely around the cities will hurt area businesses.
    - ✓ Providing a 4-lane corridor would attract business and improve traffic flows.
    - ✓ Directional signage along US-400 is important to promote tourist destinations and areas of interest.

  - ***Question 3:*** *How important is it to improve the roadway for safety, commerce, or other reasons?*
    - ✓ Improvements made for safety reasons are very important, and a top priority for each stakeholder group. Although most stakeholders agreed that improvements made for safety and commerce were both very important, safety was a higher priority.
    - ✓ Improvements made for reasons other than safety or commerce (such as promoting tourism) are also important, but third on the list behind safety and commerce.

  - ***Question 4:*** *Are there particular environmental and public health concerns of which we should be aware?*
    - ✓ Mining is very prominent in locations such as Galena and Baxter Springs, and throughout the corridor.
    - ✓ Flooding occurs near the Neosho and Spring Rivers, and in the cities of Riverton and Lowell.
    - ✓ Farmland is important to protect.
    - ✓ West of Columbus is a large hunting and fishing acreage. There is also a large deer population and several endangered species along the corridor.

- ***Question 5:*** *Are there particular cultural and/or historically significant areas of which we should be aware?*
  - ✓ Big Brutus and Visitor's Center.
  - ✓ Local cemeteries, including Lowell, Beasley, and Greenlawn Cemeteries.
  - ✓ Route 66 is a very important tourist attraction, especially in Baxter Springs.
  - ✓ Rainbow Bridge.
  - ✓ Civil War Battlefield.
  - ✓ Historical markers such as 3-State Marker and Chief Joseph Marker.
  - ✓ Native American campsite and Native American burial grounds.

- **Future Development Plans**

  - ***Question 6:*** *Where do you see future development happening?*
    - ✓ Development will likely occur where there is access to the highway, power, water, and sewer.
    - ✓ There is lots of open land available along the corridor, but in some areas (such as near the casino), the price for land is high.
    - ✓ The Spring River limits development.
    - ✓ Development will occur at key intersections and interchanges along the corridor.

  - ***Question 7*****:** *What particular locations are developers looking at?*
    - ✓ Between Crestline and Baxter Springs, especially near Riverton.
    - ✓ From Riverton to Columbus.
    - ✓ Near the casino, although land is expensive and there is no water service.
    - ✓ South of Galena.
    - ✓ At intersections in Baxter Springs.
    - ✓ At the interchange of I-44 and US-400.
    - ✓ Wildwood Ranch, a 2,000-acre master planned industrial park in Joplin.

- **Special Transportation Needs**

  - ***Question 8:*** *Are there any special needs or issues for emergency responders of which we need to be aware?*
    - ✓ Police and fire departments may not have the resources necessary to respond in the future if the corridor widens and therefore encourages new development and increased traffic.
    - ✓ Closing County roads will limit access for responders along the corridor. There should be access every 1 mile.
    - ✓ The City of Columbus is looking for a new site for ambulatory services. Currently, ambulances must utilize a frontage road for several blocks before accessing the highway.
    - ✓ Most people in the area travel to Joplin for medical care, although there is a new orthopedic clinic being built on the Kansas side along Route 66.
    - ✓ There is a fire station in Riverton, but one is also needed closer to Crestline. Right now, the Galena Fire Department covers the area.

- ✓ There have been accidents near the Baxter Springs High School, but safety improvements are being constructed to help relieve them.

- o ***Question 9:*** *Are there any special needs or issues for agricultural and farming-related transportation of which we need to be aware?*
  - ✓ During harvest season, there are many trucks and farm equipment on the corridor hauling grain. This can slow traffic.
  - ✓ Additional lanes or wider shoulders should be able to accommodate farm equipment.
  - ✓ Access for farmers is important, so they can get to their fields.
  - ✓ Taking of farmland may be a big issue.

- o ***Question 10:*** *What accommodations do you think are needed for bicyclists and pedestrians as part of roadway improvements?*
  - ✓ Wider shoulders along US-400 could accommodate bicycle and pedestrian traffic, especially during the marathon qualifier through Baxter Springs, the bicycle race held on Route 66, and the Special Olympics Torch Run.
  - ✓ Shoulders are also important near the Baxter Springs High School, north of the high school to eastbound US-400.
  - ✓ Dividing the bicycle/pedestrian traffic from the highway motorists may be a safe option.

- o ***Question 11:*** *Do you think accommodations for freight and trucking are adequate along US-400?*
  - ✓ Accommodations for current truck and freight traffic are adequate, but four lanes are desired in the future.
  - ✓ Intersections need to accommodate the larger turning radius of trucks.
  - ✓ The interstate system is currently overloaded, and truck-only lanes on I-44 may resolve future congestion.

- o ***Question 12:*** *How do you envision the US-400 corridor in the future?*
  - ✓ Most stakeholders agreed that limiting access on US-400 is important for traffic flows and safety. There is a desire to provide access points on some County/local roads, however, for emergency responders, landowners, residents, and tourists.

Verbatim Responses by Stakeholder Group

- **City of Columbus, KS – 8am to 9am**

  Present: Harley McDaniel, Mayor
  Jim Burton, City Superintendent

  - o **Question 1a: What is your perception of and experiences with driving the corridor?**
    - ✓ I drive to Wichita and back on US-400, and dislike the alignment of the corridor. It is not aligned correctly (Superintendent).

- ✓ I think it's great. My office is in Pratt, and US-400 is an improvement over what it used to be. It is an enjoyable drive. I like the scenery, windmill towers, nice rest stops, and I think it is attractive (Mayor).

- **Question 1b: In your opinion, does the roadway need improvements?**
  - ✓ We can always improve things (Superintendent), although you are only looking at 1-2 people's perspectives.
  - ✓ Increased truck traffic does not seem to pose an issue (Mayor).

- **Question 2a: What improvements are most important and imperative for safety?**
  - ✓ No safety improvements are needed.

- **Question 2b: What improvements are most important and imperative for commerce?**
  - ✓ That depends on economic development. We need transportation. People and business are concerned with easy access to the interstate. Access attracts business such as Prestige (cabinet maker), which came to Columbus because it has interstate access. Crossland construction is Columbus' largest employer with headquarters in Columbus. TAMKO Roofing is the next largest employer. These businesses create lots of truck traffic. Some of the trucks are going back to Coffeyville.

- **Question 2c: What improvements are needed, but not for safety or commerce?**
  - ✓ None – there is not enough traffic yet to go to a four-lane roadway, but possibly in the future.

- **Question 3: How important is it to improve the roadway for safety, commerce, or other reasons?**
  - ✓ **Safety:** Improvements for safety are Very Important, including access and getting on and off the corridor. Columbus is 10 miles from US-400.
  - ✓ **Commerce:** Improvements for commerce are Very Important. When you have a business prospect, one of the most important components for attracting/retaining business is access. It is important to have accessibility and "travelability" along the corridor to truck stops and convenience stores.
  - ✓ **Other:** Improvements for other reasons are Somewhat Important. Improvements may depend on highway speeds which need to be increased, and accessibility to gas stations and other truck-related uses.

- **Question 4: Are there particular environmental and public health concerns?**
  - ✓ Mining throughout the counties is the major concern. Stream pollution shouldn't be a concern. I can't think of any old companies in Cherokee County that would pose an environmental hazard. There is an explosives plant west of Columbus, and a landfill on Hwy 7.
  - ✓ Parks and Wildlife controls 15,000 acres for hunting and fishing west of Columbus. There is also hunting in Crawford County. Claythorne Lodge near Big Brutus is a hunting and skeet shooting lodge that holds 1 or 2 national events a year. These events fill hotels all

the way to Joplin. Many competitors stay in the RV park in Columbus. There are also 1 or 2 privately-owned hunting preserves (3M and Shawnee Creek) north of Crestline.

- **Question5: Are there particular cultural and/or historically significant areas?**
  - ✓ The Geologist Society may have a record of the locations of small cemeteries in the region. City Hall would have their telephone number.
  - ✓ Big Brutus is an important tourist destination – access to this spot is important. Last year there were 14,000-16,000 visitors, which was down from the previous year.

- **Question 6: Where do you see future development happening and when?**
  - ✓ I would like to see it in Columbus, but it will probably grow around the corridor. Development may also occur between Crestline and the Riverton/Baxter area. There is a lot of open land, and if the price is right, landowners will sell. This area also has accessibility to highway, power, and water. There is the Spring River to deal with. Future development needs interstate access and water.

- **Question 7: What particular locations are developers looking at?**
  - ✓ None that I know of. Maybe Riverton to Columbus area. This area is served by Water District (WD) No. 19.
  - ✓ Columbus is looking for another source of water besides wells, although the water level in the wells is not down. Columbus currently buys water from Baxter is pushing to sell water to WD 19. This could result in more pipelines but would provide water for new development.
  - ✓ There will also be a power line running from the Asbury plant to Cherokee County. The utility company is unknown at this time, although they are located in Oklahoma. Empire Plant is a new natural gas-fired plant in Galena.

- **Question 8: Are there any special needs or issues for emergency responders?**
  - ✓ Emergency responders are in pretty good shape. They really don't have problems getting to where they are going. Right now in Columbus though, we are looking for a new ambulatory site. Ambulance drivers have to drive 3 city blocks on a frontage road before they can get out on the highway. Most people go to Joplin for hospital care (to St. Johns or Freeman). There could be plans to build a new hospital. Ambulances take Hwy 160 out of Columbus to Crestline and around, then to Hwy 66 through Galena, and then to Joplin. Some ambulances come from Parsons, which then use the US-400 corridor.

- **Question 9: Are there any special needs or issues for ag/farming-related transportation?**
  - ✓ One issue in diverging from the existing US-400 alignment is the taking of farmland.
  - ✓ Grain is shipped by large semis. Some farmers store grain themselves and then transport it. Farm equipment is growing in size, compared to the equipment used years ago. Farmers use large trucks or semis now. Hwy 7 seems to be more accessible for hauling grain. There can be 50-60 trucks a day here during harvest.

- ✓ Agricultural equipment can slow down traffic when farmers pull onto the existing corridor. Access is also important, because farmers need to get their farm equipment from one side of the highway to their fields on the other side.
- ✓ North of Crestline on Hwy 69 there is a large grain elevator/storage called Overman's Grain. There are also double elevators north and south of Columbus that generate truck traffic (Faulkner Grain). Much of the grain is transported to Tulsa and the Port of Catoosa. Trucks from ConAgra in Missouri also bring in grain for turkey feed.

o **Question 10: What accommodations do you think are needed for bicyclists and pedestrians?**
- ✓ We don't really see many bicyclists or pedestrians. There are more bicyclists in Missouri.

o **Question 11: Do you think accommodations for freight and trucking are adequate along US-400?**
- ✓ Yes. US-400 already has passing lanes. We haven't really received any feedback from truckers, although the ones we've talked with seem pleased with US-400. The truck traffic is not as much east/west as it is north/south, shipping grain to the Port of Catoosa since it isn't shipped by rail anymore.

o **Question 12: Are there other agencies working in the area and with your community of which we should be aware?**
- ✓ Jim Damon – President of Columbus Telephone.

o **Question 13: Other comments?**
- ✓ BNSF west of town belongs to SKO, so we don't see much train traffic there. North/south rail traffic (north of Riverton) is only about 1 train a day with 5-21 cars. There are issues with maintaining this crossing due to the lack of rail traffic. The crossing used to be busy when Spencer Chemical was here.
- ✓ I envision the new US-400 corridor as more of an expressway. Access would be limited, but would have some at-grade intersections on local roads. People build houses and want their own access.

- **City of Galena, KS – 9:30am to 10:30am**

Present: Dale Oglesby, Mayor
Troy Newman, Galena Police Department
Larry Delmont, Galena Police Department

o **Question 1: What is your perception of and experiences with driving the corridor?**
- ✓ Wide shoulders and ditches on the highway are good, and there are fewer chances of deer or other animals being hit. Also, there are fewer chances for accidents. It is a faster way of travel from one point to another. The corridor is also well-maintained. Other highways are not maintained as well.
- ✓ The cost of gravel is expensive, and much of the gravel was contaminated from underground mining. This contaminated gravel was used all over the country, even

though it had lead and zinc contaminants and other hazardous materials. Now the County has to use AB3 or washed gravel, which is more expensive.

- ✓ I think the corridor should limit access, although people may still try to cut across. With controlled access though, this would not occur because there would be at-grade intersections. If KDOT goes to four lanes, it would be a four-lane divided highway similar to I-44. Controlled access does allow for quicker travel, although it can take away from businesses along the corridor.

- **Question 2: In your opinion, does the roadway need improvements?**
  - ✓ We can always improve our roadways. 4-lane roads are great for speed and well-maintained in bad weather. US-400 is one of the best roadways to use in bad weather.
  - ✓ The at-grade railroad crossings have also been improved.

- **Question 2a: What improvements are most important and imperative for safety?**
  - ✓ Railroad crossings, especially the crossing near Riverton, should be grade separated.
  - ✓ Extra lanes for people traveling at various speeds to prevent accidents.
  - ✓ KDOT does a good job removing snow, so people travel the state routes more.
  - ✓ There has been a history of flooding in Riverton, Baxter Springs, and Lowell. The Spring River Bridge has been replaced since then, lessening flooding in Baxter Springs and/or Galena.

- **Question 2b: What improvements are most important and imperative for commerce?**
  - ✓ We need to change with the times so people have good routes for tourism and commerce. The Crestline gas station closed because the roadway didn't expand.
  - ✓ Business will develop with easy access. At the same time, quickly getting from point A to point B can take away revenue from smaller communities along the corridor. Businesses look for the easiest route with access. The old Hwy 96/US-400 gas station died because trucks stopped traveling by the station.
  - ✓ We should continue to maintain our highways. Lots of police stops have been made by patrolling the highways here for drugs and drug trafficking.
  - ✓ The casino has brought more traffic in, especially since people travel by bus. A 4-lane road would make access to the casino easier. Further improvements to US-400 would spur additional development. There has been a disinvestment because US-400 has not expanded to a four-lane highway.

- **Question 2c: What improvements are needed, but not for safety or commerce?**
  - ✓ We should also maintain our highways for tourists. Tourists want to travel shorter distances because of fuel costs. The Route 66 highway gets many tourists, even international travelers. The Route 66 Mother Road Marathon is looking to start up again in 2010 from Joplin, Missouri to Miami, Oklahoma.
  - ✓ Signage along the new corridor will be important, to showcase "hot spots" for tourists.

- **Question 3: How important is it to improve the roadway for safety, commerce, or other reasons?**
  - ✓ **Safety:** Improvements made for safety reasons are Very Important. Safety is a number one priority.
  - ✓ **Commerce:** Safety and Commerce go hand-in-hand. Improvements made for commerce are also Very Important. Access will be a major concern though, and small communities may lose revenue from traffic just passing through and not stopping at gas stations or shopping. A 4-lane road may wipe out these small communities.
  - ✓ **Other:** Improvements made for other reasons are Important. Small towns need tourism and roadway improvements may help attract them. People come in from other areas, and even internationally. These improvements are not as important as those made for safety or economic development though.

- **Question 4: Are there particular environmental and public health concerns?**
  - ✓ There is a lot of mining in Galena. Tests are being run right now to tell us what and where the mining issues are. The results tell you what's underground and where to build. The machinery is from Mexico and is only being used in Galena now. University of Kansas or the Geological Survey would have contact information for the person to talk with to get the results.
  - ✓ There is also mining along Hwy 7, near Pittsburg, near Joplin, and in Reno County. Lots of these mines aren't mapped. KDHE has made maps available, though, at City Hall. Attorney Chris Meeks in Baxter Springs is considered the local historian.
  - ✓ Flooding occurs near the Neosho and Spring Rivers. Also, there is flooding in Riverton, Lowell, Baxter, Oswego, and the Boston Mill Bridge.
  - ✓ There are also endangered species – frogs, spotted skunks, and bats.

- **Question 5: Are there particular cultural and/or historically significant areas?**
  - ✓ Route 66 Highway has a lot of tourists, and Galena is also a historic stop on Route 66.
  - ✓ Fort Scott Highway (military scenic byway)
  - ✓ Rainbow Bridge in Baxter – this bridge has a unique arch design and is a focal point on Route 66. A scene from the Disney movie "Cars" was also filmed there. It is on the historic register.
  - ✓ Casino
  - ✓ Civil war battlefield north of Baxter, where 100 soldiers were killed
  - ✓ Jesse James, and Bonnie and Clyde stopped in Galena
  - ✓ Fishing pits
  - ✓ Claythorne Lodge
  - ✓ Big Brutus
  - ✓ Native American campsite near Neosho River
  - ✓ Chief Joseph historical marker is near an old low-water crossing three miles outside of Baxter

- **Question 6: Where do you see future development happening and when?**
  - ✓ Development will probably occur near the casino on US-400, and south of Galena. The casino will also bring in tourists.

- ✓ The area east of Baxter also has good access.

- **Question 7: What particular locations are developers looking at?**
  - ✓ Intersections in Baxter would be good, but land can be expensive. Development will probably be located anywhere where there is good access to the highway.
  - ✓ Along I-44 near Baxter will likely develop.
  - ✓ Developers will stay away from Spring River to avoid flooding.

- **Question 8: Are there any special needs or issues for emergency responders?**
  - ✓ Emergency responders can adapt quickly.
  - ✓ There is a fire station in Riverton, but we would like to see one closer to Crestline. The Galena fire department helps cover the area.

- **Question 9: Are there any special needs or issues for ag/farming-related transportation?**
  - ✓ Large farm equipment can barely get by. Farmers are hauling cattle, fertilizer, wheat, and beans. A new corridor may have to divide a farmer's field. Farmers were very upset with talk of the diagonal, so farmers may have an issue with this project as well. We have seen wheat and bean production increase, which is the source of most of the farm-related traffic.

- **Question 10: What accommodations do you think are needed for bicyclists and pedestrians?**
  - ✓ Bicyclists use Boston Mill Road. They come from Pittsburg and go through Riverton.
  - ✓ Route 66 Highway also has a bicycle race. We provide special emergency services for the race.
  - ✓ Most races are run on Galena, Baxter Springs and Columbus highways. The Baxter Marathon Qualifier Race to Joplin anticipates 1,500 to 2,000 people. There needs to be a wider outside shoulder.
  - ✓ It is dangerous for trucks to be next to bicyclists and pedestrians on the same highway, but right now there is not enough bike/ped traffic to justify overpasses.
  - ✓ There is also the Special Olympics Torch Run.

- **Question 11: Do you think accommodations for freight and trucking are adequate along US-400?**
  - ✓ During harvest, there is a lot of truck traffic, especially near the grain elevators in Columbus, Oswego, and Baxter Springs. C&N has an elevator, but it doesn't hold a semi.
  - ✓ Accommodations seem to be adequate for other freight.
  - ✓ There is a dog food plant near Galena (along the Missouri state line). Celtron, Sunflower, and Wilson's Machine Shop are also major employers in Galena that generate some truck traffic.
  - ✓ Some trucks are running overweight.

- **Question 12: Are there other agencies working in the area and with your community of which we should be aware?**
  - ✓ Historical Route 66 Association – the Kansas Chapter is in Baxter Springs at the historical museum.
  - ✓ KDHE mining
  - ✓ Corp of Engineers

- **Question 13: Other comments?**
  - ✓ A new orthopedic clinic opened on Route 66 in Kansas. We will probably start to see more medical specialists and offices come in on the Kansas side of the KS/MO state line since doctors pay less money for malpractice insurance in Kansas than they do in Missouri. This could lead to hotel development and possibly a new hospital.

- **City of Baxter Springs, KS – 11am to 12pm**

Present: Huey York, Mayor
David Edmondson, Baxter Springs Police Department
Robin Wene, Baxter Springs Fire Department

- **Question 1: What is your perception of and experiences with driving the corridor?**
  - ✓ I love US-400 going west out of Pittsburg. The junction of Hwy 171/Hwy 69 going west is great. I don't like the intersection of Hwy 166/US-400 because there are too many wrecks.
  - ✓ There is low traffic volume on US-400. US-400 diverts traffic around the community, cuts down traffic through Wichita, and improves driving time. The corridor doesn't really affect Baxter.
  - ✓ Hwy 69 from "four corners" south to Oklahoma diverts truck traffic through Baxter.

- **Question 2: In your opinion, does the roadway need improvements?**
  - ✓ Yes, but money may be better spent on improving Hwy 69 north to Kansas City instead of US-400. Most of Baxter's traffic goes east/west and not north/south. By this summer, there will be four lanes from Fort Scott to Kansas City on Hwy 69. This study is the next link for Hwy 69 improvements.

- **Question 2a: What improvements are most important and imperative for safety?**
  - ✓ Intersection at US-400 and is US-166 is very important. People used to drive off the end of the road at night, although they don't do that much anymore. Rumble strips and existing signage help.
  - ✓ I don't want to make US-400 so large that we cannot maintain the other roadways in terms of snow and ice removal.
  - ✓ The official staffing policy for KDOT is based on snow and ice removal per lane/mile. So technically, widening US-400 would mean more hires for highway maintenance.

- **Question 2b: What improvements are most important and imperative for commerce?**
  - ✓ Routing traffic around town to I-44 takes away sales tax money. We need businesses to come into town.
  - ✓ Re-sign Hwy 69 to Hwy 7.
  - ✓ I don't know of other improvements – we are limited as to what we already have. I don't see the town of Baxter growing, especially since the population has remained relatively stable the past few decades. Most people like that.
  - ✓ Major employers in Baxter include Bag Craft (largest employer located 2 miles outside of town), Baxter High School/school district, steel industry, salad maker, K&T machinist, local restaurants and Wal-Mart.

- **Question 2c: What improvements are needed, but not for safety or commerce?**
  - ✓ Route 66 is very important to tourism. We need to promote tourism on Route 66. We should also allow signage along the new corridor that promotes local stops in Baxter.

- **Question 3: How important is it to improve the roadway for safety, commerce, or other reasons?**
  - ✓ **Safety:** Improvements related to safety are Very Important. There may be better ways we could spend money though, than on US-400. It is hard to eliminate bad drivers, even with signage and other improvements.
  - ✓ **Commerce:** Improvements related to commerce are Important, but not as high on our list as safety.
  - ✓ **Other:** Improvements necessary for other reasons are Somewhat Important. People like the atmosphere of smaller roads, and look for the easiest way to get somewhere.

- **Question 4: Are there particular environmental and public health concerns?**
  - ✓ I don't think there is anything near US-400, even for a 4-lane highway. US-400 and Route 66 currently handle flooding well.
  - ✓ There is also mining west of Baxter.
  - ✓ US-400 should run through Cherokee County rather than the north (referencing the diagonal through Parsons).

- **Question 5: Are there particular cultural and/or historically significant areas?**
  - ✓ Lowell cemetery
  - ✓ Beasley cemetery on Hwy 69 is the 2nd oldest dedicated military cemetery in the U.S.
  - ✓ City cemetery
  - ✓ Greenlawn cemetery
  - ✓ Rainbow Bridge
  - ✓ Route 66
  - ✓ CR's wrecker and salvage
  - ✓ 3-state marker on Indian-owned property
  - ✓ Farmland
  - ✓ Look at the new FEMA floodplain maps to see where floodplains were widened.

- **Question 6: Where do you see future development happening and when?**
  - ✓ There is available property north of Riverton. 160 acres is sitting right along the highway but it has been for sale for awhile now.
  - ✓ Spring River limits development.
  - ✓ Development near the casino is likely, although land is very expensive. Casinos also run buses from Wichita to here a few times a week.

- **Question 7: What particular locations are developers looking at?**
  - ✓ Probably near the casino.

- **Question 8: Are there any special needs or issues for emergency responders?**
  - ✓ The new roundabout has reduced accidents.
  - ✓ I am worried that the police and fire departments may not have the resources needed if the corridor widens. Right now we don't even have a rescue truck. Widening the road would cause the city to have to do more to help improve service response. The City would have to call on others to help with the increased traffic.
  - ✓ The Spring River limits our access somewhat.
  - ✓ Closing county roads may be an issue, including the ones that would be closed due to on/off ramps. We can only get to US-400 two ways: Center Road and Commons Road.
  - ✓ I would like to see a "US 71-type" (expressway) corridor instead of an "I-44-type" (freeway) corridor so that there are still some access points. By 2013, MoDOT wants to upgrade US 71 to an interstate.
  - ✓ When there is an accident on I-44 and traffic is diverted through Baxter, it is hard for the residents to get around.

- **Question 9: Are there any special needs or issues for ag/farming-related transportation?**
  - ✓ No.

- **Question 10: What accommodations do you think are needed for bicyclists and pedestrians?**
  - ✓ US-400 is easy to run on. There are also runners on Route 66 and Hwy 166.
  - ✓ Shoulders would help accommodate bikers and runners, especially from Baxter Springs to US-400.
  - ✓ Route 66 is wide enough for the Route 66 marathon except for 9th Street on north.

- **Question 11: Do you think accommodations for freight and trucking are adequate along US-400?**
  - ✓ Trucks have a difficult time maneuvering on Hwy 69A/166 between Military Avenue and 12th Street in Baxter. If you make turning difficult for trucks, they will go elsewhere.
  - ✓ Bingham's sand and gravel was operating 200 trucks a day, but they cut a lot of their trucks down. Yellow Freight also used to have a lot of traffic but not as much anymore.

- **Question 12: Are there other agencies working in the area and with your community of which we should be aware?**
  - ✓ Baxter Springs Historical Society.

- **Question 13: Other comments?**
  - ✓ I envision a corridor as more of an expressway with limited access, and with interchanges at the two ends of the corridor to reduce accidents.

- **Crawford, Cherokee, and Labette Counties – 1pm to 2pm**

  Present: Sandy Krider, Labette County
  Lonie Addis, Labette County
  William Blundell, Labette County
  Richard Hilderbrand, Cherokee County
  Jack Garner, Cherokee County
  Leonard Vanetta, Cherokee County
  Pat Collins, Cherokee County
  David Groves, Cherokee County
  Art Malloy, Cherokee County
  Terry Clugston, Cherokee County

  - **Question 1: What is your perception of and experiences with driving the corridor?**
    - ✓ US-400 is great from Augusta to Parsons – it is the shortest way there. It has limited access, and saves time.
    - ✓ From Parsons to I-44, the corridor is not as good.
    - ✓ The locals do not associate this corridor as US-400, but as the US 69 Corridor.
    - ✓ Veterans had a hard time reaching the VA hospital in Wichita before US-400 was constructed.
    - ✓ Bypassing small towns hurts them in terms of economic development, especially when they don't have access.
    - ✓ 4-lane roads are great to get from point A to point B, but high speed through towns is not very palatable either.

  - **Question 2: In your opinion, does the roadway need improvements?**
    - ✓ There is always room for improvement.
    - ✓ The existing corridor has eliminated accidents from where they used to be, from 1965 to now.

  - **Question 2a: What improvements are most important and imperative for safety?**
    - ✓ Wrecks have multiplied out in the open areas. I don't know if this is a speed issue, or attributed to something else. Truck traffic needs to be managed from here to Baxter Springs.
    - ✓ A limited-access freeway is the safest option. People are going to have to get used to it. There was controversy over the roundabout in Riverton, but there have been no accidents there since it was put it.

  - **Question 2b: What improvements are most important and imperative for commerce?**
    - ✓ Bypassing small towns hurts business.

- ✓ A 4-lane road would help distribution and bring in business. We are located in the center of the country, and need to be able to transport products.
- ✓ There needs to be 4 lanes to Wichita, especially if the roadway will be at capacity in 2030.

- **Question 2c: What improvements are needed, but not for safety or commerce?**
  - ✓ It is important to make improvements that make it more accessible for people to get here and open up the Southeast Kansas region. All of the counties have points of interest and need access.

- **Question 3: How important is it to improve the roadway for safety, commerce, or other reasons?**
  - ✓ **Safety:** Improvements for safety are Very Important. Safety is a number one priority.
  - ✓ **Commerce:** Improvements for commerce are Very Important.
  - ✓ **Other:** Improvements for other reasons are Important, but third on the list.

- **Question 4: Are there particular environmental and public health concerns?**
  - ✓ There are a lot of deer on Hwy 69 north of Riverton, and from Crestline to Pittsburg.
  - ✓ There is mining on Hwy 103 toward the southeast corner of the state.
  - ✓ Farmland is very important to protect.

- **Question 5: Are there particular cultural and/or historically significant areas?**
  - ✓ There is a cemetery one mile north of Crestline. Also, there is a cemetery one mile south of the Crawford County line near the Pittsburg Truck Stop.
  - ✓ The old Crestline school house on Hwy 69 may be of historic significance. There may be future renovations, and people vote there now.

- **Question 6: Where do you see future development happening and when?**
  - ✓ I see development wherever we build the road.
  - ✓ Development may occur near the chemical plant.
  - ✓ Riverton is expanding. 50 years from now, everything could grow together.
  - ✓ People shop and get gas in Joplin, then come back to Kansas. This hurts our tax base.

- **Question 7: What particular locations are developers looking at?**
  - ✓ Development near the casino is likely, but there is no water. There needs to be a water district near the casino. It is the only area in Cherokee County without water. Quapaw buy water from Joplin, Missouri now (Mid-America Water) – is it possible they may start their own district? Also, the sewer runs from the casino to Joplin.
  - ✓ Development may take place at interchanges/intersections along the corridor.
  - ✓ I also see development occurring north of Baxter, near Riverton. The corridor shouldn't go too far north of Baxter, as it will hurt the city. Using existing roadway and ROW would be easy, since people are already used to it.

- **Question 8: Are there any special needs or issues for emergency responders?**
  - ✓ Emergency responders need access every mile so we don't have to drive very far out of the way.
  - ✓ Access should be provided to Hwy 103 and Hwy 102.
  - ✓ There are a lot of accidents at Baxter Springs High School. KDOT mentioned improvements are already being addressed at the school.

- **Question 9: Are there any special needs or issues for ag/farming-related transportation?**
  - ✓ Locating the corridor at an angle would cut through farms west of Hwy 69 in Labette County. Opposition would be less if the corridor ran straight north/south.
  - ✓ A 4-lane road and shoulder would be adequate for farm equipment. Farmers are getting by now, but with four lanes and adequate shoulders they should be able to get from one town to the next.

- **Question 10: What accommodations do you think are needed for bicyclists and pedestrians?**
  - ✓ There are not many bicyclists, but there is adequate room and shoulder width on Hwy 69 north to Crestline.
  - ✓ Bicyclists and pedestrians going to and from the high school usually access the school through adjacent property and not along the highway. North of the high school to eastbound US-400 there are no shoulders.

- **Question 11: Do you think accommodations for freight and trucking are adequate along US-400?**
  - ✓ Accommodations are better than they used to be, but 4 lanes are needed in the future. Trucking companies would like this better.
  - ✓ The interstate system is overloaded now. In the future, truck-only interstate lanes on I-44 may be important. This may reduce accidents.

- **Question 12: Are there other agencies working in the area and with your community of which we should be aware?**
  - ✓ Route 66 Association
  - ✓ Friends Church
  - ✓ Crestline Church
  - ✓ Family Life Center – talk with Scott Jackson or Melissa Cromwell
  - ✓ Cherokee County Ambulance Association – talk with Doug Mogle (Manager for Columbus, Galena) and Ron Costlow (Manager for Baxter Springs)

- **Question 13: Other comments?**
  - ✓ None.

- **Transportation Agencies – 2:30pm to 3:30pm**

Present: Dan Salisbury, MoDOT
David Murdock, OTA

- **Question 1: What is your perception of and experiences with driving the corridor?**
  - ✓ I haven't driven on the corridor a lot.
  - ✓ I have driven on Hwy 166 to I-44, but don't really have any perceptions.

- **Question 2: In your opinion, does the roadway need improvements?**
  - ✓ Businesses look for 4 lanes. MoDOT did a study where we compared growth along US-71 between 2-lanes and 4-lanes, and found a 10-30% growth along the corridors where 4-lanes were present.
  - ✓ System improvements are better than spot improvements.

- **Question 2a: What improvements are most important and imperative for safety?**
  - ✓ MoDOT has used passing lanes as an intermediate step before adding 4 lanes.
  - ✓ There needs to be a focus on reducing fatalities. Limited access helps do this.
  - ✓ Tying into the interchange of US-400/I-44 will be important.

- **Question 2b: What improvements are most important and imperative for commerce?**
  - ✓ Interchange improvements and 4-lane highways are very important. Interchange improvements are need-driven. At Interchange 1 on I-44, MoDOT will be improving ramps and creating 2 more roundabouts at the ramp terminals with $2.8 million. These improvements could start as early as next year (intermediate improvement). The bridges at the interchange were built in the 1960s, so those will also need to be improved in the future.
  - ✓ Wildwood Ranch is the 2nd largest industrial site in Missouri (located north of Joplin). It has everything but a road.
  - ✓ The first interchange in Oklahoma on I-44 is in Miami.

- **Question 2c: What improvements are needed, but not for safety or commerce?**
  - ✓ Directional signage is important.
  - ✓ The Joplin vision of US-400 is different than the vision for Kansas. Joplin would envision US-400 going over to Hwy 71.

- **Question 3: How important is it to improve the roadway for safety, commerce, or other reasons?**
  - ✓ **Safety:** Safety is probably the most important (Very Important) for improvements to reduce fatalities.
  - ✓ **Commerce:** Commerce ranks second in terms of improvements.
  - ✓ **Other:** Improvements made for other reasons rank third.

- **Question 4: Are there particular environmental and public health concerns?**
  - ✓ I don't think there is anything unusual. MoDOT built a directional interchange over the top of mines without a problem.
  - ✓ There may be wetlands near the corridor.

- **Question 5: Are there particular cultural and/or historically significant areas?**
  - ✓ There are many Indian burial grounds in Oklahoma. The ODOT environmental division (Dawn Sullivan) would know the locations of these burial grounds.

- **Question 6: Where do you see future development happening and when?**
  - ✓ Housing and industrial development may occur at Wildwood Ranch in Missouri.
  - ✓ Other development may occur near the interchange. Tying into the existing interchange is less expensive.

- **Question 7: What particular locations are developers looking at?**
  - ✓ Wildwood Ranch and near the casino. Joplin has annexed close to I-44, and extended sewer and water to the area.

- **Question 8: Are there any special needs or issues for emergency responders?**
  - ✓ Not anything unusual. Access for emergency responders in Oklahoma is not typically an issue. Local providers are the ones that respond.

- **Question 9: Are there any special needs or issues for ag/farming-related transportation?**
  - ✓ No. The corridors have already adjusted for agriculture/farming equipment.

- **Question 10: What accommodations do you think are needed for bicyclists and pedestrians?**
  - ✓ The Joplin MPO (Joplin Area Transportation Study Organization) may be able to address bike/pedestrian needs. Joplin has a bicycle plan, but I am unclear of the details.

- **Question 11: Do you think accommodations for freight and trucking are adequate along US-400?**
  - ✓ In the future truck-only lanes on I-44 may be an option. MoDOT has completed a Purpose and Need study for truck-only lanes on I-44. There would likely be four lanes for trucks (2 each direction) in the middle of the interstate. These lanes would be separated by a concrete barrier, followed by a grass median, and then two lanes in each direction for vehicular traffic. The traffic counts along I-44 near Joplin are roughly 35,000-40,000 vehicles per day, with approximately 35% trucks.

- **Question 12: Are there other agencies working in the area and with your community of which we should be aware?**
  - ✓ Wildwood Ranch developer
  - ✓ ODOT Environmental Division – Dawn Sullivan
  - ✓ Missouri Southern University
  - ✓ Joplin Area Transportation Study (ATS)
  - ✓ MoDOT Environmental staff – Kathy Harvey
  - ✓ FHWA on Missouri Side to talk about access break on I-44

- **Question 13: Other comments?**
  - ✓ None.

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

April 2009

KANSAS DEPARTMENT OF TRANSPORTATION

Responsible & Responsive

Stakeholder Meeting - City of Columbus, Kansas
Tuesday, April 7, 2009
Baxter Springs City Hall

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Name	Organization	Address	City	State, Zip	Phone	e-mail
Kristy Kelley	KDOT	411 W. 14th	Chanute	KS 66720	(620)-431-1000	Kristyk@ksdot.org
Harley McDaniel	Columbus	300 E. Maple	Columbus	KS. 66725	(620)429-2159	
George Dockery	KDOT	1813 W 4th St	Pittsburg	KS 66762	620 231-7560	gdockery@ksdot.org
Jim BURTON	city of columbus	300 E MAPLE	columbus	KS 66725	620-429-2159	jburton@columbuscityhall.com
Steve Rockers	KDOT-Road Design	700 Harrison	Topeka	KS	785 296-1004	SROCKERS@KSDOT.ORG

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Stakeholder Meeting - City of Baxter Springs, Kansas
Tuesday, April 7, 2009
Baxter Springs City Hall

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Name	Organization	Address	City	State, Zip	Phone	e-mail
Huey York	City of Baxter Spgs	1445 Military	Baxter Spgs,	KS 66713	620-856-2114	h_york@embarqmail.com
David Edmondson	Baxter PD	121 W 11th	Baxter Springs	KS 66713	856-2112	d_edmondson@embarqmail.com
Robin Weene	Baxter F.D.	121 W. 11th	Baxter Springs	Ks. 66713	856-3536	Rweene901@Embarqmail.com

KANSAS DEPARTMENT OF TRANSPORTATION
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US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

April 2009

KANSAS DEPARTMENT OF TRANSPORTATION

Responsible & Responsive

Stakeholder Meeting - City of ~~Columbus~~ Galena, Kansas

Tuesday, April 7, 2009

Baxter Springs City Hall

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Name	Organization	Address	City	State, Zip	Phone	e-mail
Troy Newman	Galena Police Dept.	210 Turner Dr.	Galena	KS, 66739	620-783-5065	
Larry Delmont	Galena Police Dept	210 Turner Dr	Galena	KS 66739	620 783 1900	larrydelmont@yahoo.com
Dale Ogles	Galena					

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Stakeholder Meeting - Counties
Tuesday, April 7, 2009
Baxter Springs City Hall

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Name	Organization	Address	City	State, Zip	Phone	e-mail
Sandy Krider	Labette County	Box 301	Al Lamont	KS 67330	620.784.5391	skrider@labettecounty.com
Richard Hilderbrand	CK County	1116 Military Ave	Baxter Spgs	KS 66713	620-856-4077	richard@baxtersprings.net
Jack Garner	CK County	4307 S/E Barton mills	Columbus	KS 66725	620 848-3875	
Leonard Santo	Cherokee Co.	110 west maple	Columbus	Ks 66725	620-429-2102	
Pat Collins	CherokeeCoComm	110 West Maple	Columbus	KS 66739	620-429-3256	
Lonnie R. Addis	Labette, Co	P.O. Box 387	Oswego	KS 67356	620-820-4436	Leaddis@embarqmail.com
William C Blundell	Labette Co Sheriff	718 5th street	Oswego	KS	620-795-2545	Lbso1@labettecounty.com
Art Mallory	Cherokee City Sheriff	915 E County Rd	Columbus	Ks 66725	429-3992	amallory54@gmail.com
David M. Groves	Cherokee Co. Sheriff	915 E. Country Rd	Columbus	KS 66725	429-3992	davidgroves2008@yahoo.com
Terry Clugston	CKSO	915 E Country Rd	Columbus	KS 66725	6204293992	terryclugston602@Hotmail.com

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US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

KANSAS DEPARTMENT OF TRANSPORTATION

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Stakeholder Meeting - Transportation Agencies
Tuesday, April 7, 2009
Baxter Springs City Hall

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Name	Organization	Address	City	State, Zip	Phone	e-mail
Dan Salisbury	MoDOT	3901 E 32nd St.	Joplin	MO 64804	417-629-3354	Dan.Salisbury@modot.mo.gov
DAVID MURDOCK	Okla. Turnpike Auth.	3600 M.L. KING	Oklahoma City	OK 73111	405-425-7398	dmurdock@pikepass.com

Summary of US-400 Advisory Committee Meeting No. 1

KDOT Project No. 400-11 KA-1005-01

July 16, 2009 at Baxter Springs Community Center

The first of four US-400 Advisory Committee meetings was held on July 16, 2009 from 5:00 p.m. to 7:00 p.m. at the Baxter Springs Community Center in Baxter Springs, Kansas. The purpose of the meeting was to discuss the various factors (environmental, cultural, economic, etc.) that should be considered as a corridor for US-400 is developed. Potential corridors that could be explored given the aforementioned factors were also discussed. Meeting participants, handouts, and the discussion are outlined below.

Participants

- **Advisory Committee**
  - ✓ David Edmondson, City of Cherokee
  - ✓ Jim Burton, City of Columbus
  - ✓ Dale Oglesby, City of Galena
  - ✓ Patrick Collins, Cherokee County
  - ✓ Sandy Krider, Labette County
  - ✓ Jim AuBuchon, US-69 Association
  - ✓ Jim Dahmen, Columbus Telephone
  - ✓ Ann Charles, Great Plains Development Authority
  - ✓ Larry Albertson
  - ✓ Richard Freeman, Freeman Farms, Inc.
  - ✓ Larry Courtney
  - ✓ Allan Mauk, Quapaw
- **Kansas Department of Transportation**
  - ✓ Steve Rockers
  - ✓ George Dockery
  - ✓ Robert Bidwell
  - ✓ Mary Files
  - ✓ Priscilla Peterson
  - ✓ Kristy Kelley
  - ✓ Chris Hess
  - ✓ Bob Gudgen
- **Consultant Team**
  - ✓ Clarence Munsch, Todd Jones, and Mary Hansen, GBA
  - ✓ Triveece Harvey and Lynnis Jameson, Patti Banks Associates (PBA)
  - ✓ Dave Kocour, URS Corporation
- **Other**
  - ✓ Cathy AuBuchon
  - ✓ Machell Smith, Galena Sentinel
  - ✓ Jay Hatfield
  - ✓ Marie Nepple, City of Columbus
  - ✓ Doug Gatewood, Kansas House of Representatives
  - ✓ Andrew Nash, Morning Sun
  - ✓ Roger McKinney, Joplin Globe
  - ✓ Larry Hyatt, Columbus Advocate

Summary finalized on September 21, 2009 by Steve Rockers, P.E., KDOT Project Manager

Summary prepared by Triveece Harvey, AICP, Patti Banks Associates, 929 Walnut, Suite 200, Kansas City, Missouri 64106 (816) 756-5690

Handouts

- Advisory Committee notebooks including meeting agenda, presentation handout, and maps.

Discussion

- **Welcome and Introductions:** Steve Rockers (KDOT) opened the meeting with introductions. George Dockery provided an overview of the US-400 Corridor Study in Cherokee County. He explained the roles of the study's key stakeholder groups including that for KDOT, consulting agencies (Quapaw), Advisory Committee, general public, and the consultant team. He also explained that the purpose of the study was to review existing conditions, determine a purpose and need, identify corridor evaluation criteria, and determine a roadway section (freeway). Then Clarence Munsch (GBA) provided an overview of the planning process and 12-month study schedule. Afterwards Triveece Harvey (PBA) outlined the meeting agenda as follows:
  - ✓ April Stakeholder Meetings
  - ✓ Roadway Type
  - ✓ Corridor Development: General Considerations
  - ✓ Potential Corridors
  - ✓ Work Session
  - ✓ Next Steps
  - ✓ Adjourn
- **April Stakeholder Meetings:** Harvey said that a variety of stakeholders participated in the Spring stakeholder meetings and that corridor characteristics and quality of life, future development patterns, and special transportation needs were discussed. She said that based on the feedback gathered during the meetings, stakeholders indicated that identifying a four-lane corridor that addressed the following items was important:
  - ✓ Improving safety first and foremost.
  - ✓ Preserving corridor/community character.
  - ✓ Protecting sensitive resources.
  - ✓ Responding to issues/concerns.
  - ✓ Considering agriculture and farm-related transportation.
  - ✓ Considering bike/pedestrian traffic.
- **Roadway Type:** Munsch explained that one of the study's goals was to provide an improved US-400 Corridor from a safety (limiting access), level of service, and economic growth perspective. He said that the future US-400 would be a freeway rather than an expressway. He explained that freeways were multiple lane highways with access provided at interchanges while expressways provided access at at-grade intersections.
- **Corridor Development:** Munsch explained that general considerations for freeway corridor development would involve several items including: creating a facility similar to that of US-69 north of Fort Scott, protecting current investments (bridges, recent roadway improvements, roundabouts, etc), not adversely impacting existing flooding, understanding local accessibility concerns, and improving safety for the traveling public. Dave Kocour (URS Corporation) used a map of the corridor to illustrate that several social, economic,

and environmental issues would also be considered as part of corridor development. As Kocour reviewed the map, the Advisory Committee provided the following comments:

- ✓ Glen School should be "Clem School".
- ✓ Can you move a 6(f)/4(f) site? The first option is avoidance.
- ✓ Who determines "minority" populations? The US Census Bureau.
- ✓ Surprised the floodplain is not shown on the environmental map, especially due to the expense associated with it.
- ✓ Have you determined revenue generators yet? No.

- **Potential Corridors:** Munsch said that the US-400 study would evaluate options for variations of three corridors: central (along existing alignment), west of existing, and east of existing. He used illustrative maps to explain the differences between the corridors. As Munsch reviewed the corridor maps, the Committee commented as follows:

  - ✓ Quapaw Tribe and MoDOT – As part of Phase II of the Casino improvements, the interchange on I-44 at Missouri Exit 1 will be upgraded to interstate standards and a new roundabout will be constructed. New development is planned in the area as part of the overall industrial/retail development plan.
  - ✓ Would the KDOT portion of the project fiscally stop at State Line? Yes, development of a partnership between KDOT and other entities would be necessary to make the connection to I-44 on the west extension of US-400/US-166 Highways south.
  - ✓ Setbacks by the Quapaw casino considered additional lanes for future roadway development.

- **Work Session:** Munsch directed the format of the meeting to a Work Session so that the Committee could review and comment on the potential corridors over large-scale maps. The comments received included:

  - ✓ **Central Corridor Option (along existing alignment)**
    - ❖ Would the existing road stay? Might have to become a frontage road, which would be good for access to farming operations.
    - ❖ How long is the corridor overall? Approximately 28 miles.
    - ❖ Lots of trucks from Kansas City are going south to Oklahoma and Texas. Have you done traffic counts? No, they are not part of this phase of the US-400 Study.
    - ❖ When the Parsons improvement/connection to I-44 happens, traffic will increase 5 times. The maximum capacity of US-400 could happen in 15 years.
    - ❖ Salvage yard – owner passed away.
    - ❖ US-400 at US-166 – KDOT bought the right-of-way for the interchange with the US 400 improvements.
    - ❖ How important is it to keep the "loop" shown on the illustration? The area doesn't appear to have as many environmental/mining issues. For some reason the area to the north doesn't have flooding problems.
    - ❖ How important is it to keep the diagonal – just because it already exists? Could it be avoided? Could you cross where the river bends instead? Using the diagonal is the safest and most environmentally friendly option because it avoids flooding. A straight path would not avoid the lake, cemetery, and mines.
    - ❖ Could you use railroad right-of-way to avoid difficulties north of Riverton? It's difficult to work with the railroads, although they may have already abandoned the right-of-way.

- Parsons perspective: US-400 is generally an east-west corridor rather than north-south.

✓ **West Corridor Option**

- Any reason to look at an Oklahoma connection? KDOT has spoken with the Oklahoma Turnpike Authority and has learned that they only build economically viable interchanges.
- Economic development/commercial traffic to Joplin wants to travel east, not south first to go east. Farther south you go, the more it costs. Would have to use State money, not Federal. No Federal dollars are used for the turnpike.
- Why bring traffic from the south onto a toll road to go north on US-400? – Would be an expensive piece of road for trucks.
- Trucks going to Baxter Springs drive straight on US-69 – They don't get on US-400 and go to I-44 via the diagonal.
- The Quapaw way is better for economic development – bought 280 acres – available for development.
- What is the pattern of traffic leaving Baxter Springs? Anticipate it's traveling to Joplin.
- West option could be extended north for a Crawford County Bypass connection.
- North improvements are needed, e.g. to US-160 going west to other towns, e.g. Columbus, for maximum economic benefit.
- Columbus is discussing improving Highway 7 going north, which would improve traffic on US-400.
- Coal mines are strip/shallow and therefore easier to deal with, zinc mines are not.
- Corridor should serve businesses – Take corridor west of Riverton instead of going straight to it.
- Don't leave farmers with strips of property left over on both sides of the highway.
- An alignment west of Riverton? Would be straighter?
- Straighter on north portion, not curved.
- Any sub-division or cell towers under development? Have more issues on north central section than on west central section per towers, etc. Land is for sale north of Riverton.

✓ **East Corridor Option**

- Chemical plant doesn't go out to US-69. It manufactures everything from herbicides to windshield washer fluids. Rural water is trying to reach them – Proposed treatment plant. Would it be better if the plant were closer to the highway? (not necessarily).
- Would this version support Columbus and Baxter Springs better? Don't think any specific town is going to be a big winner. However, all will benefit from better traffic/goods movement and limited access.
- Diagonal cuts hurt farmer worst. Straighter is better than diagonal.
- Coal mines at north end.
- Casino on Kansas side – application is on hold – development is iffy.
- NAFTA Corridor – Driving north – Some trucks going east to St. Louis. Trucks are avoiding the toll road.
- Issue of taking the bend out of the existing road.
- What kinds of utilities are in the area currently? Still investigating, but utilities include high voltage electric, Southern Star gas lines via Oswego across Labette County, and a natural gas line (12") runs across turnpike.
- If utilities get to the road, it will drive economic development, so there is an advantage to working a utility corridor. Put utility corridors along the roads.

- Could the project be portioned to get it done? Yes, via logical termini like the Crawford County Bypass.
- If no one is interested in the east option, can we move forward and not go through the expense of further review/study. No, we need to review all possible options.

✓ **Other Comments**

- What is the projected cost of building a 60-mile highway? US-59 in Lawrence, Kansas was $10 million/mile. Mines add to the cost.
- Kansas/Missouri state Line – Quapaw has done traffic studies, etc, and will make them available to the study at no cost.
- Will this study get as far as plotting access points? No, basic access is every 3-5 miles with general connections to major highways in the area.

o **Next Steps:** Munsch explained that the second Advisory Committee meeting would be held in the fall. He said that its purpose would be to explore three corridors, rather than multiple variations of the three, based on analysis and Committee input.

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Advisory Committee Meeting
Thursday, July 16, 2009
Baxter Springs Community Center

Sign In

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Larry Hall	Columbus Advocates	Columbus	Ks.			

Summary of US-400 Advisory Committee Meeting No. 2

KDOT Project No. 400-11 KA-1005-01

September 24, 2009 at Galena City Hall, Community Room

The second of four US-400 Advisory Committee meetings was held on September 24, 2009 from 5:00 p.m. to 7:00 p.m. in Galena, Kansas at City Hall in the Community Room. The purpose of the meeting was to discuss the comments received during the first Advisory Committee meeting in July, evaluation criteria for the corridor, and application of the evaluation criteria to potential corridor options. Meeting participants, handouts, and the discussion are outlined below.

Participants

- **Advisory Committee**
  - ✓ Jim Burton, City of Columbus
  - ✓ Dale Oglesby and Larry Delmont, City of Galena
  - ✓ Patrick Collins, Cherokee County
  - ✓ Jim Dahmen, Columbus Telephone
  - ✓ Ann Charles, Great Plains Development Authority
  - ✓ James Emerson, Crawford County
  - ✓ Larry Albertson
  - ✓ Richard Freeman, Freeman Farms, Inc.
  - ✓ Larry Courtney
- **Kansas Department of Transportation**
  - ✓ Steve Rockers
  - ✓ George Dockery
  - ✓ Robert Bidwell
  - ✓ Mary Files
  - ✓ Priscilla Peterson
- **Consultant Team**
  - ✓ Clarence Munsch and Todd Jones, GBA
  - ✓ Triveece Harvey and Lynnis Jameson, Patti Banks Associates (PBA)
  - ✓ Dave Kocour, URS Corporation
- **Other**
  - ✓ Darrell Moyer, City of Parsons
  - ✓ Kathy Skahan
  - ✓ Andrew Nash, Morning Sun
  - ✓ David Nelson, Galena Sentinel

Handouts

- Meeting agenda
- Presentation
- Evaluation factors
- Maps of all corridor segments (dated September 24, 2009)
- Maps of the three preferred corridors (dated September 24, 2009)

Summary finalized on February 24, 2010, 2010 by Steve Rockers, P.E., KDOT Project Manager

Summary prepared by Triveece Harvey, AICP, Patti Banks Associates, 929 Walnut, Suite 200, Kansas City, Missouri 64106 (816) 756-5690

Discussion

- **Welcome and Introductions:** Steve Rockers (KDOT) opened the meeting with introductions. George Dockery provided an overview of the US-400 Corridor Study in Cherokee County. He explained the roles of the study's key stakeholder groups including that for KDOT, consulting agencies (Quapaw), Advisory Committee, general public, and the consultant team. He also explained that the purpose of the study is to review existing conditions, determine a purpose and need, identify corridor evaluation criteria, and determine a roadway section (freeway). Then Clarence Munsch (GBA) provided an overview of the planning process and 12-month study schedule. He also outlined the meeting agenda, stating that it would include the following:
  - ✓ Summary of the comments from Advisory Committee Meeting No. 1
  - ✓ Integrating input from Advisory Committee Meeting No. 1
  - ✓ Corridor evaluation criteria
  - ✓ Applying the criteria to the corridor segments
  - ✓ Work session
  - ✓ Next Steps
  - ✓ Adjourn
- **Comments from Advisory Committee Meeting No. 1:** Triveece Harvey (PBA) said that multiple corridor options were discussed during the July meeting. She said that several issues were raised during the discussion including:
  - ✓ Utility considerations and potential economic development
  - ✓ Possibilities for portioning the project
  - ✓ Truck traffic patterns and goods movement
  - ✓ Estimated costs
  - ✓ Anticipated access
  - ✓ Potential alignments
  - ✓ Connections to Oklahoma
  - ✓ Other area transportation improvements, such as Highway 7
  - ✓ Environmental concerns
- **Integrating Input from Advisory Committee Meeting No. 1:** Munsch explained that KDOT and the Consultant Team incorporated the information collected from the Committee in July with the team's analysis of the multiple corridor options. He noted that the alternative corridor segments that the Committee suggested were also included in the analysis.
- **Corridor Evaluation Criteria:** Munsch explained that the following were included among the corridor evaluation criteria: additional right-of-way, estimated construction costs, utility relocation, constructability, potential residential relocations, potential business relocations, cultivated farmland impacts, socio-economic impacts, environmental impacts and stakeholder input. He then explained each criterion in detail.
- **Applying the Criteria to the Corridors:** Munsch said that independent corridor segments were identified, numbered, and compared against the evaluation criteria in order to determine which segments should be retained for further analysis. As Munsch reviewed the corridor segments, the Committee commented as follows:

- ✓ C4 – Can't even imagine how it comes into play
  - ❖ A high speed connection but costly because of land acquisition.
- ✓ C3-5-7 – What makes it most favorable? Would you have a stop sign? Could you have a left turn exit that spins off? A roundabout? Would require grade separation within the right-of-way – Would need a way to connect.
  - ❖ Didn't think you were going for a high speed route? Freeway section is 70-75 mph design speed. High speed is necessary to connect at I-44 and I-70.
  - ❖ It's not going to hurt to slow down at one place for a roundabout. Costs?
- ✓ C6 – If you're going to keep your speed up?
  - ❖ What's cost per mile comparison compared to a bridge structure? Bridge is $14-15 million per mile vs. road at $10 million per mile without a bridge.
  - ❖ Costs for added distance for the loop? Have to factor in what is already built vs. what will be new.
  - ❖ C6 – Like this because it might be cheaper than C3-4-5 together. Is also more desirable for longer term to take advantage of existing US-400 in the long term.
- ✓ C3 and C5 – If you don't know the connection between them for sure, how can you do the cost comparison? Costs are estimated.
- ✓ In the long run wouldn't it be better to do C6 and C7?
- ✓ Combination of central and west might be best.
- ✓ C3-5-7 – Most favorable at this time.
- ✓ Southern end – C9 and C11 vs. C10.
- ✓ West segment W2 and W6 (show W5 again).

o **Work Session:** Munsch said that the application of the evaluation criteria to the segments resulted in three corridor options: central (on existing US-400) , west of the existing route, and east of the existing route. Harvey explained that the Committee could help KDOT determine the weight (or degree of importance) that should be placed on each of the criterion by completing an interactive dot exercise. She explained that as part of the exercise each Committee member would be given one red dot and four green dots. She asked them to place the red dot on the criterion that was "most important" to them; the green dots on other criteria that were "important". She said that once Committee members had completed the exercise, the group would be asked to explain their selections.

- ✓ **Dot Exercise Results**
  - ❖ Additional right-of-way: 7 green dots
    - ▪ Securing the future – Doing it right the first time.
    - ▪ Tied to ability to get funding.
  - ❖ Estimated construction cost: 1 red dot and 11 green dots
    - ▪ Nothing works with low funding – Has to be reasonable or KDOT won't build it.

- We need to be mindful that this is all tax money.

❖ Utility relocation: 1 red dot and 2 green dots

- South side power plant, gas lines, utilities are an issue but farmland impacts are minimal.

❖ Constructability: 5 red dots and 5 green dots

- Do it right the first time.
- Ties to financial ability.

❖ Potential residential locations: 0 dots

❖ Potential business locations: 0 dots

❖ Cultivated farmland impacts: 2 red dots and 3 green dots

- Losing farmland to right-of-way – Use existing right-of-way.
- Can't make more farmland/grass land, but can make more roads.
- Pasture lands should be just as important as cultivated lands.

❖ Socio-economic impacts: 1 red dot and 7 green dots

- Close to all small cities – Will directly impact them.
- Need easy access to business from roadway, as access will impact socio-economic factors, tri-state (Missouri-Kansas-Oklahoma) economic discussions.

❖ Environmental impacts: 10 green dots

- It will cost more if the right-of-way goes through sensitive areas.

❖ Stakeholder input: 2 red dots and 3 green dots

- Crawford County Bypass came together from everyone's input.
- Get a good representation from the area.

✓ **Other Comments**

❖ Taxes are also important – Don't want them to go up too much more.

o **Next Steps:** Munsch said that KDOT and the Consultant Team would combine the results of the dot exercise with additional analysis in order to establish relative weights for the evaluation criteria, which would be used to score the three corridor options. He said that the emphasis of Advisory Committee Meeting No. 3 would be the single corridor with the best score. He said that a public meeting would be held thereafter to discuss the same information with the general public. Both the third Committee meeting and public meeting are anticipated to occur in early 2010.

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Darrell Moyer	City of Parsons	Box 1037	Parsons	Ks 67357	620-421-7020	

KANSAS DEPARTMENT OF TRANSPORTATION
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Summary of US-400 Advisory Committee Meeting No. 3

KDOT Project No. 400-11 KA-1005-01

March 11, 2010 at the Columbus Community Building

The third of four US-400 Advisory Committee meetings was held on March 11, 2010 from 5:00 p.m. to 7:00 p.m. in Columbus, Kansas at the Columbus Community Building. The purpose of the meeting was to discuss the comments received during the second Advisory Committee meeting in September and talk about how the evaluation criteria have been applied to the corridor options in order to recommend a single, preferred corridor. Meeting participants, handouts, and the discussion are outlined below.

Participants

- **Advisory Committee**
  - ✓ Dale Oglesby, City of Galena
  - ✓ Patrick Collins, Cherokee County
  - ✓ Jim Dahmen, Columbus Telephone
  - ✓ Ann Charles, Great Plains Development Authority
  - ✓ Richard Freeman, Freeman Farms, Inc.
  - ✓ David Edmondson, Baxter Springs
  - ✓ Larry Delmont, City of Galena
  - ✓ Darrell Moyer, City of Parsons
- **Kansas Department of Transportation**
  - ✓ Steve Rockers
  - ✓ Robert Bidwell
  - ✓ Mary Files
  - ✓ Priscilla Peterson
  - ✓ Kristy Kelly
  - ✓ Chris Hess
- **Consultant Team**
  - ✓ Clarence Munsch and Todd Jones, GBA
  - ✓ Triveece Harvey and Blair Sells, Patti Banks Associates (PBA)
  - ✓ Dave Kocour, URS Corporation
- **Other**
  - ✓ Andrew Nash, Morning Sun
  - ✓ Kenny Ragland, Columbus Advocate
  - ✓ Roger McKinney, Joplin Globe

Handouts

- Meeting agenda
- Presentation
- Evaluation factors
- Advisory Committee No. 2 dot exercise
- Maps of Corridor Segments 1-3 (dated March 11, 2010)
- Evaluation Matrix

Summary finalized on April 23, 2010, 2010 by Steve Rockers, P.E., KDOT Project Manager

Summary prepared by Triveece Harvey, AICP, Patti Banks Associates, 929 Walnut, Suite 200, Kansas City, Missouri 64106 (816) 756-5690

Discussion

- **Welcome and Introductions:** Steve Rockers (KDOT) opened the meeting with introductions. He provided an overview of the US-400 Corridor Study in Cherokee County, and explained the roles of the study's key stakeholder groups. Then Clarence Munsch (GBA) provided an overview of the planning process and study schedule. Triveece Harvey (PBA) said that the meeting agenda would include the following:

  - ✓ Summary of the comments from Advisory Committee Meeting No. 2
  - ✓ Corridor Rankings
  - ✓ Work Session: Preferred Corridor
  - ✓ Next Steps
  - ✓ Adjourn

- **Comments from Advisory Committee Meeting No. 2:** Harvey explained that the following were included among the corridor evaluation criteria: additional right-of-way, estimated construction costs, utility relocation, constructability, potential residential relocations, potential business relocations, cultivated farmland impacts, socio-economic impacts, environmental impacts and stakeholder input. She said that the Committee helped KDOT determine the weight (or degree of importance) that should be placed on each of the criterion by completing an interactive dot exercise at the previous Advisory Committee meeting. She explained that as part of the exercise each Committee member was given one red dot and four green dots. They were then asked to place the red dot on the criterion that was "most important" to; the green dots on other criteria that were "important". She said that the five criteria with the most dots were:

  - ✓ No. 1 – Constructability (10 dots: 5 green; 5 red)
  - ✓ No. 2 – Estimate Construction Cost (12 dots: 11 green; 1 red)
  - ✓ No. 3 – Environmental Impacts (10 dots: 10 green)
  - ✓ No. 4 – Socio-Economic Impacts (8 dots: 7 green; 1 red)
  - ✓ No. 5 – Additional Right-of-Way (7 dots: 7 green)

- **Corridor Rankings:** Munsch said that KDOT and the study team blended engineering judgment with input from the Advisory Committee, including the results of the dot exercise, to assign a rank and numerical weight to each evaluation criterion. The ranked and weighted criteria were then applied to the numerous segments that made up a dozen variations of the three corridor options: central (on existing US-400), west of the existing route, and east of the existing route. When the corridor options were scored, scores ranged from 170 points (corridor option 1) to 435 points (corridor option 12). The best corridors had the lowest scores. The top three lowest scores were:

  - ✓ Corridor 1 (170 points): Combined segments of the both the west and central options.
  - ✓ Corridor 2 (273 points): Combined corridor segments of both the west and central options.
  - ✓ Corridor 3 (302 points): Combined segments from the central option.

  Munsch said that Corridor 1 is the preferred corridor.

Discussion:

- ✓ What are the project limits? Approximately 28 miles of US-400 from the I-44/US-400 Interchange in Missouri on the south to the proposed Pittsburg Bypass at the Cherokee-County Line in Kansas on the north.
- ✓ What are the scales for the environmental impacts and stakeholder input? 1-10 and 1-5, respectively.
- ✓ All factors add to the project cost.
- ✓ Looked at this generations before, e.g. prior to the construction of the present road.

- **Working Session:** Munsch directed the format of the meeting to a Work Session so that the Committee could review and comment on the top three corridors over large-scale maps. The comments received included:

  - ✓ **Corridor No. 1: 170 Points – Preferred Corridor**
    - ❖ Advisory Committee sees no compelling reason why KDOT should not move forward with the Preferred Corridor, but has some questions/comments:
      - Why go so far west? To avoid significant mining impacts and river crossings within corridor segment E4.
      - Does this option utilize the existing bridge? It takes into account new construction and right-of-way necessary to make a fair cost comparison.
      - Option is one mile west of the existing US-400 – Going to talk with property owners along the route to see what they think.
      - How many crossings are involved?
        - Labette County has a significant Amish community. County provides special buggy crossing provisions. Amish like the buggy lanes to be no more than twelve miles between communities. Steep grades can be another issue. Does Cherokee County have a similar issue? No.
        - Roads include rumble strips – Difficult to drive/ride on - Could impact buggies – KDOT works with communities to address such issues.
      - Interchanges? Haven't created any yet, as such are way out into the future.
      - Crawford/Cherokee County Bypass project – Swings out – Still possibility to straighten it?
        - KDOT and Crawford County discussions about straightening the route have been at a conceptual level but there have been few issues with the idea.
      - Huge drainage issues when going with west options? Yes, but not as significant as those near Spring River, so there could be a financial savings. This project is at a planning level stage right now. Hydrology would need to be addressed at a later phase.

  - ✓ **Corridor No. 2: 273 Points**
    - ❖ Why is it ranked so low on environmental impacts – Scores almost 100 points higher than the lowest scoring corridor but is also ranked 5 for environmental impacts while corridor 3 is ranked 12? Environmental score reflects strip mining locations.
    - ❖ Are strip mines the only issues? No, but mining is very costly. Also looked at wetlands, river crossings, cultural/historical impacts, floodplains, prime farmland, etc.
    - ❖ How are cultural impacts shown on the maps? With cross-hatching.
    - ❖ Crestline – Have to buy property – Could buy on the east or west sides, but relocations will be necessary.

- New road will be a freeway but need to provide for a route for local and farm traffic – Everyone wanted corridor 1 (west option) rather than the central or east options so that the existing route could be maintained.
- Expect impacts to existing northbound (Kansas City) traffic during construction.
  - No matter what you do, there will be impacts.
  - Galena: Looking at economic development benefits – Thrilled Kansas is willing to invest this kind of money in Cherokee County – It's the infrastructure necessary for economic development. KDOT is doing a good job with this.

✓ **Corridor No. 3: 302 Points**

- What are the factors associated with E4? Strip mines, wetlands, river crossings, cultural/historical impacts, floodplains, etc.
  - Why is the cost cheaper but score higher? Cost as well as the nine other factors combine to provide the score. Construction costs of the corridor with an E4 segment included the $26 million cost for that section, but much higher costs are anticipated in the future. The estimated cost of this corridor may have been less because utilizing the E4 segment shortened the distance of the corridor.

✓ **Other Comments**

- Can the numbers associated with the evaluation criteria matrix be converted into qualitative terms?
  - Some of the factors are hard, quantifiable numbers, such as construction cost. It is more difficult to put a qualitative description on factors such as environmental impacts, socio-economic impacts, etc. The team drove the corridor to examine surface environmental factors, researched records, archeological findings, maps, natural resources, park land, and used engineering judgment to quantify these factors.
- Hardest thing to understand is the ratio on the evaluation factors. Can you put it into regular words?
  - Pick the easiest corridor to explain.
- People will want to know how rankings were developed and where the impacts are located – Those are the questions the Advisory Committee will get.
  - What are the hard numbers and how can we explain them to people?
- Advisory Committee needs answers to key issues/concerns related to each corridor – Need sound bites to help us respond to questions. People will want to know why the preferred corridor's been selected over another.
  - KDOT and the study team will provide Advisory Committee members with a question/answer sheet for the project. The public will also be invited to attend an open house in late Spring 2010 to ask questions and talk with the study team.
- **Concern:** Impacts of eventual construction
  - Such construction may inconvenience the community but the finished product will be a safe, well-constructed road, similar to US-69.
- Have had good press coverage and there's more ahead – Good communication is the secret to success

- **Next Steps:** Munsch said that KDOT and the Consultant Team would present the planning process and the preferred corridor to local city councils and county commissions over the next 30-45 days. An open house public meeting would happen thereafter in order to share the same information with the general public. Munsch said that a study report would be developed to document the process, preferred corridor, comments received, and more. He said a fourth and final Advisory Committee meeting would be held to discuss the report.

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Advisory Committee Meeting
Thursday, March 11, 2010
Columbus Community Building

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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Randy Mercer		1316 SE Hw. 69A	Galena	KS, 66739		
Don Watson		7372 NE Coalfield Rd.	Weir	KS, 66781		
Richard Freeman	Freeman Farms Inc.	1704 NW Belleview Rd.	Columbus	KS, 66725	620-274-8897	
Larry Courtney		604 Main	Galena	KS, 66725		

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KDOT Project No. 400-11 KA-1005-01

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Advisory Committee Meeting
Thursday, March 11, 2010
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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Jim Burton	City of Columbus	300 E. Mable	Columbus	KS, 66725	620-762-0168	jburton@ColumbusCityHall.com
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Leonard Vanetta	Cherokee County	100 W. Maple St.	Columbus	KS, 66725	620-762-0810	
Patrick Collins PC	Cherokee County	100 W. Maple St.	Columbus	KS, 66725	620-429-2042	

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Advisory Committee Meeting
Thursday, March 11, 2010
Columbus Community Building

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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Chris Hess	KDOT	700 SW Harrison	Topeka	KS, 66603	785-289-6580	chess@ksdot.org
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Kristy Kelley	KDOT KLK	411 W. 14th, PO Box 498	Chanute	KS, 66720	620-431-1000	kristyk@ksdot.org
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Todd Jones	GBA	9801 Renner Blvd.	Lenexa	KS, 66219		tjones@gbateam.com
Mary Hansen	GBA	9801 Renner Blvd.	Lenexa	KS, 66219		mhansen@gbateam.com
Alan Mauk	Quapaw	PO Box 765	Quapaw	OK, 74363	703-625-4545	alanmauk@aol.com
Dave Kocour	URS Corporation	8300 College Blv, #200	Overland Park	KS, 66210		dave_kocour@urscorp.com

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US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Advisory Committee Meeting
Thursday, March 11, 2010
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Name	Organization	Address	City	State, Zip	Phone	e-mail
Kenny Raglard	Columbus Advocate	Penn Ave	Columbus	KS 66725	816 838 3300	kenny raglard@hotmail.com
[illegible]	[illegible]					
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KANSAS DEPARTMENT OF TRANSPORTATION
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Summary of US-400 Public Open House

KDOT Project No. 400-11 KA-1005-01

May 13, 2010 at the Baxter Springs Community Center

Two public open houses were held for the ***US-400 Corridor Study*** on May 13, 2010. The first meeting was a "pre-open house" geared toward public officials and the US-400 Advisory Committee, held from 1:00 p.m. to 3:00 p.m. in Baxter Springs, Kansas at the Baxter Springs Community Center. The second open house was for the general public, held from 4:00 p.m. to 7:00 p.m. also at the Baxter Springs Community Center. The purpose of the open houses was for the community to learn about highway corridor options for US-400 in Cherokee County, review evaluation criteria and explanations for selecting the preferred corridor, and talk one-on-one with the study team. Meeting participants, handouts, and the discussion are outlined below.

Participants

A total of 14 officials attended the pre-open house in addition to the study team members. Attendees represented the Missouri Department of Transportation, Oklahoma Turnpike Authority, Cherokee County, City of Columbus, City of Joplin, City of Galena, City of Chanute, Great Plains Development Authority, the Quapaw Tribe of Oklahoma, and area developers. Twenty-nine (29) people attended the general open house in addition to the study team members. Citizens came from Baxter Springs, Galena, Columbus, Riverton, Pittsburg, and Joplin, Missouri.

Handouts and Exhibits

Participants were given several handouts at the sign-in table, including the following:

- Welcome handout for the open house
- Newsletters mailed in December 2009 and April 2010
- Study questionnaire that included the following questions:
    - Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?
    - What do you like **least** about the corridor options?
    - What do you like **most** about the corridor options?
    - Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?
    - **Other** comments?

In addition to three identical detailed project maps located on tables for ease of viewing the corridor, the following boards were also displayed at the open houses:

- "Shaping the Future" welcome board
- Project overview including information about the study's purpose and objectives
- Study process and schedule
- Corridor options
- Evaluation criteria
- Comments and contact information used to solicit feedback from participants

Summary finalized on June 10, 2010 by Steve Rockers, P.E., KDOT Project Manager

Summary prepared by Blair Sells, AICP, Patti Banks Associates
929 Walnut, Suite 200, Kansas City, Missouri 64106 (816) 756-5690

Meeting Notice

Meeting notice was provided in several different formats for the pre-open house and the open house. Pre-open house notification was provided via letter invitation to public officials, followed by email and phone call reminders. Open house notice was provided via KDOT-issued press release to media outlets. 1/8-page newspaper ads were placed in the Joplin Globe and Pittsburg Morning Sun prior to the meeting. Additionally, KOAM TV-7 and FOX 14 stations ran the open house notice. These stations reach much of the study area in southeast Kansas.

Discussion from Pre-Open House: 1:00 p.m. to 3:00 p.m.

Questionnaires were provided to all participants to fill out during the open house. Questions on the form related to environmental factors, likes and dislikes about the corridor options, any reasoning for KDOT to not move forward with the preferred corridor, and the opportunity to provide other general comments. Two (2) comment forms were completed during the pre-open house. Those verbatim responses are below:

Comment Forms

- Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?
    - Looks very complete. Rural Water District 19 information has been shared with KDOT staff. This should help.

- What do you like **least** about the corridor options?
    - No responses given.

- What do you like **most** about the corridor options?
    - Projected access for north-south transport of products not available in the state.
    - I like the way the corridor is laid out and think it is the best route. I also know that there is always something that may come up to change it a little.

- Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?
    - No – do it as fast as you can.
    - No reasons.

- **Other** Comments?
    - Knowledge of KDOT staff and associates is complete. Those members of the communities that don't participate in public meetings have no rights to complain.

Staff Notes

Comments were also collected by staff from participants during both meetings. A summary of staff notes from the pre-open house is included here.

- As a former County Commissioner I started working on this project and since my retirement I am anxious to see where it will go.
- Media coverage didn't go west near the Parsons/Chanute area. This project has a lot of support in that region.
- Public may be more interested in what's happening on 7 highway than US 69/400.
- Oklahoma Turnpike Authority is working on six-lane facility between Oklahoma City and Tulsa
- Is KDOT doing an alignment now? No, a corridor. Alignment is a future step dependent upon available funding.
- Are the decisions final? No.
- Project sequencing: Will US-400 in Cherokee County happen before improvements to US-69 North?
- Meeting notice didn't reach parts of west of the study area, .e.g. Parsons (Labette County/Crawford County). Parsons is very supportive and excited about this project.
- There is a new gas pipeline running North-South along 40th Street west of US 69.
- The abandoned BNSF rail line is in the process of reverting back to the adjacent landowners.
- There is a cemetery on the Jayhawk property east of Player.

Discussion from Open House: 4:00 p.m. to 7:00 p.m.

Questionnaires were also handed out to the general public who participated in the second open house. Four (4) comment forms were completed during the meeting. Those verbatim responses are below:

Comment Forms

- Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?
    - May not be a mine at Highway 166 and Lowell Road. I have never heard of one there.
    - Water tower.
    - Don't know.

- What do you like **least** about the corridor options?
    - The new location. It should be left alone as is.
    - Not using the present Highway 69-69A roadbed. Preferred route is taking properties along County 60th Road.
    - Going through my home of 40 years where I have put my blood, sweat, and tears in, where my kids and grandkids were raised.

- What do you like **most** about the corridor options?
    - Safety.
    - Bringing commerce to southeast Kansas.
    - Nothing.

- Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?
    - Funding.
    - No.
    - There is a perfectly good 4-lane highway just a few miles to the east going to Kansas City.

- **Other** Comments?
    - We need a turning lane at Highway 166 and 82nd Terrace before someone gets killed. How about adding truck routes to keep semis away from residential areas.
    - Do not ruin my dreams and my home for a needless highway.

Staff Notes

Comments were also collected by staff from participants during both meetings. Below is a summary of staff notes collected during the second open house.

- I was displaced when Highway 69 was built in Riverton and I do not want that to happen again.
- I already lost some of my land when KDOT purchased right-of-way the first time around on Highway 166/US 400 (near Highway 166 and 82nd Terrace).
- I love roundabouts – they are much safer.
- Go for it. I was tracking this project in the paper and it makes perfect sense to pick the western alignment.
- I do not agree with forecasted traffic volumes (AADT 12,000). I think they are too high.
- Advertise meeting next time on local radio stations and use variable message boards along the Highway.
- Looking forward to getting trucks off 166 – Live on 166 and it is horrible with trucks – Love for them to leave.
- Should have shown the US-400 diagonal shown in years past.
- Take the blue colored corridor option off – We have farmland at the curve.
- Study's going to impact lots of people. It's going to affect me and I've been here for 30 years.
- Study's not going to affect me – I won't be here in 25-30 years.
- Near Crestline – Years ago KDOT bought enough right-of-way on both sides of the road to make the road four lanes including four-lane bridges.
- Hard to see 20 years into the future.
- Is the preferred corridor option cheaper than using the existing route?
    - More houses will likely be impacted on preferred.
    - Houses on preferred will be **destroyed** – All for two more lanes!
    - No house will be destroyed if you use the central corridor option, so why not use it and make it controlled access?
- Why does the route have to be restricted access?
- Thought the route was going through Parsons?
- Current, non-restricted access, four-lane route at Crestline is fine – Why is KDOT trying to make it a restricted, four-lane route?
- Has US-69 been bought up between Arma and Fort Scott?

- Can't people use the four-lane road in Carthage, Missouri and travel north to Kansas City instead of using the preferred corridor option?
- The project isn't necessary! There's nothing in this area – Nothing to keep people here – Businesses close in two years.
- Tax dollars – Our grandchildren are going to have to pay for this road.
- How would we have access for farming with the preferred corridor? Via frontage roads.
- What about shipping routes for farmers?
- Are you doing this for the casinos? No, US-400 has been under study for decades.
- It wouldn't bother me to use the existing road to travel from the Bypass to I-44.
- US-400 to Wichita – Why – Isn't it two lanes? KDOT is planning to make it four lanes in the future.
- There is a mine shaft located ½ mile east of the Rural Water District #2 building on Eldon Road at US69 on the North side of Eldon
- 911 Mapping in Columbus has copies of old mining maps of the area.
- Jeff Williams at Baxter Springs News has copies of mining maps he received from his father- mostly of areas SW of Baxter Springs.
- Why is there a roundabout at Riverton rather than traffic signals like Route 71? Roundabouts allow for fewer accidents and fatalities.

US-400 Corridor Study

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KANSAS DEPARTMENT OF TRANSPORTATION

Open House
Thursday, May 13, 2010
1:00 p.m. - 3:00 p.m.
Columbus Community Building

Sign In

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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Ann Clinton			Parsons			

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KANSAS DEPARTMENT OF TRANSPORTATION

Open House
Thursday, May 13, 2010
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Sign In

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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Jim Dahmen	Advisory Comm.					
John Delmont		3871 S.E. Lostine	Columbus	KS. 66725	620-848-3717	
David Murdock	OTA	3500 M.L. King	Oklahoma City	73111	405-425-7398	dmurdock@pikepass.com
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US-400 Corridor Study

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KANSAS DEPARTMENT OF TRANSPORTATION

Open House
Thursday, May 13, 2010
1:00 p.m. - 3:00 p.m.
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Sign In

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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Robert Bidwell						
Mary Iles						
Scott Michaels						
Troy Bolander	City Of Joplin	602 Main St.	Joplin	MO 64801	417-624-0820	
Dale Oglesby	City of Galena		Galena	KS 66739	620-202-0111	oglesbye4state.com
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Darrell Moyer	City of Chanute	PO Box 1037	Parsons	Ks 67357	620-421-7020	dmoyer@parsonsks.com

US-400 Corridor Study

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KANSAS DEPARTMENT OF TRANSPORTATION

Open House
Thursday, May 13, 2010
4:00 p.m. - 7:00 p.m.
Columbus Community Building

Sign In

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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Justin Smith		5927 SE Messer Rd.	Columbus	KS 66725	620 762-3595	
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US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Responsible & Responsive

KANSAS DEPARTMENT OF TRANSPORTATION

Open House
Thursday, May 13, 2010
4:00 p.m. - 7:00 p.m.
Columbus Community Building

Sign In

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Name	Organization	Address	City	State, Zip	Phone	e-mail
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Alfred T Lawson (+1)		8080 SE Highway 166	Baxter Spring	Ks	620-856-5929	
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Alice Dixon		3681 SE 60th St	Galena	KS 66739	620-848-3996	
Raymond Dixon		3681 SE 60TH ST	Galen	Ks 66739	620-848-3996	
Melinda Tillman		8220 SE HWY 166	Baxter Spgs	KS 66713	620-762-0157	
Norman Tillman		8220 SE HWY 166	Baxter Spgs	KS 66713	620-762-0157	
Scott McNaughton		P.O. Box 403	BAX. SPGS.	KS. 66713	—	

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Machelle Smith	Sentinel Times	1402 N Columbus	Galena	KS 66739		
Wendy Garner	Sentinel Times	5750 SE Quarter Mile Rd	Galena	KS 66739		
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Gene Bottorff		2045 SE Hwy 69 Alt	Galena	KANSAS 66739	620-389-2556	
Shirley Evans		1786 SE 60th	Columbus	KS 66725	620-389-2312	
Richard Schatti		13315 Hwy 69	Quapaw	OK 74363		
Cindy Epler		8770 SW Messer Rd,	Columbus	KS 66725	620 597-2941	jepler69@yahoo.com

1-3

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Comments

Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?

Looks very complete. Rural Water District 19 information has been shared with KDOT staff. This should help.

What do you like **least** about the corridor options?

What do you like **most** about the corridor options?

Projected access for North-south transport of products not available in the State

Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?

No – Do it as fast as you can

Other comments?

Knowledge of KDOT Staff/associates is complete. Those members of the Communities that don't participate in public meetings have no rights to complain.

1-3

US-400 Corridor Study

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Comments

Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?

What do you like **least** about the corridor options?

What do you like **most** about the corridor options?

I like the way the corridor is laid out and think it is the best route. I also know that there is always something that may come up to change it a little

Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?

None

Other comments?

57

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Comments

Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?

May not be a mine at Hwy 166 & Lowell Rd. Never heard of one there.

What do you like **least** about the corridor options?

What do you like **most** about the corridor options?

Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?

Other comments?

We need a turning lane at Hwy 166 & 82nd Terrace before Someone gets Killed.

How about adding truck routes to Keep semis away from residential areas.

57

US-400 Corridor Study

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Comments

Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?

What do you like **least** about the corridor options?

The new location. It should be left alone as is.

What do you like **most** about the corridor options?

safety

Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?

Funding

Other comments?

57

US-400 Corridor Study

KDOT Project No. 400-11 KA-1005-01

Comments

Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?

DON'T KNOW

What do you like **least** about the corridor options?

NOT USING PRESENT 69-69A ROAD BED, PREFERED ROUTE TAKING PROPERTIES ALONG COUNTY 60TH ROAD.

What do you like **most** about the corridor options?

BRINGING COMMERCE TO SE. KANSAS

Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?

NO

Other comments?

57

US-400 Corridor Study

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Comments

Several **environmental factors**, such as mined areas and cemeteries, are shown on the corridor maps. Are others missing? If so, what are they? Where are they located?

water tower -

What do you like **least** about the corridor options?

Going through my home of 40 years where I have put my blood, sweat, & tears in, where my kids & grand kids were raised.

What do you like **most** about the corridor options?

— nothing —

Can you think of any **compelling reasons** why KDOT should not move forward with the preferred corridor? If so, what are they?

There is a perfectly good 4 lane Highway just a few miles to the East going to KC.

Other comments?

Do not ruin my dreams & my home for a needless highway

Summary of US-400 Advisory Committee Meeting No. 4

KDOT Project No. 400-11 KA-1005-01

July 15, 2010 at the Baxter Springs Community Building

The fourth and final US-400 Advisory Committee meeting was held on July 15, 2010 from 5:00 p.m. to 7:00 p.m. in Baxter Springs, Kansas at the Baxter Springs Community Building. The purpose of the meeting was to discuss feedback from the May Open House and comments received from the community, questions or comments related to the Draft Report, and next steps and lessons learned through the planning process. Meeting participants, handouts, and the discussion are outlined below.

Participants

- **Advisory Committee**
  - ✓ Jim Burton, City of Columbus
  - ✓ Patrick Collins, Cherokee County
  - ✓ Jim Dahmen, Columbus Telephone
  - ✓ Ann Charles, Great Plains Development Authority
  - ✓ David Edmondson, Baxter Springs
  - ✓ Larry Delmont, City of Galena
  - ✓ Darrell Moyer, City of Parsons
  - ✓ Jim AuBuchon, US-69 Highway Association
- **Kansas Department of Transportation**
  - ✓ Steve Rockers
  - ✓ George Dockery
  - ✓ Robert Bidwell
  - ✓ Mary Files
  - ✓ Priscilla Petersen
  - ✓ Kristy Kelley
  - ✓ Rod Lacy
- **Consultant Team**
  - ✓ Clarence Munsch, GBA
  - ✓ Triveece Harvey and Blair Sells, Patti Banks Associates (PBA)
  - ✓ Dave Kocour, URS Corporation
- **Other**
  - ✓ Andrew Nash, ***Morning Sun***
  - ✓ Doug Gatewood, Kansas Legislature
  - ✓ Crystal Gatewood, Cherokee County

Handouts

- Meeting agenda
- Presentation
- Hard copies and discs of the Draft Report

Discussion

- **Welcome and Introductions:** Steve Rockers (KDOT) opened the meeting with introductions. George Dockery (KDOT) provided a brief overview of the US-400 Corridor Study in Cherokee County, and explained

Summary finalized on August 5, 2010 by Steve Rockers, P.E., KDOT Project Manager

Summary prepared by Blair Sells, AICP, Patti Banks Associates, 929 Walnut, Suite 200, Kansas City, Missouri 64106 (816) 756-5690

the roles of the study's key stakeholder groups. Then Clarence Munsch (GBA) provided an overview of the planning process, study schedule, and the meeting agenda to include the following:

- ✓ Comments from Pre-Open House and Open House
- ✓ Draft Report
- ✓ Next Steps
- ✓ Lessons Learned
- ✓ Adjourn

- **Comments from the May Open House:** Harvey explained that there were 14 local officials and Advisory Committee members in attendance at the Pre-Open House held earlier in the day on May 13, 2010; and 29 members of the general public at the late afternoon Open House on the same day. She said that each attendee was given a questionnaire to complete as well as the opportunity to give verbal feedback. A summary of the comments from the Open House are included below:
  - ✓ *Question #1 – Are there **environmental factors** missing from the map? If so, what and where are they located?*
    - 3 Individual Responses:
      - Looks complete.
      - May not be a mine at Hwy 156 and Lowell Rd.
      - May be a water tower missing.
  - ✓ *Question #2 – What do you like **LEAST** about the corridor options?*
    - 3 Individual Responses:
      - The new location, should be left alone as is.
      - Going through my property.
      - Not using the present Highway 69-69A roadbed or other existing routes.
  - ✓ *Question #3 – What do you like **MOST** about the corridor options?*
    - 4 Individual Responses:
      - Like the way the corridor is laid out.
      - Safety.
      - Bringing commerce to SE Kansas.
      - Increased north-south access, especially for freight.
  - ✓ *Question #4 – Can you think of any **compelling reasons** why KDOT should NOT move forward with the preferred corridor?*
    - 2 Individual Responses:
      - Funding.
      - Already an existing 4-lane highway to the east traveling to Kansas City (US-71).
  - ✓ Open House Questionnaire: *Question #5 – Any **other** comments?*
    - 3 Individual Responses:
      - Knowledge of KDOT staff and associates is complete.
      - Add truck routes to remove semis from residential areas.
      - Do not think the highway is necessary; it will ruin my property.
  - ✓ *Verbal Comments to Staff*:

    Sensible option in terms of construction costs and environmental suitability
    - Concerns related to property acquisition; losing land and homes.

- Media coverage should extend further west and should be advertised on local radio.
- Preserve access for farmers via frontage roads.
- Looking forward to removing the truck traffic.
- Why must the route have restricted access?

Harvey then asked the Advisory Committee if they had received any feedback from the community since the Open House and the Committee responded as follows:

- ✓ Everyone is excited.
- ✓ More interest in K-7 than in US-400 at this time.
- ✓ Other possible connections at the north end of the corridor near Crawford County?
  - KDOT answer: KDOT is in the process of looking at an alternate connection to the north. More surveying is needed to the west this fall in Crawford County.
- ✓ Work from south to north, rather than north to south?
  - KDOT answer: Economic development near Pittsburg/Frontenac is a priority. KDOT will hear more at the T-WORKS meeting in September as well as the local consult meeting later this fall.
- ✓ Low turnout at the public meeting could be viewed as a validation of work.

- **Draft Report:** Munsch reviewed findings from the Draft Report, including the location of the preferred corridor and rationale for choosing the preferred option:

  - ✓ Less disruptive to construct
  - ✓ Improves safety for motorists
  - ✓ Creates minimal environmental impacts
  - ✓ Based on input and support from local partners
  - ✓ Estimated construction and R-O-W costs are lower than nearly all the other corridors
  - ✓ Better serves existing communities and allows for community development
  - ✓ Reduced farmland impacts and major utility relocations
  - ✓ Lower combined potential business and residential relocations than other options

  Munsch also explained the alternate connection to the north near Crawford County. He said that the connection would be shorter, would be easier to manage traffic during construction, drainage structures would likely be smaller due to the corridor located higher in the drainage basin, includes less mitigation, and would be easier to receive environmental approval. He noted that the connection would be reviewed further as part of a future phase of the study.

  Additionally, Munsch outlined how the preferred corridor responded to community comments, including: environmental factors, property impacts, truck lanes, frontage roads to preserve access for farmers, and funding.

- **Next Steps:** Rockers explained that the study of US-400 in Cherokee County remains among KDOT's top funding priorities and is one of several southeast Kansas priority projects. He said that funding for KDOT projects would be discussed at the regional T-WORKS Workshop at the Lamplighter Inn (4020 Parkview Drive) in Pittsburg on September 2, 2010. Rockers also said that in the following weeks the draft study report would be finalized and provided to Advisory Committee members. It would be placed on the KDOT

website, e.g. via its project portal, as well. He then asked the Committee for other recommended locations for posting and distributing the final report and/or associated maps. The comments received included:

- ✓ Hard copies at the library.
- ✓ Hard copies at newspaper offices to generate foot traffic. Prepare news release with information related to the report and maps.
- ✓ Place a project information link on Kansas Transportation Online Community (KTOC). City and County websites can link to KTOC and state where printed copies of the report and maps are available.
- ✓ Mounted boards at City and County buildings, e.g. Cherokee County Courthouse. Maps should have explanation for the general public and those interested in buying or selling property.
- ✓ Coordinate with Crawford and Cherokee Counties to include the Geographic Informaton System (GIS) boundary of the US-400 Corridor Study within their data sets.
- ✓ Kansas Legislators should receive a printed copy, as they are necessary to secure funding.

- **Lessons Learned:** Rockers then asked the Advisory Committee for their feedback pertaining to changes or improvements in the public participation process and their role in a future Advisory Committee for additional US-400 studies. Committee comments included:

  - ✓ Impressed that the group quickly gravitated toward a preferred corridor – Anticipated more difference of opinion, but speaks to validity and strength of the solution.
  - ✓ Partnership of US-400 and US-69 Highway representatives.
  - ✓ Important to give opinions as Advisory Committee members – want to be involved in progress, especially so they can keep their kids and other young community members there.
  - ✓ It is okay to include the Advisory Committee names in the Final Report, as they are committed to continuing to be a part of this effort.
  - ✓ KDOT is counting on the Advisory Committee to get the word out to the community and give input at the regional TWORKS workshop and the subsequent local consult meetings. There is not enough funding for all the projects in the state, so southeast Kansas needs to stick together.
  - ✓ Each meeting had a purpose, and it made each session enjoyable.
  - ✓ Southeast Kansas doesn't want to argue – It sees the bigger picture.
  - ✓ Economic development can improve the entire County.
  - ✓ KDOT appreciated the fact that Advisory Committee representatives were always in attendance at the Public Officials Briefings to voice support and to explain why certain decisions were made during the corridor study.

- **Adjourn:** Munsch said that the Final Report would be completed by early August and the team members thanked the Advisory Committee for their time, participation, and knowledge shared throughout the process.

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Doug Gatewood Kansas Legislature
Crystal Gatewood Cherokee County

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