



Mile Marker

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US-69 Study* Expands

*Thanks to public input,
KDOT is exploring more
ideas for improving US-69*



The information in this bulletin is available in alternative accessible formats. For more information, contact the Kansas Department of Transportation, Office of Transportation Information, 7th Fl, Docking State Office Building, Topeka, KS 66612-1568 785-296-3585 (Voice/ TTY).

Thank you to everyone who shared their views and insights concerning the study of US-69 in Crawford County. We appreciate the time you took to learn about the study and to offer comments. Each comment was reviewed by the study team and has been placed in the project file.

Search for Options Widens

As a result of the comments, we've added to the study area so we can explore additional strategies. Many people expressed interest in other options using the existing bypasses around Arma and Pittsburg. So, we've added a study corridor that lies west of the existing highway so we can explore more ideas than we had before. An amended map is included to show the new area.

What Does This Mean?

The study is a search for options that would address current and expected problems along US-69. Adding a study corridor enables us to consider a wider range of options for addressing the future of US-69. All the strategies presented earlier are still being considered. We have not eliminated any other options, and we don't favor the added study area over any other.

While it might take more time, we will study this new area as we have all the others. This new avenue of study might reveal one or more feasible strategies that bear further scrutiny, or it might yield little or nothing feasible. This is yet to be discovered and illustrates the sometimes fluid nature of KDOT's highway studies.

**The city of Pittsburg has applied for System Enhancement funds to construct a new bypass. This study is being conducted independent of that process. The study began before the System Enhancement program was passed by the Legislature and it will continue regardless of the outcome of the selection process. If Pittsburg's System Enhancement project is selected, the study results will be used for the design of the bypass project.*

What About My Home?

Understandably, many people are worried about their homes and property. It's impossible for us to know where US-69 will be located (if it is moved at all) until all the feasible ideas are studied and compared. However, we think you should be aware of all the options being studied.

It can take five to eight years (or more) to design and build a highway, if funding is available to do so. In the case of US-69, no funds have been allocated to design or build anything.



The Bottom Line

Many people are concerned about the cost of building a new road compared to widening the existing route. Cost is important, but it is one of many factors considered in highway projects. Project costs also include buying right-of-way, assisting displaced homeowners

and businesses, road and bridge design, moving utility lines, project administration, and supervising and inspecting the construction. Projects which impact homes and property can be costly even if the actual construction costs are low.

Two+Two = ?

Many people wondered why we would consider any options other than widening the existing highway. In reality, adding two lanes to a two-lane road can be costly and affect many homes and businesses. A four-lane freeway needs space for medians, wide shoulders, wide right-of-way past the shoulders, and ample room for safe, but space-consuming interchanges. Parallel frontage roads might be added for access to adjacent homes and businesses, making the impact even wider. Additional lanes are usually built along one side of the road, because adding a lane to each side of a busy road isn't cost-effective or practical. So, adding two lanes to two lanes can have quite an impact!

Who to Call

If you'd like more information about the US-69 Study, please contact

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To The Folks in Chicopee

Chicopee residents fear for their town, which is partly enclosed by the western study corridor. Rest assured that KDOT does not intend to unduly impact the town. We study broad corridors so we can focus our efforts effectively. We look within a corridor to see

where a highway should not be located, as well as to see where a highway could be located. We try to minimize negative impacts to businesses, homes, and property. So, even though Chicopee is in a study corridor, it is not a target. Chicopee is a town we would like to avoid.