

# Four-lane highway studied

By Sarah Kessinger  
The Marysville Advocate

Convenience stores, tourist spots and other vendors along U.S. Highway 36 stand to gain significant business and communities could expect to add dozens of new jobs if the state were to expand the highway to four lanes, according to a recent study.

The economic impact study was conducted by Fort Hays State University's Docking Institute of Public Affairs. It was commissioned by the U.S. 36 Association, which is made up of business people, tourism and highway staff and others who live in the 13 Kansas counties along the highway, which runs across the northern part of the state.

The association board of directors met Friday in Scandia to hear a presentation on the study by its authors, Docking senior fellow Preston Gilson and the institute's director, Gary Brinker.

Research showed that the one-time regional economic effect of the construction phase of a building project could be \$1.4 billion, although income would also be lost to businesses where access is blocked along the highway during construction.

The analysis of long-term economic growth resulting from an expanded U.S. 36 shows an effect

of \$1 billion over 10 years and 898 new jobs. The total of all economic activity associated with a highway expansion was estimated at \$2.45 billion.

The Kansas research focused on economic activity likely in the 10 years after completion of the highway expansion but not beyond that period. It also looked at the economic activity that could accompany the construction phase of such a project.

Missouri plans to christen its newly completed four-lane U.S. 36 in August. The association sought the recent study to consider what might happen if Kansas were to undertake a similar project.

Missouri Department of Transportation district planner Shannon Kusilek said the expansion of the final 52 miles to four lane was a \$72.4 million project. It was paid by a \$7 million federal earmark, \$22.4 million from the state of Missouri and \$43 million from a half-cent sales tax passed by counties along the route who voted to form a Transportation Development District.

It remains unclear what the economic effect of the expanded highway has been in northern Missouri and whether traffic will increase.

"We hear people say a lot of drivers on Interstate 70 will now take

a four-lane highway 36," Kusilek said. "Maybe, maybe not."

U.S. 36 is now a four-lane from Uhrichsville, Ohio, to just west of the Missouri River at Wathena.

The study's executive summary included this note:

"We conclude that while upgrading U.S. 36 to four lanes with bypasses kept close to communities in the study area will not guarantee population and economic growth, without such improvements, potential growth is unquestionably stymied."

Association president Steve Haynes said communities along the highway should be able to decide whether or not they'd like a bypass or whether the highway should continue to run through their communities, narrowing to two lanes through some towns.

The study noted that highway safety would improve with a divided four-lane highway. National statistics show that undivided two-lane highways have 10.25 more fatalities per 100 million vehicle miles traveled than divided four lanes, according to the study.

A wider road could also relieve congestion in some areas, improve access and enhance economic development in general in the 13 counties that were part of the study, according to the report.



MEMBERS OF AARP, with the help of the St. Francis Senior Citizens, gathered up a boxes of food for the local Food Pantry. Clarence Iliff and ErvaGene DeAragon helped pack up the items.  
Herald staff photo by Karen Krien

# St. Francis man questions road, boundries on land

By Karen Krien

karen.k@nwkans.com

Craig Schoenrogge, St. Francis, was at the June 30 Cheyenne County Commissioners' meeting to discuss the road and boundries at his property south of St. Francis.

In an earlier article concerning the commissioners, there was a discussion that the road, Road 15, had been funded with Federal Emergency Management (FEMA) money so it should be an 80-foot-wide road, not 66 feet. He was also concerned that the county road and bridge crew was blading the road, taking 4-feet off of his side of the ditch. That would move the center of the road over, he said.

Andy Beikman, commissioner, said he knew of no way a government entity can wave a wand and take property.

Mr. Schoenrogge responded that it would be eminent domain and that requires a check.

He had marked a fence line along the west side of his property, lining it up with the fence line on the south and he said it follows the historic fence line. The county, he said, has never had any right-of-way beyond that.

What he wants to do, he said, was straighten the fence line.

Dale Patton, commissioner, said that the county attorney, Kari Gilliland, said there is no proof that Road 15 was a FEMA road and it has an 8-foot right-of-way.

When you look at the power lines that feeds the electricity, Mr. Patton said, I would assume the entity would put it on a right-of-way, not private property.

Mr. Schoenrogge said he is in a current lawsuit with the city of St. Francis and is being sued to claim adverse possession (squatters rights). He had found documentation that the pipelines are in entirely different places and

there is an easement that has been violated. He said the city claimed there is a pipeline inside and when it was surveyed a second time, it had mysteriously moved 20-feet closer to the ditch.

If the road is moved toward the other side, and the road is 40 feet from the center, then the right of way is 10 feet inside his land.

Mr. Patton said he was not aware of a conspiracy to move the road and nothing would make him happier than to have this matter rectified. "We just want to move on," he said.

Mr. Schoenrogge said that all he wanted was a reasonable place to build a fence, that he intended to run cattle there and, since it is frontage, he wanted a reasonably nice looking fence. It is a substantial investment, he said, so he wanted the fence in right.

Attorney Gilliland said she will send a letter to Mr. Schoenrogge stating that the land is the way he purchased it. Commissioner Ernie Ketzner said the commissioners had been through this matter several times and just need to make a stand.

### Later correspondence

Later, Mr. Schoenrogge sent Terry Miller, public information officer, an e-mail stating that he wanted copies of any attestations and/or applications made to FEMA or any other federal agency pertaining to the county road system. He also asked that any correspondence to or from FEMA or other federal agency concerning the county road system as it would relate to federal aid status.

He also wanted records pertaining to federal money that may have been received by the county as a result of any federal status that may pertain to County Road 15.

The request, he said, can be limited to the content of what was discussed in the commis-

sioners' meeting.

My request, Mr. Schoenrogge said, is not limited to FEMA - I am trying to track down any documentation relating to why the county is claiming that County Road 15 is designated as a "federal aid road." He added that he had gotten the name "FEMA" from the newspaper and what he thought was clarity from the commissioners' meeting.

Mr. Miller responded saying that he had talked with Dave Flemming, road and bridge supervisor. Mr. Flemming said the information at the meeting was wrong if it was stated money was received for work on County Road 15.

Mr. Flemming said that any road that is designated as a federal aid road is not eligible for FEMA money so the road has not received any correspondence or money related to anything FEMA.



SEVERAL WEEKS AGO, storm clouds loomed in the west. Delmer Johnson, who lives south of Wheeler, snapped this unusual cloud formation.

# Junior Golf Team



GOLF TEAM: Back row: Hannah Stafford, Connor McBride, Aubrey Mills, Kyla Bandel, Jude Faulkender, Tiernan Poling; Front row: Nick Paulsen, Jake Faulkender, Emileigh Dinkel, Madison Tice, Mallery Mills, Kobe Tice, Miranda Cooks, Karly Bandel, Christina Stafford, Brady Dinkel.

## CONTRACTS

Continued from Page 1A

### District agreement

The board approved a new three-year participating district agreement with the Northwest Kansas Technical College in Goodland. The agreement is effective from July 1 through June 30, 2013.

### Projects

Mr. Schiltz reported on the various projects that are in progress, including phase II of the new

windows at the high school, remodeling of the high school biology room, the grade school playground grass-renovation project and the junior-high locker restoration project.

### Next meeting

The next meeting of the school board is set for 8 p.m. tonight (Thursday) in the meeting room at the high school.

Editor's note: The above article was taken from the unapproved minutes of the June 29 special school board meeting.

## WISH

Continued from Page 1A

Haigler that morning and, after a slight problem in getting it started, arrived at the Village in the early afternoon.

Debbie didn't know that her wish had been granted until about 11:30 the morning of the ride. Mrs. McCurry said Debbie was so excited that she couldn't eat her lunch.

The staff then dressed her in a pair of bright green pants and a Harley Davidson shirt. The outfit was completed with a red bandana for her head.

It took a patient lift and five staff members to get her secured to the motorcycle. She said she felt like a queen.

Mr. Moberly then took off, giving her a ride down the runway at the airport, then a ride around the Village grounds.

The day before, Leah Rambat had wheeled Debbie in her wheelchair to Parkhill Restaurant for lunch. It was Debbie's week and when Thursday rolled around, she was asking what they were doing that day?

"We are hoping we can grant many more wishes," said Karen Moberly, member of the Star Committee. "If there is a wish we think we can grant, we try."

The committee also helps provide for holiday gifts and snacks for residents.

## Brought To You By These Sponsors:

Bumper to Bumper  
Auto Parts

Bartlett Grain Co. L.P.

BANKWEST OF KANSAS

Becky's Bierocks

Bier's Hometown Store

Brice's Auto Repair

Hoagie & Dara Carmichael

Click Photography

Cheyenne Co.

Clinic/Hospital

Cheyenne Feeders L.L.C.

Pat & Vicki Cress

Theron & Carolyn Culwell

Dr. Melvin & Barb Dunn

Farm Bureau Financial

Services

Bruce & Sharon Feikert

Frewen Insurance Agency

Kelly & Penny Gienger

Good Samaritan Village

Grace Flying Service

Homesteader Motel

& Trailer Park

Hilltop General Store

Glenn and Louanne

Isernhagen

Jenik Oil Co.

Floyd & Elaine Jensen

K-Store

Perry & Paula Keller

One More Year Ranch -

Pete & Alice Kinen

Kite & Day Law Office

Knodel Funeral Home

Twila Kramer

Krien Masonry Service

Krien Steel Buildings

Lampe Hardware

Leach Insurance Agency

Daryl & Keely Loyd

L&W Andrist Ins. Agency

Linda & Walt Linthacum

Majestic Service

Casey & Lezlie McCormick

Mill & Seed

Marvin & Anita Miller

Terry & Mary Beth Miller

James Milliken, Chartered

Cochran Farm Supply/

Morrow's Garage

Neitzel Insurance Service

Owens True Value

Park Hill Restaurant

& Lounge

Pizza Hut

Brett Poling Chiropractic

Raile Gelbvieh -

Delbert & Marilyn Raile

Republican Valley

Auto Supply

Republican Valley

Vet Clinic

Kenneth & Janet Roberson

Rick & Linda Rogers

Ross Manufacturing

Marlin & Anabelle Rueb

Randy & Rikki Rueb

St. Francis Equity

St. Francis Herald

St. Francis Sand

& Redi Mix

St. Francis Tire

& Service

Schultz's Ltd.

Shay Realty, Inc.

Silver Crest Farms

Dan & Rita Stephens

Dr. Pat & Bonnie Stuart

Talley's Portrait

Photography

Uptown Meat Market

& Deli

Unger Chiropractic

Clinic

United Methodist

Thrift Store

Video Connection

Video Kingdom

Gale & Mary Walz

Carl Werner

Western Sprinklers

Western State Bank

Wheeler Equity

Betty Jean Winston

Yost Farm Supply