



Department of Planning + Urban Design

Unified Government of Wyandotte County • Kansas City, Kansas

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To: City Planning Commission
From: Planning and Urban Design Staff
Date: November 14, 2022
Re: **Special Use Petition SP2022-061**

GENERAL INFORMATION

Applicant:
Tom Grier

Status of Applicant:
Business Representee
with G + G Holdings LLC,
19501 State Avenue
Kansas City, KS 66086

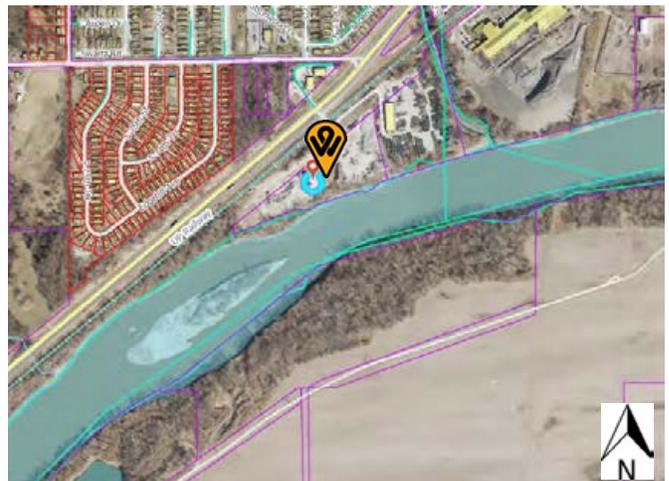
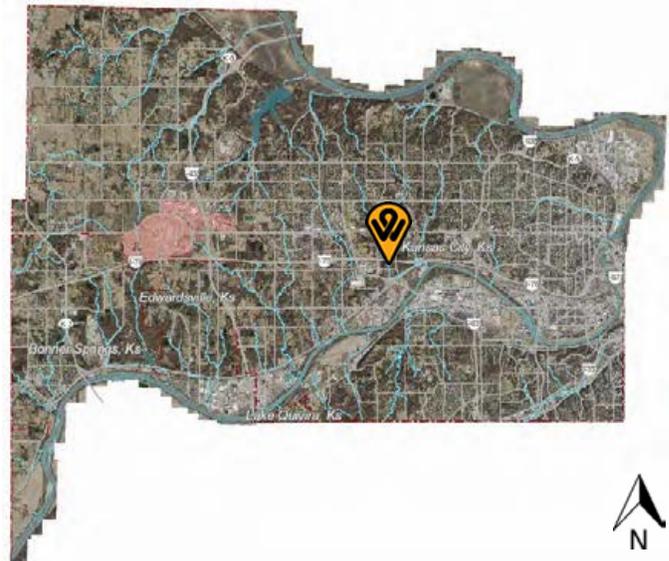
Requested Action:
Renewal of Special Use Permit for
Temporary Use of Land to stockpile
and process concrete materials
(expires August 8, 2022).

Date of Application:
July 11, 2022

Purpose:
To keep stockpiles and process
(crushing and sorting) concrete
materials.

Property Location:
7241 Kaw Drive
Kansas City, KS 66111

Commission Districts:
Commissioner At-Large, District #2:
Tom Burroughs
District #6 Commissioner: Angela Markley



Existing Zoning:	M-3 Heavy Industrial District
Adjacent Zoning:	<p>North: M-2 General Industrial District</p> <p>South: R-1 Single Family District (across the river)</p> <p>East: M-3 Heavy Industrial District</p> <p>West: RP-M Planned Mobile Home Park</p>
Adjacent Uses:	<p>North: Industrial sandblasting company and undeveloped land</p> <p>South: Undeveloped Land (across the river)</p> <p>East: Industrial Business Parks</p> <p>West: Mobile Home Park</p>
Total Tract Size:	8.20 Acres
Master Plan Designation:	The City-Wide Master Plan designates this area as Industrial and Floodway which allows industries featuring processing, manufacturing, heavy truck traffic, excessive noise, potentially, noxious uses and outdoor storage. These uses are the least compatible with residential development and should be encouraged to locate where such already occur. Allowed uses include manufacturing, processing, warehousing, distribution, outdoor storage, salvage, industrial related commercial and service uses such as truck stops, services stations, convenience stores, etc. In addition to mining, and mineral extraction.
Major Street Plan:	The Major Street Plan Designates Kaw Drive as a Class A Thoroughfare.
Parking Requirement:	Sec.27-470(f) Parking Standards ratio will vary among occupants and will be determined by the director of planning after receipt of a summary of parking needs and characteristics prepared by the owner or initial occupant. In no case, however, shall less than one space for each 500 square feet of building area be provided. If the site is unable to meet the parking requirement, the applicant will need to obtain a variance.
Advertisement:	<p><u>The Wyandotte Echo</u> – June 16, 2022</p> <p>Letters to Property Owner – June 16, 2022, August 1, and October 4, 2022</p>
Public Hearing:	July 11, 2022, July 28, 2022 (Board of Commissioners), August 8, 2022, November 14, 2022

Public Support: None to date.

Public Opposition: None to date.

PROPOSAL

Detailed Outline of Requested Action: The applicant, Tom Griefer with G + G Holdings LLC, wants to continue the stockpile and process concrete materials on 8.2 acres at 7241 Kaw Drive.

City Ordinance Requirements: 27-592 through 27-606

RELATED ENFORCEMENT AND ACTION ITEMS

Noise or Disturbance Complaints:

1. 2022 – Accident with minor injuries
2. 2020 – (110521) – Accident with Injuries
3. 2019 – Deadly Accident

Building, Zoning, or Code Enforcement Complaints:

1. 2016 - (16396-00107) - Stop Work Order - Completed.
2. 2013 – (12225-00952) - Abatement - Completed.
3. 2013 – (12200-03574) - Code Environment - Completed.

Outstanding or Related Permits and Cases:

1. 2019 – (19410-00025) - Administrative Appeal - Completed.

FACTORS TO BE CONSIDERED

1. The Character of the Neighborhood.

The character of the neighborhood is comprised of industrial uses and commercial businesses. Kaw Drive is one of the major east/west commercial thoroughfares in the Muncie area. It is a mixed-use, urban neighborhood with commercial and industrial uses along Kaw Drive with residential uses to the north and the Kansas River to the south.

2. The zoning and uses of properties nearby and the proposed use's expected compatibility with them.

The zoning and uses of properties nearby are set out above. Concrete crushing is not necessarily compatible with the mobile home park across Kaw Drive, but it is a heavy industrial use in an industrial zoning district.

3. *The suitability of the property for the uses to which it has been restricted. Will removal of the restrictions detrimentally affect nearby property.*

A portion of the property has been appropriately mapped and removed from the regulatory floodway and floodplain (Zone AE), which is more suitable for development. The removal of the restrictions will not detrimentally affect nearby property, as this Special Use Permit is temporary in nature.

4. *The length of time the property has remained vacant as zoned.*

The property is not vacant as it is a currently operating business.

5. *The degree of conformance of the proposed use to the Master Plan.*

The City-Wide Master Plan does not address Special Use Permits. The Citywide Master Plan designates this property as Industrial and Floodway, which allows industries featuring processing, manufacturing, heavy truck traffic, excessive noise, potentially, noxious uses and outdoor storage. These uses are the least compatible with residential development and should be encouraged to locate where such already occur.

6. *Whether the proposed use will result in increasing the amount of vehicular traffic to the point where it exceeds the capacity of the street network to accommodate it.*

The proposed use will increase traffic to the site, but not to the point where it exceeds the capacity of Class A Thoroughfare to accommodate it. While the number of cars is not a concern, there are concerns regarding trucks and vehicles entering and exiting the subject property, which have to cross a railroad track as well as two (2) lanes of K-32. There have been three (3) accidents involving vehicle and trucks entering and exiting the property, being struck by a train. These were determined to be driver error. Additionally, the attached traffic study shows that vehicles during peak hours have on average three (3) seconds to cross the intersection when entering and exiting, well short of the recommended six (6) seconds, creating another potential safety hazard.

7. *Whether the proposed use is reasonably necessary for the convenience and welfare of the public and will not substantially or permanently injure the appropriate use, visual quality, or marketability of adjoining property.*

The proposed use is not reasonably necessary for the convenience and welfare of the public and will not permanently injure the appropriate use, visual quality or marketability of adjoining property if the property is raised out by elevation of the floodplain and dust mitigation measures are followed.

8. *Whether the noise, vibration, dust, or illumination that would normally be associated with such use is of such duration and intensity as to create problems for near-by property.*

Dust is a significant concern with these types of operations, especially for the residences who live north of the proposed use. Noise and dust that is normally associated with this use could create problems for nearby property. Additionally, landscape screening may be necessary.

9. *Whether the proposed use will pollute the air, land or water.*

If mitigation measures are implemented, the proposed use will not pollute the air.

10. *Whether the use would damage or destroy an irreplaceable natural resource.*

The parcel has been raised out of the regulatory floodway by a letter of Map Revision (LOMAR) in 2020 at an elevation of 765.5 feet. If properly operated and maintained, the proposed use will not damage or destroy an irreplaceable natural resource. If mitigation measures are not adhered to, and/or stockpiles are not removed from the floodway, earthen material in the floodway will damage an irreplaceable natural resource. Additionally buffering from the Kansas River may be necessary.

11. *The relative gain to the public health, safety, and welfare as compared to the hardship imposed on the individual landowner or landowners.*

The relative gain to the public health, safety, and welfare is minimal compared to the hardship imposed on the landowners. There is potential that if there was a flood, that materials from this site could be washed into the Kansas River, polluting the river. There are also traffic safety issues involving the adjacent railroad track, as there have been three (3) instances of vehicles, including trucks entering/exiting the property being involved in accidents with trains, as well as concerns at the intersection, with speeding vehicles and short gaps for vehicles to clear the intersection. A denial of this application would cause the applicant to have to find another location for their operation.

12. *Whether the proposed use would result in overcrowding of land or cause undue concentrations of population.*

As long as the conditions of approval are met, the proposed use should not result in the overcrowding of land or undue concentrations of population. The proposed use will not cause undue concentrations of population as it is industrial in nature. The proposed use may cause overcrowding of land if stockpiles are not managed properly.

PREVIOUS ACTIONS

SP2019-111 for Temporary Use of Land which expires August 8, 2022

NEIGHBORHOOD MEETING

The applicant received neighborhood comments by receiving letters or phone calls through the date of May 26, 2022. Attached is the list of persons who attended the meeting, minutes, affidavit and/or submitted comments to the applicant.

KEY ISSUES

Dust
Landscaping/Screening/Buffering
Floodway
Traffic
Railroad Crossing
Irreplaceable Natural Resource

STAFF COMMENTS AND SUGGESTIONS

Planning and Urban Design Comments: Prior to the July 28, 2022 Board of Commissioners hearing, District 8 Commissioner Chuck Stites brought to attention of staff that there had been three (3) accidents involving trains and trucks that were entering the subject property, as well as one (1) accident involving two (2) passenger vehicles. It should be noted that the accidents were from trucks entering from Kaw Drive, not exiting the subject property.

The case was remanded back to the City Planning Commission to develop a plan to increase safety measures at the railroad crossing from the subject property. Additionally, staff recommends reducing the renewal from five (5) years down to two (2) years to monitor safety and ensure the stipulations of this renewal will be met.

In the “attachments” section of this report are two (2) news articles, regarding the accidents at this crossing.

1. Based on the Letter of Map Revision Floodway Determination Document Staff presumes that all equipment, stockpile, and fill materials have been removed out of the annual floodplain and floodway. However, if stockpiles have not been moved, the applicant and owner will be cited for violating the conditions of this Special Use Permit and fined accordingly and may risk revocation of the Special Use Permit.
2. Please provide detailed business operation plan.

Applicant Response: Per your request, we have the following description of the business operations associated with the above referenced Special Permit. Concrete rubble, demolished concrete and concrete materials will be received and stockpiled on site. These materials will then be recycled using a mobile crusher and mobile screen. The crushed and/or screened materials will then be stockpiled. These processed materials will then be used on local projects, by

Kansas Heavy Construction or other companies. There will be not permanent structures, and all equipment will be self-propelled or mobile.

3. Do you have a dust mitigation plan? If so, please provide a copy. If not, please create a plan that resolves this issue.

Applicant Response: Per your request, we have the following description of our dust mitigation plan with respect to the above referenced Special Permit. Dust is usually a problem when dry conditions occur, therefore the use of water by spreading and/or spraying is commonly used as an industry standard. The crushing equipment, currently being used, is fitted with a water spray bar system that will be used if dust is leaving the discharge belt. A water truck, with a 4,000 gallon tank, remains on site at all times and will be used to spread water on drivable surfaces to mitigate dust as needed.

4. The natural flow of the floodway and floodplain cannot be altered.
5. Shall maintain a current application with the Business Licensing Department as long as they continue to occupy and operate.
6. Sec. 27-470 (d)(2) No use shall be permitted or so operated as to produce or emit:
 - a) Smoke, dust, fly ash, gas, or odorous emission not in compliance with chapter 3.
 - b) Vibration or concussion perceptible without instruments at the property line.
 - c) Noise greater than 85 dB(A) at repeated intervals for a sustained length of time at any point on the property line or noise which causes day-night noise level average to exceed 65 dB(A) for any residence for a sustained period.
 - d) Industrial waste which may overburden the public sewage facilities or produce odor or unsanitary effects beyond the property line
7. Sec. 27-470(d)(2) No equipment, material or vehicles, other than motor passenger cars, may be kept, parked, stored or displayed closer than 25 feet to a street line unless such area is screened from the street by a solid fence or other obstruction, set back not less than six feet from the street line and not less than three feet in height.
8. Hours of operation shall be Monday through Friday, 8:00 AM to 5:00 PM.
9. Have rumble strips been installed at the exits to remove any debris from accumulating on the roadways? If yes, provide images, or other documentation referencing the added rumble strips.

Applicant Response: We currently do not have rumble strips at the entrance to the property, but can have them installed at your request.

10. How is employee and visitor parking being provided? Please demonstrate where parking is located and how many spaces are provided.

Applicant Response: Attached to this Staff Report is the employee parking plan.

11. Dust is a significant problem with dirt fill and gravel operations in the vicinity, especially for the residents north of Kaw Drive. The site (ground) shall be watered daily to minimize dust and all truck wheels shall be wetted prior to leaving the site, exiting onto Kaw Drive.

12. Trucks that receive material from this location shall obtain all necessary permits (hauling, etc.) from the Public Works Department.

Planning Engineering Comments:

- A) Items that require plan revision or additional documentation before engineering can recommend approval:
 - 1) None
- B) Items that are conditions of approval:
 - 1) None
- C) Comments that are not critical to engineering's recommendations for this specific submittal, but may be helpful in preparing future documents:
 - 1) None

STAFF RECOMMENDATION

Staff recommends that the City Planning Commission make the findings contained within the staff report related to *Factors to be Considered*, and *Key Issues* and recommend **APPROVAL** of Petition **SP2022-061** subject to all comments and suggestions outlined in this staff report summarized by the following conditions:

1. **The applicant must add a “Right Turn Must Turn” sign (R3-3R) for traffic traveling eastbound along Kaw Drive.**
2. **Modify the existing signage and add a larger stop sign, signage showing the number of tracks, and larger railroad crossbucks to add more visibility and to comply with MUTCD.**
3. **Based on the Letter of Map Revision Floodway Determination Document Staff presumes that all equipment, stockpile, and fill materials have been removed out of the annual floodplain and floodway. However, if stockpiles have not been moved, the applicant and owner will be cited for violating the conditions of this Special Use Permit and fined accordingly and may risk revocation of the Special Use Permit;**
4. **The natural flow of the floodway and floodplain cannot be altered;**
5. **Shall maintain a current application with the Business Licensing Department as long as they continue to occupy and operate;**
6. **Sec. 27-470 (d)(2) No use shall be permitted or so operated as to produce or emit:**
 - a) **Smoke, dust, fly ash, gas, or odorous emission not in compliance with chapter 3.**

- b) **Vibration or concussion perceptible without instruments at the property line.**
 - c) **Noise greater than 85 dB(A) at repeated intervals for a sustained length of time at any point on the property line or noise which causes day-night noise level average to exceed 65 dB(A) for any residence for a sustained period.**
 - d) **Industrial waste which may overburden the public sewage facilities or produce odor or unsanitary effects beyond the property line;**
7. **Sec. 27-470(d)(2) No equipment, material or vehicles, other than motor passenger cars, may be kept, parked, stored or displayed closer than 25 feet to a street line unless such area is screened from the street by a solid fence or other obstruction, set back not less than six feet from the street line and not less than three feet in height;**
 8. **Hours of operation shall be Monday through Friday, 8:00 AM to 5:00 PM;**
 9. **Dust is a significant problem with dirt fill and gravel operations in the vicinity, especially for the residents north of Kaw Drive. The site (ground) shall be watered daily to minimize dust and all truck wheels shall be wetted prior to leaving the site, exiting onto Kaw Drive;**
 10. **Trucks that receive material from this location shall obtain all necessary permits (hauling, etc.) from the Public Works Department;**
 11. **Applicant shall comply with Planning Engineering Comments for General Engineering, Erosion Control, Sanitary Sewer, Storm Drainage, Stormwater Quality, Streets, and Retaining Walls, or other requirements as applicable;**
 12. **If issues arise with adjacent property owners and are brought to staff's attention during the term, this Special Use Permit can be submitted to the Unified Government of Board of Commissioners for revocation;**
 13. **The Special Use Permit is not valid for the approved use to be in operation until all the conditions of approval are met. The Applicant acknowledges that both the property owner and the business owner are collectively responsible to ensure that the use of the property is compliant with all ordinances, conditions, and other requirements of this approval. Failure to meet all these requirements may result in revocation of this permit. The property may also be subject to enforcement actions and administrative citations;**
 14. **Any business in Wyandotte County that is required to obtain any Special Use Permit shall be responsible to ensure that all vehicle parking or vehicle storage must occur entirely on private property of the same land parcel and be at all times be compliant with all applicable local ordinances [27-463 through 27-470; 27-592 through 27-616; 27-667 through 27-676; 35-468 through 35-492]. No such business shall use the public right of way for any business operation. Any shared parking with another property is only allowed by a properly executed legal document that has been filed with the Unified Government and ratified by the City Planning Commission. Failure to comply at all times with parking regulations will result in municipal summons, administrative citation, or revocation of the Special Use Permit;**
 15. **Approval of this case by the Board of Commissioners, and the conditions of approval contained herein, has been granted independent of any and all covenants, conditions, and restrictions (CC&R) of the plat or subdivision within which the subject property is located. It is the responsibility and duty of the applicant and/or landowner to ensure that the real or constructive**

operation of any use allowed under this Special Use Permit, or any portion thereof, does not violate the applicable and enforceable CC&R of the plat or subdivision within which the subject property is located;

16. The Special Use Permit shall be valid for two (2) years from the publication of the associated Ordinance. The Applicant is solely responsible for renewing their Special Use Permit. The Applicant should contact the Planning and Urban Design Department no less than two (2) months prior to the expiration of the permit to begin the renewal process. Any application for renewal that is submitted after the expiration date will be considered a new application with the associated application fee and approval term. If the renewal deadline is not met, all operations must cease until such time as a new Special Use Permit is approved; and
17. Subject to approval, a \$125.00 ordinance publication fee must be submitted to the Urban Planning and Land Use Department (check made payable to the Unified Treasurer) immediately following the Unified Government Board of Commissioners meeting. The approval will not go into effect until the ordinance is published in the newspaper. The applicant has 30 days to submit their check, or the petition becomes invalid.

ATTACHMENTS

Aerial Imagery
Zoning Map
Land Use Map
Floodplain Map
Site Plan
Boundary Survey
Employee Parking Plan
Traffic Impact Study, Dated October 7, 2022
Letter of Map Amendment (LOMA-R) provided by FEMA
Response to Staff Comments by Applicant June 27, 2022
Neighborhood Meeting Minutes & Affidavit on Dated May 26, 2022
KSHB 41 News Report, October 2019
WIBW 13 News Report, February 2020
Site Photographs taken on June 6, 2022

REVIEW OF INFORMATION AND SCHEDULE

Action	City Planning Commission	Unified Government Board of Commissioners
Public Hearing	November 14, 2022	December 1, 2022
Special Use		

STAFF CONTACT:

James Molloy
jmolloy@wycokck.org

MOTIONS

I move the Kansas City, Kansas City Planning Commission **RECOMMEND APPROVAL** of Petition **SP2022-061** to the Unified Government Board of Commissioners as meeting all the requirements of the City code and being in the interest of the public health, safety and welfare subject to such modifications as are necessary to resolve to the satisfaction of City Staff all comments contained in the Staff Report; and the following additional requirements of the Kansas City, Kansas City Planning Commission:

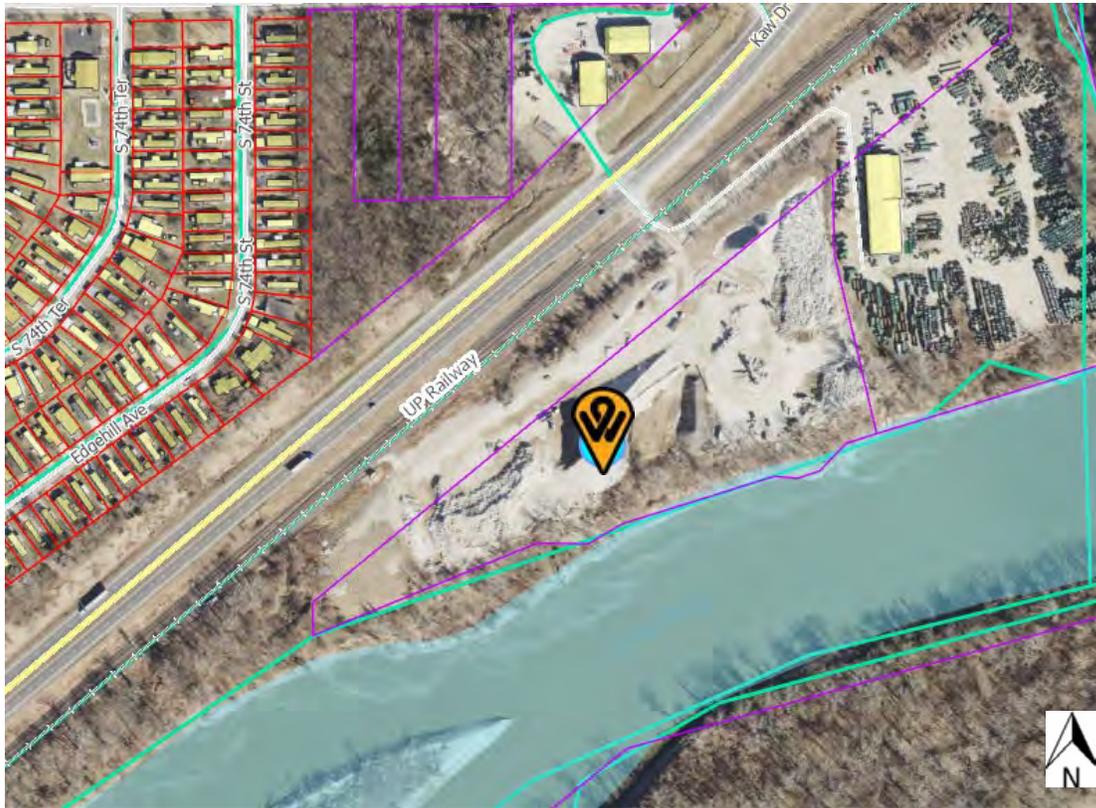
1. _____;
2. _____; And
3. _____.

OR

I move the Kansas City, Kansas City Planning Commission **RECOMMEND DENIAL** of Petition **SP2022-061**, to the Unified Government Board of Commissioners as it is not in compliance with the City Ordinances and as it will not promote the public health, safety and welfare of the City of Kansas City, Kansas; and other such reasons that have been mentioned.

ATTACHMENTS

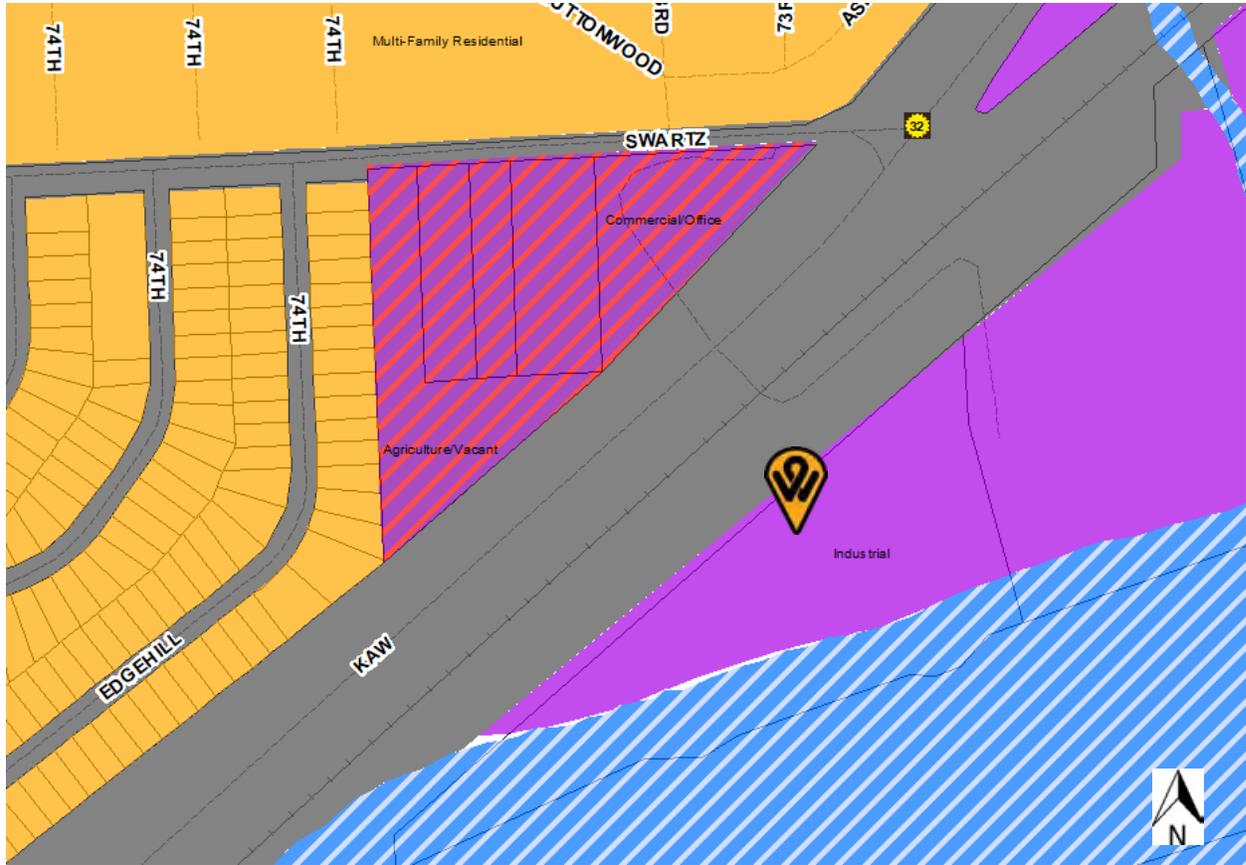
AERIAL IMAGERY



ZONING MAP



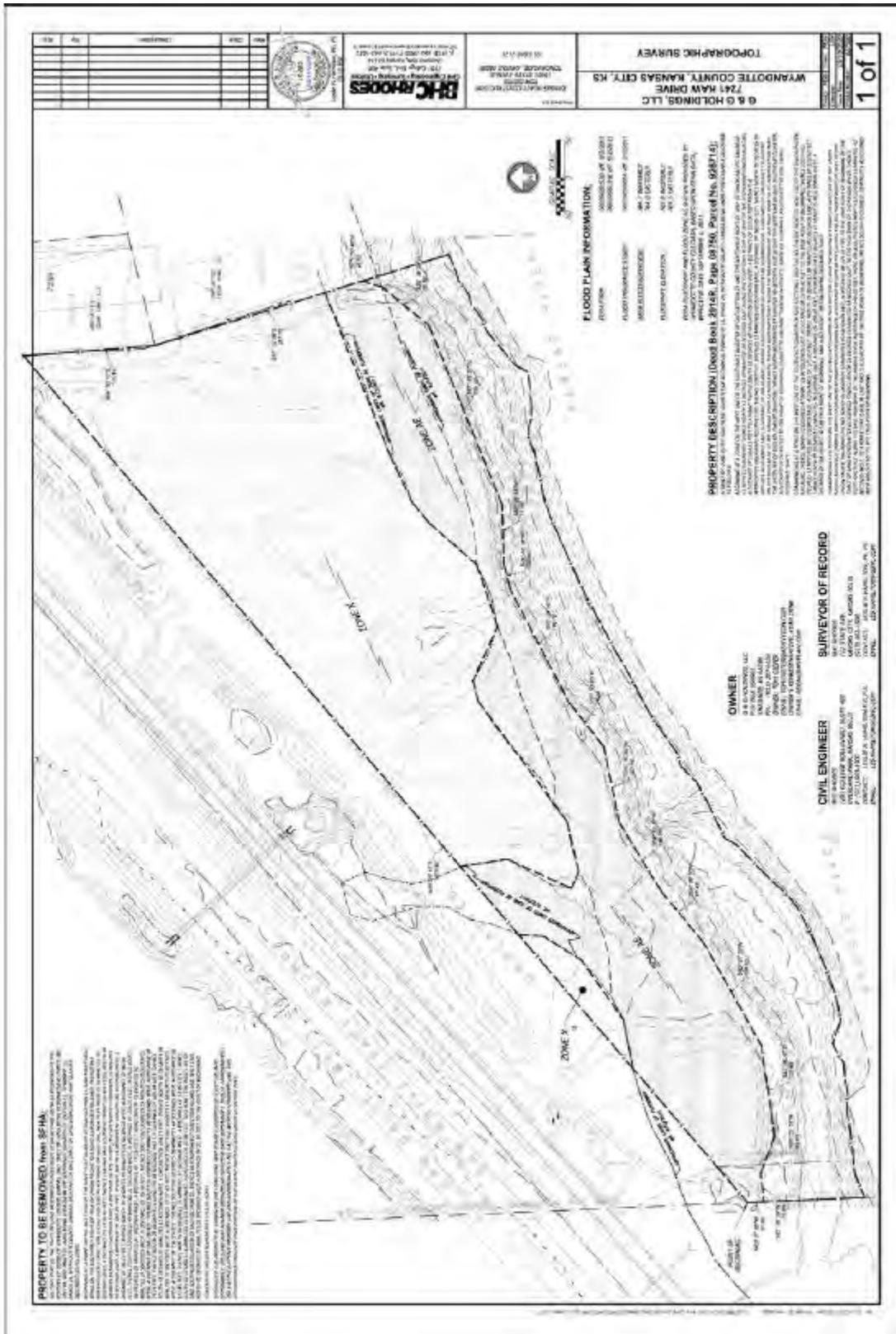
LAND USE MAP



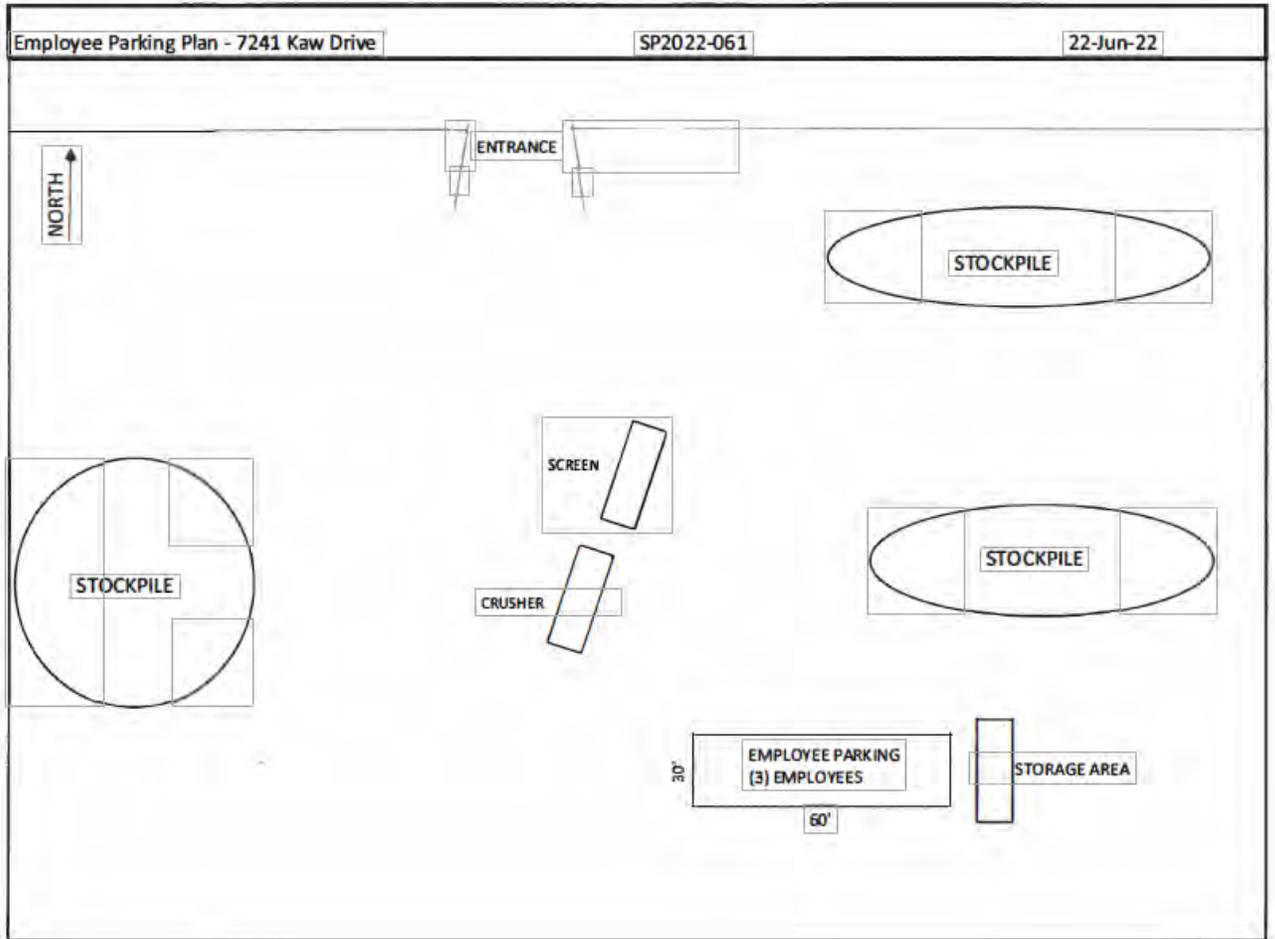
FLOODPLAIN MAP



BOUNDARY SURVEY



EMPLOYEE PARKING PLAN



Introduction

Kansas Heavy applied for a Special Use permit with the Unified Government for their existing operations (rock and concrete crushing) at 7241 Kaw Drive in Wyandotte County, Kansas City, Kansas. These same operations have been ongoing since around 2015.

A public hearing for a Special Use Permit was held by the Unified Government Planning Commission on July 28th, 2022. During the public hearing, one of the Planning Commission members requested that a Traffic Study be completed for the subject property. The basis of the request was the fact that there had been two somewhat recent accidents at the RR track crossing leading to the subject property.

Continental Consulting Engineers, Inc. (CCEI) has been retained by Kansas Heavy to review the intersection for safety in association with the Unified Government request and to provide recommendations for any improvements that can be made. The intersection in question is a private access drive to the south of Kaw Drive (K-32) and serves two properties, Kansas Heavy (7241 Kaw Drive) and a dumpster repair operation for Deffenbaugh Disposal (7259 Kaw Drive). A second private drive to the north serves a separate business. Refer to **Appendix "A", Figure 1**.

Existing Conditions

Kaw Drive (K-32) is a four lane divided highway with turn bays provided for the east bound right (50') and the west bound left (80') turn movements at the location of the private access drive. Railroad Ahead Advance warning signage is provided along Kaw Drive in both the eastbound/westbound direction in advance of the private drive/rail crossing indicating a rail crossing to the south of Kaw Drive. Kaw Drive has a posted speed limit of 55 mph. Refer to **Appendix "A", Figure 1**.

The private access drive serving the subject property to the south is a two lane undivided road with 50' curb radii at its intersection with Kaw Drive. There is approximately 45' of throat distance between the EB thru lanes and the Stop Sign/Rail Crossing sign located to the north of the tracks. A secondary drive (serving Deffenbaugh) intersects the private access drive in a T configuration just south of the rail crossing. There is no posted speed limit for the private drive but vehicles would generally approach from the north/south at a speed of approximately 10mph to 15 mph. Refer to **Appendix "A" Figure 1/Figure 2**.

The Union Pacific Railroad (dual lines) runs parallel to Kaw Drive and is approximately 65' south of the highway west of the intersection and starts diverging from a distance of 65' just east of the intersection to approximately 140' just south of the intersection of Kaw Drive with Swartz Road. The railroad track is

generally elevated above the adjacent grade and visibility of the Rail from Kaw Drive would be considered good to excellent.

Existing Intersection Signage:

In addition to the signage identified in the existing conditions section, refer to **Appendix "A" Figure 2** for intersection signage at the intersection of Kaw Drive with the private access drive.

As it pertains to existing signage, Railroads generally maintain active warning signals and crossbuck, multiple track, whistle and emergency notification signs.

Public road authorities generally maintain all other signage including stop signs, yield signs, advance warning signs and pavement markings.

Existing Background Traffic (Passenger Vehicles):

Intersection movement data was collected over a 24 hour period on 9/20/22 thru 9/21/22 at the intersection of Kaw Drive with the private access drive serving the subject properties. Traffic Data was collected for both Trains and Passenger Vehicles during these hours.

The weekday A.M. peak hour for passenger vehicles was found to occur between the hours of 7:00 A.M. and 8:00 A.M. with approximately 943 vehicles moving through the intersection. Of these vehicles, 9 are entering and 16 are exiting from the private access drive.

The weekday P.M. peak hour for passenger vehicles was found to occur between the hours of 3:30 P.M. and 4:30 P.M. with approximately 1040 vehicles moving through the intersection. Of these vehicles, 4 are entering and 12 are exiting from the private access drive.

The hours of operation for Kansas Heavy are between 7:30 A.M. to 5:00 P.M., Monday through Friday. As we can see from the data outlined above, the private access drive has a fairly low volume of traffic.

The traffic volumes collected mirror the workday for Kansas Heavy and Deffenbaugh. Of the total daily traffic leaving the private access drive, 45 vehicles (37%) make left turns and 76 vehicles (63%) make Right Turns. Refer to **Appendix C** for a full summary of data.

Existing Background Traffic (Trains):

There are two tracks for the Unified Pacific Railroad that parallel Kaw Drive (K-32). A Total of 39 trains moved through the rail crossing at the private access drive with 14 trains (36%) westbound and 25 trains (64%) Eastbound. A cursory review of the train video indicates that trains can move approximately 200 rail

cars at one time blocking the track for approximately 4 minutes. 24 hour video is available if additional information is required.

For purposes of this Study, we are only concerned with the number of trains during the typical work day for Kansas Heavy between the hours of 7:00 A.M. and 6:00 P.M. During this time of day, a total of 22 trains moved through the rail crossing at the private access drive with 8 trains (36%) westbound and 14 trains (64%) Eastbound. Refer to **Appendix C** for a full summary of data.

Existing Speed Study:

A 24 hour speed study was conducted on 9/20/22 thru 9/21/22 at the intersection of Kaw Drive with the private access drive serving 7241 Kaw Drive. This information was collected to determine if there were available gaps for left turning vehicles and to determine if speed limits were being observed. The total recorded volume for the 24-hour period was 10,980 vehicles. Refer to **Appendix B** for a full summary of data.

The number of passenger vehicles in the study was 9246 or 85% of total vehicles classified, Vans and Pickups were 715 or 7% of total vehicles classified, and Busses and Trucks were 909 or 8% of the total vehicles classified.

The posted speed limit along this section of highway is 55 MPH. The mode speed for this traffic study was 50 MPH and the 85th percentile speed was 62.42 MPH. Forty-six (46%) of the total vehicles were traveling in excess of 55 MPH.

During the peak traffic period (3:30 PM - 3:45 PM), the average headway between vehicles was 3.061 seconds.

Generally, left turning vehicles crossing two lanes of traffic require an approximate gap of between 6 seconds and 8 seconds depending on the type of vehicle. What this means is that during peak hours, vehicles may need to wait longer to find an available gap.

A review of the speed data would indicate that there is a significant number of vehicles exceeding the speed limit reducing the available gaps. From the data, it is apparent that additional police surveillance may be required to bring vehicles more in line with the posted speed limit.

Accident Information:

Accident information was requested for the last five years through the Kansas Open Records Act (KORA) and received from both the KDOT Bureau of Transportation Safety and the Unified Government Police Department. There have been a total of four accidents at the subject intersection over the last five years. Refer to **Appendix "A" Table 1** for a summary of Accident Information.

Accident reports available upon request. A review of the accidents yields the following:

- Three (3) of the four (4) accidents have been between vehicle and train.
- One (1) accident resulted in significant damage and a fatality.
- All accidents appear to be driver error as is typically the case.
- All accidents have occurred during the daytime hours when visibility would generally be considered good.

There is nothing significant to be gained from the accident information other than it appears that all vehicles involved in vehicle/train collisions should have reasonably been able to observe the oncoming train and either failed to yield/stop or failed to correctly judge the speed of the oncoming train.

Proposed Signage:

Based on a review of existing conditions, it is proposed that additional signage be considered. Refer to **Appendix "A", Figure 2** for a summary of existing and proposed signage. There are a total of three existing sign posts (2 with multiple signs) and one proposed sign at the intersection of Kaw Drive with the Private Access Drive to the south.

At this point in time, the only recommended sign is the addition a right-turn must turn right sign (R3-3R) for the EB Right. This sign will provide a measure of safety for a vehicle making a left/right from the private access drive.

There is some concern about the storage distance between the north side of the railroad tracks and the south side of the Kaw Drive EB right. Approximately 45 vehicles make a NB Left at this intersection during a 24 hour period. Not allowing this movement will cause some adjustment to traffic flow but a NB No left turn sign (R3-2) should be considered as this will help alleviate the rear end of vehicles from encroaching into the tracks.

In addition to the above, the existing sign structures labeled Existing Sign 1 and Existing Sign 2 in **Appendix "A", Figure 2** should be further evaluated by the Unified Government and the Union Pacific Railroad to bring more in line with **Appendix A, Figure 8B-2**, Crossbuck Assembly with a Stop Sign on the Crossbuck Sign Support from the (MUTCD). As a minimum, a larger Stop Sign (R1-1) and the addition of the number of tracks (R15-2p) sign should be evaluated.

Recommendations:

Based on my review of field conditions and the Traffic Data, the following items should be taken under consideration:

- Add a Right-turn must turn right sign (R3-3R) for the Kaw Drive EB Right.
- Consider Adding a No Left Turn Sign at the intersection of Kaw Drive (K-32) and the Private Drive to the South restricting NB Lefts.
- Consider Modifying Existing Sign #1 and Sign #2 to add a larger Stop Sign, # of tracks Sign (2), and larger Crossbucks making the rail crossing more evident.

The above recommendations/considerations should be discussed with both the Unified Government, KDOT, and the Union Pacific Railroad in an effort to make this a safer intersection.

Appendix A
Figures and Tables

Figure 1	Project Location Map
Figure 2	Existing/Proposed Traffic Signage
Figure 8B-1	Regulatory Signs and Plaques for Grade Crossings
Figure 8B-2	Crossbuck Assembly with a YIELD or STOP Sign on the Crossbuck Sign Support
Table 1	Summary of Accident Information



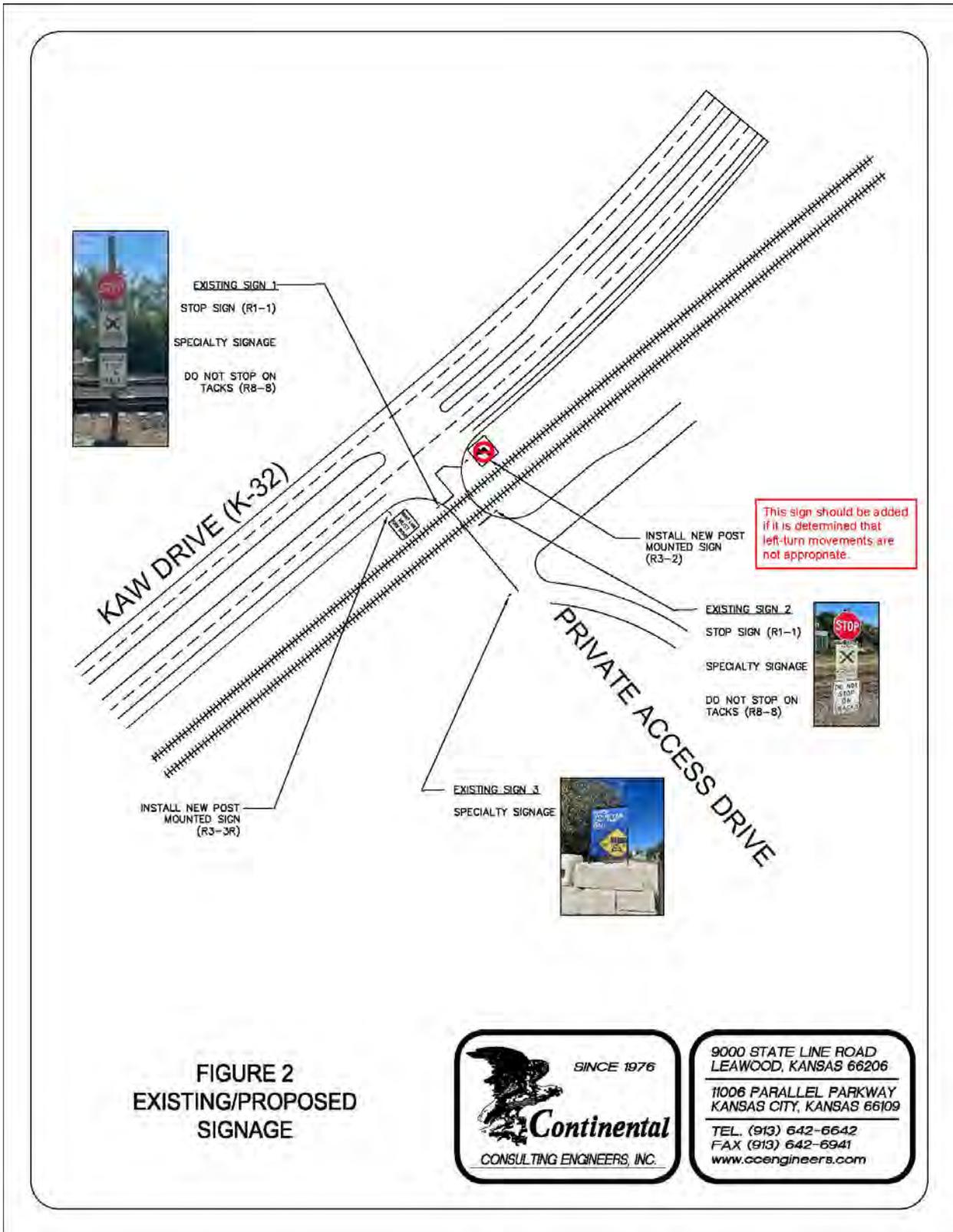


Figure 8B-1. Regulatory Signs and Plaques for Grade Crossings

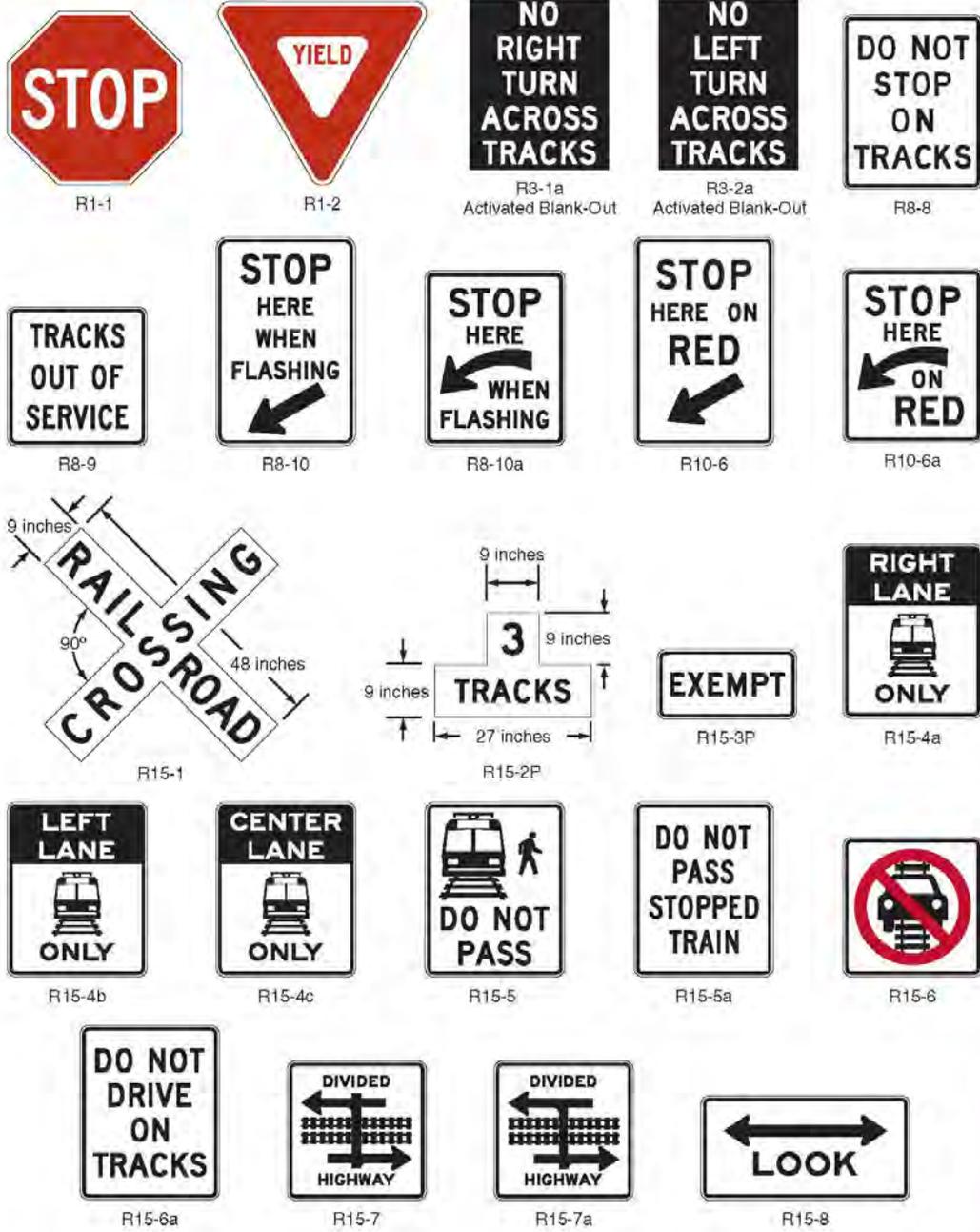
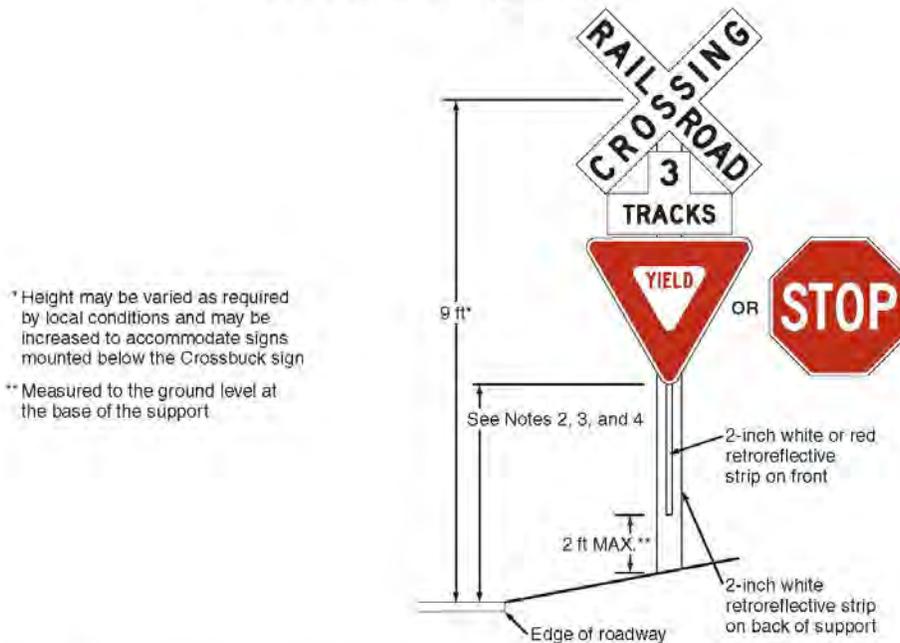


Figure 8B-2. Crossbuck Assembly with a YIELD or STOP Sign on the Crossbuck Sign Support



Notes:

1. YIELD or STOP signs are used only at passive crossings. A STOP sign is used only if an engineering study determines that it is appropriate for that particular approach.
2. Mounting height shall be at least 4 feet for installations of YIELD or STOP signs on existing Crossbuck sign supports.
3. Mounting height shall be at least 7 feet for new installations in areas with pedestrian movements or parking.

¹⁰ Where unusual conditions make variations in location and lateral offset appropriate, engineering judgment should be used to provide the best practical combination of view and safety clearances.

Section 8B.04 Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings

Standard:

- ⁰¹ A grade crossing Crossbuck Assembly shall consist of a Crossbuck (R15-1) sign, and a Number of Tracks (R15-2P) plaque if two or more tracks are present, that complies with the provisions of Section 8B.03, and either a YIELD (R1-2) or STOP (R1-1) sign installed on the same support, except as provided in Paragraph 8. If used at a passive grade crossing, a YIELD or STOP sign shall be installed in compliance with the provisions of Part 2, Section 2B.10, and Figures 8B-2 and 8B-3.
- ⁰² At all public highway-rail grade crossings that are not equipped with the active traffic control systems that are described in Chapter 8C, except crossings where road users are directed by an authorized person on the ground to not enter the crossing at all times that an approaching train is about to occupy the crossing, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-rail grade crossing.
- ⁰³ If a Crossbuck sign is used on a highway approach to a public highway-LRT grade crossing that is not equipped with the active traffic control systems that are described in Chapter 8C, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-LRT grade crossing.

Sect. 8B.03 to 8B.04

December 2009

Table 1 - Summary of Accident Information

Kaw Drive (K-32) and Private Access Drive Summary of Accident Information							
Date	Local Report #	KDOT Report #	Apparent Cause	Injuries	Citation	Weather Conditions	Time of Day
10/15/2019	2019014826	20190095176	SB Vehicle crossing track was in driver side door panel by WB train.	Fatality	None Reported	No Adverse Conditions	9:55 A.M.
9/17/2020	2020-00105410	20200015713	NE Driver failing to observe vehicle backing behind them and backed into them.	None Reported	None Reported	No Adverse Conditions	12:50 P.M.
9/28/2020	2020-00110521		SB Vehicle crossing track hit in rear quarter panel by WB train. No apparent status/reason for crash.	Minor	None Reported	No Adverse Conditions	1:31 P.M.
2/23/2022	2022022219		SB Vehicle Failure to Stop. Struck by Train.	None Apparent	Issued	No Adverse Conditions	11:11 A.M.

ORDINANCE 0-39-20, SPECIAL USE PERMIT SP-2019-111

ORDINANCE NO. 0-39-20

AN ORDINANCE authorizing a Special Use Permit pursuant to Chapter 27 of the 2008 Code of Ordinances and Resolutions of the Unified Government of Wyandotte County/Kansas City, Kansas.

BE IT ORDAINED BY THE UNIFIED GOVERNMENT COMMISSION OF WYANDOTTE/COUNTY/KANSAS CITY, KANSAS:

Section 1. Special Use Permit Granted. Pursuant to the regulations set forth in Chapter 27, Sec. 27-214 of the 2008 Code of Ordinances and Resolutions of the Unified Government of Wyandotte County/Kansas City, Kansas, permission is hereby granted to use in the manner set forth in Section 2 hereof, the following described real property as set forth in #SP-2019-111, commonly known as 7241 Kaw Drive, Kansas City, Kansas, legally described as:

A tract of land in the Southeast Quarter of Section 21, Township 11, Range 24, Wyandotte County, Kansas being more particularly described as follows: Beginning at a point on the West line of the Southeast Quarter of said Section 21 and the Southerly Right-of-Way of Union Pacific Railroad as now established; thence North 52 Degrees 47 Minutes 00 Seconds East along the Southerly Right-of-Way of the aforementioned Railroad 1864.81 feet to a point that is South 52 Degrees 47 Minutes 00 Seconds West 315.00 feet from the Wyandotte-Delaware Reserve Line; thence South 01 Degrees 13 Minutes 00 Seconds East 260.0 feet; thence North 79 Degrees 38 Minutes 40 Seconds East 494.65 feet; thence South 13 Degrees 53 Minutes 43 Seconds East 300.93 feet to a point on the High Bank of the Kansas River as now exists; thence Southwesterly along the meandering of said High Bank to its intersection with the West line of said Southeast Quarter; thence North 00 Degrees 57 Minutes 00 Seconds East along the West line of said Southeast Quarter 26.45 feet to the Point of Beginning, subject to any part thereof in streets, roads, or highways, and EXCEPT the following described tract: Commencing at a point on the West line of the Southeast 1/4 of said Section 21 and the Southerly Right-of-Way line of the Union Pacific Railroad, thence North 52 Degrees 47 Minutes East 1479.40 feet to the TRUE POINT OF BEGINNING; thence South 01 Degrees 13 Minutes East 175.15 feet; thence North 79 Degrees 38 Minutes 40 Seconds East 151.92 feet; thence North 01 Degrees 13 Minutes West 260 feet; thence South 52 Degrees 47 Minutes West 185.41 feet to the TRUE POINT OF BEGINNING, and also EXCEPT the following described tract: Commencing at a point on the West line of the Southeast 1/4 of said Section 21 and the Southerly Right-of-Way of the Union Pacific Railroad; thence North 52 Degrees 47 Minutes East 1479.40 feet along the Southerly Right-of-Way of the Union Pacific Railroad; thence South 01 degrees 13 Minutes East 175.15 feet to the TRUE POINT OF BEGINNING of the tract of land hereinafter described; thence South 13

Degrees 53 Minutes 43 Seconds East to the High Bank of the Kansas River; thence Northeasterly along the said High Bank of the Kansas River 646 feet, more or less; thence North 13 Degrees 53 Minutes 43 Seconds West to a point that is 836.04 feet East and 118.22 feet North of the TRUE POINT OF BEGINNING; thence South 79 Degrees 38 Minutes 40 Seconds West 646.57 feet to the TRUE POINT OF BEGINNING, PARCEL #926714, located at approximately 7241 Kaw Drive, Kansas City, Kansas.

Section 2. That the real property hereinabove described shall hereafter be granted a Special Use permit to stockpile and process concrete materials.

Section 3. Conditions and Stipulations. The Special Use permit granted in Section 1 and 2 hereinabove, in addition to full compliance with any general provisions contained in Chapter 27 of the 2008 Code of Ordinances and Resolutions of the Unified Government of Wyandotte County/Kansas City, Kansas, is hereby contingent upon the performance and observation of the following additional and supplementary regulations, stipulations, conditions and restrictions, of which any violation of any hereafter enumerated will be an additional basis for revocation in addition to those factors specified in Section 27-214

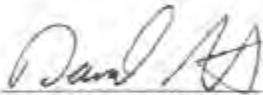
Conditions of Approval:

1. Subject to approval, a \$125.00 ordinance publication fee must be submitted to the Urban Planning and Land Use Department (check made payable to the Unified Treasurer) immediately following the Unified Government Board of Commissioners meeting. The approval will not go into effect until the ordinance is published in the newspaper. The applicant has 30 days to submit their check or the petition becomes invalid;
2. The special use permit shall be valid for two (2) years;
3. Hours of operation shall be Monday through Friday, 8:00 AM to 5:00 PM.;
4. Rumble strips shall be installed at the exits to remove any debris from accumulating on the roadways;
5. Dust is a significant problem with dirt fill and gravel operations in the vicinity, especially for the residents north of Kaw Drive. The site (ground) shall be watered daily to minimize dust and all truck wheels shall be wetted prior to leaving the site, exiting onto Kaw Drive;
6. All stockpiles shall be removed from the regulatory floodway and Zone AE within 60 days from the Board of Commissioners meeting date. Planning Staff will inspect the property, and if it finds the stockpiles have not been moved, the applicant and owner will be cited for violating the conditions of this Special Use Permit and fined accordingly and may risk revocation of the Special Use Permit;
7. All materials (stockpiles, equipment or any other accessory) shall be stored in Zoned X based on the boundary survey sealed March 11, 2020.
8. Stockpiles shall be corralled by to prevent them from shifting south into Zone AE the regulatory floodway.

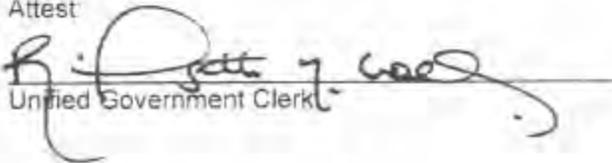
9. Shall maintain a current application with the Business Licensing Department as long as they continue to occupy and operate;
10. Trucks that receive material from this location shall obtain all necessary permits (hauling, etc.) from the Public Works Department;
11. Obtain any permits, as necessary with the Building Inspection Department;
12. Shall comply with Planning Engineering Comments; and,
13. If issues arise with adjacent property owners and are brought to staff's attention during the term, this Special Use Permit can be submitted to the Unified Government of Board of Commissioners for revocation.

Section 4. Take Effect. This ordinance shall take effect as of the date of its publication as provided by law

PASSED BY THE COMMISSION OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, THIS 30 DAY OF July 2020.



David Alvey, Mayor/CEO

Attest


Unified Government Clerk

LETTER OF MAP AMENDMENT REVISION (LOMA-R) PROVIDED BY FEMA

Page 1 of 3	Date: April 26, 2020	Case No.: 20-07-0529A	LOMR-FW					
 Federal Emergency Management Agency Washington, D.C. 20472								
LETTER OF MAP REVISION FLOODWAY DETERMINATION DOCUMENT (REMOVAL)								
COMMUNITY AND MAP PANEL INFORMATION		LEGAL PROPERTY DESCRIPTION						
COMMUNITY	CITY OF KANSAS CITY, WYANDOTTE COUNTY, KANSAS COMMUNITY NO.: 200363	A portion of Section 21, Township 11, Range 24, as described in the Trustee's Deed recorded as Document No. 2014R-08750, in the Office of the Registrar of Deeds, Wyandotte County, Kansas The portion of property is more particularly described by the following metes and bounds:						
AFFECTED MAP PANEL	NUMBER: 20209C0134E; 20209C0153D DATE: 9/2/2015; 9/2/2011							
FLOODING SOURCE: KANSAS RIVER								
		APPROXIMATE LATITUDE & LONGITUDE OF PROPERTY: 39.677856, -94.748469 SOURCE OF LAT & LONG: LOMA LOGIC DATUM: NAD 83						
DETERMINATION								
LOT	BLOCK/ SECTION	SUBDIVISION	STREET	OUTCOME WHAT IS REMOVED FROM THE SFHA	FLOOD ZONE	1% ANNUAL CHANCE FLOOD ELEVATION (NAVD 88)	LOWEST ADJACENT GRADE ELEVATION (NAVD 88)	LOWEST LOT ELEVATION (NAVD 88)
-	-	-	7241 Kaw Drive	Portion of Property	X (shaded)	-	-	765.5 feet
Special Flood Hazard Area (SFHA) - The SFHA is an area that would be inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year (base flood).								
ADDITIONAL CONSIDERATIONS (Please refer to the appropriate section on Attachment 1 for the additional considerations listed below.)								
LEGAL PROPERTY DESCRIPTION			STATE LOCAL CONSIDERATIONS					
INADVERTENT INCLUSION FLOODWAY 1 PORTIONS REMAIN IN THE SFHA.								
This document provides the Federal Emergency Management Agency's determination regarding a request for a Letter of Map Revision for the property described above. Using the information submitted and the effective National Flood Insurance Program (NFIP) map, we have determined that the described portion(s) of the property(ies) is/are not located in the NFIP regulatory floodway or the SFHA, an area inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year (base flood). This document revises the effective NFIP map to remove the subject property from the NFIP regulatory floodway and the SFHA located on the effective NFIP map; therefore, the Federal mandatory flood insurance requirement does not apply. However, the lender has the option to continue the flood insurance requirement to protect its financial risk on the loan. A Preferred Risk Policy (PRP) is available for buildings located outside the SFHA. Information about the PRP and how one can apply is enclosed.								
This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Information eXchange (FMIX) toll free at (877) 336-2627 (877-FEMA MAP) or by letter addressed to the Federal Emergency Management Agency, Engineering Library, 3601 Eisenhower Ave Ste 500, Alexandria, VA 22304-6426.								
 Luis V. Rodriguez, P.E., Director Engineering and Modeling Division Federal Insurance and Mitigation Administration								



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION FLOODWAY
DETERMINATION DOCUMENT (REMOVAL)**

ATTACHMENT 1 (ADDITIONAL CONSIDERATIONS)

LEGAL PROPERTY DESCRIPTION (CONTINUED)

Beginning at a Point on the West Line of the Southeast Quarter of said Section 21, said Point also being on the Southerly Right-of-Way of Union Pacific Railroad as now established; thence in a Northeasterly direction along said Southerly Right-of-Way Line, North 49 degrees 26 minutes 47 seconds East, a distance of 1479.40 feet; thence, leaving said Southerly Right-of-Way Line, South 04 degrees 33 minutes 13 seconds East, a distance of 175.15 feet; thence South 17 degrees 13 minutes 56 seconds East, a distance of 297.75 feet; thence South 15 degrees 50 minutes 46 seconds West, a distance of 28.53 feet; thence South 39 degrees 39 minutes 31 seconds West, a distance of 80.68 feet; thence South 67 degrees 49 minutes 31 seconds West, a distance of 256.55 feet; thence South 88 degrees 29 minutes 34 seconds West, a distance of 77.15 feet; thence South 75 degrees 50 minutes 24 seconds West, a distance of 36.76 feet; thence South 62 degrees 29 minutes 16 seconds West, a distance of 168.78 feet; thence South 51 degrees 53 minutes 06 seconds West, a distance of 74.24 feet; thence South 78 degrees 16 minutes 58 seconds West, a distance of 103.68 feet; thence South 58 degrees 31 minutes 32 seconds West, a distance of 106.75 feet; thence South 50 degrees 26 minutes 33 seconds West, a distance of 87.49 feet; thence South 60 degrees 37 minutes 29 seconds West, a distance of 156.55 feet; thence South 81 degrees 28 minutes 47 seconds West, a distance of 122.49 feet; thence North 68 degrees 55 minutes 37 seconds West, a distance of 52.89 feet; thence South 82 degrees 58 minutes 59 seconds West, a distance of 37.89 feet to a point on the West Line of said Southeast Quarter of said Section 21; thence in a Northerly direction along said West Line, North 02 degrees 27 minutes 05 seconds West a distance of 21.88 feet to the Point of Beginning

INADVERTENT INCLUSION IN THE FLOODWAY 1 (PORTIONS OF THE PROPERTY REMAIN IN THE FLOODWAY) (This Additional Consideration applies to the preceding 1 Property.)

A portion of this property is located within the National Flood Insurance Program (NFIP) regulatory floodway for the flooding source indicated on the Determination Document, while the subject of this determination is not. The NFIP regulatory floodway is the area that must remain unobstructed in order to prevent unacceptable increases in base flood elevations. Therefore, no construction may take place in an NFIP regulatory floodway that may cause an increase in the base flood elevation, and any future construction or substantial improvement on the property remains subject to Federal, State/Commonwealth, and local regulations for floodplain management. The NFIP regulatory floodway is provided to the community as a tool to regulate floodplain development. Therefore, the NFIP regulatory floodway modification described in the Determination Document, while acceptable to the Federal Emergency Management Agency (FEMA), must also be acceptable to the community and adopted by appropriate community action, as specified in Paragraph 60.3(d) of the NFIP regulations. Any proposed revision to the NFIP regulatory floodway must be submitted to FEMA by community officials. The community should contact either the Regional Director (for those communities in Regions I-IV, and VI-X), or the Regional Engineer (for those communities in Region V) for guidance on the data which must be submitted for a revision to the NFIP regulatory floodway. Contact information for each regional office can be obtained by calling the FEMA Map Assistance Center toll free at (877) 336-2627 (877-FEMA MAP) or from our web site at <http://www.fema.gov/about/regoff.htm>.

This attachment provides additional information regarding this request. If you have any questions about this attachment, please contact the FEMA Map Information eXchange (FMIX) toll free at (877) 336-2627 (877-FEMA MAP) or by letter addressed to the Federal Emergency Management Agency, Engineering Library, 3601 Eisenhower Ave Ste 500, Alexandria, VA 22304-8426.


 Luis V. Rodriguez, P.E., Director
 Engineering and Modeling Division
 Federal Insurance and Mitigation Administration



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION FLOODWAY
DETERMINATION DOCUMENT (REMOVAL)**

ATTACHMENT 1 (ADDITIONAL CONSIDERATIONS)

PORTIONS OF THE PROPERTY REMAIN IN THE SFHA (This Additional Consideration applies to the preceding 1 Property.)

Portions of this property, but not the subject of the Determination/Comment document, may remain in the Special Flood Hazard Area. Therefore, any future construction or substantial improvement on the property remains subject to Federal, State/Commonwealth, and local regulations for floodplain management.

STATE AND LOCAL CONSIDERATIONS (This Additional Consideration applies to all properties in the LOMR-FW DETERMINATION DOCUMENT (REMOVAL))

Please note that this document does not override or supersede any State or local procedural or substantive provisions which may apply to floodplain management requirements associated with amendments to State or local floodplain zoning ordinances, maps, or State or local procedures adopted under the National Flood Insurance Program.

This attachment provides additional information regarding this request. If you have any questions about this attachment, please contact the FEMA Map Information eXchange (FMIX) toll free at (877) 336-2627 (877-FEMA MAP) or by letter addressed to the Federal Emergency Management Agency, Engineering Library, 3601 Eisenhower Ave Ste 500, Alexandria, VA 22304-6426.


Luis V. Rodriguez, P.E., Director
Engineering and Modeling Division
Federal Insurance and Mitigation Administration



Kansas Heavy Construction, LLC

19425 State Ave.
Tonganoxie, Kansas 66086
(913) 845-2121
Fax: (913) 845-2813

Urban Planning and Land Use
701 North 7th Street – Room 423
Kansas City, Kansas 66101

RE: Special Permit #SP2022-061
Business Operation Plan

Per your request, we have the following description of the business operations associated with the above referenced Special Permit.

Concrete rubble, demolished concrete and concrete materials will be received and stockpiled on site. These materials will then be recycled using a mobile crusher and mobile screen. The crushed and/or screened materials will then be stockpiled. These processed materials will then be used on local projects, by Kansas Heavy Construction or other companies. There will be not permanent structures, and all equipment will be self-propelled or mobile.

Tom Giefer
Managing Member
G & G Holdings, LLC
Kansas Heavy Construction, LLC



Kansas Heavy Construction, LLC

19425 State Ave.
Tonganoxie, Kansas 66086
(913) 845-2121
Fax: (913) 845-2813

Urban Planning and Land Use
701 North 7th Street – Room 423
Kansas City, Kansas 66101

RE: Special Permit #SP2022-061
Dust Mitigation Plan

Per your request, we have the following description of our dust mitigation plan with respect to the above referenced Special Permit.

Dust is usually a problem when dry conditions occur, therefore the use of water by spreading and/or spraying is commonly used as an industry standard. The crushing equipment, currently being used, is fitted with a water spray bar system that will be used if dust is leaving the discharge belt. A water truck, with a 4,000 gallon tank, remains on site at all times and will be used to spread water on drivable surfaces to mitigate dust as needed.

Tom Giefer
Managing Member
G & G Holdings, LLC
Kansas Heavy Construction, LLC

Marlene,

In response to the comments we have received from Planning and Urban Design, see attached Business Operation Plan, Dust Mitigation Plan and Employee Parking Plan.

We currently do not have rumble strips at the entrance to the property, but can have them installed at your request.

Let me know if you need additional information.

Thank you,

Tom Giefer
G & G Holdings, LLC
Kansas Heavy Construction, LLC

NEIGHBORHOOD MEETING MINUTES & AFFIDAVIT – DATED MAY 26, 2022

G & G Holdings, LLC

19501 State Ave., Tonganoxie, KS 66086

May 26, 2022

Urban Planning and Land Use
4953 State Ave
Kansas City, KS 66102

SP2022-061

RE: Special Use Permit – 7241 Kaw Drive
G & G Holdings, LLC

Please accept the attached Development Application, for G & G Holdings, LLC, at the property located at 7241 Kaw Drive. Enclosed is the completed application, check for the application fee and a zip drive containing pictures and a legal description of the property, per your request.

G & G Holdings, LLC would like to request that the Special Use Permit duration be extended to a five-year renewal instead of two years.

The requested action is justified, in our opinion, for the following reasons:

We have complied with all the requests outlined in the original Special Use Permit.
We have continued operations at the property with no complaints of adjacent property owners.

If you have questions or need additional information, please call me at 913-207-6638.

Regards,

Tom Giefer
Managing Member
G & G Holdings, LLC

NEWS REPORTS OF ACCIDENTS AT THE RAILROAD CROSSING
KSHB-TV 41 – REPORT OCTOBER 5, 2019



2 weather alerts



Watch Now

Posted at 12:14 PM, Oct 05, 2019 and last updated 9:17 PM, Oct 05, 2019

KANSAS CITY, Mo. — A concrete truck driver was killed in a crash with a train on K-32 Saturday morning.

Emergency crews were called to the scene just before 10:30 a.m. near 73rd street and Kaw Drive (K-32).

The Kansas Highway Patrol said a male driver in a concrete truck was hit by a Union Pacific train hauling empty coal cars.

The train did not derail, but the intersection was closed for a time while the investigation was underway.

Shortly before noon, the westbound lanes of K-32 were opened to traffic.

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Man escapes serious injury when cement mixer and train collide in Wyandotte County



A 27-year-old Leavenworth man escaped serious injury Wednesday morning when the cement mixer he was driving and a train collided in Kansas City, Kan., authorities said.

By Phil Anderson

Published: Feb. 24, 2022 at 6:16 AM CST



KANSAS CITY, Kan. (WIBW) - A man escaped serious injury Wednesday morning when the cement mixer he was driving and a train collided in Wyandotte County, authorities said.

The collision was reported at 11:11 a.m. Wednesday at 7241 Kaw Drive, which is K-32 highway at that location.

According to the Kansas Highway patrol, a 2009 Kenworth cement mixer was eastbound on Kaw Drive and attempted to make a right-hand turn to go south on a frontage road.

While turning south onto the frontage road, the cement mixer failed to stop at the stop sign for the railroad tracks and was struck by a train, the patrol said.

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SITE PHOTOS, TAKEN BY APPLICANT – DATED JUNE 27, 2022



SITE PHOTOS, TAKEN BY STAFF – DATED JUNE 6, 2022



SITE PHOTOS, TAKEN BY STAFF – DATED JUNE 6, 2022 CONTINUED

