

FRONTIER MILITARY SCENIC BYWAY
COMPREHENSIVE CORRIDOR MANAGEMENT PLAN
Draft 5/10/08

PROJECT HISTORY

In mid-1995, the Fort Scott Area Chamber of Commerce--working with Bourbon and Linn County citizens and organizations--prepared and in 1996 obtained a grant from the Federal Highway Administration through the Kansas Department of Transportation to complete a corridor management plan and tourism asset inventory for the Frontier Military Scenic Byway segment in Linn and Bourbon Counties. As the plan was nearing completion in 1997, the committee presented a request to the Kansas Scenic Byway Advisory Committee to consider a nomination of the Frontier Military Scenic Byway for national scenic byway status. While the Kansas Scenic Byway Advisory Committee accepted the corridor management plan for Linn and Bourbon Counties, the Committee indicated that the entire byway would need to be nominated for national byway designation and, thus, a corridor management plan for the entire byway would need to be completed. Using the work of the Bourbon and Linn County committee as a starting point, public meetings were held and questionnaires were sent to key stakeholders throughout the remainder of the byway to bring the rest of the byway into the planning process. The Kansas Scenic Byway Program and Clearinghouse staff assisted with this endeavor.

Numerous changes in personnel representing the cities and counties and other commitments caused a hiatus in the progress toward completion of this plan. In November, 2006, a group of byway community representatives met at the Linn County Historical Museum to resurrect and re-focus efforts to complete the corridor management plan for the entire byway and pursue national designation. Work has continued on this plan since then. Numerous meetings have been held at various sites along the byway. Cities and counties with jurisdiction along the byway have demonstrated their approval of this document by resolution (see attached). This document is the result of this process. Participants in the process are listed in an attachment.

An adjunct activity is also occurring. In 2006, Congress officially designated Freedom's Frontier National Heritage Area which includes 26 counties in eastern Kansas that were impacted by the conflict over whether Kansas would be Free or Slave state. All of the counties of the Frontier Military Scenic Byway are included in the National Heritage Area. The Byway itself is an important component of the National Heritage Area. The Freedom's Frontier National Heritage Area and the Byway Committee will continue to work together to conserve resources, educate visitors and residents alike, and create more economic viability in the region.

LOCATION

The Frontier Military Scenic Byway is a 168-mile route that extends from Leavenworth, KS on the north to the Oklahoma border on the eastern edge of the state of Kansas. The

road generally follows the route of the Frontier Military Trail which originally served as a means of moving soldiers and supplies along the permanent Indian Frontier extending from Fort Snelling in Minnesota to Fort Jesup in western Louisiana (See Figure 1). The original construction contracts to build the road were signed October 15, 1838, but construction was not completed until 1844. Figure 2 shows the location of the corridor itself and also locations of significant intrinsic qualities that make this byway unique and worthy of national scenic byway designation. The map also indicates the adjacent land uses along the byway.

In general, the northern section of the byway along K-5 is characterized by agricultural uses with one section of industrial uses as it approaches I-435. I-435 then is also agricultural but, in addition, is residential and commercial until it crosses the Kansas River where some industrial park use is evident in the floodplain. South of the river crossing the land use is primarily residential with Kansas City architectural characteristics evident. As the byway route on I-435 approaches U.S.69, there is another industrial/distribution area near the I-35 interchange, but once the route heads south on U.S.69, the land use becomes primarily residential and agricultural throughout the remainder of the byway except for short mixed retail sections in the cities of Pleasanton, Fort Scott, Arma, Pittsburg and Baxter Springs. In Linn County, the byway goes through the Marais des Cygnes State Wildlife Area and the Marais des Cygnes National Wildlife Refuge. The corridor width varies throughout the length of the byway. The Kansas City metropolitan area and the communities of Fort Scott and Pittsburg are the only portions of the byway that are zoned. Figures 3 through 7 illustrate the land uses in the corridor.

ROUTE DESCRIPTION

The legal description for the Frontier Military Scenic Byway route through the eastern counties of Kansas is as follows:

Beginning at a point on U.S. Highway 69 alternate in Cherokee County at the Oklahoma border at Statewide Milepost 0.000; then north to a point near the south city limits of Baxter Springs at Milepost 0.483.

Beginning again at a point on U.S. Highway 69 alternate in Cherokee County near the north city limits of Baxter Springs at Milepost 2.088; then north to a point at the intersection of U.S. Highway 69, U.S. Highway 400, U.S. Highway 160, and U.S. Highway 69 alternate at Milepost 13.041.

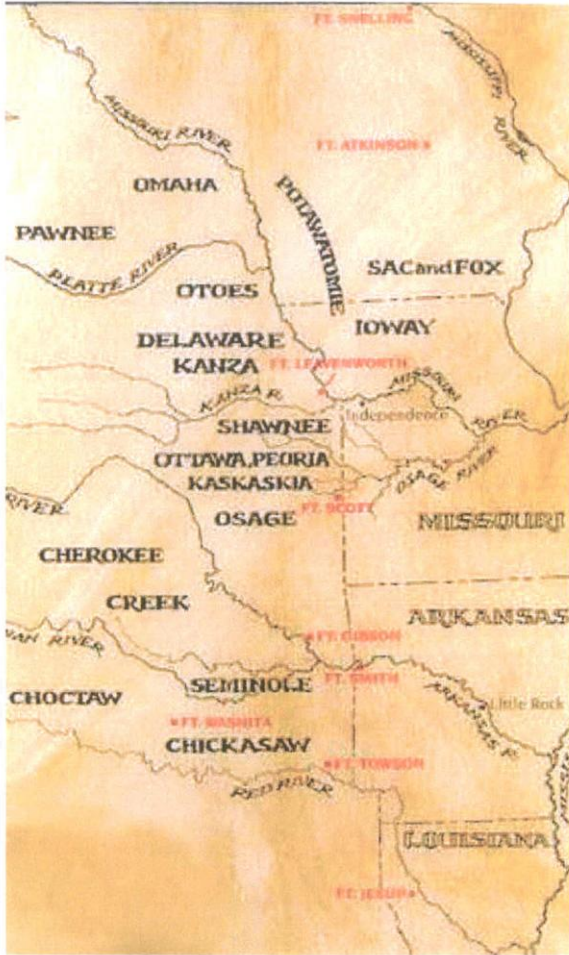


FIGURE 1 LOCATIONS OF OLD FRONTIER MILITARY FORTS
(Source: National Park Service)

Figure 2 – Frontier Military Scenic Byway Corridor

Figures 3- 7 and Use Plan Maps

Beginning again at a point at the intersection of U.S. Highway 69, U.S. Highway 400, U.S. Highway 160, and U.S. Highway 69 alternate at Milepost 19.402; then north to a point in Crawford County near the south city limits of Pittsburg at Milepost 35.838.

Beginning again at a point on U.S. Highway 69 in Crawford County near the north city limits of Frontenac at Milepost 39.600; then north to a point at the south intersection of U.S. Highway 69 and U.S. Highway 69 Business at Milepost 43.213.

Beginning again at a point at the north intersection of U.S. Highway 69 and U.S. Highway 69 Business at Milepost 46.088; then north to a point in Bourbon County near the south city limits of Fort Scott at Milepost 63.998.

Beginning again at a point on U.S. Highway 69 in Bourbon County near the north city limits of Fort Scott at Milepost 66.612; then north to a point in Linn County near Pleasanton at Milepost 90.001.

Beginning again at a point on U.S. Highway 69 in Linn County near Pleasanton at Milepost 90.451; then north to a point in Johnson County near the south city limits of Overland Park at Milepost 135.287.

Beginning again at a point on Kansas Highway 5 in Leavenworth County near the north city limits of Kansas City at Milepost 18.479; then north to a point near the south city limits of Lansing at Milepost 23.229.

Portions of the route, e.g., Interstate I-435 and in-city areas, have been segmented out of the legal description. Byway route markers will provide guidance through the segmented areas.

As the byway expands to become a multi-state facility, it will be on existing highway(s) to be determined in the future.

PHYSICAL DESCRIPTION

GENERAL ROAD SAFETY NARRATIVE AND HIGHWAY DESIGN AND MAINTENANCE STANDARDS

SAFETY

The Frontier Military Scenic Byway is part of the Kansas state roadway system, and, as such, is regularly reviewed in the Kansas Department of Transportation's Safety Program. Accident statistics are maintained and analyzed for identification and prioritization of locations needing reconstruction/rehabilitation. Tables 1-8 provide motor vehicle accident summaries for 2002-2006 for various segments of the roadway.

Traffic engineers regularly evaluate the accident experiences at intersections and on roadway segments to identify potentially hazardous locations so that they may reduce the incidence of accidents. It would be a simple matter to count the number of accidents along a segment of roadway, but a count alone would not tell a complete story. If there were ten accidents along a route in a given time period, and only ten vehicles traveled that route, it would be a significantly high accident rate. However, if there were ten accidents on a given route within a given time period, but there were 10,000 vehicles that traveled that route per day, the overall accident experience would be significantly lower. In order to gain a rate that can be compared with other rates, the number of accidents in a given time frame is multiplied by 1,000,000. Then that figure is divided by the quantity (average daily traffic x 365 days x length of roadway x number of years).

Each county's length of byway roadway is approximately 25 miles long except for Wyandotte County which is approximately 12 miles long and Leavenworth County which is 10 miles long. The average annual daily traffic rates in 2006 were as follows: 5,000 vehicles per day in Cherokee County; 5,600 vehicles per day in Crawford County; 6,600 vehicles per day in Bourbon County; 4,500 vehicles per day in Linn County; 9,500 vehicles per day in Miami County, 61, 514 vehicles per day in the Kansas City metro area (Johnson and Wyandotte Counties); and 1,443 vehicles per day in Leavenworth County.

The 2006 accident experience on the southern portion of the Frontier Military Scenic Byway, on a county by county basis, indicates that the overall accident rate is less than the statewide accident rate of 2.16 accidents per year per one million vehicle miles of travel with the exception of Crawford County's rate of 2.32. Cherokee County's rate on the byway was 1.35, Bourbon County's was 1.10 and Linn County was 1.17 per one million vehicle miles of travel.

HIGHWAY DESIGN AND MAINTENANCE STANDARDS

The byway roadway has several cross section types throughout its length. K-5 is a two-lane roadway without shoulders. I-435 is a six-lane freeway with full access control. U.S. 69 has a variety of cross sections.

In Johnson County, U.S. 69 is to be widened to six lanes. From Johnson County through Miami County, U.S. 69 is currently four-lane freeway with access control. No modifications other than surface rehabilitation are planned for this roadway section. Four-lane freeway construction is underway in Linn County (including through the Marais des Cygnes State Wildlife Area and the Marais des Cygnes National Wildlife Refuge). A major rest area with a Frontier Military Scenic Byway interpretive display is part of the construction project as is a nature trail.

Motor Vehicle Accident Summary
U69; CK Co; OK Line to U 400; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	29	1	10	18	1	15
2003	32	0	6	26	0	8
2004	23	0	5	18	0	6
2005	23	1	6	16	1	7
2006	29	0	9	20	0	12
Total	136	2	36	98	2	48

*PDO - Property Damage Only Accidents

Motor Vehicle Accident Summary
U69; CK Co; U400 to CR Co; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	18	0	3	15	0	5
2003	24	0	3	21	0	3
2004	29	1	5	23	1	16
2005	22	0	3	19	0	4
2006	15	0	6	9	0	8
Total	108	1	20	87	1	36

*PDO - Property Damage Only Accidents

Motor Vehicle Accident Summary
U400; CK Co; U69A to U69; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	31	0	10	21	0	23
2003	24	0	9	15	0	24
2004	23	0	7	16	0	9
2005	17	1	2	14	1	5
2006	18	0	8	10	0	14
Total	113	1	36	76	1	75

*PDO - Property Damage Only Accidents

Motor Vehicle Accident Summary
U54; BB Co; U69NJ to U69SJ; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	0	0	0	0	0	0
2003	3	0	0	3	0	0
2004	1	0	0	1	0	0
2005	4	0	0	4	0	0
2006	2	0	1	1	0	1
Total	10	0	1	9	0	1

*PDO - Property Damage Only Accidents

Motor Vehicle Accident Summary
U69; BB Co; CRCOLN to U54SJ; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	55	0	11	44	0	17
2003	59	2	14	43	3	16
2004	58	1	6	51	1	8
2005	51	0	7	44	0	8
2006	52	1	10	41	1	18
Total	275	4	48	223	5	67

*PDO - Property Damage Only Accidents

Motor Vehicle Accident Summary
U69; BB Co; U54NJ to LNCOLN; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	20	0	7	13	0	8
2003	20	0	4	16	0	10
2004	25	0	3	22	0	5
2005	7	0	1	6	0	1
2006	12	2	2	8	2	3
Total	84	2	17	65	2	27

*PDO - Property Damage Only Accidents

Motor Vehicle Accident Summary
U69; CR Co; Entire Co; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	136	1	30	105	1	47
2003	141	2	44	95	3	82
2004	112	0	28	84	0	48
2005	135	6	41	88	8	73
2006	119	1	37	81	2	54
Total	643	10	180	453	14	304

*PDO - Property Damage Only Accidents

Motor Vehicle Accident Summary
U69; LN Co; Entire Co; 2002-06

Year	Accidents				People	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2002	65	2	11	52	2	15
2003	74	1	10	63	1	25
2004	81	1	12	68	1	20
2005	45	0	4	41	0	4
2006	48	2	12	34	3	16
Total	313	6	49	258	7	80

*PDO - Property Damage Only Accidents

South of Linn County in Bourbon County, the roadway is a four-lane roadway through Fort Scott to K-7 where it transitions to a two-lane roadway. Construction is currently in progress south of Fort Scott to Arma in Crawford County of new two-lane (12-ft lanes, 10-ft shoulders) on four-lane right-of-way. Preliminary engineering is underway for the segment around Pittsburg from Arma to K-103. The remainder of the route is two-lane undivided with varying shoulder types.

The Kansas Department of Transportation District and Area offices are responsible for maintenance of the byway roadway facilities.

QUALITIES (Scenic, Cultural, Historic, Natural, Archeological, and Recreational)

This ribbon of history, the Frontier Military Scenic Byway, unfolds to reveal one of the historically significant areas in our country reflecting Native American occupancy, French trading activity, “Bleeding Kansas” and the Civil War. This byway is a true microcosm of the history of the U.S.

The Frontier Military Scenic Byway follows the paths of many travelers: Native Americans, soldiers, immigrants, missionaries, outlaws and traders. The historic intrinsic qualities reflect on all of those former travelers. This assessment will highlight the significant intrinsic qualities along the byway beginning at the northern terminus and continuing southward.

HISTORIC

In Leavenworth County, historic features are prominent. Three nationally significant sites are near the Frontier Military Scenic Byway.

Fort Leavenworth (National Historic Landmark) was established in 1827 as one of the chain of forts to protect the Permanent Indian Frontier, and the Santa Fe and Oregon Trails. It is the oldest Army fort in continuous operation existence west of the Mississippi River and features many attractions including the **Buffalo Soldier Monument**, a **National Cemetery**, **Frontier Army Museum** and many historical buildings. The Frontier Army Museum covers the history of the frontier army (1804-1917) and Fort Leavenworth (1827-present). The **U.S. Penitentiary** (dating from 1897) is located on Highway 7/73 in north Leavenworth. The **Veterans’ Administration National Cemetery** is on the Frontier Military Scenic Byway.

In addition, in Leavenworth – “the First City in Kansas,” is the **North Esplanade Historic District** (National Register) which includes the first public park in Kansas.

Riverfront Community/Convention Center is a restored 1888 Union Pacific railroad depot. **Leavenworth Landing Park** is between the Missouri River and the Riverfront Community Center. It includes historic sculpture, interpretive signs and a walkway.

C.W. Parker Carousel Museum showcases three carousels from an 1850-1865 era carousel to a 1950-era carousel. **National Fred Harvey Museum** tells the story of Fred Harvey who developed the first restaurant chain in the U.S. The **Richard Allen Cultural Center** provides the history of African-Americans in the Leavenworth area. **Carroll Mansion** provides a glimpse of life in the late 1800s. **First City Museum** tells the story of Leavenworth, the first city in Kansas. **Carnegie Arts Center** (National Register) shows regional and national art exhibits. Also on the byway is the **Leavenworth County Courthouse** (National Registry) built in 1911 on the charred remains of the 1872 Courthouse. Designed by architect William P. Feth, the property reflects typical courthouse plans, sitting, and designs found in Kansas during the first decades of the twentieth century. In 2005 it was completely renovated to its original beauty and houses four murals, two of which, “Free State” by Ernst Ulmer and “Struggle for Freedom” by Michael Young brilliantly illustrate the “Bleeding Kansas” period. It remains today as a working Courthouse.

In addition, the byway is adjacent to the **Lansing Correctional Facility** (formerly Kansas State Penitentiary), of local and state historical significance. **Lansing Historical Museum** provides the history of Lansing, the State Penitentiary, and the railroad. The proposed Kansas Regional Prisons Museum will feature the numerous prisons in the Leavenworth/Lansing area.

Wyandotte County has numerous historic features including **Grinter Place** (National Register). Built in 1857, it was located on the Delaware Indian Reserve. Moses Grinter operated one of the first river ferries on the Kansas River beginning in 1831.

The **National Agricultural Center and Hall of Fame** was chartered by U.S. Congress to honor farm men and women who have made major contributions to agriculture and to educate society regarding the importance of agriculture. Approximately two miles from the byway, it includes the Museum of Farming, Hall of Fame, Farmers Memorial, Farm Town USA and a nature trail. **Wyandotte County Historical Museum** is across the street from the Agricultural Hall of Fame in Wyandotte County Park. It highlights county history, fossils, Kansas City, KS firefighters, the African-American settlement at Quindaro, and an heirloom garden. **Huron Cemetery** was established in 1843, located at 7th & Ann, after the forced migration of the Wyandotte Nation from Ohio.

Kaw Point, located in **Lewis & Clark Park** on the Missouri River at the mouth of the Kansas River, provides a visual interpretation of the site where Lewis and Clark stayed on the up-river 1804 Voyage of Discovery and on the return in 1806.

Strawberry Hill Museum and Cultural Center in Kansas City, KS, depicts the many ethnic settlements in Strawberry Hill at the turn of the century. **Quindaro Underground Railroad Museum** (visits by appointment only) contains artifacts and photographs of the 1857 town of Quindaro. **Children’s Museum of Kansas City** includes interactive exhibits for kids two to eight years old.

Wyandotte County also features 48 historic markers that mark trail crossings of the Fort Leavenworth – Fort Scott Military Road, posted on street today. This is part of a 368 marker signage program that identifies the actual route of the Military Road, Santa Fe Trail, Oregon Trail, and California Trail and the California Road through Leavenworth.

Johnson County also abounds in historical features. The **Johnson County Museum of History** and **1950's All-Electric House** in Shawnee combine for a regionally significant museum located ½ mile from the byway. The **Legler Barn Museum** in Lenexa was built on the Santa Fe Trail in the early 1860's by Adam Legler, a Swiss immigrant. **Shawnee Town** is an outdoor museum interpreting small town rural life in the early 1900's. The **Merriam Historic Plaza and Visitors Bureau** is a convenient road-way park for visitors to learn about Merriam's history along a paved walking trail. In addition, the facility features visitor information and a meeting room, located just off the interstate. The **Lenexa Railroad Depot** is a 1912 structure which now houses a transportation exhibit. **Downtown Overland Park**, renowned for its historic charm and small-town flair, originally bustled with horse-drawn traffic and daily stops of the famous Steam Electric Interurban Railroad Line. Remnants from the interurban line remain today and are open for tours, including the **Carriage House** in Santa Fe Commons, which houses the Overland Park Historical Society, and the **limestone car bar**, which is home to Traditions Furniture today and features a photograph museum depicting its historical significance. Nearly a century later, the 25-block area boasts a vibrant shopping and restaurant district featuring over 300 locally-owned and operated venues.

In addition, there are numerous other historic sites within Johnson County but somewhat more distant from the byway (e.g., **Shawnee Mission Indian Mission** in Fairway, **Mahaffie House Farmstead and Stagecoach Stop** in Olathe, **William Marra Museum of Deaf History and Deaf Culture** in Olathe, **Ensor Farmsite and Museum** in Olathe, 1904 **Lanesfield School** in Edgerton, --all on the National Register). The actual routes of the Fort Leavenworth Military Road, as well as the Oregon and Santa Fe Trails are marked through Johnson County by the Kansas City Area Historic Trails Association.

Miami County historic features include the regionally significant **Louisburg Cider Mill** where the history of cider making, as well as present day cider and cider donut making, may be viewed. In addition, the **John Brown State Historic Site and Adair Cabin**, frequented by noted abolitionist, John Brown, houses the story of John Brown's activities leading to the Civil War in Osawatimie. The **Rutlader Outpost and Middle Creek Opry** features a six-piece house band and guest entertainers. **Miami County Swan River Museum** includes the history of the county told in exhibits. The **Osawatimie Museum** also tells about John Brown and other Osawatimie history including the story of the first mental hospital in Kansas. It has recently added the **Missouri Pacific Railroad Museum** to its offerings.

Linn County's historic attributes depict the 1825 establishment of a trading post by French trader, Michael Giraud, and may be seen reflected in the artifacts in the **Trading Post Museum** operated by the Trading Post Historical Society. The **Marais des Cygnes Massacre Site** is both a State Historic Site and on the National Register. The slavery

question became such a divisive issue that violence and murder exploded here and spread to the national consciousness: a pro-slavery band of men marched 11 “free-state” men into a ravine and fired on them. This massacre caused such a national furor that John Greenleaf Whittier wrote a poem about the incident. John Brown and James Montgomery became nationally known leaders of anti-slavery forces. Four of the five men who were killed are buried at the **Martyrs Memorial** in a cemetery north of the Trading Post Museum, and the fifth is buried at Mound City, KS. The Soldier’s Plot at Mound City is part of the National Cemetery at Fort Scott.

The **Mine Creek Battlefield State Historic Site** (also on the National Register) is one mile from the byway. In 1864, after some exchange of gunfire at Trading Post, Federal troops pursuing the Confederate troops under General Sterling Price were able to mount an attack on the rear of his supply train as it tried to ford Mine Creek. Price’s original plan to attack Fort Scott was changed when he had to send troops back to fight at Mine Creek. An historical marker describing the event can be found at milepost 86 on the byway and a visitor center is located approximately one mile west of the byway on Highway 52. The **Linn County Museum and Genealogy Library** in Pleasanton is operated by the Linn County Historical Society and showcases the history of Linn County with Indian and Civil War artifacts and exhibits about lead and coal mining in Kansas.

The **LaCygne Museum** in LaCygne has a unique collection of WPA dolls of the Presidents and First Ladies. In Mound City, **Mound City Historical Park** gives visitors portraits of buildings over the course of Mound City’s existence on a site where Union soldiers camped during the Civil War. Not far from Mound City is **Saint Philippine Duchesne Shrine**, commemorating the story of the Trail of Death March of Potawatomi Indians forced from Indiana to Kansas and the nun, Sister Rose Philippine Duchesne, who came to teach the children.

Bourbon County contains five nationally significant historic features within the city of Fort Scott that are listed on the National Register of Historic Buildings and Places. They are **Fort Scott National Historic Site** (1842-1873), **Fort Scott National Cemetery** (est. 1862), the **Union Block** (1884-commercial retail building), the **Moody Block** (1889-retail and residential building), and the **Carnegie Public Library** (1902).

Fort Scott National Historic Site is a unit of the National Park Service which is located on approximately 17 acres of land that contains 20 major buildings and five acres of restored tallgrass prairie. There are 31 historically furnished rooms, museum exhibits, and a self-guided walking trail through the prairie. Numerous educational and cultural activities which interpret the Permanent Indian Frontier (1842-53), Bleeding Kansas (1854-1861), the Civil War (1861-1865) and the Railroad Years (1869-1873) are conducted throughout the year.

Fort Scott National Cemetery is among the 14 original national cemeteries that were established by President Lincoln in 1862. Civil War burials include Union Soldiers, U.S. Colored Troops, Indian Home Guards, and Confederate Soldiers. The cemetery also

contains the graves of Buffalo Soldiers who served with the 9th and 10th U.S. Cavalry and the 24th and 25th U.S. Infantry Regiments as well as soldiers reinterred from the original post cemetery.

The City of Fort Scott also has a restored Victorian historic business district. Mercy Hospital displays photographs by noted native son, Gordon Parks.

Crawford County is home to the **Hotel Stilwell** (National Register) in Pittsburg, built in 1880 and restored in 1997. Architectural features include elaborately ornate plaster work, a circular leaded skylight and stained glass windows. Guests of the historic hotel included William Jennings Bryan, Eugene Debs, Susan B. Anthony and Theodore Roosevelt. The hotel also served as the Kansas State Capital in 1919. Several Civil War skirmish sites dot the vicinity. Pittsburg is also home of the **Carnegie Library** that houses a **Solidarity Mural**, the **Crawford County Historical Museum**, **Immigrant Park**, **Lincoln Park** and **Pittsburg State University's Veterans Memorial Amphitheater**.

The “ghost town” of **Cato**, the first town in Crawford County, features an **1869 old rock school house** (National Register) and a **1915 Christian Church**. In November, the Cato Historical Preservation Association offers a **Cato Tour**.

Arma provides a glimpse of yesteryear at **Scotty's Classic Cars Museum**.

Near Farlington, the **Crawford State Park** includes the **Civilian Conservation Corps Memorial** in tribute to those who helped construct the park.

Crawford County is known as the Fried Chicken Capital of Kansas.

Cherokee County boasts the second largest electric coal shovel in the world. Operated from 1863-1974, “**Big Brutus**” is the 10th Regional Historic Mechanical Engineering landmark and is open to the public approximately 10 miles from the byway. Baxter Springs is also site of a **Civil War monument** erected in memory of the soldiers killed in the Quantrill Raid on Baxter Springs, October 6, 1863. There is a **Soldier's Plot** at Baxter Springs which is part of the National Cemetery at Fort Scott. **Baxter Springs Heritage Center and Museum** provides exhibits depicting the city's Civil War history, Native American history and the lead mining industry in the area. Not far from the Museum, **Black Dog Trail Historical Marker** is displayed and the site of **Battle of Fort Blair and Baxter Springs Massacre**. The **Little League Baseball Museum** is open during Little League Play at the stadium. **Historic Route 66** passes through this area. The newly restored **Phillips 66 Station** (National Historic Register), located on Route 66, now serves as a Visitors' Center. A self-guided walking tour to 33 marked historic sites is mapped, as well as, a self-guided driving tour to 12 Civil War sites in Baxter Springs. **Columbus Museum** features local celebrities and community leaders. **Galena Mining and Historical Museum** showcases the lead and zinc mining industry of yesteryear.

SCENIC/NATURAL

Riverfront Landing Park and North, as well as, **the North and South Esplanade Parks** in Leavenworth overlook the Missouri River and provide breathtaking vistas. A self-guided wayside tour is available through the park. K-5 through Leavenworth County provides one pastoral scene after another as it winds its way toward the Missouri River. Just south of the river, the byway leaves K-5 and joins I-435 to head south around the Kansas City metropolitan area. As might be expected in any urban area, parts of this segment of the byway have already been extensively developed. Still, areas remain that show the agricultural beginnings of the area and provide glimpses of the wooded hillsides much as they were when the Frontier Military Road carried soldiers and supplies between the forts.

The **Wyandotte County Lake Park** is a 1500 acre park with a 400 acre lake surrounded by heavily wooded rolling hills. It offers both urban park amenities and opportunities to observe an abundant and diverse wildlife population.

The Frontier Military Scenic Byway crosses the Kansas River where the river serves as the dividing line between Wyandotte and Johnson Counties on I-435. North of the Kansas River the byway winds through the Glaciated physiographic region characterized by rounded hills and broad valleys. South of the Kansas River the physiography is that of the Osage Cuestas which have hill-plain or broad terrace panoramas with steeper slopes on eastern hillsides than on western hillsides. The limestone cuts along the byway in this area showcase the source for building materials that is prevalent in the Kansas City architecture. **Ernie Miller Nature Park** (3 miles from byway) in Olathe affords the opportunity to observe the ecosystem. **Stagecoach Park** (across from **Mahaffie Stagecoach Stop and Farm Historic Site**) provides walking paths around a pond. **Prairie Nature Center** (Olathe) provides six miles of trails through virgin and restored prairie, woodlands and stream habitats. The 300-acre **Overland Park Arboretum and Botanical Gardens** (1/2 mile west of the byway at 179th and Antioch), open year-round, features a natural setting with walking trails, waterfalls, colorful flowers and variety of themed gardens.

As the byway proceeds south out of the metropolitan area, the adjoining lands become pastoral and the wooded hillsides give way to more open pasture lands. Open expanses of pastures bordered by woods are interspersed by picturesque farmsteads.

Miami County is home to **Hillsdale Reservoir** with camping, fishing, boating, hiking and other recreational opportunities. **John Brown Park** is the site of the Battle of Osawatimie that occurred in 1856 between pro- and anti-slavery forces. **Paola Park Square** provides opportunity for nostalgia in a town square garden.

In Linn County, the **Marais des Cygnes Wildlife Area** managed by the Kansas Department of Wildlife and Parks and the **Marais des Cygnes National Wildlife Refuge** managed by the U.S. Fish and Wildlife Service offer scenic views of marshland and bottomland hardwood forest along both sides of the byway. Migrating waterfowl, wading

birds, shorebirds, and bald eagles can often be viewed without leaving the highway. Bottomland hardwoods are a unique ecosystem that is rapidly disappearing nationwide, but is protected and available for enjoyment on these two areas. **Timbered Mound** on the west side of the highway and **Bald Mound** on the east stand as sentries above the wetlands. Early skirmishes of the Battle of Mine Creek occurred here.

At the rest area near mile marker 86, the Kansas Department of Wildlife and Parks in conjunction with the Kansas Department of Transportation have developed a native wildflower plot. Other wildflower plots are also being seeded along the route.

As the byway approaches Fort Scott, the traveler has an expansive view of the **Marmaton River** floodplain capped by the Fort Scott National Historic Site on the far bluff. South of Fort Scott, the byway again enters woodlands as the landscape rises and dips. The byway proceeds south and at its southern end enters the Cherokee lowlands physiographic area. This area had numerous bituminous coal veins close to the surface that at one time were mined extensively. Old abandoned mines and mine camps/towns dot the countryside.

Crawford County houses **Crawford State Park and Fish Hatchery** with hiking, swimming, fishing, etc. opportunities. **Franklin Community Park** offers respite in the garden trails. In addition, the Kansas Department of Wildlife and Parks have converted mined areas into **Mined Land Wildlife Areas** including a **Bison Area** just north of Pittsburg. **Frontenac Wilderness Park** provides woodlands walking trails.

Cherokee County is home to **Southeast Kansas Nature Center and Schermerhorn Park**, 1.25 miles south of Galena on K-26. The Ozark physiographic region is very evident at the Park in Galena and Baxter Springs. West Mineral also has **Mined Land Areas**.

CULTURAL

The Kansas City metropolitan area is a major destination itself and contains numerous cultural attractions including historic districts, the **American Royal Museum, Benjamin Ranch on the Santa Fe Trail, Thomas Hart Benton Home and Studio Historic Site, Children's Museum of Kansas City, Hallmark Visitors' Center, Kansas City Jazz Museum, Kansas City Zoo, Kemper Museum of Contemporary Art and Design, Negro Leagues Baseball Museum, Nelson-Atkins Museum of Art, Quindaro Ruins and Underground Railroad, Strawberry Hill Museum and Cultural Center, Harry S. Truman Home, Library and Museum**, and many other cultural attractions.

Festivals and reenactments celebrate the rich cultural heritage all along the byway. The **Renaissance Festival** held seven consecutive weekends every fall, near the Agricultural Hall of Fame in Wyandotte County, is considered one of the top three Renaissance festivals in the country. It includes period costumes, jousting, strolling minstrels, magicians, craftspeople and artisans and, of course, food.

Sandstone Amphitheatre, also near the Agricultural Hall of Fame, is a large outdoor stage that brings in top quality entertainment during the April to October season. **First City Festival** each September in Leavenworth is a major event, as is **Lansing Daze** and **Autumn in the Grove** in Lansing.

Christmas events are popular activities along the byway. The City of Leavenworth is the site of an annual candlelight vintage homes tour. The **Leavenworth County Courthouse's** Christmas Open House features "Perform Me the Stories of Leavenworth County" in which historical performers portray characters from the county's past. The **Overland Park Arboretum & Botanical Gardens** hosts a holiday luminary walk, **Mahaffie Stagecoach Stop and Farm Historic Site** in Olathe provides a Victorian Christmas, and Shawnee kicks off the holiday season with Christmas Around Town.

During the second week in May, an historical reenactment of the Marais des Cygnes massacre is staged for **Border War Days** at the **Marais des Cygnes Massacre State Historic Site**.

For more than 40 years Shawnee has celebrated its heritage with **Old Shawnee Days** the first week-end of June at **Shawnee Town**. Festival includes historical reenactments, living history, parade, carnival, and multiple concert stages.

The City of Fort Scott celebrates **Good Ol'Days** with a three-day 1899-oriented street fair on the first weekend in June. The **Fort Scott National Historic Site** offers living history programming throughout the year. Theme weekends include **Civil War Encampment** in April, **Military Holiday** in July, Frontier Days in September, and the **Fort Scott Candlelight Tour** in December. Other activities in Fort Scott include the **Echoes of the Trail: A Cowboy Poetry Gathering** and a **Historic Garden Tour** in June, **Pioneer Harvest Fiesta** in October and **Homes for the Holidays Tour** between Thanksgiving and Christmas.

Pittsburg celebrates the multi-ethnic heritage of the area with the annual **Little Balkans Festival**. Pittsburg State University's Art Gallery provides opportunities for visitors to view costumes, prints, paintings, pottery and sculpture and its Science Education Center allows exploration of the sun, planets and stars. In Baxter Springs, the **Bridgewater Renaissance Festival**, a project of the Cherokee County Arts Association, is a bi-annual event. Baxter Springs hosts the annual **Cowtown Celebration** in August and the **Historic Homes Christmas Tour** each November.

RECREATIONAL

Suncatcher Lake and RV Resort in Leavenworth offers fishing, relaxing in a quiet atmosphere, and outings for hunting, hiking, biking, golfing, and horseback riding. **Riverfront Park Camp Ground** in Leavenworth located on the Missouri River has a restroom/shower house, boat ramp, and picnic shelter.

Kansas Speedway showcases NASCAR, Nextel Cup, Busch, Craftsman Truck, Indy and ARCA racing at the intersection of I-70 and I-435. **Lakeside Speedway**, one of the NASCAR Winston Racing Series tracks, is adjacent to the northern segment of the Frontier Military Scenic Byway. **Wyandotte County Lake, Lake Quivira** and **Shawnee Lake** in the Kansas City metropolitan area provide lake recreational opportunities near the byway. The City of Overland Park provides an extensive greenway/trail system for hiking and biking on Indian Creek and Mill Creek within two miles of the byway.

Johnson county offers visitor many recreational opportunities. The City of Merriam offers a nice recreational outing for visitors along the **Turkey Creek Streamway Trail** which features a paved biking/walking path connecting to the **Merriam Marketplace** in the downtown area. The Marketplace is a wonderful outdoor pavilion offering weekly evening concerts and a Saturday Farmer's market during the summer travel season. The **Farmers Market** in **Historic Downtown Overland Park** offers bountiful seasonal produce, live concerts on Wednesday and Saturday mornings and is one of the most well-attended in the Kansas City metropolitan area. At the 12-acre **Deanna Rose Farmstead Children's Farmstead**, in Overland Park, visitors can experience farm life and enjoy farm animals, birds of prey, vegetable and flower gardens, a one-room country schoolhouse, fishing pond, horse-drawn wagon and pony rides, a butterfly garden, Indian encampment, silo lookout point, dairy barn, and a Prairie Playground.

In Miami County, **Hillsdale State Reservoir** (4,580 acres), **Louisburg-Middle Creek State Fishing Lake** (280 acres), and the **Miami State Fishing Lake** (118 acres) offer ample fishing opportunities for the anglers.

In Linn County, the **LaCygne Lake and Wildlife Area** is leased for conservation and recreation purposes by the Kansas Department of Wildlife and Parks from Kansas City Power and Light. Both the **Marais des Cygnes State Wildlife Area** and the **Marais des Cygnes National Wildlife Refuge** offer hunting, angling, hiking and birdwatching recreational opportunities. The **Marais des Cygnes State Fishing Lake** is a 1,967 acre lake.

In Fort Scott, **Fisher Park**, which is adjacent to the byway, provides recreational opportunities that include softball fields, baseball diamonds, tennis courts, horseshoe courts and a swimming pool. **Fort Scott National Historic Site** provides self-guided walking tours of the historic buildings, grounds and the tallgrass prairie. **Gunn Park** is a city park which is located within two miles of the byway and contains limited RV hookups, shelter houses, picnic tables and outdoor grills, walking, jogging, fishing, and bicycling. Canoe and paddle boat rentals are available in season. Approximately two miles west of the byway is **Fort Scott Lake** (350-acre lake) which is the city's municipal reservoir that provides numerous aquatic recreational opportunities (swimming, boating, fishing, etc.).

In Pittsburg, the **Lincoln Park and Aquatic Center** beside the byway provide all types of recreational opportunities from a full aquatic center to softball fields, tennis courts,

boccie court, horseshoes and a golf course. Crawford County also is home to the **Crawford State Park and Fish Hatchery** at Farlington which is a 500-acre wooded park with a 150-acre lake. Amenities include electrical hookups, boat ramps, bathhouses, and a marina. There are a sand volleyball court, horseshoe pits and an interpretive nature trail. Boating, scuba diving, fishing and wildlife viewing are some of the recreational opportunities available. A new lake, Bone Creek Lake, has also opened for recreational use. **Spring River**, in Baxter Springs, is a popular fishing area.

The **Mined Land Wildlife Areas** cover 14,300 acres of land and 1,500 acres of water in Crawford, Cherokee and Labette Counties.

SCOPING STATEMENT

The Frontier Military Scenic Byway corridor in Kansas includes the counties of Leavenworth, Wyandotte, Johnson, Miami, Linn, Bourbon, Crawford, and Cherokee. It is the long range vision to tie the entire Frontier Military Road together as a multi-state byway from Fort Snelling in Minnesota to Fort Jesup in Louisiana.

VISION STATEMENT

Travel fort to fort, past to present: a way to inspire your imagination.

MISSION STATEMENT

The mission of the Frontier Military Scenic Byway Committee is:

To preserve, enhance and promote the scenic, cultural, historic, natural, archeological, and recreational experiences found along the Frontier Military Scenic Byway.

GOALS AND OBJECTIVES

Operation Goals

The long-term success of the Frontier Military Scenic Byway is incumbent upon dedicated community commitment. The governing bodies of the cities and counties through which the byway traverses are important players in this success. Their support is demonstrated in the resolutions of support that are part of this document. In addition, an active Frontier Military Scenic Byway Committee, representing the communities, attractions, and interested groups, is needed to assure that the goals of this corridor management plan are fulfilled and that ongoing planning and implementation occurs. Some of the planned activities will require individual organizations to carry out their own plans that parallel the byway plans. Other activities will require participation by the

Frontier Military Scenic Byway Committee as a whole with sources of funding and other support obtained through the Committee. The organizational goals are listed below.

GOAL: Obtain city and county resolutions in support of the Byway.

Assigned To: Committee-of-the-Whole

GOAL: Organize local committee to oversee the Corridor Management Plan process.

Assigned To: Committee-of-the-Whole

- Recruit members along the entire length of the Byway from such groups as official destination management organizations, cities, counties, attractions and more.
- Organize meetings – set times and agendas.
- Establish sub-committees as necessary.
- Seek outside expertise as needed – work with Kansas Scenic Byways Program, National Park Service, Kansas City Area Historic Trails Association, Freedom’s Frontier National Heritage Area, US Fish & Wildlife, Kansas Department of Wildlife and other organizations.

GOAL: Develop funding support, partnerships and cooperative ventures to assure the long term success of the Byway.

Assigned To: Regional Committees,

Approved by Committee-of-the-Whole

- Develop proposed budgets for each activity.
- Establish a prioritization process and encourage sites to apply for funding.
- Pursue federal, state and local funding possibilities both public and private to help offset the expenses.

Preservation Goals

There are many significant historic, cultural, natural, scenic, archeological and recreational intrinsic qualities, as noted earlier, along the Frontier Military Scenic Byway. This entire area holds an important place in the history of this country as recognized by the designation of this area as Freedom’s Frontier National Heritage Area. It is incumbent on the Frontier Military Scenic Byway Committee to identify the intrinsic resources of the Byway and also to see that those resources are preserved for future travelers to appreciate. The preservation goals are listed below.

GOAL: Identify intrinsic resources of the Byway.

Assigned To: Individual Committee Members

- Identify the character of the corridor – geography, feel, land uses, water.
- Develop a key resource listing of the Byway that reflects the scenic, historic, cultural, natural, archeological and recreational qualities of the Byway. Develop a resource listing of amenities along the Byway.

- Continually update the Byway key resources list.
- Use the key resource list to coordinate Byway activities and programs.
- Conserve intrinsic resources of the Byway in a sustainable balance with economic development and tourism.

GOAL: Continually preserve, enhance and beautify the resources along the Byway and work with the entities in charge to ensure upkeep.

Assigned To: Individual Committee Members

- Identify and create an adopt-a-byway program.

Enhancement Goals

It is not only important to preserve the intrinsic qualities of the Byway, it is also important that those qualities be enhanced so that visitors have a greater understanding and appreciation for them. The Frontier Military Scenic Byway Committee will work to provide greater interpretation of the Byway; assist the individual attractions and amenities as they pursue enhancement projects; and work with other states to have the Frontier Military Road from Fort Snelling (in present day Minnesota) to Fort Jesup (in present day Louisiana) developed to ultimately have a national designation for the entire route.

GOAL: Develop tours along the Byway.

Assigned To: Tours Sub-Committee

- Create self-guided, group and auto tours utilizing a template for consistency.
- Create pod-casting and website audio clips for the Byway.
- Develop a low-band radio channel for information along the Byway.

GOAL: Identify projects for enhancement from the intrinsic resources listed on the asset inventory.

Assigned To: Individual Committee Members,

Approved by Committee-of-the-Whole

- Establish a prioritization process for projects and encourage attractions to apply.

GOAL: Review current rest areas and establish additional areas as needed.

Assigned To: Committee-of-the-Whole

- Determine the number of public rest stops along the byway.
- Review the hours of operation, safety and cleanliness of the areas.
- Create additional rest stops as needed.

GOAL: Pursue national Byway designation from Ft. Snelling to Ft. Jesup.

Assigned To: Committee-of-the-Whole

- Pursue national designation for the Kansas portion of the Byway.
- Collaborate with other states to investigate the viability of the multi-state Byway.

- Cooperate in developing the management plan.
- Pursue national designation for a multi-state Byway.

Promotional Goals

The Frontier Military Scenic Byway Committee will work to expand the promotion of the byway utilizing the Kansas Scenic Byways Program brochures and website as well as individual attraction and community existing marketing activities. The Committee will encourage each of the participants along the Byway to increase the Byway presence in their promotional activities.

GOAL: Produce Byway marketing materials.

Assigned To: Committee-of-the-Whole

- Encourage Byway references in all promotional materials created by the entities along the Byway.
- Encourage website linking to the Byway's website.
- Update photography for the Byway.
- Continually update Byway marketing materials.
- Distribute Byway marketing materials to local communities and travel information centers.

GOAL: Educate partners on Byway to enhance Byway promotion to visitors.

Assigned To: Individual Committee Members,

Approved by Committee-of-the-Whole

- Encourage attendance at the State Byway Conference.
- Provide training for attractions located along the Byway.
- Establish an orientation process for new members to the Byway Committee.

GOAL: Enhance signage along the Byway.

Assigned To: Individual Committee Members,

Approved by Committee-of-the-Whole

- Identify current Byway signage.
- Look at ways to enhance the current signage and develop additional signage in accordance with state and local laws.
- Develop interpretive signage at sites along the Byway.

MANAGEMENT STRATEGIES

The Frontier Military Scenic Byway Committee desires to preserve, enhance and promote the intrinsic qualities and visitor amenities along the Byway for future generations to enjoy. This Corridor Management Plan outlines the goals and objectives they wish to pursue. Strategies for fulfilling the goals will continuously be developed over time. As situations change, the Corridor Management Plan will be updated.

INTERPRETATION PLAN

An interpretation plan for the entire byway will be pursued as funds become available. Many of the attractions have interpretation plans already in place. The Frontier Military Scenic Byway Committee will review and incorporate pertinent elements from these plans into the byway interpretation plan.

A project currently underway by the Kansas Department of Transportation will provide a byway interpretive display at a new rest area in Linn County near the Marais des Cygnes National Wildlife Refuge and the Marais des Cygnes Wildlife Area. The interior display will include a photo montage of the historic and natural attractions along the byway as well as a three-case display relating to what travelers both past and present carry with them on their travels. An exterior display will consist of eight interpretive panels focusing on sounds along the byway of travelers who have used the Frontier Military Road over time.

As individual byway attractions and amenities plan to enhance their interpretive offerings, the Byway Committee will encourage inclusion of the Frontier Military Scenic Byway in the interpretation information.

VISITOR NEEDS & EXPECTATIONS

Through this corridor management planning process, the Frontier Military Scenic Byway Committee strives to maintain the Byway as an appealing attraction for its visitors. The northern portion of the byway on K-5 is predominantly agricultural and has not experienced significant change. There is one small “junkyard” that has been on that segment of the roadway for a long time. It does not pose an immediate threat to the byway, but will be monitored. The Kansas City metropolitan area has experienced significant development in recent years near the byway. For the most part, development has been attractively carried out, with little negative impact on the visitor experience on the byway. One section of the byway, I-435, has been segmented out because of significant commercial and industrial development. As the communities on the southern end of the byway expand, development will be monitored by the Byway Committee. The Committee will encourage development to incorporate native plant vegetation as a screen along the byway for any development that would be an intrusion on the Byway itself.

In addition, the Committee will continue to assess facilities and attractions along the way so that visitor needs and expectations for a quality experience will be met or exceeded. The Committee members from each county will work with their respective attractions to assist them to provide quality experiences. The Committee will encourage attractions to take advantage of byway resources for enhancing, preserving and promoting themselves.

MARKETING & PROMOTION

The Frontier Military Scenic Byway was designated a state byway in 1990. Since that time, the Kansas Scenic Byways Program has incorporated the byway into the state's marketing program, providing a byway brochure, putting it on the state transportation map, and including it on the ksbyways.org website. The byway communities have included the byway in their own marketing to a limited extent. The Byway Committee intends to encourage greater emphasis on the Byway in marketing by its members. The State Program also has a multi-byway marketing plan that the Frontier Military Scenic Byway Committee will incorporate, as appropriate, into its own marketing plan as funds become available.

PEOPLE'S INVOLVEMENT & PARTICIPATION

The success of any endeavor is contingent on the involvement and active participation of all parties. The Frontier Military Scenic Byway Committee is composed of representatives from the entire length of the byway including the general public, community leaders, historians, natural experts, elected officials, convention and visitors bureaus, attractions, state agencies including the Kansas Department of Wildlife and Parks and the Kansas State Historical Society, and federal agencies including the National Park Service and the US Fish and Wildlife Service.

RESOURCES

The resource inventory is included in a separate document.

RESOLUTIONS OF SUPPORT

The byway cities and counties have indicated their support of the Frontier Military Scenic Byway nomination and designation. Copies of the resolutions are included in the Appendix.

SIGNAGE

Compliance with Outdoor Advertising Regulations

The Kansas Department of Transportation Bureau of Right-of-Way is responsible for enforcement of State and Federal outdoor advertising control regulations. As part of the re-construction process, non-complying outdoor advertising has been removed. In addition, use of off-site commercial billboards is restricted to segmented sections of the byway in commercial/industrial areas.

Signage Plan

The Kansas Department of Transportation and the Kansas Department of Commerce Travel & Tourism Division have had a “brown sign” program for some time for attractions to use to inform visitors of their location. Numerous attractions, especially those Federal- and State-run entities, e.g., Fort Scott Historic Site, Marais des Cygnes Wildlife Area, etc., have taken advantage of this program already. The Byway Committee will continue to encourage attractions and communities to use this program.

In addition, the Kansas Department of Transportation has undertaken a pilot project to introduce Tourist-Oriented Directional (TOD) signs in the state to provide visitors with information about attractions and amenities. TODs will be utilized on non-interstate highways. Once the pilot project is complete, it is anticipated that the byway communities can take advantage of TODs to direct visitors to their attractions.

Both of these sign programs have location requirements and both limit the number of signs to be placed on behalf of any one entity.

APPENDIX

RESOURCES
LETTERS OF SUPPORT
RESOLUTIONS
MAPS
PHOTOGRAPHS