

The Community Guide to the Prairie Trail Scenic Byway



*A SCENIC BYWAY IN CENTRAL KANSAS
CORRIDOR MANAGEMENT PLAN*



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The Community Guide to the

PRAIRIE TRAILS SCENIC BYWAY

A SCENIC BYWAY IN CENTRAL KANSAS

A LOCAL CORRIDOR MANAGEMENT PLAN

For Conservation, Promotion and Enhancement of The Prairie Trails Scenic Byway



Prepared For:

The Kansas Scenic Byways Committee

All Counties and Towns within the Prairie Trails Scenic Byway Area

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Kansas Department of Wildlife, Park & Tourism

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VISION:

The Prairie Trails Scenic Byway includes conservation and promotion of the resources along the designated route and provides management of the route by local jurisdictions for economic and tourism development and long term resource protection.

The Corridor Management Plan

This Corridor Management Plan (CMP), entered into voluntarily, with a spirit of cooperation, has been designed to maintain the quality of life in central Kansas. Through the conservation of resources, an appreciation of history, a regional tourism initiative, and responsible growth and development, this corridor has as individual communities and as a collective central Kansas family, the opportunity to see the vision for the future become a reality.

As the history of the prairies of Kansas is based on the exceptional individuals and groups that settled and shaped this distinctive area of the United States, the CMP will work to ensure the continued identification of individuals and organizations who can contribute through cultural diversity, experience, or commitment to this ongoing process.

WHY THIS PLAN WAS DEVELOPED

This Corridor Management Plan represents a broad-based, community-driven consensus regarding how best to prepare for the future surrounding rural life of central Kansas. The first phase of the preparation of this plan provided one of those rare and special opportunities where people of this region sat and looked closely at their surroundings – what they like, what they value, and what is meaningful. The second phase of this exercise provided an opportunity to examine all the issues and areas where the communities expressed a desire for positive change.

The strength of this plan lies in the communities and the people of central Kansas. The process by which the plan was developed solicited input from a wide range of property owners, advocates and users of the Kansas Prairie Trail route. This important process will continue as the committee works toward the implementation of this plan.

This is the work of the people of central Kansas. Those ideas, goals, and plans along the two county corridor are listed herein. This plan provides a unified point of reference, a beginning toward a bright future. Its contents represent dozens of possible activities, programs and initiatives. The implementation of each, over time as deemed appropriate by the local communities, will gradually, but assuredly bring about the future envisioned with the development of the vision statement.

OUTLINE

The Corridor Management Plan includes the following sections:

- 1. Introduction**
- 2. The Corridor Defined**
- 3. History of the Corridor**
- 4. Conservation Goal: Identify and Protect Resources**

5. **Enhancement Goal: Develop Corridor Enhancements**
6. **Enhancement Goal: Compatible Development**
7. **Visitor Experience Goals: Enhance and Promote**
8. **Community Involvement through Organizational Structure**
9. **Implementation Plan**
10. **Conclusion**

How To Use The CMP

The Corridor Management Plan (CMP) is divided into eleven sections focusing on resources, management strategies, and project implementation. It provides, in written form, the blueprint for the Prairie Trail Scenic Byway.

Sections four through eight outline the plans and strategies by which the Prairie Trail Scenic Byway (PTSB) will be guided. Each section – Conservation Goal: Identify and Protect Resources, Enhancement Goal: Develop Corridor Enhancements, Enhancement Goal: Compatible Development, Visitor Experience Goals: Enhance and Promote, and Community Involvement through Organizational Structure – lists both existing programs and byway committee actions.

The **Existing Programs** list identifies the impressive programs, initiatives, and agreements currently in place along the corridor and within the State. These programs provide an excellent opportunity for coordination and cooperation with planned Byway actions. Such existing programs can be a source of information, technical assistance, and encouragement.

PTSB Actions listed in sections four through seven represent possible strategies, programs, and actions, the PTSB committee would like to pursue in fulfillment of the Byway's vision. Whenever a completion date for the action is known, it is listed in bold type at the conclusion of the action.

The PTSB Committee will determine the implementation of specific programs, strategies, or actions. The Committee will be responsible for determining:

1. A timetable for implementation, and
2. A work schedule for each project – See Section 9.

Additionally, issues of funding, coordination, and community involvement will be the responsibility of the Committee.

Recognizing the many independent activities currently underway or planned by the communities of PTSB, the **Local Community Actions** section provides a brief introduction to the many local initiatives underway.

Section nine identifies the strategy for an **Organizational Structure** to manage the Scenic Byway and champion its development.

The CMP concludes with an **Implementation Strategy** designed to assist the PTSB Committee in implementing the various actions. Timetables for the Committee, as well as a recommended worksheet for each action, are included.

***Note:** Actions identified have been recommended based on community input during the planning process for this document. The execution of such actions ultimately lies in the communities of the PTSB corridor. It is anticipated many of the actions identified in the CMP will be executed in a voluntary manner. Any changes in community or county policies as a result of the CMP will be subject to the will and approval of the individuals and communities in which such actions would be established.*

1 Introduction

1.1 WHAT IS A SCENIC BYWAY?

Scenic Byways are special routes offering travelers access to the beautiful scenery and the cultural and natural riches of our country. They provide an antidote to the monotony of linear, high speed travel; open up vistas; and introduce us to places we might otherwise pass by. They may be spectacular destinations sought after by travelers and they may be local routes long admired by a community for a Sunday drive. They may be rural, suburban, and urban. They come with different names-rustic roads, scenic highways, historic roadways, or backways. As long as the community regards a roadway as a special resource to be promoted and protected, it is a Scenic Byway.

1.2 SCENIC BYWAY PROGRAMS

Many programs exist to identify Scenic Byways at the local, state, and federal level. Such programs typically establish basic criteria for eligibility and have a system for nomination and designation. The commitment required of the community and the regulation administered by the governmental entities is as varied as the routes. For some Byways, officially adopted plans, land use regulations, and inventories are required. In other communities, requests approved by the state department of transportation will suffice for designation and the erection of special signs to identify the route. In other communities, a good faith commitment by the citizens and the thoughtful stewardship of landowners may be sufficient to recognize a Scenic Byway.

In general, Scenic Byways may be identified through one of the following programs:

LOCAL PROGRAMS

Administered at the city, town, and county level, these programs exist to maintain the special qualities of routes of local importance and use.

PRIVATE SECTOR PROGRAMS

Maintained and administered by private entities, some Scenic Byways exist entirely within the private sector. These Byways may be open, sometimes with a fee, to the

public. Examples include the Seventeen-Mile-Drive in Monterrey, California and the scenic roads of Calloway Gardens in Georgia.

STATE PROGRAMS

Administered by state departments of transportations, Byway commissions and economic and tourism development offices, these programs identify routes of significance at the local and state level. Frequently, state programs seek to represent various categories of resources —scenic, historic, or natural— to recognize the different geographic regions of the state. In some states, Byways are nominated by local organizations for designation. Other states designate Byways by an administrative body. In addition, Byways may be designated by individual acts of the legislature in some states. State Scenic Byway programs generally require or encourage some form of land-use planning within the Byway corridor; in other states, Scenic Byway designation implies no particular level of management or enhancement. A vast majority of states have, or are developing, Scenic Byway programs, but they vary widely in their criteria and implementation.

FEDERAL PROGRAMS

Federal programs to designate and manage Scenic Byways have been developed by the Bureau of Land Management (BLM) and the USDA Forest Service (USFS). BLM’s program of Back Country Byways includes different types of roads – some accessible only by four-wheel drive vehicles, which lead the traveler to some of the unexplored areas of the west. The USFS has designated over 7,000 miles of Scenic Byways through national forests throughout the country. While not specifically designed as Scenic Byways, nine parkways and numerous park roads through scenic areas are managed by the National Park Service (NPS).

THE NATIONAL SCENIC BYWAY PROGRAM

The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Scenic Byways Advisory Committee, working with the Federal Highway Administration, recommended that the program designate a system of National Scenic Byways and All-American Roads. For a route to be eligible for designation as a National Scenic Byway, it must possess one or more of the six intrinsic qualities identified by the Scenic Byways Advisory Committee. These intrinsic qualities include:

- Scenic
- Historic
- Cultural
- Natural
- Recreational
- Archeological

Byway designation requires that a community commit to its designation and management and have developed a **Corridor Management Plan (CMP)**.

In addition to National Scenic Byways, the program also designates All-American Roads. These roadways represent the finest examples of Scenic Byway corridors in the country and are marketed to both domestic and international travelers. All-American Roads must possess a minimum of two of the six intrinsic resources. In addition to qualities making them “destinations unto themselves,” All-American Road designations require the implementation of programs identified in the CMP. Designations as an All-American Road are rare.

Scenic Byways will be for travel by vehicles with at least four wheels, although bike and pedestrian pathways may be associated with the Byway. In other words, trails exclusively for hiking or snowmobiling, for example, would not be included in the national program. Nominations for National Scenic Byway designation will come from the local level through the states and most nominations will be state Scenic Byways. For the Kansas Prairie Trail Scenic Byway, demonstrated interest at the local level, designation as a Kansas State Byway, and preparation of a Corridor Management Plan (this document), must be completed. Federal agencies may also nominate Byways with the concurrence of the state.

1.3 THE KANSAS STATE BYWAYS PROGRAM

The goal of the Kansas Byway Program is to identify and designate scenic roadways for the enjoyment of the traveling public in Kansas through a grassroots process. It is their intent to designate Scenic or Historic Byways that represent the diversity of the Kansas Landscape serving as natural, social, cultural, and economic resources for the visitors of the state of Kansas, the people of Kansas, and the local communities in which the roadways are located.

The requirements include that the roadway must have a uniformly high visual or historic quality along the entire route, be a minimum of twenty miles in length unless adjacent to an interstate or major highway, and the roadway must be paved and capable of carrying tour buses and recreational vehicles. It also requires the local community groups submit the application, complete a mile-by-mile evaluation and inventory, and a Corridor Management Plan (CMP), which demonstrates how the group intends to conserve, enhance, and promote the Byway.

The Kansas Byway Committee (KBC) serves as a review and advisory role. This Committee consists of representatives from the Kansas Department of Transportation (KDOT), Kansas Department of Wildlife, Parks and Tourism (KDWPT), and the Kansas State Historical Society (KSHS). The Committee reviews and evaluates all applications for nominations and grants, develops policies and procedures, and recommends Byways for state and national designation. The program is managed through a partnership between KDOT and KDWPT.



1.4 WHAT DOES DESIGNATION MEAN?

Scenic Byway designation at any level (local, state, or federal) provides recognition of the special qualities and resources of a particular Byway and corridor. This official acknowledgement carries with it a heightened awareness of the route and recognition of the community that sought the designation.

For many communities, Scenic Byway designation will provide new tourism opportunities, increased visitation, and economic development. It should always be a source of pride. Scenic Byway designation in Kansas provides:

- Access to additional funding
- Identification on state highway maps
- Promotional materials such as brochures, a Kansas Byways website, and other marketing activities
- Technical assistance for management
- Assistance from the Kansas Scenic Byways Program
- Networking opportunities

Designation as a National Scenic Byway by the United States Secretary of Transportation will acknowledge the significance of the Byway corridor. National designation, in Kansas, will make the route eligible for Scenic Byway funds, technical assistance from the FHWA, and inclusion in a national identification and promotion plan.

1.5 WHAT IS A CORRIDOR MANAGEMENT PLAN?

A Corridor Management Plan (CMP) is a written statement developed by local community representatives and adopted by local governing bodies, which delineates the long-term focus and commitment of the local communities to the conservation, enhancement, and promotion of their Scenic or Historic Byway. It is a “living document” serving as a guide. It should be reviewed on a regular basis so it reflects accomplishments and changing concerns of the Byway community.

A Corridor Management Plan represents a point of beginning. Bringing about a community’s vision requires an outline of steps, an approach, and a plan of action. The CMP assembles all the concerns, thoughts, and ideas of the community in a single document. Thus, issues and objectives as diverse as increased tourism development and roadway safety can be studied and planned for from a single community-based document. This helps all community members to work together, join forces on related projects and avoid the conflicts that occur when different organizations, groups or governments are planning without consulting one another.

The CMP addresses issues and suggests a method or methods by which goals may be achieved. For example, if a community has identified increased tourism as a goal, the CMP identifies the reason increased tourism is sought and outlines ways in which it

might be accomplished—a tourism board, a marketing program, the development of tourism facilities such as lodging or restaurant facilities. The CMP does not need to outline the specifics involved with the development of the marketing program. Specifics will be defined in a later marketing plan. The key to the success of the CMP will be in the follow-through of an energetic community that gets together and establishes a specific marketing program. The CMP should establish a reasonable time frame in which activities should be accomplished and who is going to accomplish them. If such a program involves the assistance or approval of the state or local government, the CMP identifies the appropriate governmental agency to contact. The PTSB Committee will partner with various organizations as needed to address problems as they arise.

The Corridor Management Plan is divided into sections addressing, among others, tourism, economic development, land use management, organization, and implementation.

1.6 A CORRIDOR MANAGEMENT PLAN FOR THE PTSB

The Corridor Management Plan for the Prairie Trail Scenic Byway will ensure that the vision articulated by the community becomes a reality. The CMP establishes a framework and structure by which the future of the corridor can be effectively managed. As such, the CMP strives to pull together the many distinct resources, realities, fears and aspirations of the route's communities, both individually and collectively, and assemble them into a feasible and practical program that can be implemented over time.

To accomplish this, the Corridor Management Plan identifies a series of actions to be undertaken for the benefit of the Prairie Trail Scenic Byway corridor. Based on extensive research with an input from local communities along the route, these actions are intended to direct and identify specific projects. Such actions will increase the opportunities for the corridor communities to conserve the quality of life and historic character that distinguish the route and enhance opportunities for economic development and tourism.

To help implement these actions, a series of task forces will be established, drawn from the PTSB Committee and existing organizations and representing all interested parties along the Kansas Prairie Trail Scenic Byway. These task forces will work to implement corridor goals at the local level.

1.7 THE PTSB CMP IS DESIGNED TO:

- Develop a stronger sense of a Prairie Trail Scenic Byway community of linked Counties and Towns.
- Assist local communities with corridor-wide issues and plans.
- Provide a uniform voice endorsing corridor-wide projects.
- Increase communication among Kansas Prairie Trail Scenic Byway communities regarding tourism and economic development initiatives.
- Provide a framework by which economic development may be encouraged without compromising the quality of life enjoyed by the residents of the region.
- Provide a stronger unified voice to solicit funding for corridor-wide projects.
- Fulfill the Corridor Management Plan requirements for designation as a State and National Scenic Byway
- Be a flexible plan that may be modified over time as necessary.

1.8 THE PTSB CMP IS NOT DESIGNED TO:

- Impose any regulation on a county or town along the route aside from limiting commercial signage.
- Require the adoption of any new local ordinances or special districts except to limit signage.
- Prohibit new construction or development.
- Deny any community its ability to pursue funding for local projects.
- Require participation in corridor-wide projects or programs.



2 The Corridor Defined

2.1 THE KANSAS PRAIRIE TRAIL SCENIC BYWAY

The Prairie Trail Scenic Byway is a 79.97 mile corridor, nestled in the heart of the physiographic region of the Smoky Hills. The Smoky Hills region occupies nearly all of north-central Kansas. A result of ocean movement during the Cretaceous Period, this region is made of three belts of hills, all running southwest to northeast. The Dakota Formation is a wide belt from Rice and McPherson counties in the south to Washington County in the north. The belt to the west is Greenhorn Limestone, which is made of thin chalky limestone beds alternating with thicker beds of grayish shale. The region is known for its rocky outcroppings such as Mushroom Rocks in Ellsworth County.

The natural anchors of the byway are the Maxwell Game Preserve and Kanopolis Lake. The Maxwell Refuge is the only location in Kansas where public herds of both bison and elk can be viewed in a native prairie environment. It is home to the state's largest public herd of bison. Kanopolis State Park at Kanopolis Reservoir started it all for the State of Kansas because it is the very first Kansas state park.

2.2 VISION STATEMENT

The people of the communities have a shared vision for this byway. That vision is:

The Kansas Prairie Trail Scenic Byway program includes conservation and promotion of the resources along the designated route and provides management of the route by local jurisdictions for economic and tourism development and long-term resource protection.

2.3 GOALS

The primary goals for the Kansas Prairie Trail Scenic Byway were established to direct the actions necessary to implement the vision. Like the vision, these goals were determined by the Prairie Trail Scenic Byway Committee in cooperation with a number of interested organizations, committees and individuals.

The Program satisfies five goals:

- 1. Identifies and protects natural, scenic, and historic resources.**
- 2. Enhances Byway resources and encourages compatible development.**
- 3. Involves the communities.**
- 4. Builds a measurable travel product for current and future visitors.**
- 5. Increases services to residents and visitors through appropriate enhancements providing opportunities for economic benefits from tourism.**

Each of these goals will be the responsibility of the PTSB Committee. The PTSB Committee is charged with the responsibility to meet all the necessary requirements of maintaining and promoting the Byway locally to ensure its support for years to come. The committee will coordinate efforts as needed to conserve, maintain and enhance the Byway.

2.4 INTRINSIC QUALITIES

The National Scenic Byways Program identifies six intrinsic qualities for which Byways may be designated: historic, scenic, recreational, cultural, natural, and archeological. The Kansas Byways Program focuses primarily on the scenic and historic qualities of its Byways, it, too, recognizes the important contributions the other qualities provide. These are the qualities that make a place what it is —the places, views and activities, which when viewed as a whole, make the Prairie Trail Scenic Byway unique from any other corridor. Although developed for the National Program, the six qualities represent a comprehensive and simple approach to defining the essential features of any Byway.

Naturally, a single resource may fit in more than one category. A *historic* barn may also speak to the *culture* of the area or present a *scenic* resource when viewed from across a farm field. The following intrinsic quality listings represent an attempt to acknowledge general resources and patterns rather than identify specific resources. The key to a successful CMP is in recognizing the quality of a given resource and in acknowledging that it may be an example of several of the six intrinsic resources.

The Kansas Prairie Trail Scenic Byway possess features representing all of the six intrinsic qualities. After mapping the entire route and conducting a detailed inventory of resources, local representatives chose to focus on **natural** and **scenic** qualities; although there is enough **historic** information about the area that some of that information has also been included. The Kansas Prairie Trail Scenic Byway Committee feel the following types of resources made the strongest contribution to the unique appeal of the Byway.

Natural Resources

- Maxwell Wildlife Refuge
- Mushroom Rock State Park
- Kanopolis State Park and Lake
- Faris Caves
- Smoky Hill/Kanopolis Wildlife Area
- McPherson State Lake
- Wildlife
- Smoky Hill River
- Smoky Hills
- Horse Thief Canyon

- Prairie Trail

Scenic Resources

- Agricultural Countryside
- Grasslands
- Views and Vistas
- Rolling Hills
- Spring and Fall Foliage
- Panoramic Views
- Big Sky Country
- Prairie Grass and Wildflowers
- Windmills and Farmsteads



Historic Resources

- Ellsworth Historic Cattle town
- Fort Harker
- Coronado Heights
- Twin Mounds
- Chisholm Cattle Trail
- Santa Fe Trail
- Smoky Hill Trail
- Butterfield Overland Despatch
- Fort Zarah Military Trail



Cultural Resources

- Lindsborg community
- Bethany College
- Sandzen Memorial Gallery
- Marquette – Kansas Motorcycle Museum
- Canton Township Carnegie Library

For a comprehensive look at the PTSB Intrinsic Qualities List and more detailed information, please see Appendix B – *List of Intrinsic Qualities*, in Appendix B.

2.5 SIGNIFICANCE OF INTRINSIC QUALITIES

The Kansas Prairie Trail Scenic Byway provides a relaxing experience where nature is predominant. Along the route extending through McPherson and Ellsworth Counties in central Kansas there are the wonderments of rolling hills, tree lined streams and a variety of wildlife. Central to the route is the inclusion of the Maxwell Wildlife Refuge (only public lands bison and elk refuge) and Kanopolis State Park and Wildlife Area (the first state park in Kansas).

NATURAL RESOURCES

Maxwell Wildlife Refuge and Kanopolis State Park and Wildlife Area are the natural treasures of this Byway. They anchor the drive with great natural beauty and amazing possibilities for exploring nature. These wonderful state areas provide outstanding opportunities for wildlife watching, hiking, horseback riding, water activities, multiuse trails and many other natural activities.

MAXWELL WILDLIFE REFUGE

History: In 1943, the Henry Maxwell estate donated 2560 acres of land to the Kansas Forestry Fish, and Game Commission for the creation of a wildlife refuge dedicated to bison and other prairie species. Of that area, a little over 300 acres was designated to be used for the construction of a public fishing lake and the remainder fenced to hold bison and elk. Bison and elk herds were initiated to the refuge in 1951. The primary use of the area is wildlife viewing.

The refuge is located 6 miles north of Canton, in the very southeastern tip of the scenic Smoky Hills, an area of large rolling hills. Principal vegetation is a warm-season mixed grass prairie with many species of grasses and forbs. The dominant grass species are big bluestem, little bluestem, Indian grass, switchgrass, and sideoats grama. Forbs are abundant and numerous clumps of native sand plum and smooth sumac are scattered

throughout the area. Soils are mostly moderately deep sandy loams. Principal management techniques used on the area are prescribed fire and grazing by bison and elk, including herd management to maintain proper grazing levels. Primary use of the area is wildlife viewing. The Maxwell Refuge is the only location in Kansas where public herds of both bison and elk can be viewed in a native prairie environment. It is home to the state's largest public herd of bison.(KDWPT website)

KANOPOLIS STATE PARK

From the towering sandstone bluffs of the Dakota Formation to the caves and crevices of Horsethief Canyon, this park is a good place to get a feel for the rugged beauty of the Dakota sandstone country. Gypsum crystals (selenite) weather from the shale slopes around the lake. The gypsum is a secondary product derived from the weathering of iron sulfide (mainly marcasite) in the shale.

History: Kanopolis State Park started it all. The first Kansas state park has drawn visitors to eastern Ellsworth County since 1955. Situated in the rolling hills, bluffs and woods of the scenic Smoky Hills region of Kansas, Kanopolis is located 33 miles southwest of Salina.

Description: The park features a full-service marina, beaches, picnic areas and cabins, as well as trails for horseback riding, mountain biking, and hiking. More than 200 primitive campsites and 133 utility sites are located through the 14 campgrounds in the Langley Point and Horse Thief areas. Bison Track Nature Trail is an enthralling 1.5 mile route rich in native plants and wildlife, as well as Native American history. Kanopolis offers 31 miles of trails, all of which start in the state park. The Rockin' K trails take visitors to and from the Rockin' K campgrounds. The Horsethief trails loop through canyons and trees. Farther north and west, the Prairie Trails traverse high prairie and Red Rock Canyon. The Alum Creek trails take visitors across vast prairie and through many water crossings. Be aware that it can take more than a day to complete some trails on foot. (KDWPT website).

MUSHROOM ROCK STATE PARK

History: This is a 5 acre park that was donated to the Kansas Dept. of Wildlife and Parks (Kansas Park and Resource Authority) by the Ellsworth County Historical Society, the property was dedicated in 1965.

Description: Park of the Smoky Hill region in the north-central part of the state, the Dakota formations are the remains of beach sands and sediments of the Cretaceous Period, the interval of geologic time from about 144 to 66 million years ago. Sandstone and sedimentary rock, is held together by natural cement. The concretions that make up Mushroom Rocks are cemented calcium carbonate. The largest rock measure 27 feet in diameter. This area is managed by nearby Kanopolis State Park and is truly a site to see. (KDWPT website)

Other Natural Resources

Nature is never far from any of the small communities along the Byway. Each community boasts unique parks where nature can be enjoyed from a shady picnic table or on a walk along a creek or paved trail.

SCENIC RESOURCES

The Kansas Prairie Trail Scenic Byway is a visual surprise in the middle of Kansas due to its location in the heart of the Smoky Hill Region. The **Smoky Hills** are an upland region of hills in the central Great Plains of North America. They are located in the central United States, encompassing north-central Kansas and a small portion of south-central Nebraska. The hills are a dissected plain covered by tallgrass and mixed-grass prairie. The Smoky Hills were formed by sedimentary deposits during the Cretaceous period and consist of chalk, limestone, and sandstone rock outcroppings

CULTURAL RESOURCES

As lovely as the countryside is, the small towns along the Byway have a rural charm and an open beauty of their own.

Canton boasts two water towers labeled HOT and COLD. This unique attraction along with the famous Canton Township Carnegie Library sets this small community apart in the Kansas as a great visit.

Roxbury was established about 1871 as a trading post. The original name for the area was Colfax City but the name was changed to Roxbury in 1875.

Lindsborg, known today as “Little Sweden”, actively preserves its Swedish heritage. Bethany College, founded in 1881 by one of Lindsborg’s early settlers, is also home to the Birger Sandzen Memorial Gallery, which houses the largest and most extensive collection of famed Swedish folk local artist’s work. Shops, galleries, restaurants, historical sites and festival in the area continue to celebrate this tradition.

Marquette’s downtown has a block of late 19th century stores that have been restored and repainted to their original colors. They are part of the *Washington Street Historic District* which is listed on the state register of historic places. The downtown area includes the Range School Museum, a one-room 1906 school house.

The Kansas Motorcycle Museum is located downtown on North Washington Street. More than 100 vintage and rare motorcycles of all makes and models rest inside this museum.

Ellsworth was once called "The Wickedest Cattletown in Kansas"; was a bustling cattle town for a time during the late 1860s but its cattle trade had dwindled down by the mid-1880s. During this period it was known for being one of the wildest cattle towns, the scene of numerous killings following shootouts between drunken cowboys. The town sported numerous saloons, brothels and gambling halls, with prostitution being rampant. Wild Bill Hickok ran for Sheriff there in 1868, but was defeated by former soldier E.W. Kingsbury. Kingsbury was an extremely effective lawman, but had to have the help of the local police to control Ellsworth itself, as he also had the county to deal with. Violence inside Ellsworth was commonplace. Ellsworth Marshal Chauncey B. Whitney was shot and killed in August of 1873, while attempting to disarm a rowdy man in a dance hall.

HISTORIC RESOURCES

The history of this area is a panorama. The Smoky Hill region is ancient. Their abundance of food and water eventually drew people to them as they had always drawn wildlife. But the life and history of this region is one of nature first...followed by people.

The first roads of Kansas were at one time bison trails that then became tribal trails, these trails were later used by the first wagon trains. Approximately 25 tribes used the trails as they followed the migration of the wildlife. The mountain men were the first non-natives to venture west of the Mississippi followed these trails and lived on the prairie, hunting and trapping. The next non-natives to reach this area were those using the Santa Fe Trail, which the Native Americans had used for generations.

Santa Fe Trail: The present U.S. 56 Highway follows the Kansas portion of the Santa Fe Trail. The trail was used mainly as a trading trail from Missouri to Santa Fe, New Mexico. The wagon trains had as many as 100 wagons traveling 10-15 miles per day. Today, one can get this early Kansas experience at Maxwell Wildlife Refuge, where modern day covered wagons (trams) carry you across the prairie of grasses and wildflowers to where the bison roam. The U.S. Cavalry protected wagon trains from Native Americans and forts were built along the trails. Fort Ellsworth, later renamed Fort Harker, near Kanopolis is one of those forts. Fort Harker was moved to its present day location in Kanopolis.

Three miles east of Canton, on the McPherson-Marion County line, stands a monument commemorating the Santa Fe Trail and Chisholm Trail. Just to the north these two trails crossed.:

Chisholm Trail. The Chisholm Trail skirts the eastern boundary of the Maxwell Game Preserve, leading Texas trail herds to Abilene. Five to seven million longhorn cattle moved along this trail.

Ellsworth/Cox Trail branched from the Chisholm Trail to the end of the trail at the Kansas Pacific Stock Yards at Ellsworth. The rolling prairies were lit by the campfires of untold numbers of Texas cow camps waiting to sell their cattle at the railheads on the Kansas Pacific.

Smoky Hill Trail parallels KS Highway 140. The historic trail can be traced to a preferred trade route by the early plains culture. It was utilized during the Colorado Gold Rush – 1858 – 1860. David Butterfield established Butterfield's Overland Despatch (B.O.D.) along the Smoky Hill Trail in 1865. The route was also known as the Butterfield Trail. "Butterfield's Overland Despatch" is sometimes misspelled. Note the correct spelling. Fort Harker, Fort Hays and Fort Wallace mentioned in the reference to the Santa Fe Trail are actually located along the route of the Smoky Hill Trail. Trail ruts may be viewed at the Highway 140/141 intersection and other places along Highway 140.

Fort Zarah Military Trail ran from Fort Harker, which is now the City of Kanopolis to Fort Zarah near the City of Great Bend.

2.6 ROUTE DESCRIPTION

BYWAY NAME

The Prairie Trail Scenic Byway (PTSB).

The Kansas Prairie Trail Scenic Byway is a 79.97- mile long corridor running through Central Kansas. Along the way, the route passes through two counties and three town, and one village, with an additional two within the byway corridor. Travelers will encounter a variety of rural experiences including agricultural enterprises, rolling hills and pasture ground, cultural, recreational and entertainment venues, historic homesteads, ranches, many historic sites, and an abundance of wildlife including the only public herd of bison and elk in the state

The PTSB is predominantly a two-lane paved roadway managed by State and County road departments. This route is divided among the counties with.

- 46% being located in McPherson County and
- 54% in Ellsworth County.

Additionally, management for the route falls to:

33% to McPherson County

67% to the Kansas Department of Transportation (KDOT)

KDOT and the included Counties do regular maintenance of the road surface, including clearing snow and debris, managing appropriate traffic signage, clearing the ditches and mowing the groundcover where appropriate. The route has a number of functions. Its capacity includes through traffic, local service, commercial farm, and recreational use.



Traveling north to south:

The route begins at the junction of U.S. Highway 156 and Kansas Interstate 70 going south on U.S. Highway 156. The first 10.7 miles are found on Kansas State Highway 156 under the jurisdiction of the Kansas Department of Transportation (KDOT). At the intersection of Kansas Highway 156 and Kansas Highway 140 the Byway turns to the east for 13.4 miles that is also under the jurisdiction of the Kansas Department of Transportation. At the intersection of Kansas Highway 140 and Kansas Highway 141 the Byway turns to the south for an additional 13.57 miles under the jurisdiction of KDOT. At the intersection of Kansas Highway 141 and Kansas Highway 4 the Byway turns east for a total of 16 miles under the jurisdiction of KDOT. At the intersection of Kansas Highway 4 and McPherson County 14th Ave the Byway turns south for a total of 1.3 miles on McPherson County 14th Ave. At the intersection of McPherson County 14th Ave and McPherson County Smoky Valley Road the Byway turns east for 13 miles. At the intersection of McPherson County Smoky Valley Road and McPherson 27th Ave the Byway turns south for 12 miles. The Byway ends at the intersection of McPherson County 27th Ave and U.S. Highway 56. All McPherson County roadways are under the jurisdiction of the McPherson County Public Works Department.

TOTAL PRAIRIE TRAIL BYWAY IS 79.97 MILES.

2.7 PROJECT AREA

The PTSB committee has identified the Kansas Prairie Trail Scenic Byway corridor in the following manner:

Length: 79.97 miles

Northern terminus: U.S. 156 and Kansas Interstate 70

Southern terminus: U.S. 56 and 27th Avenue (county road)

Width: The corridor width is defined as the view shed extending from six to 10 miles on either side of the designated roadway. In general, the view shed represents the driver's field of vision and contains landscape elements that contribute to the quality of the traveler's experience. This area extends on either side of the roadway so that a vast array of attractions that are unique to this part of the Midwest can be included.

The project area definition is intended to recognize the general area "experienced" by a traveler on the PTSB and provides a general focus area for corridor activities. It is not a regular determination. Further, it is not intended to exclude those sites or individuals beyond its boundaries from participating in the Byway process.

| Segment | Miles | Classification |
|---|--------------|----------------------|
| 1-From the Intersection of Kansas Interstate and US156 to the junction of US156 to K-140 | 11 | State Numbered Route |
| 2 – From the junction of US 156 and K-140 to intersection with K-141 | 14 | State Numbered Route |
| 3 – From the junction of K-141 to the intersection with K-4 | 13 | State Numbered Route |
| 4– From the junction of K-4 to Smoky Valley Road | 19.97 | State Numbered Road |
| 5- Continue east on Smokey Valley Road to Intersection with 27 th Street (county road) | 10 | Paved Road |
| 6– From 27th Avenue (county road) to US.56 Highway | 12 | Paved County Road |
| Total PTSB | 79.97 | |

| County | Miles on Route | Percent of Route |
|------------------|----------------|------------------|
| Ellsworth | 43.75 | 54 |
| McPherson | 36.22 | 46 |
| Total | 79.97 miles | 100% |

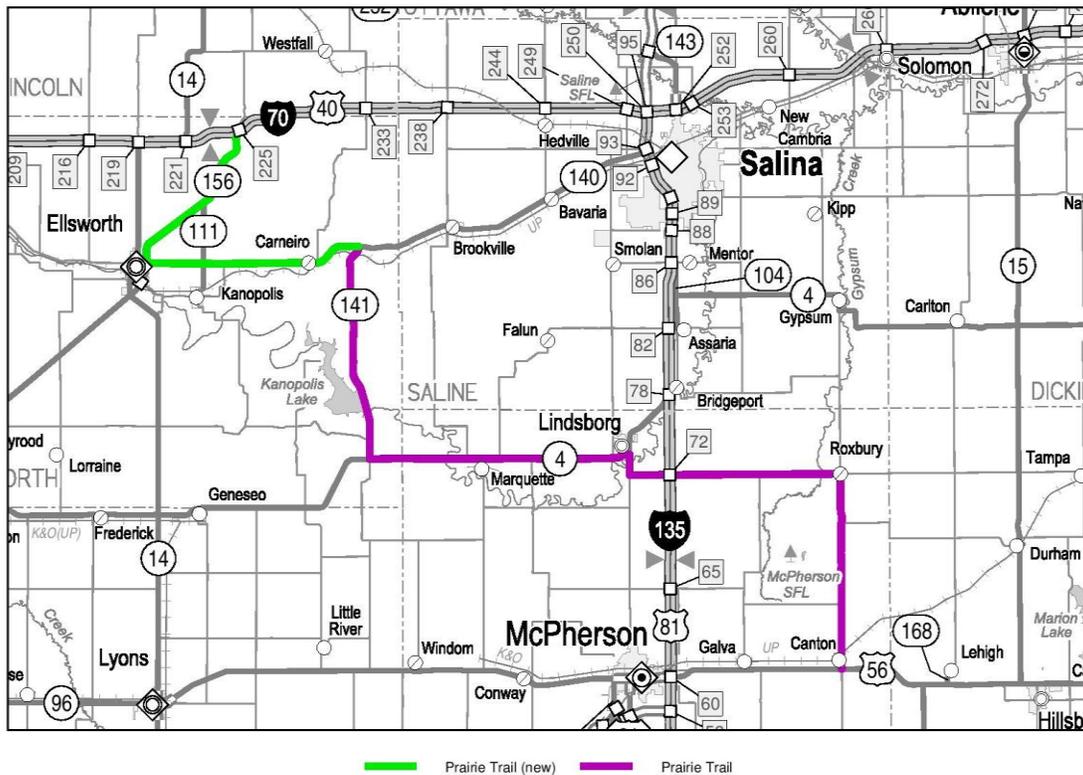
| Maintained by | Miles on Route | PERCENT OF Route |
|-------------------------|----------------|------------------|
| | | |
| KDOT | 57.75 | 72 |
| McPherson County | 22.22 | 28 |
| Total | 79.97 miles | 100% |

2.8 MAPS

Primary features and characteristics of the Kansas Prairie Trail Scenic Byway (PTSB) are indicated on the following maps. These maps summarize the PTSB committee's comprehensive intrinsic quality and land use inventory completed for each of the three counties along the corridor.

The original byway (dated June 7, 2007) is indicated in the orange/yellow highlighted area on this map. The byway extension (dated January 1, 2015) is indicated in the dotted blue line on this map. This extension was added to enhance the total byway experience for the travelers on the prairie, its vistas and history.

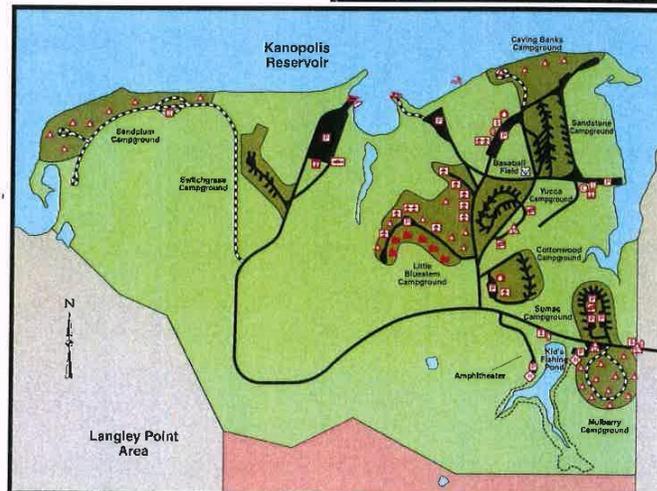
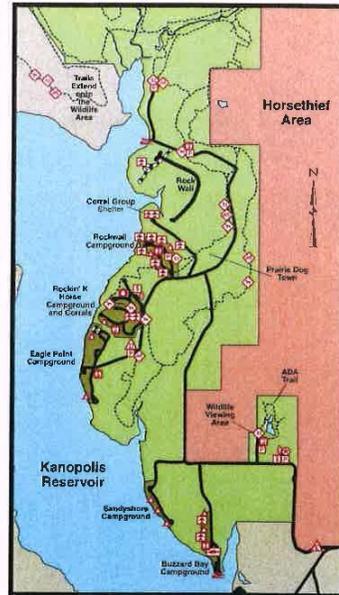
Prairie Trail Scenic Byway

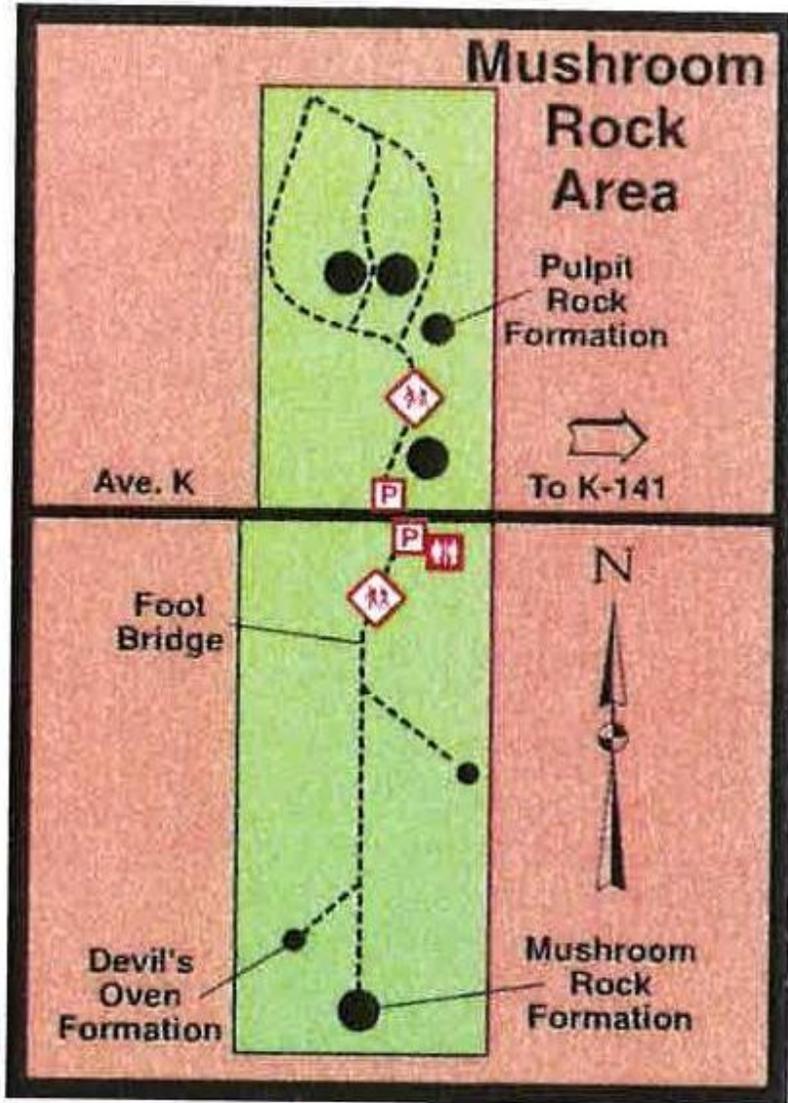


Purple Denotes Original Byway adopted in 2007

Green Denotes Extension to the Byway Adopted With this CMP-2014

Kanopolis State Park





2.9 ROAD SAFETY AND ACCIDENT RECORDS

Byway Management and Highway Safety

Present Route Status: The level of service (LOS) is a measure of the roadway's adequacy for the amount of traffic present. It is measured at the heaviest traffic times, or the peak traffic hours, and is considered as an evaluation of the amount of delay that a motorist experiences due to roadway design under varying traffic volumes.

LOS is normally described by six categories, A-F. The Prairie Trail Scenic Byway is graded as A & B throughout. The "A" status represents a free flow roadway offering the highest quality of service where speeds are controlled by both the driver's desires and posted speed limits. "B" status represents reasonably free flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted.

The speed limits throughout the route are 55 – 65 mph, except where otherwise posted such as within city limits or through curves or hills warrant a slower speed.

The entire route of Prairie Trail Scenic Byway is paved, however, rural county gravel roads will take travelers to various sites off of the main route.

Travelers should wear their seat belts and drivers cell phone usage should be limited to when the vehicle is stopped. This route has frequent motorcycle and bicycle traffic, so please share the road.

| Road Name | From | To | LOS |
|----------------------------|-----------------|----------------------------|------------|
| K-156 | I-70 | Ellsworth | B |
| K-140 | Ellsworth | K-141 | B |
| K-141 | K-140 | K-4 | A |
| K-4 | K-141 | MP Co 27 th Ave | B |
| MP Co 27 th Ave | Smoky Valley Rd | US-56 | B |

Kansas Byways are included in KDOT's regular accident recordkeeping and analysis process. Each county, through their sheriff's office, maintains accident information of the county roads and this information is submitted to the KDOT Accident Data Manager. This is where the committee got the information above. Any identified high accident locations along the K-4, K-140, K-141 and K-156 segments will be addressed as part of the KDOT prioritization program. The counties use the TEAP (Traffic Engineering Assistance Program) for review and recommendations on high incident areas if there is a problem. Any identified high accident locations along county or rural secondary roads in the route will be addressed by whichever county (McPherson) is responsible for maintenance.

3 History of the Corridor

The region known as the Smoky Hills occupies the north-central part of the state. It is delineated by outcrops of Cretaceous-age rocks and takes its name from the early morning haze that often gathers in the valleys.

During the Cretaceous Period (that interval of geologic time from about 144 to 66 million years ago), Kansas was once again under water. Unlike the relatively shallow seas of the Pennsylvanian and Permian Period, the seas that advanced and retreated during the Cretaceous were deeper and more widespread. Three principal rock outcrops characterize the Smoky Hills – the sandstones of the Dakota Formation, the limestone of the Greenhorn Limestone, and the thick chinks of the Niobrara Chalk.

This byway falls within the Dakota Formation of the Smoky Hills. The Dakota Formation sandstones crop out in a wide belt from Rice and McPherson counties, in the south, to Washington County, in the north. They are the remains of beach sands and sediments dumped by rivers draining into the early Cretaceous seas. The hills and buttes in this part of the Smoky Hills, such as Coronado Heights, are capped by this sandstone and rise sharply above the surrounding plains.

When European immigrants began to populate and name this region, the Great Plains of North America were inhabited by nomadic Native Americans. Most of the first trails to this region were those of the wildlife migration (bison) and those who counted on that wildlife to survive (Native Americans).

No history of this corridor could be complete without considering one of America's great trade routes. The Santa Fe Trail ran right through McPherson County where it entered just east of Canton. The Trail opened in 1821 and for more than 60 years, it was an important two-way avenue for commerce and cultural exchange. The traders who traveled the Trail were taking goods to the southwest. The settlers in that part of the country needed manufactured items of all types – hardware, cutlery, silks, velvets, calico, and woolen goods. The traders provided what was needed and wanted and returned on wagons loaded with furs, copper, gold, and silver. The donkeys and sheep that followed the wagons were also currency since they were as plentiful as gold and silver in the Santa Fe trade area.

Another aspect of the history of the area is the Chisholm Trail. This trail was used in the late 19th century to drive cattle overland from ranches in Texas to Kansas railheads. Ellsworth was considered a major influence of the trail.

The 1,200 mile historic Chisholm Trail was open from 1867 – 1885 and is known as the world's greatest cattle trail. The famed trail came about just after the Civil War. During the war, Texas ranches were unmanaged, leaving the southern prairies teeming with cattle. Ranchers were "cattle poor." Too many cattle depressed prices. At the same time, markets to the east were in great need of beef as existing cattle had been killed to feed the armies and civilians. By war's end, cattle worth \$3 a head in Texas would bring up to \$40 to \$60 in Chicago and New York. The problem was that no railroads yet reached the Texas Plains. The solution was the Great American Cattle Trails.

Running from the South Texas Valley north to Abilene, Kansas at first, the Chisholm Trail was responsible for the movement of millions of longhorns to the starving Northern and Eastern markets. The four month journey pushed cattle quickly from Texas into Indian Territory, where the pace was slowed to fatten the cattle, before pushing again north to Kansas railheads. The Chisholm Trail skirts the eastern boundary of the Maxwell Wildlife Reserve.

The Trail's traders became rich and began to find large companies to move their freight along the Trail. It was estimated that by 1859, trade on the Santa Fe Trail was worth around ten million dollars annually. As the Trail grew in importance, conflicts with Native people increased and Army outposts such as Fort Larned, Fort Zarah, Fort Harker, Fort Hays, Fort Dodge and Fort Wallace were founded near the route to protect the traders, settlers and railroad moving westward.

The Smoky Hill Trail/B.O.D. The other stage line that traversed Ellsworth County before 1867 was the Butterfield Overland Despatch (B.O.D.), started in 1865 by D.A. Butterfield of Denver. It ran from Atchison to Fort Ellsworth and from there to Denver, up the north side of the Smoky Hill valley. Col. Isaac Eaton surveyed the route in the summer of 1865. A paper on "Butterfield Overland Despatch" quotes Lt. J. R. Fitch as saying the party consisted of 26 "Constructionists, eleven mules loaded with tools, reapers and everything necessary for putting the road in fine condition." Major Pritchard and an escort of 250 cavalymen served as protection. "Five miles west of Fort Ellsworth we were fairly in bison range and for miles in every direction as far as the eye could see the hills were black with the shaggy monsters of the prairie," Lt. Finch wrote.

The Legacy Trail is a self-guided auto tour of the Kanopolis Lake area produced by the U.S. Army Corps of Engineers. Both historic and scenic sites are noted in the guide map and on interpretive signage.

The trail and segments remained in continuous use until shortly before 1885, the opening of the Unassigned Lands of Oklahoma. This brought fences, making the use of the trail impossible. Later the extension of the railroad into Texas eventually sealed the fate of the Chisholm Trail.

The history of this corridor is rich, varied, and ancient. Its natural resources are astounding and so are the people who have called this region home. From the respected Native American leader Satanta, to the raucous cowboys and oilmen who made the region wild and wooly, the diversity of this area is reflected in the small museums, charming historic homes and businesses, and the openness of both the land and the people you will find all along the corridor. It is a Byway through both man's world and nature's world. This is further proof that the trails of the prairie tell the stories of nature and man.

4 Conservation Goal: Identify and Protect Resources

4.1 OVERVIEW

Preservation of the scenic, natural, historic, and cultural resources of the PTSB is an important component for the long-term wellbeing of the Byway. The scenic and natural resources along the Byway are largely under the control of state and national entities. With two exceptions (the Santa Fe Trail and State Historic Sites) historic and cultural resources are largely the purview of local entities.

Management of the intrinsic qualities along the Kansas Prairie Trail Scenic Byway will involve coordination with existing programs and technical assistance from various resources. The development of new programs, combined with current projects, can meet the objectives of the Corridor Management Plan and fulfill the *vision* established by the PTSB Committee.

Many of the existing programs noted here share similar conservation objectives to those of the PTSB Committee. Soliciting the expertise and assistance of these programs can only help in the overall development of the Byway.

Existing Site Specific Programs

Currently, there are many programs in place to preserve the intrinsic qualities along the Kansas Prairie Trail Scenic Byway. *The existing programs will form the core of an overall strategy to ensure that the resources for which the route is being nominated to the Kansas Byways Program are protected over time.* The preserved sites and management efforts include:

Smoky Hill Trail Association

A non-profit organization, seeks to preserve the historical legacy of the Smoky Hill Trail, promote its designation as a National Historic Trail, interpret the events, remnants and locations that represent the historic trail, the Butterfield's Overland Despatch successor freight and stage lines and the railroad and highways that replaced this important trail.

Friends of Maxwell at Maxwell Wildlife Refuge

The Friends was formed in 1993, and is a non-profit organization composed of local volunteers. It promotes prairie stewardship by providing interpretive and educational opportunities that emphasize the Kansas prairies' natural, cultural and historic resources.

International Chisholm Trail Association

The association purpose is to recognize the Chisholm Trail as the most widely known trail to develop, celebrate and promote the Great Cattle Trails of the 19th Century for education and heritage tourism. The association accomplishes these purpose through research, publishing and marketing.

Santa Fe Trail Association

The Santa Fe Trail Association is a non-profit organization whose purpose is "to preserve, protect, educate and promote the public awareness of the Santa Fe Trail." The Santa Fe Trail is a National Historical Trail. In cooperation with the National Park Service, the Association has recently completed a strategic plan to further their purposes. The recommended priorities parallel those of the Prairie Trail Scenic Byway Corridor

Management Plan for preserving the trail, marketing, developing informational kiosks, providing interpretive materials, and mapping.

Existing Technical Assistance

The area currently benefits from the technical assistance provided by the following organizations:

The Kansas Department of Wildlife and Parks and Tourism (KDWPT)

As a cabinet-level agency, the Kansas Department of Wildlife, Parks and Tourism is administered by a Secretary of Wildlife, Parks and Tourism and is advised by a seven member Commission. Serving as a regulatory body for the Department, the Commission is a non-partisan board advising the Secretary on planning and policy issues regarding departmental administration. Regulations approved by the Commission are adopted and administered by the Secretary. The driving force behind the Commission's actions are the goals and objectives of managing and promoting the wildlife and natural resources of the state of Kansas. KDWPT manages Kanopolis State Park and Wildlife Area, Mushroom Rock State Park, and Maxwell Wildlife Refuge.

Tourism Division of Kansas Wildlife, Parks and Tourism

There's no question that tourism is an important contributor to the economy in the State of Kansas. Business and leisure travelers experience the recreational, historic, and natural advantages of the State and its facilities. Thanks to strong relationships with travel writers, motor coach tour operators, individual travelers, the international travel community, and Internet, the word about Kansas is getting out. Kansas is often ranked among the top vacation bargains and new destinations are being developed every year.

The following programs and services are offered to help Kansas tourism communities prosper in a highly competitive marketplace:

- Attraction Development Grants

- TravelKS.com (website)

- Travel planning assistance is available by calling 1 (800) 2-KANSAS

- KANSAS! Magazine

These offerings will be used by the PTSB Committee.

Kansas Department of Transportation (KDOT)

The Kansas Department of Transportation is responsible for providing a safe and efficient transportation system to move people and goods throughout Kansas. They are responsible for the state roadway segments of the Byway, the Kansas Byway Program itself, and the Transportation Enhancement Program; a source of funds for historic, bicycle/pedestrian, scenic, and environmental projects.

Kansas Byways Program (KBP)

The Kansas Byways Program will assist the communities along the route with the promotion and conservation of the resources that currently exist. They will also provide the technical expertise and assistance needed to secure a national Scenic Byway once the Kansas Byway designation has been established.

US Army Corps of Engineers (USACE)

This federal division plans, manages, and executes civil works, military, environmental, and emergency response programs to support the nation's military and engineering needs. They oversee and protect waterways and wetlands in the Byway corridor.

Kansas Water Authority (KWA)

The Kansas Water Authority is a part of the Kansas Water Office. It is responsible for advising the Governor, the Legislature, and the Director of the Kansas Water Office on water policy issues for approving the Kansas Water Plan and revisions thereto, for approving water storage sales, federal contracts, administrative regulations, and legislation proposed by the Kansas Water Office. This oversight includes Kanopolis Reservoir in the Byway corridor.

Kansas State Historical Society (KSHS)

The Kansas State Historical Society identifies, collects, preserves, interprets, and disseminates materials and information pertaining to Kansas history in order to assist the public in understanding and appreciating their Kansas heritage and how it relates to their lives. In meeting this mission, the Historical Society states, "Human beings, are by their nature, historical creatures. History is a part of us; it is what we call upon as we identify ourselves and determine where we are going in light of where we have been. The Kansas State Historical Society will be recognized by all Kansans as vital to themselves and their communities through the provision of high quality public programs and services which facilitate the understanding and appreciation of their heritage and its importance in shaping the present and fashioning the future." Their expertise will be helpful for interpretive projects.

League of Kansas Municipalities (LKM)

The mission of the League shall be to unify, strengthen and advocate for the interests of Kansas municipalities to advance the general welfare and promote the quality of life of the people who live within our cities. Established by municipal officials in 1910, the League of Kansas Municipalities is a voluntary, nonpartisan federation of over 500 Kansas cities. It operates as a public agency and is defined by state law as an instrumentality of its member cities. The powers and duties of the League are prescribed by state law and in bylaws adopted by the voting delegates of its member cities. They can provide legal advice and technical assistance to the Byway communities.

Kansas Association of Counties (KAC)

The Kansas Association of Counties is a quasi-public agency, which seeks to advance the public interest by promoting effective, responsive county government in Kansas. Founded in 1975 as an instrumentality of its 105 member counties, the Association serves county governments through legislative representation, technical assistance, and leadership and professional education. The Association's mission is grounded in state law and shaped by the leadership of its sixteen member Governing Board. They too can provide helpful technical assistance on Byway issues.

Many of the PTSB Committee members are also members of these organizations. Where relationships do not already exist, the PTSB will work to acquaint

these organizations with the Byway and this Corridor Management Plan so mutually beneficial, collaborative preservation (and other) activities can be accomplished. The PTSB will develop an outreach presentation to present to these and other organizations

4.2 PTSB ACTIONS

*Bold-face type in brackets at the end of each action indicates project timing or start-up, if known.

4.2a Environmental Program

A number of environmental organizations and programs are active in Kansas. The Committee will work to coordinate efforts with these organizations, solicit their expert advice, and develop mutually beneficial partnerships. A few of the many organizations and programs providing mutual benefit, strength and support for the Byway with the PTSB are:

- Audubon of Kansas
- Central Kansas Conservancy
- Kansas Wildscape
- Boy Scouts
- Girl Scouts
- 4-H
- Kansas Byway Committee
- McPherson County Planning Commission
- Ellsworth County Planning Commission
- Friends of Maxwell Refuge
- Kansas Department of Health and Environment
- US Army Corps of Engineers
- Kansas Department of Wildlife, Parks and Tourism
- Environmental Protection Agency
- Kansas Master Naturalist

[Ongoing]

Many of the PTSB Committee members are also members of these organizations. Where relationships do not already exist, the PTSB will work to acquaint these organizations with the Byway and this Corridor Management Plan so mutually beneficial, collaborative preservation (and other) activities can be accomplished. The PTSB will develop an outreach presentation to present to these and other organizations.

4.2b Habitat Restoration

The Kansas Department of Wildlife, Parks and Tourism at Maxwell Wildlife Refuge conduct principle management techniques of prescribed fire, grazing by bison and elk and herd management to maintain proper grazing levels and restore habitat.

The Loder Point Nature Trail is 2.1 miles in length and is situated in the gently sloping terrain. The trailhead is located northwest of the shower house in Venango Park near Kanopolis Lake.

(Ongoing)

4.2c Identification of Threatened Resources

The Committee will develop a list of principal intrinsic resources that are currently threatened. Once identified, work to secure their conservation in the most efficient, practical, political, and financially feasible manner will begin. Such sites may include threatened views, natural area, or historic sites.

[To be determined]

4.2d Conservation Research

Kansas Department of Wildlife, Parks and Tourism and U.S. Game and Fish each study the plants, wildlife, and environment in an effort to conserve the resources of Kansas public lands.

[In progress]

4.2e Historic and Cultural Preservation

The PTSB will work with existing organizations such as the Santa Fe Trail Association the Smoky Hill Trail Association, the International Chisholm Trail Association, the Kansas State Historical Society along with the historical societies of McPherson and Ellsworth counties (and the historical societies of communities along the byway) to identify and inventory the historic and cultural resources along the PTSB. The inventory will then be used to develop a preservation plan to schedule activities and possible organizations to undertake the proposed activities.

[To be determined]

4.2f Kansas Eco-tourism Committee

The Kansas Eco-tourism Committee is working to develop birding and wildlife watching opportunities in Kansas and to promote tourism based on those opportunities. Birders and other outdoor enthusiasts already use many sites in the central part of Kansas. PTSB will work to become an anchor for one of these highway based nature trails.

[In progress]

Enhancement Goal: Develop Corridor Enhancements

5.1 OVERVIEW

The Byway experience will be enhanced by projects proposed during the Fermata, Inc. interpretive plan. The local members of the community see the potential benefits a state designation as a Kansas Byway will bring. It is they who are working diligently to develop the resource base, community consensus, and project direction. Each of the projects listed in this section is within the Byway Corridor and will act to encourage people to come to the area and spend a significant amount of time learning about the natural, scenic, historic, and cultural qualities of the corridor.

5.2 ENHANCEMENTS

5.2a Interpretive Plan

The Kansas Department of Transportation (KDOT) acquired a National Scenic Byway grant in order to develop interpretive plans for each of the Kansas Byways. Fermata Inc. was established to assist governments, agencies, states, communities, organizations, and individuals in advantaging themselves of the natural, cultural, and historical resources that surround them. Fermata offers over 30 years of business and personal expertise in the business of wildlife watching, conservation programming, and nature tourism development. Fermata Inc. had the following recommendations in their interpretive plan:

- Develop a theme
- Partner with other Kansas resource venues
- Develop marketable itineraries
- Develop a regional web-based marketing approach

The PTSB will work independently and in coordination of the state for the implementation of the interpretive plan for this byway.

(In Progress)

5.2b Visitor Itineraries

The Interpretive Plan for PTSB, developed by Fermata, Inc., recommends the development of themed itineraries for visitors. According to the plan, a themed itinerary “forsakes direct promotion of local businesses and focuses instead on what makes a destination unique and worthy of visitation.”

The theme for the Prairie Trail Scenic Byway is:

Trails of the prairie tell the stories of Nature and Man.

(To be determined)

5.2c Education Programs

Recognizing that the successful management of the PTSB will rest with the Committee, concerned citizens, and local governments, the Committee will sponsor or facilitate educational programs on management, planning, tourism, conservation, and design. This may include national programs from the US Federal Highway, State and regional programs such as Kansas Department of Wildlife, Parks and Tourism, and the Kansas Byways Program. Additionally, the Committee will look inward for local experiences of the communities of the PTSB Community and area leaders will be invited to share successful and innovative projects with the other PTSB communities.

(To be determined)

5.2d Beautification Programs/Adopt-A-Highway Programs

The Committee will coordinate existing beautification wildflower planting and adopt-a-highway programs. Existing local initiatives will be encouraged to incorporate the byway corridor to their priority project listings.

(To be determined)

5.2e Route Markers, Information and Way finding Signs

The Kansas Department of Transportation will provide a Scenic Byway Sign Plan and route markers for the Prairie Trail Scenic Byway. Local artists will be used, if possible, to develop the Prairie Trail Scenic Byway logo for the route markers. The Kansas Department of Transportation will install the route markers on state roadway segments of the Byway. Arrangements will be made between the Kansas Department of Transportation and the County Road Departments for route marker installation on County roadway segments.

Additional informational signs will be considered to provide information along the Byway at strategic turnouts for our visitors. This signage will describe the prairie, Santa Fe Trail, Smoky Hill region, farming, and ranching in the river valley. The PTSB Committee will work with the Kansas Scenic Byways Program on sign plans. The Kansas Byway Committee, prior to installation, will approve all signs.

The PTSB Committee will work with the community and special interest groups to identify conservation, educational, and recreational waypoints along places of significant interest on the Byway

(Ongoing)

5.2f Hike/Bike Paths

The State of Kansas is in the process of developing a master bike/hike plan for each of the Kansas byway. Hike/bike opportunities already exist in many areas of this byway but much of the Byway has no shoulders and is only marginally suitable for biking. Hiking trails (some handicap accessible) exist at Kanopolis State Park and Maxwell Wildlife Refuge. The PTB will partner with the State of Kansas for the implementation of this master plan for hiking and biking our byway.

Maxwell Wildlife Refuge, the Valkommen Trail in Lindsborg and the Pioneer Trail in Marquette are hike/bike paths. Additionally, the Central Kansas Conservancy Meadowlark Trailhead is in Lindsborg. The Sunflower Santa Fe Trail passes through Canton.

(In progress)

5.2g Natural Resources

While the primary goal of the agencies in charge of Maxwell Wildlife Refuge and Kanopolis State Park Wildlife Area is to manage habitat for wildlife, they also recognize they have a role to provide visitor amenities and experiences. The Committee will work with the Kansas Department of Wildlife and Parks and Tourism and other key organizations to coordinate with and enhance existing amenities and programs.

(To be determined)

Other enhancement goals identified by the Committee are:

5.2h Develop nature based and agritourism opportunities and itineraries.

(Ongoing)

5.2i Encourage communities, attractions, local service clubs and media to include the byway in their marketing /promotional materials and news.

(In Progress)

5.2j Develop a scenic byway awareness campaign encouraging municipalities and citizens to have pride in their byway and all lands, public and private, within the byway corridor.

(To be determined)

5.2k Develop overlooks at the following sites with proper interpretation.

Battle Hill

Lake Kanopolis overlook of the Smoky Hills

Freemont Hill – east of the city of Kanopolis

Coronado Heights

Twin Mounds on Roxbury Road and the Maxwell Wildlife Refuge

C K Ranch to view and interpret ranching in Kansas

(13806 Old Highway 40- John J. Vanier)

(Planned)

6 Enhancement Goal: Compatible Development

6.1 QUALITY OF LIFE

Community Background

A consistent comment made by the people of the Kansas Prairie Trail Scenic Byway Committee during the course of the preparation of the CMP has been the recognition of the “quality of life” of the region and the desire to ensure the quality is maintained and enhanced for future generations. Local citizens are equally clear in their desire to attract economic development to enhance the quality of life of the region through new investment, employment opportunities, and increased revenue. Accommodating new development in a manner that is consistent with the intrinsic qualities of the corridor is a desired goal for the PTSB. However, while most communities are willing to advance the ideals of good planning and stewardship, few have the governmental structure, expertise, or financial resources to develop and promote quality techniques in this pursuit.

6.1a Model Guidelines for Development

As a response to the needs of residents and visitors, the PTSB determined they will attempt to follow the recommended model guidelines for the development of experiential tourism in the PTSB corridor as outlined in the interpretive plan developed by the State of Kansas, Inc. In staying consistent with the recommendations made by the state plan, the PTSB Committee supports the following four recommendations:

- Develop a theme
- Partner with other Kansas resource venues
- Develop marketable itineraries
- Develop a regional web-based marketing approach

The Plan incorporated principles of eco-tourism from the International Ecotourism Society to guide nature based tourism development. “Ecotourism should:

- Minimize negative impacts on nature and culture
- Educate the traveler about conservation
- Nurture responsible businesses that meet local needs and deliver conservation benefits
- Spend money for conservation of natural resources
- Develop regional tourism zoning and visitor management plans
- Conduct environmental and social impact studies

- Monitor programs to assess and minimize impacts
- Maximize economic benefits for local businesses and communities
- Hire and train local people
- Pay fair wages and benefits
- Buy supplies locally
- Support local ownership
- Ensure tourism does not exceed social and environmental limits of acceptable change
- Use eco-friendly infrastructure minimizing the use of fossil fuels, conserves plants and wildlife, and blends with the natural and cultural environment.”

These guidelines will provide an introduction to land planning and address strategies for conservation of the integrity of the land, roadways and sign management, traffic hazards, residential and commercial development, and the conservation of natural resources.

McPherson County

McPherson County has a Comprehensive Plan for general land use and land development regulations in parts of the County.

Ellsworth County

Ellsworth County has a Comprehensive Plan for general land use and Land Development Regulations in certain parts of the County.

Local officials continue to share the guidelines and improve the regulations through annual review by their Planning Board as prescribed by State statute. The Committee will promote responsible development and land use along the corridor, ensuring a level of uniformity for new development and consistency for travelers along the route.

6.2 PTSB ACTIONS

At the present time, annual visitation to the Maxwell Wildlife Refuge averages 6,000 visitors and Kanopolis State Park averages 180,000 visitors annually. With the implementation of interpretive materials and the accompanying marketing exposure we are confident of increasing visitation roughly 25%. Additional enhancements will also increase visitation. As is the case now, most of the anticipated visitors will be experiential travelers desiring to find authentic natural experiences. These travelers enter nature to expand upon their life experience. They gather or collect experiences through the act of travel. As they gain a familiarity in nature, these unfamiliar sensations become increasingly orderly and logical. If resources determine visitation, then the better these resources are, the better we are able to plan for tourism and development.

6.2a Corporate Partnering

The Committee is seeking to establish working relationships with corporations, developers, and industries planning or considering projects along the PTSB Corridor. The Committee will assist potential project developers in understanding the role of the byway, encourage development plans sympathetic to maintaining the quality features and resources of the region, and provide information regarding local and state resources supportive of quality development.

[To be determined]

6.2b Utilities

The Committee will coordinate with the local utilities on corridor projects and utility construction and act as a liaison for community redevelopment projects. Potential associations may involve assistance in determining location of wires necessitated by road widening or upgrades in service to ensure that scenic views are retained or enhanced, assistance in tree maintenance or selection in utility rights-of-way.

[To be determined]

6.2c Maintenance

The Committee will notify KDOT and/or appropriate county of areas in which maintenance is needed, organize volunteer clean-ups of the route, and ensure that the corridor is maintained in a manner that is attractive. Each county sands and seals its county roads as part of the regular road maintenance schedule. The county resolutions that were passed and are included in this Corridor Management Plan, indicate commitments to maintain these roads.

[Ongoing]

6.2d Inventory of Visitor Services

The Committee has conducted an inventory of visitor services, enhancing the safety of the route. Gas stations, garages, towing services and public telephones have been identified to determine areas in which such services are readily available. Emergency services for police, fire, and rescue will be inventoried in the future. The PTSB Committee will revisit these inventories on a regular basis to ensure the reliability of the information. The visitor services inventory can be found in Appendix A.

[Ongoing]

6.3 OUTDOOR ADVERTISING

The PTSB committee will ensure the character and quality of the route is maintained and enhanced and that the route does not become an advertising corridor. Resolutions passed by each of the involved counties limit signage along the route.

The initial challenge in pursuing state and national designation was the length of the route. Having organized corridor-wide endorsement of the designation, the Committee will work to ensure the integrity of the corridor is maintained without segmentation (segmentation, is the removal or de-designation of a portion of byway to allow the erection of billboards). The Committee will work to educate potential advertisers of the vision and goals of the route and encourage alternative advertising in corridor publications and brochures.

[Ongoing]

6.4 COORDINATION AND SAFETY

Recognizing that the Scenic Byway experience is shaped through the quality of the driving experience, the Committee will coordinate activities so that the qualities of the roadway that currently make the route attractive and pleasant to drive will be safe, maintained, and enhanced.

Local planning offices are currently working with the Committee to ensure safety is maintained and enhanced with new development projects. The Committee will also review the route to determine areas where there is no provision for passing or breakdowns. The development of pull-offs or passing lanes will be investigated for enhancing safety, without the expense or visual impact of shoulders. The Committee will coordinate with KDOT and counties to ensure maintenance practices, rehabilitation, and new construction throughout the Corridor will reinforce the character of the corridor. Land use and zoning manuals show current regulations and land use maps. The majority of the adjoining land is designated for agricultural use and will naturally maintain the view for travelers. There is no language in either land use plans directly related to the Byway, since the plans were developed prior to its consideration.

[Ongoing]

6.5 ACCESS

Currently, the 79.97 mile long Prairie Trail Scenic Byway is accessible to passenger automobiles for its entire length. As an existing route providing agricultural service to the region, the route has demonstrated its ability to accommodate a reasonable level of commercial traffic and bus service. Some areas of the Byway are suitable for bicyclists and nearby proposed hike and bike trails will provide areas for cycling enthusiasts. Designated access for pedestrians occurs at many areas along the route, but is not currently available for the entire length of the PTSB. The road surface is generally good, the roads are signed, and maintenance is adequate.

7 Visitor Experience Goals: Enhance and Promote

7.1 OVERVIEW

The Kansas Prairie Trail Scenic Byway will attract both individual automobile travelers and groups traveling in vans or buses. The location in the “heart of the prairie” makes it an ideal weekend getaway from the pressures of urban life. Ongoing efforts to enhance children’s programming add to the special appeal of the route to the family market.

The PTSB is a premium destination for the nature traveler. Nature travel is estimated to be increasing at an annual rate between ten and thirty percent (Reingold 1993). Between forty and sixty percent of international visitors travel to enjoy and appreciate nature (Filion et al. 1992). As a long weekend destination, the route offers scenic vistas, natural areas, and historic attractions. This is all at an affordable cost for budget travelers.

The growing interest in travel to rural and natural destinations promises even greater popularity for the PTSB in the near future. Wildlife associated recreation, as opposed to outdoor recreation in general, now involves millions of Americans in hunting, fishing, and a variety of non-consumptive activities such as birding, bird feeding, and wildlife photography. According to the U.S. Fish and Wildlife Service, during 1996, almost eighty million Americans participated in some form of wildlife-associated recreation activity (USFWS 1997). During that year, more than sixty million Americans enjoyed primary wildlife watching activities such as observing, feeding, or photographing wildlife.

7.2 DEVELOPMENT OF VISITOR SITES AND FACILITIES

In order to increase the appeal that the Kansas Prairie Trail Scenic Byway has for visitors, the PTSB Committee will consider the development of nature sites as visitor attractions as well as the development of new visitor facilities. By preserving existing nature sites and increasing their accessibility to the public, additional attractions can be made available for potential visitors. These added attractions will lure more people to the area and provide more reasons for the visitors who are here to stay longer and spend more money.

Existing Routing of the Scenic Byway

The Committee has already undertaken an evaluation of the visitor experience along the Kansas Prairie Trail Scenic Byway. In addition to the Maxwell Wildlife Refuge and Kanopolis State Park, Mushroom Rock State Park, WPA projects, Coronado Heights, and Ferris Caves drivers along the route will experience panoramic views of limestone buildings, farmsteads and old barns, farmland and circle irrigation, pastures and grassland with native grasses, flowers and plum thickets, grazing cattle and other livestock, trees, woodlands and windbreaks, rivers and creeks, farm ponds, beaver dams, rolling sand hills, windmills, farm ponds and prairie castles (grain elevators).

7.3 PTSB ACTIONS DEVELOPMENT OF VISITOR SITES AND FACILITIES

7.3a Service Areas

Initial efforts have focused on identifying the necessary traveler services such as gas, food, and lodging available along the route. Long-range plans will identify strategies for the improvement of both aesthetics and safety of existing establishments within the corridor. The Committee will continue to work to enhance aesthetic quality of the corridor through enhancement and development of existing facilities through landscape development, nuisance enforcement, sign management, and parking improvements.

7.3b Pull Offs

Additional roadside parks and pull-offs for interpretative facilities and scenic overlooks will be developed as determined by future planning.

7.3c Inventory of Visitor Sites and Services

A comprehensive inventory of existing historic, scenic, and natural sites, along with lodging, restaurants, gas stations, shops, and public restrooms, has been initiated and will become available on a database thru the byway website. This site will also have a page dedicated to the PTSB. The database can be used to identify gaps in the visitor sites and facilities that are currently offered and will provide information to the general public on the amenities offered along the corridor. It can also be provided to various agencies and organizations so they will be better prepared to provide information to visitors.

7.4 INTERPRETATION PLAN

Preserving the natural sites and allowing public access is only the first part of creating a tourism attraction. Interpretive techniques will be used to make the sites come alive—to tell the unique story of the creatures whose survival depends on the conservation of Smoky Hill region and prairies. The rural way of life felt robustly in the heart of Kansas will be shared. Interpretive techniques will include guided tours, pamphlets, booklets, audio-visual presentations, signage, interactive displays and many other creative enhancements.

The story of the PTSB will be placed in context to the theme developed by the interpretive plan. The theme is:

Trails of the prairie tell the stories of Nature and Man.

The experience will be a series of vignettes that illustrate this theme with glimpses of the natural world and interprets human history in the context of this region. These vignettes can be broken down into Wildlife Trails, Native American Trails, Historic Trails, Adventure Trails, and Trails of Modern Man. This theme will provide the interpretive thread to tie the stories of the corridor together to provide the visitor with a bigger picture of the area's natural wealth.

Existing Programs

Hospitality Training

Recognizing the importance of hospitality to the visitor experience, the need for training front-line employees along the corridor has been identified. All communities along with byway corridor will emphasize the importance of good customer service and encourage full participation in the state's "Kansas At Your Service" online training.

7.5 PTSB ACTIONS INTERPRETATION PLAN

7.5a Interpretive Plan

To ensure that the story of the Prairie Trails unfolds for the visitor in a logical sequence, the interpretive plan will be used as the main point of reference.

7.5b Panels and Kiosks

Panels and kiosks will be located along the entire length of the PTSB. These installations will be of standard design, material, and finish to ensure easy recognition by the traveler. In addition to the interpretive themes, the panels and kiosks will also provide reference maps (corridor and local), nearby attractions, and in some locations, provide facilities for local brochures or information desks. Panels and kiosks will be developed to acquaint the traveler with the overall story of the corridor. Local attractions and interpretive programs will continue to exist independently, but the Committee will encourage coordination efforts whenever possible.

7.5c Thematic Tours

Thematic tours will be developed that can be used as self-guided auto tours or motor coach tours.

7.6 CHILDREN'S EDUCATION AND INTERPRETATION PROGRAM

Recognizing the appeal of the Kansas Prairie Trail Scenic Byway as a family destination, the Committee plans a Children's Education and Interpretation Program. This program will be designed for both visiting and local children using the intrinsic qualities of the region as an exciting discovery experience.

Classroom Programs

The Committee will promote classroom education with the development of materials about the interpretive themes of the corridor. Additionally, Kansas Department of Wildlife, Parks and Tourism has existing classroom programs, on-site conservation and educational youth activities.

Field Trips

Taking advantage of the rich natural and historic sites throughout the corridor, the Committee will work to develop programs or facilitate interactions between local schools and the facilities.

7.7 MARKETING

The Committee will structure a marketing and management scheme to ensure that visitors to the PTSB appreciate the transitions and distinctive areas in a manner that is organized and logical.

Existing Convention and Visitors Bureau/Chamber of Commerce

The Convention and Visitors Bureaus and Chamber of Commerce's located along the corridor already market their communities in travel publications and other promotional materials. However, the Ellsworth Chamber of Commerce will become the point of contact for coordination of marketing information about the Scenic Byway.

7.8 PTSB MARKETING ACTIONS

Regional/National Marketing

This byway is included in tourism marketing materials distributed by the Kansas Department of Wildlife, Parks and Tourism. The Committee will also work closely with organizations currently marketing the byways.

The Byway is showcased in a driving tour booklet called "Kansas Byways" published by the KDWP. Reference to the Byway will be included in all promotional pieces developed for area tourism. Since some of the communities do not have a paid Chamber of Commerce or Convention and Visitors Bureau, the Ellsworth Chamber of Commerce will be the primary point of contact on the Prairie Trail Byway marketing plan for the two county region.

7.8a Marketing Plan

The PTSB will work with the Ellsworth Chamber of Commerce to develop a long-range, detailed marketing plan for the area. This plan will address the diverse activities and attractions along the route in a comprehensive strategy for promotion, management, development, and marketing research. The plan will also propose strategies to monitor travel trends along the route through the development of a visitor profile for the corridor. Realizing this is a somewhat "undiscovered treasure" the PTSB Committee is looking forward to the assistance of the Kansas Byways Program to identify markets and get quality material about the Byway into those markets.

7.8b Driving Tour Brochure

The PTSB Committee partnering with the community organizations, will develop a driving tour brochure that will identify the route in its entirety, along with information about attractions, scenic/natural sites, services and facilities, and calendar of events.

7.8c FAM Tours

Familiarization (FAM) tours will be coordinated to attract both nationally recognized travel writers and freelance writers to educate them about the opportunities along the route. There will also be an effort to attract media attention from major national magazines.

7.8d Media Campaign

The Ellsworth Chamber of Commerce will launch a media campaign. The media campaign will include public relations, advertising, and promotions. Future media campaigns will be designed around major events taking place along the Scenic Byway. The Kansas Department of Wildlife, Parks and Tourism, and the Kansas Byways Program's media resources will also be used as appropriate.

7.8e Press Kits

Press kits with news releases, maps of the route, listings of visitor attractions and services and other appropriate information will be assembled to provide concise and timely response to media inquiries and to be used in media campaigns.

7.8f Package Tours

Tour packages will be created and marketed to target audiences. Packages will be based on interpretive themes and will be designed to extend the visitor experience along the PTSB.

7.8g Web Based Initiative

The Kansas Department of Wildlife, Parks and Tourism is currently providing a Web site domain for the byway. The byway committee has secured the domain www.PrairieTrailByway.com to act as the main website for the byway. This website will include tour options, itineraries, maps, etc.

7.8h Outreach/Speakers Bureau

In addition to informing the state, region and nation about the Prairie Trail Scenic Byway, local communities will need to be informed. The PTSB Committee will develop a speakers' bureau program to present to local civic groups and schools.

8 Promotion Goal: Community Involvement through Organizational Structure

Many of the communities along the Kansas Prairie Trail Scenic Byway are currently undergoing or planning community improvement and enhancement projects. Such projects have been initiated independent of this Corridor Management Planning effort. It is hoped that all communities along the corridor will continue to work toward the improvement of quality of life.

This document seeks to recognize the following existing efforts and encourage all communities to review such projects in the context of the Kansas Prairie Trail Scenic Byway VISION. The development of local goals and initiatives, in coordination with the CMP, will ensure that all communities reap the benefits of the corridor plan, while maintaining the distinct individuality that makes travel in the Kansas prairie a unique experience.



8.1 COMMITTEE STRUCTURE

The Kansas Prairie Trail Scenic Byway Committee has been established to promote the development of the Kansas Prairie Trail Scenic Byway, secure its designation as a state byway, and work toward the implementation of the CMP. The Committee will function as a board of directors setting policies, charging task forces with their responsibilities, structuring partnerships and cooperative agreements, soliciting support for the project, and making organizational decisions for policy and direction.

The McPherson County Community Foundation will be the designated administrative organization for this byway. They along with the Committee will assist in coordinating transportation enhancement requests for corridor projects and conduct a five-year review of the CMP. This entity has the ability to receive and distribute funds on behalf of the byway committee.

The PTSB Committee includes:

Keith Becker representing the county of McPherson (commissioner)

Kermit Rush, representing the county of Ellsworth (commissioner)

Rick Martin, representing Kanopolis Lake/Mushroom Rock Park/Maxwell Wildlife Refuge

Kim Witt, representing the community of Canton

Dori Weber, representing the community of Marquette.

Maleta Forsberg, representing the community of Roxbury

Sue Schlegel, representing the community of Lindsborg

Janie Essick, representing the community of Kanopolis

Garnell Hanson, representing the community of Ellsworth

Carol Kratzer of Ellsworth Chamber of Commerce, designated Marketing organization for the byway

Ronn Peters of Central Kansas Conservancy, designed liaison with Administrative organization(McPherson County Community Foundation) for byway.

Ex-Officio Members:

Larry and Pat Weibert – Landowners

Duane Frederickson – Smoky Valley Historical Society

Dennis Katzenmeier – Ellsworth Historical Representative

These members will each have one vote on the committee. Other ex-officio members (non-voting) can be added as the committee deems necessary. The byway committee will not exceed twelve members.

The Committee meets on a minimum of a quarterly basis, meeting as frequently as monthly and as often as bi-weekly depending on the needs of the PTSB. The Committee has been in existence for ten years and will continue to meet to serve the needs of the corridor as they arise.

Members of the committee will serve a two (2) year appointment. At the end of their term the community/resource/county can ask for their continued representation on their behalf or make a new appointment.

The PTSB Committee will be composed of:

Committee Chair

The Committee Chair will oversee the meetings, coordinate efforts and work to promote and maintain the vision established for the PTSB.

Task Force Chair

Task Force Chairs will coordinate regional efforts of the various task force areas.

County Representatives

County Representatives will coordinate the PTSB Committee activities and projects, coordinate task force initiatives, and serve as a liaison with the local communities and governments within the respective counties.

Resource Representatives

Resource Representatives will serve as technical and resource experts providing specialized assistance and administrative support.

Executive Committee

The Executive committee will be composed of the Task Force Chairs and the Committee Chair. The Committee has established the following short-term goals:

- Form county coalitions for local-level projects.
- Build committee structure and create a long-term management structure.
- Implement two or three short-term, visible projects.
- Continue to seek public endorsement of the project.
- Conduct regular reviews of the status of the plan implementation.

The goal of the PTSB Committee is, above all, to ensure that the Corridor Management Plan outlining the PTSB vision is implemented in the most effective and efficient manner providing the greatest benefits to the people of central Kansas. Naturally, as the Committee evolves and matures with the Scenic Byway, it will meet to re-evaluate its structure, management, and organization on a periodic basis. It will be the responsibility of the Committee Chair, the County Representatives, Task Force Chairs, and Resource Representatives to determine the direction of the PTSB Committee and its leadership.

The focus of the Leadership and the overall byway committee needs to always be centered on the responsibilities as outlined by the overall state byway evaluation report (Hargrove & Associates). They are:

- Pro-active Management
- Ongoing Stewardship
- Authentic Interpretation
- Quality Product Development
- Targeted Marketing
- Performance Measurement.

The byway committee will share byway updates and information at least annually with elected officials located along the byway. Members of the byway committee (possibly thru their speakers bureau) will conduct at least two local presentations annually to civic groups, clubs, organizations, or entities located along the byway to share information, encourage support of and participation in byway programs.

The byway committee will recruit at least two residents annually to participate in activities and expand the task force capacity of the byway.

8.2 COMMITTEE TASK FORCES

The PTSB Committee has identified the following task forces (subcommittees) to assist with the successful implementation of the PTSB. Additional task force categories or subdivisions will be generated according to future need.

Tourism Development

The main focus of the Tourism Development subcommittee is:

- Marketing and Promotion (publish brochures, purchase ads, attract group tours, arrange magazine articles, and conduct visitor/market research).
- Byway identification, signage.
- Route interpretation (development of interpretive guides, interpretative signage, kiosks and tours)
- Development/improvement of attractions and visitor services (develop roadside parks, bicycle trails, visitor centers, kiosks).

Resource Management

The main focus of the Resource Management subcommittee is:

- Protection and conservation of natural/scenic resources.
- Current and future land use (voluntary easements, planning, and zoning).
- Design and Aesthetics (landscape development, design guidelines, outdoor advertising management).
- Government and liaison (roadway management issues, local government implementation of programs).

Economic Development

The main focus of the Economic Development subcommittee is:

- Identify economic development activities appropriate to the route and region (value-added industry, tourism-based industry, resource-based industries supportive of the corridor vision).
- Promote the positive aspects of locating along the route (quality of life).
- Provide examples of good corporate development “success stories.”
- Distribute recommended guidelines for Corridor Development.
- Provide regular opportunities for public education and community programs.
- Enhance educational efforts (schools, communities, journals).
- Develop media relations (print, radio, and television coverage of events).

Note: PTSB sub committees will carry out the actions identified in the CMP on a county-by-county basis or a corridor-wide basis, depending on the nature of the project. For each action, a primary committee will be responsible for coordinating necessary research, funding, communication, and implementation.

8.3 COMMITTEE ACTIVITIES

As a growing and evolving organization, the Kansas Prairie Trail Scenic Byway Committee will regularly reinvent itself to respond to new needs and circumstances along the corridor. In addition to specific actions associated with the Task Force Committees, the PTSB Committee will investigate or pursue the following:

Identification of New Members

The success of the Byway project to date has been due largely to the energy, commitment, and dedication of local community representatives. In order that the Committee will always have fresh, talented, and committed individuals, the Committee will ALWAYS welcome new, interested parties to serve either as representation of their entity or in a subcommittee fashion. (with the understanding that voting byway committee members will be limited to 12 as set forth in section 8.1)

Project Visibility

The Committee will work to promote and advance the corridor management planning process. This will be presented to the community through the media, participation projects, ribbon cuttings, and the political arena. We will continue public outreach activities begun earlier.

Funding

The Committee will participate in identifying funding for corridor-wide projects. Identification of an administrative organization and a marketing organization will help enable the committee to apply for and receive grant funding. The byway may also decide to receive their own 501(c) 3 status or operate under the umbrella of another not for profit organization.

9 Implementation Plan

Although a tremendous amount of work has already been done to conserve and promote this area, the PTSB Committee realizes the success of the Byway rests with active participation and commitment. The PTSB Committee has established a process to coordinate future actions and further the goals of the PTSB Committee. This process will also provide a tracking mechanism for future efforts to promote and enhance the Byway. This process is outlined below.

ACTION WORKSHEETS

It is the purpose of the action worksheet to determine the most appropriate timing and implementation strategy for each action identified in the plan. It is not expected that any one person will have all the answers to the questions in great detail, but hopefully this exercise will help the PTSB Committee to plot a structured and comprehensive future for the Byway.

Action Worksheets also offer the ability to accurately track the progress of certain goals, determine who will be responsible for each task involved with the goals and the timeframe under which each goal should be accomplished.

WHAT TO DO

An Action Worksheet will be completed for each goal and outline the necessary tasks that will need to be undertaken to ensure the goal is met.

TIME TABLE

The preceding projects, programs, and initiatives should be identified on a timetable. The purpose of this table is not to oblige the communities of the PTSB to a rigid structure, but rather to indicate a sense of priority and organization regarding the multiple initiatives that are mentioned in the guidebook. Everything can be accomplished, just not all at once. This table will help keep the Scenic Byway project on track, coordinate efforts whenever possible, and mark progress.

WHAT TO DO

The action worksheets will be assembled by the Committee. Each action on the timetable will be identified and indicate the lead committee, if funding will be required and the estimated start and stop dates for each project.

10 Conclusion

The Corridor Management Plan for the Kansas Prairie Trail Scenic Byway is predicated on the belief that individuals, organizations, and government can come together in the spirit of cooperation and concern and articulate a voluntary strategy through which a quality future can be ensured. The very existence of this plan testifies to the willingness of the communities along the PTSB to join together in meaningful discussions. The future of the plan will depend on that continued dialogue, flexibility, compromise, and a commitment to excellence.

This document, for the first time, establishes a corridor VISION complete with the goals, actions, and implementation plan necessary to make the vision a reality.

The future of the PTSB corridor is not dependent on chance or good fortune. It is, through this CMP, grounded in careful thought and wise action. The rich heritage of the communities along the PTSB corridor, which have always sustained local pride and identity will now lead the region into a new focus; one based in realizing the wealth of the local experience and the beauty of the simplicity offered in central Kansas.

This CMP is a living document—one that will evolve and be modified over time, but will clearly demonstrate the intent of the PTSB committee to share rural Kansas, while preserving the lifestyle and beauty that now defines the rural way of life. The periodic review of programs, projects, successes, and pitfalls, will keep the plan responsive to the needs of the communities and state. The strength of the visioning process and the articulated VISION will always provide the communities of the Kansas Prairie Trail Scenic Byway route with the strong basis from which the CMP may be reviewed or modified over time.

The uniqueness of the communities along the route—the history, rich traditions, landscape setting, and tourism resources—is a powerful economic tool for the region. Careful management through this CMP will not ensure only the region's quality of life and economic future, it will also provide a way for us to share what we know and love about this area with others.



APPENDIX A

TOURIST AMENITIES

Tourist Amenities - Canton, Kansas

Public Restrooms

none

Gas Stations

Canton Convenience LLC #2 2702 HW 56 -ph.620-350-8179

Cooperative Grain & Supply 209 S. Main -ph.620-628-4459

Casey's General Store 503 S. Main -ph.620-628-4674

Auto Assistance

Canton Service Center 1378 27th Ave. -ph. 620-628-4626

Banking and ATM's

Citizen's State Bank 100 N. Main -ph.620-628-4441

State Bank of Canton 103 S. Main -ph.620-628-4425

Personal Care

Beauty Within 409 N. Main -ph.620-334-0786

Shopping

Canton Grocery LLC 216 N. Main -ph.620-628-4721

Canton Convenience LLC #2 2702 HW 56 -ph.620-350-8179

Casey 's General Store 503 S. Main -ph. 620-628-4674

Three Sisters Tea & Treasure 105 N. Main Tues.-Sat. 10:00-4:00

-ph. 620-628-4484

Restaurant/Fast Food

Canton Grocery LLC 216 N. Main -ph. 620-628-4721

Casey's Carry Out Pizza 503 N. Main -ph.620-628-4674

Kelly's Bar & Grill 121 N. Main Tues.-Thurs. 5:00-9:00, Fri.-Sat. 5:30-10:00 -ph 620-628-4776

Soda-n-Suds 116 N. Main Mon. 11:00-2:00, Tues.-Fri. 11:00-8:00, Sat. 11:00-5:00 -
ph.620-350-8006

Cultural/Historic

Canton Military Museum and Jail -ph.620-628-4484 by appointment

Canton Township Carnegie Library 203 N. Main Tues.+ Thurs. 1:00-5:00, Wed. 4:00-7:00 -ph.620-628-4349

Recreation

Canton City Park, 1 block West of Main on Park Street

Medical Help

911

Canton Community Clinic 114 N. Main Mon.+ Wed. 9:00-12:00, 1:30-5:00,
Tues, Thurs, Fri. 9:00-12:00 -ph.620-628-4955

Post Office

Post Office 120 S. Main Mon.-Fri. 7:30-11:30, 12:00-2:00, Sat. 8:30-9:30 -ph 620-628-4955

Tourist Amenities- Ellsworth

GAS STATIONS

Casey's General Store-ATM
Corner of Hwy 156 and Hwy.140
785-472-4406

Ampride
Hwy.156 Jct.
785-472-4782

Kwik Shop-ATM
510 N. Douglas
Hwy.14
785-472-4971

Ellsworth Co-op
100 N. Kansas
785-472-3261

AUTO ASSISTANCE

Randy's Body Shop
Hwy 156
785-472-5116

Cliff's Body Shop
Hwy.156
785-472-4407

Ellsworth Service Center
974 Hwy.156
785-472-3157

Martin's Pro Auto
911 Evans
785-472-5858

Champion Auto Parts
913 Evans
785-472-4483

Federated Auto Parts
Choitz Bros.
1219 State St
785-472-3876 or 785-472-4826

Hoffman Auto Sales
1411 Evans
785-472-4176

BANKING & ATM

First Bank Kansas
1500 Aylward
785-472-5588

Citizen State Bank & Trust-2 locations
749 E.15th& Hwy 140 –ATM
203.N.Douglas
785-4723872-785-472-3141

Lyons Federal Bank
125 N. Douglas
785-472-4496

MOTEL

America's Best Value Inn
Hwy 156 & 140
785-472-3116

DINING

Gambinos Pizza
105 N. Lincoln
785 472-5571

Paden's Restaurant
120 N. Douglas
785-472-3643

Dairy Queen Restaurant
1408 Foster Rd.
785-472-4104

Ampride- Convenience Store
Hwy 156 & Kunkle Dr.
785-472-4782

Delgado's Restaurant
Highway 140
785-472-///

China Restaurant
Old Highway 40 & 15th
785 472-8988
Hrs.Tue-Sun 11-9

.Ellsworth Steakhouse
1416 Foster Rd.
785-472-3043
Hrs. Tue-Sat.-7-1:30 &5-9
Sun. 8-1:30

Pizza Hut
512 Kunkle Dr.
785-472-3134

Subway
1409 Evans
785-472-422

Pretty Boy Floyds (Steakhouse)
210 N. Douglas (Downstairs)
785-472-2183
Hrs. Thu, Fri, Sat evenings

CULTURAL/HISTORIC

Rancho Milagro Guest Ranch
9 miles south of Ellsworth on Hwy 140
785-472-4850

Ellsworth County Historical Society
Both Kanopolis (Ft. Harker) and Ellsworth
104 West South Main
785-472-3059 (Seasonale)

Ellsworth/ Kanopolis Chamber of Commerce
114 ½ N . Douglas, Ellsworth
785-472-4071
www.goellsworth.com

Ellsworth Plaza Walking Tour
Douglas & S. Main
785-474-4701

Old Jail
Court St.

Ellsworth Museum Complex
South of Railroad Tracks
785-472-3059

Historic District
2 block on Douglas Ave.
Check Chamber of Commerce
785-472-4071

Ellsworth Art Gallery
223 N. Douglas
785-472-5658

Ellsworth Library
121 W. First Street
785-472-3969

MEDICAL

Ellsworth County Hospital/ Medial Center
1604 Aylward Ave.
785-472-3111

RECREATION

Ellsworth Golf Course (9 Hole)
900 E. 2nd St.
785-472-4236

Frisbee Golf
Krizek Park

Krizek Park
North edge of Ellsworth on Hwy. 14
Tennis Court
Frisbee Golf

Preisker Park
WPA projects in park
Public Restrooms
Blake & 3rd St.

Coach & \$ Bowling Lanes
Lincoln & Main
785-472-5571

Ellsworth Golf Course
Pro Shop
900 E. 2nd.
785-472-4236

Ellsworth Swimming Pool
409 W 11th (Seasonal)
785-472-3916

SHOPPING

Needful Things(Antiques)
Corner of Lincoln & 2nd
785-472-/////

Ellsworth Antique Mall
210 N. Douglas
785-472-4659

Seitz Drugstore
206 N. Douglas
785-472-3212

Radio Shack
208. W. 1st.
785-472-5888

True Value Hardware
212 N. Douglas
785-472-3202

C R Old West Trading Post
123 N. Douglas
785-472-3919

F & M Drugstore
209 N. Douglas
785-472-3131

Robsons Card & Gift Shop
211 N. Douglas
785-472-3931

Flower & Gift
112 W. 1st
785-472-3041

Boot's Plant & Flower Center
219 N. Douglas
785-472-4042

Dollar General Store
Hwy 140
785-472-3536

Alco
745 E. 15th
785-472-5595

Gene's Grocerystore
Hwy 156
785-472-4111

Tourist Amenities - Kanopolis

Public Restrooms

- Kanopolis City Park 220 N Kansas Ave. - 2 miles south from State HWY 140 & State HWY 111 junction.

Gas Stations

- Kanopolis Corner Store 206 N Kansas Ave. - 2 miles south from State HWY 140 & State HWY 111 junction. Full Service. (785) 472-2147. Hours: Mon-Fri 7 AM-5:30PM Sat 7AM-Noon
- Ellsworth COOP 415 E Ohio. - 2 miles south from State HWY 140 & State HWY 111 junction. 24 Hour Card Pumps

Auto Assistance

- A.L.'s Pit Stop 105 S Kansas Ave. - 2 miles south from State HWY 140 & State HWY 111 junction. Allen Lemley, Owner. Tires, batteries, oil changes. (785) 472-2220 Hours: Mon – Fri 8AM to 5 PM Sat 8AM to noon

Shopping

- Kanopolis Corner Store . 206 N Kansas Ave. – 2 miles south from State HWY 140 & State HWY 111 junction. Convenience store,(milk, bread, eggs, ect). (785) 472-2147. Hours Mon to Fri 7AM to 5:30 PM Sat 7AM to noon
- What Not Shop 100 N Kansas Ave. – 2 miles south from State HWY & State HWY 111 junction. Kanopolis United Methodist women, owners. Slightly used clothing and misc. Hours Wed & Sat 9AM to noon

Restaurant

- Orozco's Portales 117 N Kansas Ave. - 2 miles south from State HWY 140 & State HWY 111 junction. Jesse Orozco, owner. Authentic Mexican foods. (785) 472-4226 Hours: Mon – Sat 6 AM to 7:30 PM Sun 6:30 AM to 2PM

Cultural/Historical

- Fort Harker Guardhouse Museum Complex 309 W Ohio. – 2 miles south from State HWY 140 & State HWY 111 junction. Ellsworth County Historical Society owners. Late 1860's guardhouse, Jr. Officers Quarters & Commanding Officers Quarters all made of Dakota sandstone. (785) 472-5733 or (785)472-3059. Hours: Tue – Sat 10AM to 4PM
- Kanopolis Public Library 221 N Kansas Ave. 2 miles south from State HWY 140 & State HWY 111 junction. "Library In the Park" Gloria Ploutz, Librarian. Internet services. (785) 472-3053 Hours: Tue, Thur & Fri 3:30 PM to 6:30pm Wed. 3:30 PM to 8PM Sat 9AM to Noon.

Recreation

- Kanopolis City Park 220 N Kansas Ave. 2 miles south from State HWY 140 & State HWY 111 junction. Basketball court, sand volleyball pit, playground, picnic shelter and restrooms.

Entertainment

- Kanopolis Drive In Theatre 804 N Kansas Ave. 2 miles south from State HWY 140 & State HWY 111 junction. Josh & Amanda Webb, owners. (785) 472-4786 or see them on Facebook. Open May thru Sept.

Agri Tourism

- Morford Lavender Farm. 1376 18th RD. ¾ mile southwest of Kanopolis. 2 ¾ miles from State HWY 140 & State HWY 111 junction. Jim & Wanda Morford, owners. Tours. (785) 472-4984. Call to reserve a date and time.

Tourist Amenities - Marquette

Public Restrooms

- Marquette City Park, 300 N. Washington. - 1.5 mile south from State HWY 4.
- Kansas Motorcycle Museum, 120 N. Washington, North side of building. - 2 mile south from State HWY 4.

Gas Stations

- Mid Kansas Coop 504 N. Washington. - 1 mile south from State HWY 4. 24 Hour Card Pumps

Shopping

- Rusty Bucket Liquor Store, 207 S. Washington. – 2 miles south from State HWY 4. Liquor Store (beer, wine and spirits). Hours: Mon to Thur 11 AM to 7:30 PM Fri and Sat 10 AM to 9 PM.
- Pipers Fine Foods, 102 S. Washington, – 2 miles south from State HWY 4. Grocery store (catering services, Hunts Brothers pizza, homemade sausage) 785-546-2271 Hours: Mon-Fri 8 AM to 7:30 PM
- Washington Street Emporium, 100 N Washington, – 2 miles south from State HWY 4. Crafts and decor. Hours: Sat 10 AM to 5 PM
- City Sundries, 104 N Washington. – 2 miles south from State HWY 4. Old Fashion Soda Fountain (fountain drinks, food, gifts, cards). 785-546-2234 Hours: Mon-Sat 10 AM to 5:30 PM and Sun 12 to 5:30 PM.
- Butterfly Photography & Boutique, 106 N Washington. – 2 miles south from State HWY 4. Photography (custom designed jewelry, and one of a kind items). 785-546-2567. Hours: Wed – Sat. 11 AM to 5:0 PM.
- ArtSpace, 115 N Washington, – 2 miles south from State HWY 4. Art Studio (classes, books, prints). 785-546-2455. Hours: Tue-Sat 10 AM to 4 PM.
- MTC (Mutual Telephone Company), 111 N Washington, – 2 miles south from State HWY 4. Cell phones (Cable TV, Internet service, computers and service of computers). 785-546-7100. Hours: Tues and Thurs 12 to 5:30 PM.
- The Rusty Tin Boutique and Vintage, 105 N Washington. – 2 miles south from State HWY 4. Refinished furniture, clothing (primitives, paint, antiques). 785-820-6884. Hours: Wed-Sat 11 AM to 5 PM
- Marquette Lumber and Hardware, 101 N Washington. – 2 miles south from State HWY 4. Hardware (plumbing, garden, lumber, electrical supplies). 785-546-546-2218. Hours: Mon-Fri 8 AM to 5 PM
- Gas Pump, 101 s Washington. - 2 mile south from State HWY 4. Antique signs (oil and gas signs, memorabilia and antiques).

Restaurant

- The Ranch House, 109 N Washington, – 2 miles south from State HWY 4. Tavern (food, Kansas Lottery, live entertainment). 785-212-1646. Hours: Mon – Sat 7 AM to 10:30 PM.
- Jr’s Place, 114 N Washington, – 2 miles south from State HWY 4. Tavern (food, big screen TVs). 785-546-2123. Hours: Tue – Sat 11 AM to 19 PM, Sun 11 AM to 3 PM.

Cultural/Historical

- Elizabeth A. Hopp Fine Arts Center, 110 N Washington. - 2 mile south from State HWY 4. Dance studio (annual melodrama and olio, Clogging, Tap, Ballet, Jazz and Hip hop). 785-546-2393
- Kansas Motorcycle Museum, 120 N Washington. - 2 mile south from State HWY 4. Motorcycles. 785-546-2449. Hours: Daily 10 AM to 5 PM.
- Hanson-Lindfors House, 211 E 5th Street. - 2 mile south from State HWY 4. National registered and State registered historic site. Call for an appointment 785-546-2348.
- Range School Museum, 208 N Washington. - 2 mile south from State HWY 4. Restored one-room country school.
- City Museum, 206 N Washington. - 2 mile south from State HWY 4. City jail cage, pioneer, school and city memorabilia
- Railroad Depot Museum, 210 N Washington. - 2 mile south from State HWY 4. Restored railroad depot from Fauln, Kansas.
- Washington Street Historic District, downtown area. - 2 mile south from State HWY 4. State registered.

Recreation

- Marquette Pioneer Hike and Bike Trail, 2.6 mile hike and bike trail at the northern city limits and nature trail around the city sports complex.

Entertainment

- Elizabeth A. Hopp Fine Arts Center, 110 N Washington. - 2 mile south from State HWY 4. Historic Theater annual melodrama and olio. 785-546-2393.

TOURIST AMENITIES -Lindsborg

Auto Assistance

- Anderson Body Shop, 214 S Cole St, Lindsborg /785-227-2788 - M - F 7:30am-5:30pm/S & S closed (auto repair and auto body damage repair)
- Auto Wash & Storage Compound, 402 Harrison St, Lindsborg/785-227-2216 - Open 24/7, Year-round (car wash and long term storage)
- Eagle Alignment & Auto Repair, 210 Cole St, Lindsborg/785-227-4000 - M - F 8am-5pm/Sat 8am-12noon/Sun-closed (auto repair)
- Gallant Tire & Automotive, 102 S. Main St., Lindsborg/785-227-3489 - M-F 7:30am-5:30pm/Sat 7:30am-12pm/Sunday Closed. (auto repair, parts and tire repair)
- Mid-Kansas Co-op, 320 E Grant, Lindsborg/785-227-3361 - M - F 7:30am-5pm, www.mkcoop.com (fuel and tire repair)
- Viking Auto Supply, 208 S Cole, Lindsborg/785-227-3306 - M - F 8am-5pm/Sat 8am-12noon Sun-closed (auto parts)

Banks & ATMs

- Bank of Tescott, 202 N. Main St, Lindsborg/785-227-8830 - M-F 8:30am-4:00pm/Sat 8:30am-noon (atm services)
- Farmers State Bank, 447 Harrison St, Lindsborg/785-227-3321 - M - F 9am-4pm/Drive Through 8:30am - 4:30pm/Sat 9am-12noon, www.fsb-online.com (atm services)
- First Bank Kansas, 118 N Main, Lindsborg/785-825-2211 - M - F 9am-4pm/Sat 8am-12noon. www.firstbankkansas.com (atm services)
- Peoples Bank and Trust, 201 S. Main St, Lindsborg/785-227-2991 - M-Th 8:30am-4:30pm/F 8:30am-5pm/Sat 8:30am-noon (atm services)

Churches

- Bethany Lutheran Church, 320 N. Main Street, Lindsborg/785-227-2167 - Office hours 8am-5pm
- Evangelical Covenant Church of Lindsborg, 102 S Washington St, Lindsborg/785-227-2447 - Office hours M - F 8am-5pm, www.lindsborgcov.org
- First Baptist Church, 1101 E Swensson, Lindsborg/785-227-2360 - Office hours Tu and Thurs 9am-11am
- Freemount Lutheran Church, 2511 8th Ave, Lindsborg/785-227-4305 - Office open by appt.
- Messiah Evangelical Lutheran Church, 402 N First, Lindsborg/785-227-3977 - M - F 9am-12noon, www.melclinsborg.org
- St. Bridget of Sweden Catholic Church, 206 W Swensson, Lindsborg/785-227-3588 - Office open by appt.

- Smoky Valley Baptist Church, 780 N Kansas St, Lindsborg /785-227-4451 – Office open by appt., www.smokyvalleybaptistchurch.com
- Trinity United Methodist Church, 224 S Main, Lindsborg/785-227-3326 - Office open by appt.

Cultural/Historic

- Anatoly Karpov Intl. School of Chess, 106 S Main St, Lindsborg/785-227-2224 - M-F 8am-2pm/Thurs 8am-2pm & 7-9pm/Various evening hours no later than 7pm, www.anatolykarpovchessschool.com (chess lessons and competitive play)
- Brick Street Gallery, 129Main St Lindsborg/785-227-2112 - M - Sat 9am-5pm/Sun – closed, www.turner-photograhya.com (artwork and photography for purchase)
- Broadway RFD PO Box 362, Lindsborg/785-787-2684, Performances in Swensson Park - Mid- July, www.broadwayrfd.org (longest running outdoor theatre in Kansas, musicals performed every summer)
- Coronado Heights, Located NW off of 13th Ave, Lindsborg/785-227-8687 –Open from sunrise to sunset
- Lindsborg City Hall, 101 S Main, Lindsborg/785-227-3355 - M - F 8am-5pm/Sat-Sun Closed, www.lindsborgcity.org (castle on-site built as WPA project, picnic areas, restrooms)
- McPherson County Old Mill Museum, 120 Mill St, Lindsborg/785-227-3595 - M-Sat 9am-5pm/Sun closed, www.oldmillmuseum.org (McPherson County history, fully restored flour mill, historic prairie village)
- Mingenback Art Center Gallery, 335 E. Swensson, Lindsborg/785-227-3380 x 8244 - M-F 9:00 am-4pm, www.bethanylb.edu (artwork on display)
- Red Barn Studio , 212 S Main St, Lindsborg/785-227-2217 - Tues - Sun 1-4pm/Mon Closed, www.lesterraymer.org (artwork of artist Lester Raymer)
- Sandzen Memorial Art Gallery, 401 N 1 St, Lindsborg/785-227-2220 - Tues - Sat 10am-5pm/Sunday 1-5pm/Mon Closed, www.sandzen.org (artwork of artist Birger Sandzen with a rotating collection from Kansas artists, Asian artwork and sculpture collection)

Educational Facilities/Ball Fields

- Bethany College, 335 E Swensson, Lindsborg/785-227-3380 - Switchboard M - F 8am-5pm , www.bethanylb.edu (football, baseball and soccer fields)
- Lindsborg Middle School, 401 N Cedar, Lindsborg/785-227-4249 - M - F 8am-4pm, www.smokyvalley.org
- Smoky Valley High School, 1 Viking Blvd, Lindsborg/785-227-2909 - M - F 7:30am-4pm, www.smokyvalley.org
- Smoky Valley School District 400 Offices , 126 S Main St, Lindsborg/785-227-2981 - M - F 8am-4pm/S & S – closed, www.smokyvalley.org
- Smoky Valley Virtual Charter School, 121 S Main, Lindsborg/785-227-4292 - M - Th 8am-8pm/F 8am-4pm/Summer Hours: M-Th 9am-4pm-Closed Fri., www.smokyvalley.org/vt
- Soderstrom Elementary, 227 N Washington, Lindsborg/785-227-2945 - M - F 8am-4pm, www.smokyvalley.org
- Vision_Tek, 121 S Main , Lindsborg/785-227-4292 - M - Th 8am-8pm F 8am-4pm/Summer Hours: M-Th 9am-4pm-Closed Fri., www.smokyvalley.org/vt (Apple certified service center)

Gas Stations

- Casey's General Store, 435 Harrison St, Lindsborg/785-227-8795 - M - Sun 6am-11pm/ Pizza hours M - Sun 4pm-10:30pm (fast food and convenience store items)
- Kapp's Convenience Store, 102 Cole St, Lindsborg/785-227-2256 - Open 24 hours/7 days per week (fast food and convenience store items)
- Peterson Oil Company, 300 Cole St, Lindsborg/785-227-8763 – M – F 6am-5:30pm/Sat 6am-4pm/closed Sun (full service station)

Guest Services

- Lindsborg Convention and Visitors Bureau, 401 E Lincoln, Lindsborg/785-227-8687 - M-F 8am-5pm/S & S closed, www.visitlindsborg.com
- Lindsborg Laundry, 304 E Lincoln, Lindsborg/785-820-0261 - Daily 8am-10pm
- Post Office, 2nd & Lincoln, Lindsborg/785-227-2441 - M-F 8am-10am/11am-4pm/Sat 8am-10am

Lodging

- Coronado Motel & RV Park, 305 Harrison St, Lindsborg/785-227-3943 - Call to Reserve Room or RV Lot, www.coronadomotelandrmpark.com
- Movies and More RV Park, 236 Cole St, Lindsborg/785-227-2729 - Store hours M-S 2-10pm/Sun 2-7pm, www.moviesnmorerv.com
- Old Mill Campground & RV, 120 Mill St, Lindsborg/785-227-3595 - Reservations M-Sat 9am-5pm/Sun 1-5pm, www.oldmillmuseum.org
- Seasons of the Fox B & B, 505 N Second, Lindsborg/785-227-2549 - Call to reserve room, www.seasonsofthefox.com
- Swedish Country Inn/Gift Shop 112 W Lincoln St, Lindsborg/785-227-2985 - Sun - Sat 7am-10pm /Breakfast hours M - F 7-10am/S & S 7-11am, www.swedishcountryinn.com
- Trädhuset, Lindsborg/855-872-3487 - Call to Reserve Vacation Rental, www.trad-hus.com
- Vetehuset, 105 N Main, Lindsborg/855-838-8487 - Call to Reserve Vacation Rental, www.vete-hus.com
- Viking Motel, 446 Harrison St, Lindsborg /785-227-3336 - Call to Reserve Room

Medical

- Apotek Drug, 605 W Lincoln St, Lindsborg/785-227-3374 - M - F 9am-6pm/Sat 9am-12:30pm/Sun – closed, www.apotekpharmacy.com (pharmacy)
- Family Health Care Clinic, 602 W Lincoln St, Lindsborg/785-227-3371 - M - F 8am-5pm/S & S-closed, www.lindsborghospital.org/clinics.htm
- Lindsborg Community Hospital, 605 W Lincoln St, Lindsborg/785-227-3308 - 24/7 Year-round, www.lindsborghospital.org
- Lindsborg Family Dental Care, 101 N Harrison St, Lindsborg/785-227-2299 - M 8am-5pm/T7:30am-6pm/W7:30am-5pm/Th7:30am-5pm/F7:30am-2pm, www.lindsborgsmiles.com
- Urgent Care Clinic , 605 W Lincoln St, Lindsborg KS/785-227-3308 - Weekends only/11am-7pm, www.lindsborghospital.org (emergency medical care)

Meeting Facilities/Event Centers

- Sundstrom Conference Center, 104 N. Main St., Lindsborg/785-227-2015 - M - F 8am-5pm and by appointment, www.sundstromevents.com (conference and event center)
- Vala Hala, 101 ½ Harrison, Lindsborg/785-227-8785/785-906-0965 - call and leave message (event space)

Personal Care

- Artistic Hair & Nail Design, 300 N. Harrison, Lindsborg/785-577-4032 - M-F 10am-8pm/Sat 10am-4pm
- Family Hair Studio, 136 N Main St, Lindsborg/785-227-2278 – Open by appt., www.familyhairstudio.com
- Hairymolairys, 132 N Main St, Lindsborg/785-227-2771 - Tues- Fri 8am-6:30pm/Sat 8am-5pm
- Kristine's Corner Salon, 525 W Swensson, Lindsborg/785-227-3905 – Open by appt.
- Shear Delight, 108 S Main St, Lindsborg/785-227-2129 – Open by appt.

Pet Care/Bording

- Lazy D Kennel, 2848 13th Ave , Lindsborg/785-560-4804 - M - Sat 8am-7pm Sun 11am-12noon / 6-7pm, www.geocities.com/lazydlindsborg (pet boarding)
- Lindsborg Veterinary Medical Hospital, Hwy 4 & Coronado Ave, Lindsborg/785-227-3365 - M - F 8am-5pm Sat 8am-12noon Sun-closed (pet boarding)
- Puttin' On The Dog, 316 E State St, Lindsborg /785-212-0178 - M - Sat 8am-4pm and by appt. (pet grooming)
- Smoky Valley Dog Center, 1542 Svensk Rd, Lindsborg/785-227-3854 - by appt., <http://smokyvalleydogcenter.webnode.com> (pet boarding)

Public Restrooms

- Lucia Park, Next to City Hall, 101 S Main St, Lindsborg/785-227-3355 - Open 24/7, Year-round
- Swensson Park, 400 Block of N. Main St., Lindsborg/785-227-3355 - Open 24/7, Year-round

Recreation

- Golf Course, 1541 Svensk Rd, Lindsborg/785-227-2244, 6:30am - 9pm Weather permitting/Winter hours: daily 10am-5pm/clubhouse open if temp is 55 degrees or above.
- Lindsborg Community Hospital Wellness Center, 605 W Lincoln St, Lindsborg/785-227-3308 - M-F 6am - 8pm (Closed 1:30-3:30pm M W F) Sat 8am-noon, www.lindsborghospital.org/wellness.htm (exercise facility and equipment)
- Lindsborg Community Swimming Pool, 520 South 1st St, Lindsborg/785-227-2606 - Open Daily, May - August
- Välkommen Trail, trail meanders through town, Lindsborg/785-227-3355 - Open 24/7, Year-round

Restaurants/Fast Food

- Brick House Grill , 201 N Harrison , Lindsborg/785-227-3200 - Wednesday-Monday 11am - 9pm/Tuesday 11am-3pm (custom burgers, brick oven pizza and gluten free options)
- Casey's General Store, 435 Harrison St, Lindsborg/785-227-8795 - M - Sun 6am-11pm Pizza hours M - Sun 4pm-10:30pm (fast food and convenience store items)
- China Chinese Restaurant, 108 N. Main St., Lindsborg/785-212-6188 - Sun-M 10:30am-9:30pm (fresh, all-you-can-eat buffet at noon)
- Courtyard Bakery, 125 N Main St, Lindsborg/785-227-3007 - M - F 10am-5pm/Sat 10am-5pm/Holiday Sundays 1-4pm, www.courtyardgallery.com (fresh baked pastries and hot coffee)
- Jaliscos, 107 N Main St, Lindsborg/785-227-8987 - M - F 11am-9pm/Sat 11am-10pm/Sun 11am-3pm (traditional Mexican food)
- Kapp's Convenience Store, 102 Cole St, Lindsborg/785-227-2256 - Open 24 hours/7 days per week (fast food and convenience store items)
- Lindsborg Tropical Sno, 151 S Main St, Lindsborg /785-227-3540 - Open Seasonally (over 100 flavors of shaved ice)
- Öl Stuga, 119 S Main St, Lindsborg/785-227-8762 - Mon Lunch closed 4pm-2am/ T- Sat 11am-2am/Sun – closed, www.olstuga.com (bar and grill, best known for their sandwiches)
- Old Grind, 113 N Main St, Lindsborg/785-212-6077 - M – S 6am-6pm/Open by appt. on Sunday for special events. (featuring Blacksmith coffee, flavored coffees, smoothies, hot chocolate and breakfast and lunch items)
- Pizza Hut, 450 Harrison St, Lindsborg/785-227-3395 - Sun - Th 11am-11pm/F-Sat 11am-11pm
- Subway, 510 N Harrison St, Lindsborg/785-227-8400 - M - Sun 9am-10pm
- Swedish Crown Restaurant, 121 N. Main St, Lindsborg/785-227-8422 reservations/8428 office - Tues-Thurs: 11am-9pm/Fri-Sat: 11am-10pm/Sun: 10am-3pm/Closed Mon, www.theswedishcrown.com (fresh, chef prepared meals featuring Kansas grown, organic beef, full bar)

Shopping

- Ahlstedt Fireworks, 222 S Coronado St, Lindsborg/785-227-3516 - Open Seasonally (fireworks offered in air conditioned building)
- Anderson Butik, 134 N Main St, Lindsborg/800-782-4132 / 785-227-3864 - M - F 10am-5pm/Sat 9:30am-5:30pm/Sun 12:30-4pm, www.andersonbutik.com (Swedish items)

- Artshirt Custom Screen Printing, 109 N Main St, Lindsborg/785-227-2055 - M - F 9am-5pm/S & S closed, www.companycasuals.com/artshirt/start.jsp (custom screen printing and embroidery)
- Bibliotek Community Library/Used Book Store, 111 S. Main, Lindsborg/785-227-2710 - M-W 10am-6pm/Th 10am-8pm/F 10am-6pm/Sat 10am-4pm/Sunday Closed., www.lindsborg.scklf.info (library and used bookstore)
- Blacksmith Coffee Roastery, 122 N Main St, Lindsborg/620-712-4118/800-576-5280 - Tours by appt. Mon & Thurs 10am -1pm/Wed 2 -6pm/Sat 12 - 3pm/Closed Tues. , www.blacksmithcoffee.com (coffee roastery)
- Bouquet Shoppe, 103 N Main St, Lindsborg/785-227-2202 - M - F 8:30am-5:30pm/Sat 9am-5pm/Sun closed, www.bouquet-shoppe.com (flower arrangements, gift items, clothing, home décor)
- Connected, 131 N. Main St., Lindsborg/573-808-1980/785-212-1801 - M-Th 10am-6pm/F-Sat 10am-7:30pm/Sun 12:30am-5pm (fairly traded items; home décor, jewelry, chocolate, clothing)
- Courtyard Gallery, 125 N Main St, Lindsborg/785-227-3007 - M - F 10am-5pm/Sat 10am-5pm/Holiday Sundays 1-4pm, www.courtyardgallery.com (art gallery featuring Kansas artists)
- Dollar General, 126 E. Lincoln, Lindsborg/785-227-8930 - M-Sun 8am-9pm
- The Good Merchant, 135 N Main , Lindsborg /785-212-6134 - Mon-Sat 10am-6pm/Sun 12:30-5pm (funky home décor, kitchen goods, clothing, jewelry)
- Hemslojd, 201 N Main St, Lindsborg/800-779-3344/785-227-2053 - M-Sat 9am-5pm/Sun 12:30-5pm, www.hemslojd.com (custom dala horses and Swedish items)
- Kelly J. Wilson Design, 113 W. State St., Lindsborg /785-212-0283 - Mon-Sat 10am-6pm/Sun 1-4 pm, www.kellyjwilson.com (interior design services)
- Lindsborg Greenhouse & Nursery, 523 S Third, Lindsborg/785-227-8797 - M - Sat 9am-5:30pm/Sun 1-5pm, www.lindsborggreenhouse.com (greenhouse plants and landscaping services)
- Lindsborg Hardware, 115 N Main St, Lindsborg/785-227-2696 - M-Sat 9am-6pm/Sun closed(Nov - Dec Sun 12noon-4pm) (full service hardware store, carrying products like Meyers Soap and home products)
- Pastries by Rachel, 126 1/2 N Main , Lindsborg/785-342-3969 - Open by Appointment to Schedule Baking Services (custom cakes and pastries)
- Reminiscent Antiques and Collectibles, 112 N. Main St, Lindsborg/785-819-4806 - Tues-Sat 10am-5pm, www.http://reminiscent.rubylane.com
- Sarahendepity , 105 N. Main St., Lindsborg /785-906-0106 - M - Sat 10 am-5pm, www.quesarahsera.etsy.com or www.saraanntiques.com (custom jewelry and vintage items)

- Scott's Hometown Food, 215 Harrison St, Lindsborg/785-227-2296 - M - S 7am-9pm/Sun 11am - 6pm, www.scotthometownfoods.com (full service grocery, deli and Swedish food section)
- Small World Gallery, 127 N Main S, Lindsborg/785-227-4442 - M - S 10am-5pm/Sun 11am-4pm, www.smallworldgallery.net (gallery featuring the work of National Geographic Photographer, Jim Richardson and custom IBIS Jewelry)
- Smoky Valley Shooting Sports, 2341 14th Ave, Lindsborg /785-227-4318 - M-F 9am-6pm/Sat 9am-5pm/Sun closed (full service gun and hunting shop)
- Swedes Liquor, 428 Harrison, Lindsborg/785-227-8799 - M-Th 1-10pm/F & S 11am-11pm/Sun closed
- Swedish Country Antiques, 125 N. Main St., Lindsborg/785-227-3007/972-679-3939 - M-Sat. 10am-5pm/Holiday Sundays 1-4pm, www.swedishcountryantiques.com
- T.A.C.O.L, 509 E Swensson, Lindsborg/785-227-4710 - W 12noon-7pm/ Th 10am-5pm/ F 10am-2pm/ Sat 10am-5pm (gently used items from clothing to home décor)
- Village Clotheslane, 119 N Main St, Lindsborg/67456/785-227-2108 - Tues, Wed 9am-5pm/Thurs 9am-6pm/Fri, Sat 9am-6pm/Closed Sun & Mon (women's clothing and jewelry)
- White Peacock, 124 S Main , Lindsborg/785-212-6108 - Mon-Wed & Fri 8am-6pm/Thurs & Sat 8am-8pm/Sun 1-6pm, www.thewhitepeacockcoffee.com (flavored coffee, tea, breakfast and lunch items)
- Ye Old Clocksmith Shop, 124 N Main St, Lindsborg/785-819-5198 - M - Sat 9am-5pm/Sun – closed (antique clock repair and purchase)

APPENDIX B

RESOLUTIONS & LETTERS OF SUPPORT

RESOLUTION NO. 2013-R-06

WHEREAS the Ellsworth County Commissioners recognize and appreciate the efforts of the Friends of Maxwell Steering Committee in establishing the "Prairie Trail Scenic Byway", so designated by the Kansas Secretary of Transportation on 10/26/2007, which includes Ellsworth County along the corridor of Highway K-141 and extends across the Kanopolis Lake and ends at the Junction of K-141 & K-140 and

WHEREAS, the Prairie Trails Byway Committee has reached a consensus to extend the current byway west from the intersection of K-140 & K-141 and onto I-70.

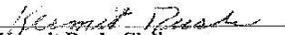
WHEREAS, local interested parties have agreed to form a committee of representatives which shall be known as the "Ellsworth County Byway Extension Committee" representing Kanopolis City, Ellsworth City, Wilson City, Chamber of Commerce, Ellsworth County Historical Society and the Ellsworth County Economic Development Corp. to begin the process of surveying and designating a route for the proposed extension to be submitted to the Prairie Trails Byway Committee and the State Byways Coordinator and

The route of the Prairie Trail Byway begins at U.S. Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then north (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

NOW, THERE, BE IT RESOLVED that the Ellsworth County Commissioners do fully support the extension of the "Prairie Trails Scenic Byway" as generally outlined above and encourage interested parties to participate as needed to bring about the successful completion of this endeavor.

BE IT SO RESOLVED.

WITNESS OUR HANDS BELOW SET FORTH ON THIS 5th DAY OF AUGUST, 2013.

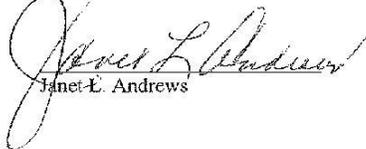

Kermit Rush, Chairman


Terry Kueser, Commissioner


Albert Olier, Commissioner



ATTEST:


Janet L. Andrews

Resolution 13-0812A

WHEREAS, the Ellsworth City Council recognizes and appreciates the efforts of the Friends of Maxwell Steering Committee in establishing the "Prairie Trail Scenic Byway", so designated by the Kansas Secretary of Transportation on 10-26-2007, which includes roadways throughout Ellsworth County and,

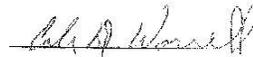
WHEREAS, the Prairie Trails Byway Committee after discussion and consensus propose the following Corridor Management Plan description:

The route of the Prairie Trail Byway begins at US Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then north (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

WHEREAS, the Ellsworth City Council recognizes an extension of the byway will enhance the region's economic development impact due to increased tourism and visitor traffic,

NOW THEREFORE, BE IT RESOLVED THAT THE ELLSWORTH CITY COUNCIL does fully support the extension of the "Prairie Trails Scenic Byway" as generally outlined above and encourage interested parties to participate as needed to bring about the successful completion of this endeavor.

Passed by the Governing Body of the City of Ellsworth, Kansas, the 12th day of August, 2013.



Cole D. Worrrell, Mayor

SEAL

ATTEST:



Patti L. Booher, City Clerk

Resolution 2013-R-02

WHEREAS, the Kanopolis City Council recognizes and appreciates the efforts of the Friends of Maxwell Steering Committee in establishing the "Prairie Trail Scenic Byway", so designated by the Kansas Secretary of Transportation on 10-26-2007, which includes roadways throughout Ellsworth County and,

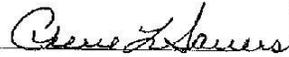
WHEREAS, the Prairie Trails Byway Committee after discussion and consensus propose the following Corridor Management Plan description:

The route of the Prairie Trail Byway begins at US Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then north (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

WHEREAS, the Kanopolis City Council recognizes an extension of the byway will enhance the region's economic development impact due to increased tourism and visitor traffic,

NOW THEREFORE, BE IT RESOLVED THAT THE KANOPOLIS CITY COUNCIL does fully support the extension of the "Prairie Trails Scenic Byway" as generally outlined above and encourage interested parties to participate as needed to bring about the successful completion of this endeavor.

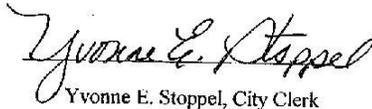
Passed by the Governing Body of the City of Kanopolis, Kansas, on the 13th day of August, 2013.



Cherie L. Saucers, Mayor

SEAL

ATTEST:



Yvonne E. Stoppel, City Clerk

RESOLUTION NO. 2013-17

WHEREAS the McPherson County Commissioners recognize and appreciate the efforts of the Friends of Maxwell Steering Committee in establishing the "Prairie Trail Scenic Byway", so designated by the Kansas Secretary of Transportation of 10/26/2007, and

WHEREAS, the Prairie Trails Byway Committee has reached a consensus to extend the current Byway west from the intersection of K-140 & K-141 and onto I-70.

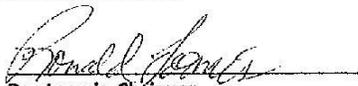
WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted application to the Kansas Scenic Byways Committee to develop a corridor management plan including specific strategies and techniques to preserve, enhance, and promote the Scenic Byway; and

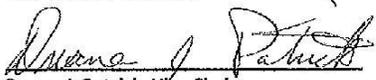
The route of the Prairie Trail Byway begins at U.S. Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then North (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

NOW, THERE, BE IT RESOLVED that the McPherson County Commissioners do fully support the extension of the "Prairie Trails Scenic Byway" as generally outlined above and encourage Interested parties to participate as needed to bring about the successful completion of this endeavor.

BE IT SO RESOLVED.

WITNESS OUR HANDS BELOW SET FORTH ON THIS 9th DAY OF SEPTEMBER, 2013.


Ron Loomis, Chairman


Duane J. Patrick, Vice Chairman


Linus Linaweaver, Commissioner

ATTEST:


Cathy A. Schmidt

CITY OF CANTON, KANSAS

RESOLUTION NO. 2013-06

WHEREAS, the Kansas Scenic Byways Committee consisting of representatives from the Kansas Department of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways; and

WHEREAS, a local advocate group composed of community leaders, civic group representatives, residents and other interested parties have submitted application to the Kansas Scenic Byways Committee to develop a corridor management plan including specific strategies and techniques to preserve, enhance and promote the scenic byway; and

WHEREAS, the Kansas Scenic Byway Committee had evaluated this route, reviewed the management plan, and recommends that the Prairie Trail Scenic Byway include the road described as follows, to wit:

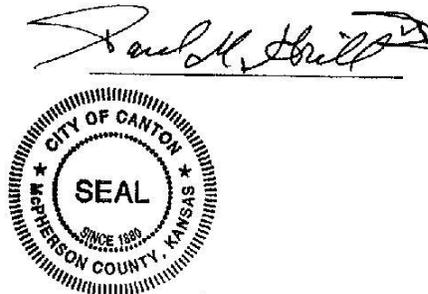
The route of the Prairie Trail Byway begins at U S Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west by Marquetteto Kansas State Highway 141 then north to the T intersection of Kansas State Highway 140. Turn west on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north on Highway 156 and continue to Interstate 70.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CANTON, KANSAS that the City of Canton supports the designation of said road as The Prairie Trail Scenic Byway.

FURTHER RESOLVED that this resolution shall be forwarded to the Kansas Scenic Byways Committee in support of and as part of the corridor management plan to preserve this scenic road.

ADOPTED BY THE GOVERNING BODY OF THE CITY OF CANTON, KANSAS, THIS 12th DAY OF August, 2013.

ATTEST Council President
[Signature]



RESOLUTION NO. 04-13

WHEREAS, the Kansas Scenic Byways Committee, consisting of representatives from the Kansas Department of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways; and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted application to the Kansas Scenic Byways Committee to develop a corridor management plan including specific strategies and techniques to preserve, enhance and promote the scenic byway; and

WHEREAS, the Kansas Scenic Byways Committee has evaluated this route, reviewed the management plan, and recommends that the Prairie Trail Scenic Byway include the road described as follow, to wit:

The route of the Prairie Trail Byway begins at U S Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to U S Highway 81, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then north (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE GOVERNING BODY OF THE CITY OF LINDSBORG THAT SAID ROAD BE HEREBY DESIGNATED:

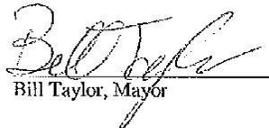
The Prairie Trail Scenic Byway

BE IT FURTHER RESOLVED that the City shall prohibit the erection of any sign, display or device along any portion of the scenic byway which is on the Interstate, National Highway System, or Federal - aid primary system except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

BE IT FURTHER RESOLVED that this resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the corridor management plan to preserve this scenic road.

Resolved and adopted this 12th day of August, 2013.


Jeffrey Lovett-Sperling, MMC
City Clerk


Bill Taylor, Mayor

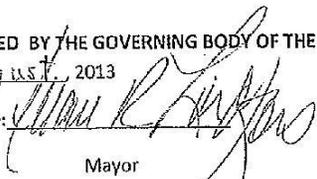
RESOLUTION 2013-1

A RESOLUTION APPROVING THE ROUTE OF THE PRAIRIE TRAIL SCENIC BYWAY

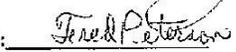
BE IT RESOLVED, by the Governing Body of the City of Marquette, Kansas, that it approves the route of the Prairie Trail Scenic Byway beginning at U.S. Highway 56 and 27th Avenue at Canton, then north to Roxbury, then west on Smoky Valley Road to McPherson County Road 1961, then north to Kansas Highway 4 in Lindsborg, then west on Kansas Highway 4 by Marquette to Kansas Highway 141, then north to the T intersection of Kansas Highway 140, then west on Kansas Highway 140 by Carneiro and Kanopolis to the intersection of Kansas Highway 140 and 156 in Ellsworth, then north on Highway 156 to Interstate 70.

ADOPTED BY THE GOVERNING BODY OF THE CITY OF MARQUETTE, KANSAS this 6th day of August, 2013

SIGNED:


Mayor

ATTEST:


City Clerk

(Seal)

RESOLUTION NO. 2013-R-06

WHEREAS the Ellsworth County Commissioners recognize and appreciate the efforts of the Friends of Maxwell Steering Committee in establishing the "Prairie Trail Scenic Byway", so designated by the Kansas Secretary of Transportation on 10/26/2007, which includes Ellsworth County along the corridor of Highway K-141 and extends across the Kanopolis Lake and ends at the Junction of K-141 & K-140 and

WHEREAS, the Prairie Trails Byway Committee has reached a consensus to extend the current byway west from the intersection of K-140 & K-141 and onto I-70.

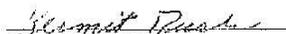
WHEREAS, local interested parties have agreed to form a committee of representatives which shall be known as the "Ellsworth County Byway Extension Committee" representing Kanopolis City, Ellsworth City, Wilson City, Chamber of Commerce, Ellsworth County Historical Society and the Ellsworth County Economic Development Corp. to begin the process of surveying and designating a route for the proposed extension to be submitted to the Prairie Trails Byway Committee and the State Byways Coordinator and

The route of the Prairie Trail Byway begins at U.S. Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then north (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

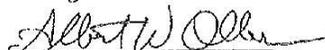
NOW, THERE, BE IT RESOLVED that the Ellsworth County Commissioners do fully support the extension of the "Prairie Trails Scenic Byway" as generally outlined above and encourage interested parties to participate as needed to bring about the successful completion of this endeavor.

BE IT SO RESOLVED.

WITNESS OUR HANDS BELOW SET FORTH ON THIS 5th DAY OF AUGUST, 2013.

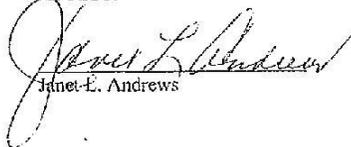

Kermit Rush, Chairman


Terry Kuefer, Commissioner


Albert Oller, Commissioner



ATTEST:


Janet E. Andrews

Resolution 13-0812A

WHEREAS, the Ellsworth City Council recognizes and appreciates the efforts of the Friends of Maxwell Steering Committee in establishing the "Prairie Trail Scenic Byway", so designated by the Kansas Secretary of Transportation on 10-26-2007, which includes roadways throughout Ellsworth County and,

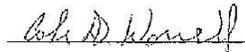
WHEREAS, the Prairie Trails Byway Committee after discussion and consensus propose the following Corridor Management Plan description:

The route of the Prairie Trail Byway begins at US Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then north (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

WHEREAS, the Ellsworth City Council recognizes an extension of the byway will enhance the region's economic development impact due to increased tourism and visitor traffic,

NOW THEREFORE, BE IT RESOLVED THAT THE ELLSWORTH CITY COUNCIL does fully support the extension of the "Prairie Trails Scenic Byway" as generally outlined above and encourage interested parties to participate as needed to bring about the successful completion of this endeavor.

Passed by the Governing Body of the City of Ellsworth, Kansas, the 12th day of August, 2013.



Cole D. Worrell, Mayor

SEAL

ATTEST:



Patti L. Booher, City Clerk

Resolution 2013-R-02

WHEREAS, the Kanopolis City Council recognizes and appreciates the efforts of the Friends of Maxwell Steering Committee in establishing the "Prairie Trail Scenic Byway", so designated by the Kansas Secretary of Transportation on 10-26-2007, which includes roadways throughout Ellsworth County and,

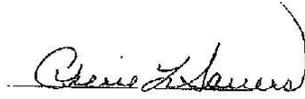
WHEREAS, the Prairie Trails Byway Committee after discussion and consensus propose the following Corridor Management Plan description:

The route of the Prairie Trail Byway begins at US Highway 56 and 27th Avenue at Canton, north to Roxbury then west (left) on Smoky Valley Road to McPherson County Road 1961, north (right) to Kansas State Highway 4 at Lindsborg then west (left) by Marquette to Kansas State Highway 141 then north (right) to the T intersection of Kansas State Highway 140. Turn west (left) on Kansas State Highway 140 to Carneiro, passing near Kanopolis. At the intersection of Kansas State Highway 156 and 140 in Ellsworth, turn north (right) on Highway 156 and continue to Interstate 70.

WHEREAS, the Kanopolis City Council recognizes an extension of the byway will enhance the region's economic development impact due to increased tourism and visitor traffic,

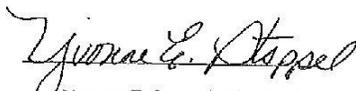
NOW THEREFORE, BE IT RESOLVED THAT THE KANOPOLIS CITY COUNCIL does fully support the extension of the "Prairie Trails Scenic Byway" as generally outlined above and encourage interested parties to participate as needed to bring about the successful completion of this endeavor.

Passed by the Governing Body of the City of Kanopolis, Kansas, on the 13th day of August, 2013.


Cherie L. Sauer, Mayor

SEAL

ATTEST:


Yvonne E. Stoppel, City Clerk

APPENDIX C

**ADDITIONAL
INFORMATION
FOR
INTERPRETATIVE PURPOSES**

Community Canton

Site # 2 McPherson County Fairgrounds

GPS Location 38.39358N 97.42702W

Description

Archaeological

Natural

Cultural X

Recreational X

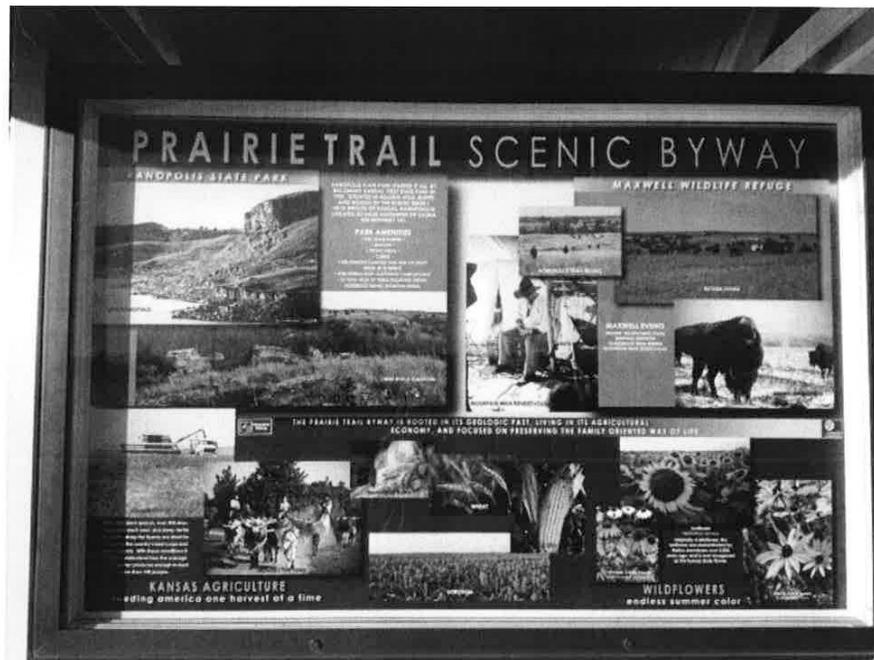
Historic X

Scenic

Architectural

Description of Site

This location hosts the McPherson County Fair in July, horse events, auctions, and community activities.



Community Canton

Site # 3 Canton Township Cemetery

GPS Location 36.39745N 97.42754W

Description

Archaeological X

Natural

Cultural X

Recreational

Historic X

Scenic

Architectural

Description of Site

Located just north of Canton, this cemetery dates back to the 1800's.

Picture of site No

Community Canton

Site # 5 Jones Cemetery

GPS Location

Description

Archaeological X

Natural

Cultural X

Recreational

Historic X

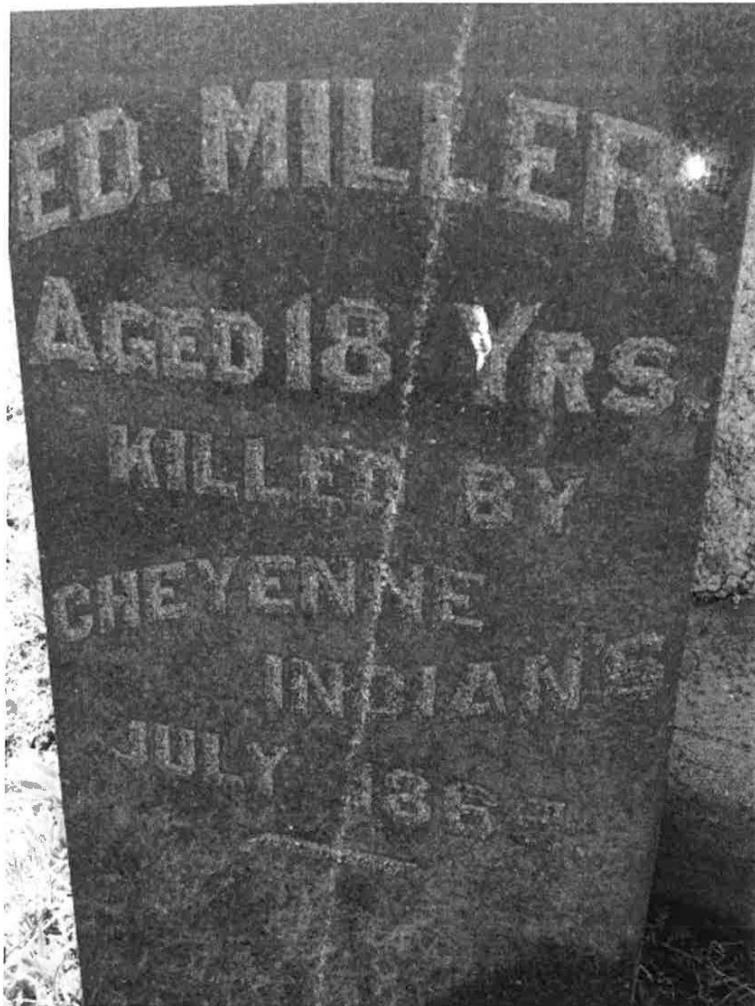
Scenic

Architectural

Description of Site

This pioneer cemetery contains, among others, the grave of Ed Miller and several Civil War Veterans. The story is well-documented about the death of Ed Miller in 1885 at the hands of Native Americans. It is located 2 miles east of Canton on Highway 56 and ¼ mile north on 29th Avenue.

Picture of site



Community Canton

Site # 9 Canton Township Carnegie Library

GPS Location 38.38691N 97.42712W

Description

Archaeological

Natural

Cultural X

Recreational X

Historic X

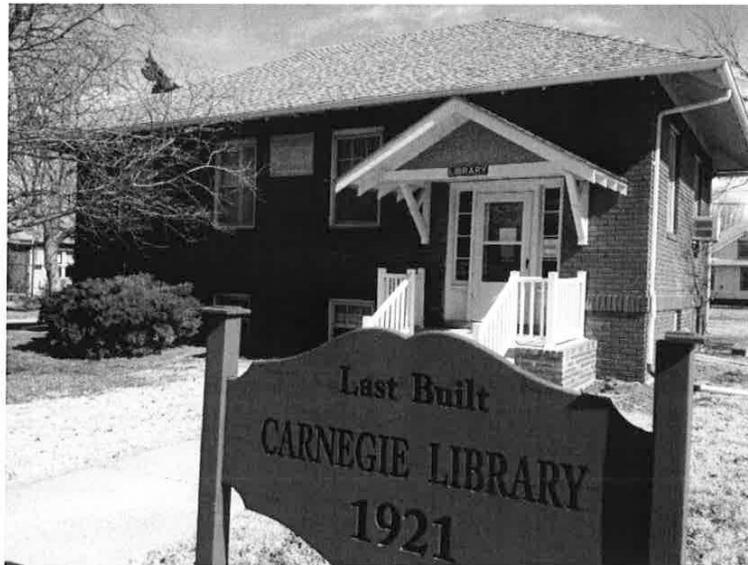
Scenic

Architectural X

Description of Site

The Canton Township Carnegie Library, located on Main Street, was built in 1921 and is believed to be the last built Carnegie Library. It is on the National Register of Historic Places and has been in continuous use since 1921.

Pictures of site



MAXWELL WILDLIFE REFUGE

Community Canton

Site # 14 Maxwell Wildlife Refuge

GPS Location 38.47826 N 97.42738 W

Description

| | | | |
|----------------|---|--------------|---|
| Archaeological | X | Natural | X |
| Cultural | X | Recreational | X |
| Historic | X | Scenic | X |
| Architectural | | | |

Description of Site

Maxwell Wildlife Refuge is one of the 8 Wonders of Kansas Geography and is recognized in the 8 Wonders of Kansas! Guidebook. Located 6 miles north of Canton on 27th Avenue, then 1 ¼ miles west on Pueblo to Friends of Maxwell Visitor Center. It is a 2,800 acre preserved mixed grass prairie and is home to approximately 250 buffalo and 50 elk. These animals may be viewed from your vehicle as you drive through the refuge or visitors may climb the observation tower to see the magnificent prairie for miles around. The Friends of Maxwell Tour Center sponsors guided buffalo, elk, and wildflower tours, wildlife displays, Native American artifacts, and a gift shop. They also organize guided horseback trail rides, annual festivals, and an annual buffalo auction.

Arrangements to ride the tram into the beautiful Smoky Hills prairie can be made in advance by reservation.. In the winter you'll have a good chance to see the elk. The tram follows a feed truck, which attracts the buffalo and to get up close and personal. When these massive beasts surround the tram they give visitors quite a thrill. The tour guide will answer just about any conceivable question you have about buffalo, wildflowers, and birds of this mid-grass prairie. Reservations are required for tram rides. Please call ahead . . . 620.628.4455

Climb to the top of the observation tower, just a tenth of a mile beyond the Visitor Center, for a fantastic prairie view.

Pictures of buffalo feeding in the snow and the observation tower

Tr



Community Canton

Site # 16 McPherson County State Lake

GPS Location 38.48181 N 97.46706 W

Description

Archaeological X

Natural X

Cultural X

Recreational

Historic X

Scenic X

Architectural

Description of Site

McPherson County State Lake is located on the west side of Maxwell Wildlife Refuge. It offers fishing, primitive camping, hiking, birding, picnicking, and wildlife watching. A cabin is available for rent from Kansas Parks and Wildlife.

Picture of site No

Community Canton

Site # 15 Historic Battle Hill

GPS Location 38.48368 N 97.43585 W

Description

| | | | |
|----------------|---|--------------|---|
| Archaeological | X | Natural | X |
| Cultural | X | Recreational | |
| Historic | X | Scenic | X |
| Architectural | | | |

Description of Site

Battle Hill is a documented site of battles between Native Americans who passed through the area. It can be viewed on the Northwest corner of Maxwell Wildlife Refuge or from 27th Avenue.

The Battle Hill Story

(Written in 1969)

(Excerpts taken from History of the Canton Community 1864-1988)

Battle Hill Township apparently got its name from the two big hills that lie in the middle of section 16. These two hills were the scene of many battles, first between Indians, and then the Indians and the ranchers and homesteaders. The first of these battles seems to be when the Cheyenne Indians stole several horses from a ranch near Durham, known as Cranes Ranch. The Indians were trailed to Battle Hill and were slaughtered by the ranch hands. The exact time of this battle is not known, but is thought to be in the late 1850's.

The scene of numerous bloody Indian battles, according to Indian lore is the creek that runs through the present day Maxwell Game Preserve has the name of Battle Creek. Likewise the hill north of the game preserve is Battle Hill, and has been for over one hundred years. The many Indian tribes that hunted in the area such as the Cheyenne, Kaws, Pawnees, Shawnees, and the Sioux continually fought over the spring water that flowed without stopping.For years, Indian artifacts and weapons have been found on and in the vicinity of this game refuge.

Late in the winter of 1871 a battle between the Sioux Indians of the Twin Mounds area, and the Pawnee of the area just east of Battle Hill, began with a great deal of ferocity. This battle was believed to have started over their hunting area for their food and furs. In the winter of 1871, around 500 Indians were camped near Twin Mounds and it is believed that their supply of wild animals for food was depleted. So the Sioux, being a war like kind, started to try to push the Pawnee out of the area. As the fight started in the Pawnee camping area, the ferocity was so great the Sioux pulled back to the hill and

rock area. At this time, the hills were covered with large rocks, some nearly as large as small houses. Since Chief Big Beaver, a man of nearly seven feet, knew the hills much better than the Sioux, made a terrific battle, although greatly outnumbered by many braves. There was a period of about 30 days the battle raged on. Chief Hard Rock, of the Twin Mound Sioux, knew he had about met his match.....he ordered his braves to withdraw to the home camping area and the battle of the Indian was over.

Picture of site No

Community Canton

Site # 17 Historic Bridge to Roxbury

GPS Location 38.48612 N 97.42702 W

Description

Archaeological

Natural

Cultural

Recreational

Historic X

Scenic X

Architectural X

Description of Site

On the east side of 27th Avenue, just north of Maxwell Game Preserve, is a small historic bridge that was once the roadway to Roxbury. It is a favorite subject for photographers and artists.

Picture of Site



The History of Twin Mounds

Researched by Kathy Houghton Ahlenius

In 1866, Sanford Reese, one of the first white settlers in the county, found a Spanish coin while digging a fort in Gypsum Greek Township near Twin Mounds. Not far from Reese's fort, at the fork of two streams, spear points, arrowheads, metates and mullers were picked up by the dozens. People believe that it was the site of a Quivera Indian village and a place where Coronado visited in 1541. Perhaps Coronado Heights or Twin Mounds may have been the mountains of Kansas reported by Coronado's men.

There is evidence of at least three different tribes of Indians occupying the immediate vicinity of Twin Mounds. The Quivera Indian village and the Sioux warlike Indian tribe lived near Twin Mounds in the fall of the year. The pioneers could always tell when the Indians were there because smoke would hover over the Mounds. An early pioneer, not knowing of the annual visits of the Indians, built his cabin and settled at the base of Twin Mounds. Later when the man was out fishing in the creek the Indians returned. They killed his wife and after tying his daughter to a tree, they went in search of snakes to torment the girl. Her father aroused by the noise and screams, made for home, cut his daughter loose, and placed her on a horse to escape. He was killed, but the girl went to Fort McPherson to get help. Troops were dispatched and the Sioux Indians were driven off never to return.

A smallpox epidemic killed around 100 Indians at Twin Mounds between 1856-1876. They were buried on the north side of the Mound. The area was avoided by other Indian tribes because of superstitions and evil spirits. It is believed that an Indian Princess is buried on the highest point of Twin Mounds. She may have died in the smallpox epidemic.

Sanford and Lowell Reese built a log cabin of split logs and covered it with dirt so the Indians could not burn it. They also build an underground passageway leading from a trap door inside their cabin to a square fort built up like a pyramid outside.



The fort was built of solid logs and dirt with four port holes to shoot through and no entrance above ground. The Indians would walk around and try to find an entrance, but they never did.

In the winter of 1871-1872 around 600 Pawnee Indians were snowed in their camp at Twin Mounds. The Indians that camped on the west side of Twin Mounds lived in shallow caves in the creek bank.

Sometime between 1918 and 1920 a cabin was built by the McPherson County YMCA. This cabin was located at the west side of the north hill. The Boy Scouts also used the campgrounds. There was a rock dam built across the creek to create a swimming hole. The camp was named Camp Tau in honor of the Indians.

In 1925 the first All-County Picnic was held at Twin Mounds and an estimated 1000 people attending. Many Independence Day picnics were enjoyed at Twin Mounds with fireworks. High school picnics from surrounding towns were also held at Twin Mounds and it was a popular spot for sunrise services on Easter morning.

Between 1940 and 1945 the cabin was torn down because lumber was needed during World War II. During that time oil was found on Twin Mounds. At one time five wells were in operation.

Twin Mounds can be viewed looking south from the Prairie Trail Scenic Byway, between Twenty Fifth and Twentieth Avenues on Smoky Valley Road west of Roxbury.

COMMUNITY ROXBURY

SITE NUMBER

LOCATION

GOS LOCATION

DESCRIPTION

Archaeological

Natural

Cultural X

Recreational

Historic X

Scenic X

Architectural

DESCRIPTION OF SITE

ROXBURY HISTORY

Roxbury Valley View Cemetery is a beautiful cemetery on the hill one mile east of Roxbury and original start date was March 8, 1890. It is beautifully landscaped and maintained. It has many very old graves and tombstones and each Memorial Cay there is a Memorial Service held and has an avenue of Flags.

Roxbury's history dates from 1871. A New Englander, B.B. Gate, Roxbury, Mass., laid the original town site. Gates & Banks from New York platted the blocks and in July 1872 Roxbury was founded. A post office was put in and a post office is still maintained in this small community which at one time housed a hotel, bank, café, barber shop, hardware & creamery, several grocery stores, service stations, blacksmith shop, library, telephone company, an outdoor movie and churches.

The last magneto switchboard in actual use was in Roxbury. It is now located in Abilene, Kansas' Independent Telephony Museum.

Cisterns were used for water due to mineral gyp water in the area and a water hauling business boomed with water hauled in from a spring. The area now enjoys rural water system. Moore Grain and Feed Elevator was used for many years and MKC now operates on a seasonal basis for the area farmers. Scott's Oil Service operates from Roxbury and oil was and is still a mainstay of the community.

Roxbury Grade and High School were the community hub and was closed in 1966. Students are bused to Lindsborg Schools.

The oil service, bank, post office, local Lions Club, fire department, seasonal elevator and the community church are great assets to the small close-knit community which once was busy and full of adults and children

Shunzo Mitani, a Toyko native, wrote a symphony while living in Roxbury.

Each Memorial Day, there is a tribute to those who have served the country in military service since the Civil War. The names of those resting at the Valley View Cemetery are read.

In a geo-physic region, Roxbury is considered to be in the Flint Hills as a rolling hilly rangeland of the Smoky Hills.

Twin Mounds is at 22nd Avenue and Shawnee Road or along the Smoky Valley Rad between 22nd and 24th Avenues.

Roxbury is a R V – “residential village.”

The elevator is a favorite spot for artists to use as a backdrop when they paint the area.

OLIVE SPRINGS SCHOOL HOUSE

7 miles east of Interstate 135, exit 72 to Smoky Valley Road and 24th Avenue – 3 miles west of Roxbury.

The 1885 one-room Olive Springs Schoolhouse, is District #2 in McPherson County. It the oldest schoolhouse still on its original location. It is the home and gallery of artist Maleta Forsberg. She is well known for her watercolors, oil and acrylic paintings of landscapes, animal, bird and floral scenes.

Holiday Open House is celebrated the first full weekend in December. The public is invited for refreshments. The Schoolhouse is decorated for the Christmas Season. The year of 2012 was her 35th year for the Annual Open House.

Please call ahead and meet this award winning artist and her artistry along the Byway.. 785.254.7833



LINDBORG . . . “Little Sweden U S A”



LINDBORG

Lindsborg was incorporated as a city in 1879 as a “town of people with the last name of Lind.”. It was settled by Swedish families, many who came directly from Sweden. The settler’s ethnic pride soon earned them the name of “Little Sweden.” Swedish reminders are experienced throughout the town from the tree lined brick streets of Main Street to the beautiful Bethany College campus. Lindsborg is a community with strong academic, spiritual and artistic foundations as seen in the many shops and galleries, a shopper’s delight.

Several festivals are celebrated based on Swedish heritage and holidays. December finds St. Lucia, with her crown of lights; Midsummers to celebrate the longest day of sunlight in the year with a Swedish

sport known as kubb; Waffledagen to welcome the coming of spring and Hyllningsfest to honor the early settlers of the Smoky Valley. Dance, costumes, food and music are all a part of each celebration.

The McPherson County Old Mill Museum provides a look into the lives of these pioneers from the 1870's to the 1920's. A fully restored flourmill, the Old Mill, was once the hub of activity as farmers brought their wheat to be ground into flour amid the moving wooden floors. A celebration known as Millfest occurs each year to honor those who brought their grain to be ground with the running of the mill.

Art is present at the Birger Sandzen Gallery, the Red Barn Studio of Lester Raymer and several galleries on Main Street. Jim Richardson, a National Geographic photographer, has a studio on Main Street. "Orange" Dala Horses are found in stores, hanging from front porches and throughout Lindsborg as recognition of the symbol of "Little Sweden."

Bethany Lutheran Church was established when the people from Sweden brought their religion to the Smoky Valley. Soon after the establishment of Bethany Lutheran Church, Bethany College was founded to provide educational experiences for the settlers. Since 1881, the college continues today as a four year institution currently offering degrees in art, music, criminal justice and education.

In 1881, the Bethany College Oratorio Society began to perform Handel's Messiah. Now each year for over 130 years, the tradition continues during Holy Week with performances on Palm and Easter Sunday as well as the Good Friday night presentation of St. Matthew's Passion .

Swensson Park has the longest consecutive running outdoor theater in Kansas. The band shell provides theater productions each summer where the audience brings their own chairs to enjoy the production of local volunteer talent.

There are two National Historic sites in Lindsborg. The Bethany Lutheran Church and the United States Post Office with murals by the Lindsborg artist Birger Sandzen..

Properties listed on the National Historical Register are:

Holmberg and Johnson Blacksmith Shop at 122 North Main Street

Built about 1900, this one story brick blacksmith shop is located in the downtown. Oskar Holmberg partnered with Janne Johnson to build a successful blacksmith business that included erecting fire escapes on numerous buildings. The shop operated until 1954. Local artist Erik Ephraim Malm, of Acme Paint Company fame, painted the façade shortly after the building was constructed. Historic features are a stepped parapet, central sliding doors, the forge, and hooks, rings and window grills that clearly portray its original function as a blacksmith shop.

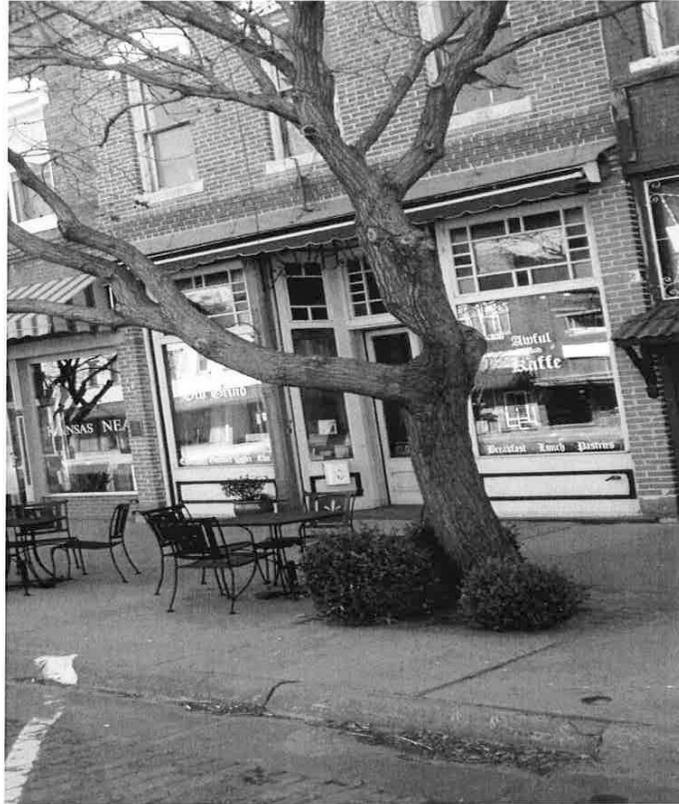


Berquist and Nelson Drugstore Building at 105 North Main



Built for commercial use on the ground floor and offices on the upper level, this two story brick Italianate-style building is distinguished by its second story ornate window hoods and corbelled parapet. On the west side of Main Street, the Berquist and Nelson Drugstore Building's early history has been pieced together using the Sanborn Maps, deeds and property tax records, which suggest it was constructed circa 1880. Local physician Gustav Berquist was an early owner of the building who partnered with Jacob Peterson as "dealers in drugs, paints and oils." Other businesses have occupied the building include a grocery store, clothing store, millinery, hardware business, fabric store and an antique shop.

Clareen/Peterson Restaurant Building at 113 North Main



On the west side of Main Street in the downtown, this two-story building was constructed in 1899 to house a restaurant and an upper level apartment. Swedish immigrant and "restaurant keeper" Carl Clareen first owned and operated the building as a restaurant. By 1909, John Peterson operated his restaurant, The Royal Café, out of this building. The ground level continued to function as a restaurant through the 1940's. Distinguishing features of the building are the ornate second story window hoods, cast-iron columns, original storefront and stained glass windows.

Farmers State Bank at 101 South Main,



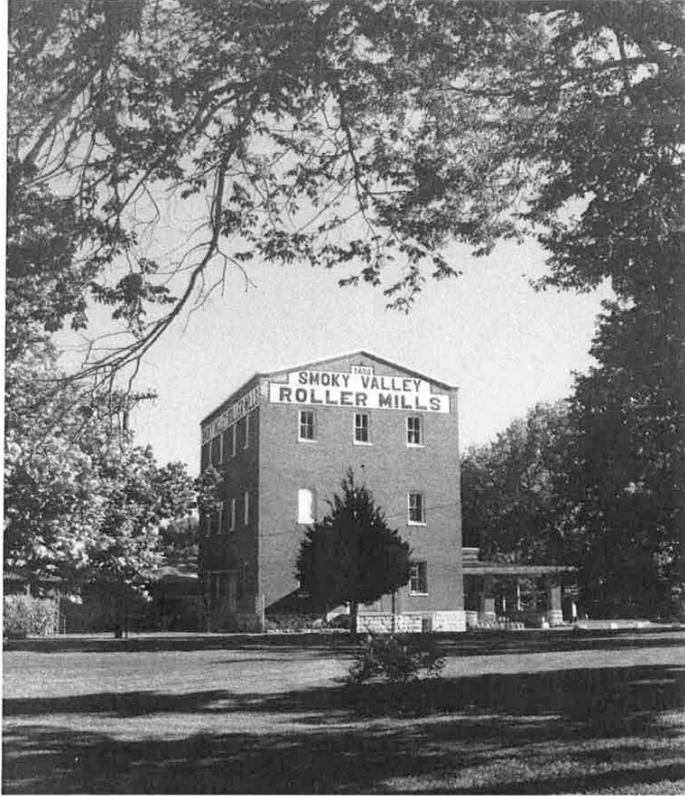
Having survived the financial panics in the 1890's, 1907 and the Great Depression, the Farmers State Bank is Lindsborg's longest operating bank. Organized in 1886, the bank's early stockholders represented a "who's Who" of Lindsborg pioneers. Most retained their association with the Bank for decades. The bank quickly outgrew its small one story frame building and built this brick Italianate-style commercial block at the southeast corner of Lincoln and Main in 1887.

Red Barn Craft Studio at 212 South Main Street



The Red Barn Craft Studio is an assortment of interconnected buildings and sheds that artist Lester Wilmer Raymer used as his studio and residence for more than 45 years. The property, which later became known as simply the Red Barn Studio, served as his art studio, gallery and residence from 1945 to 1991. It continues to function as a gallery and museum dedicated to Raymer's art. During the years Raymer was associated with the property, he remodeled and transformed the early 20th century buildings using recycled materials and the results is a unique property that very much displays Raymer's folk art abilities and his evolving skill of working with a variety of mediums. The period of significance begins with Raymer's acquisition of the property in 1945 and extends to 1975, with the last of his major exterior renovations to the property. There is also an early turn of the 20th century residence, a free standing one-car garage and a shed.

Smoky Valley Roller Mill in Old Mill Park



The Mill was founded in 1872 as a water powered grist mill, using a turbine instead of the usual water wheel. In 1889 it was converted to a roller mill. After a fire, the mill was rebuilt and used from 1880 to 1930. All the machine contained in the mill dates back to 1898 and a few pieces to 1888. About 65 years ago, the mill was changed to an electric motor. The dam went out in the 1940 flood of the Smoky River. It continues to operate until 1955 when it shut down.

The mill has three floors that are operational on the first weekend of May for the public to tour and view the running of the mill. McPherson County school children also tour the mill during this time to see this historic mill in operation.

1904 World's Fair Swedish Pavillion located in the Old Mill Park

The Pavillion is one of the few international buildings remaining from the St. Louis Worlds Fair of 1904. Designed by Ferdinand Bobery, one of Sweden's premier architects at the turn of the century and the only example of his work in the United States. Carl A. Swensson, President of Bethany College, was the American chairperson of the fund raising for the building of the pavillion after the government of Sweden would not authorize the expenditures of funds for the pavillion.

The design of the building is the traditional Swedish Manor House. It was build in Sweden, dismantled and shipped to the United States and carried from Baltimore Maryland to St. Louis by train in late March of 1904. . At the close of the Worlds Fair, the Pavillion was presented to Bethany College as a memorial to Carl A. Swensson after his unimely death in February 1904.

The building was moved from Bethany College to the Old Mill Museum and partial restoration was completed. For a building that was designed to last six months, the Pavillion has stood over one hundred years. UIn 1976, King Carl XVI Gustaf rededicated the building to all Swedes and Swedish Americans.

U S Post Office at 125 East Lincoln Street

The Post Office was built in 1936 and was nominated as part of the Kansas Post Office Artwork from 1936 – 1942. The “Smoky Valley” mural inside the Post Office was painted by the Lindsborg artist Birger Sandzen, a local Lindsborg artist, in 1938. The mural is recognized as part of the Post Office Art of Kansas..



Coronado Heights

The park is a scenic overlook with a 300 foot promontory a few miles northwest of Lindsborg. The area was believed to have been visited by Coronado during his exploration of the area in the 1540's while looking for the golden city of Cibola .



Coronado Heights became a true Kansas landmark appearing on many postcards distributed statewide as evidenced by the postcard from the 1930's..

The Dakota limestone castle-like structure built in 1936 by the Works Progress Administration has been part of the valley since then.. With the fireplace, observation deck and turrets it is a vessel of unlimited imagination and play.

The picnic area has been favored by families for many years.





Hoglund Dugout was built by a young couple, Gustav and Marie Hoglund from Sweden. This was their first home in the new world and was a simple pit or dugout estimated at 6 foot x 12 foot in the summer of 1868. The couple used their wagon as a roof to protect them from the elements of the prairie. The dugout is open to the public located 2.1 miles south on 12th Avenue from the entrance to Coronado Heights.

HIGHWAY 4 - WEST OF LINDSBORG:

The sandstone 1870 Freemount Lutheran Church is the oldest church in the county located near the former town site of Fremont. Located 5 miles west and 3 miles south of Lindsborg. Services are held at the 1927 site of the historic church. Freemount was originally named for American soldier and explorer John C. Fremont however, the church people thought Fremont's character was questionable so they changed the spelling.



FARIS CAVES (Reference Kanopolis Lake Legacy Trail – U S Army Corps of Engineers)

3 miles east of Kanopolis on Avenue L, then 1 mile south on 22nd Road. The road jogs left for a short distance, then south again 1 more mile to Avenue N. Look right toward the bottom of the bluffs and you will see three distinct openings - these are the caves.

Seven hundred – 1,500 years ago, the lowlands along the Smoky Hill River were dotted by the earth lodges of Native Americans, now known as the Smoky Hill Complex. These people depended on the river and adjacent prairie for survival. Rock carvings in the area indicate that tribes of a later generation frequented the area.

The caves were constructed by Charles Griffie in the Dakota sandstone bluff in the 1880's. In 1893, William and Winfield Faris purchased the land. Their brothers, Henry and Irwin, had arrived earlier and operated the Faris Ranch on Clear Creek. The caves were used by the Faris family as a spring house, generator room and for a short time, as a schoolhouse.

MUSHROOM ROCK STATE PARK (Reference Kanopolis Lake Legacy Trail – U S Army Corps of Engineers)

Faris Caves

The Faris family originated in Scotland and migrated to America in 1770.

Wintfield(Wint) Faris came to Ellsworth county from Illinois in 1872 along with a brother William. Three brothers had come previously and homesteaded in the Clear Creek area, north and east of the caves.

Wint married Jesse Hudson in 1886. The Hudson family was well known in the county.

In 1893 Wint and his brother William bought the tract of land on the Smoky Hill river where the caves are located from Charles Griffee. A large bluff 60 feet high made a natural shelter for a home. Mr Griffee had dug the caves a few years before selling to the Faris brothers. Each cave was approximately 12 feet square and 10 feet high. The Faris family never lived in the caves but built a large two story house directly west of them. Spring water flowed freely thru the north cave. A trench was made along one wall and the Faris family used this as a milk room, putting crocks of milk down in the cool water.

In 1899 and 1900 the south cave was used as a school room with 3 pupils, one being the son of Wint and 2 girls from a family living about a half mile south.

Wint passed away in 1921

Leonard Hudson, nephew of Wint & Jesse, with his new wife moved into the house in 1933 when Jesse could no longer live alone. Their three children were all born in the house. Robert(Bob) the youngest born in 1940 is the only person still living who lived at the Faris caves. Bob and his wife Judy now live about 2 miles north east of the caves where Henry Faris homesteaded.

In the mid 1940's the tract of land with the caves was sold to the Army Corp of Engineers. Kanopolis Dam was being built and the government was acquiring land along the Smoky Hill river that would be in danger of flooding due to the lake. In 1947 the house was moved to Kanopolis and the Hudson moved there also.

When the Hudson family lived there the spring water was piped into a cistern for house use. When the cistern became full the overflow was piped to the stock tanks. Any overflow then ran west to the river.

The river flooded the area in 1938. Bob said there was four feet of water in the house.

GOVERLAND STAGE STOP

Goverland Stage Stop is located in Kanopolis Park with guided trail rides in the Park. The rides give visitors an opportunity to view the beautiful and unusual scenery and tastes of what the pioneers and cowboys of old experienced coming through Kansas.

The trail rides can accommodate a rider weighing less than 250 pounds and over the age of eight. There is a maximum of six people per ride. Rides for one hour cover the prairie areas. A longer ride of up to two hours can include Indian Cave Trail or Horse Thief Canyon. During the Horse Thief Ride, the horse and rider cross water and climb the bluffs to ride the rim rock of the canyon.

Contact can be made at 785.826.0743 to book a reservation. Rates begin at \$40.00 with the longer rides costing more. Credit cards are accepted.

