

DR59-4 - Canal Route Study

ACTION

DATE

COMMITTEE

M.A.P.C. *No action taken*

B.C.C./B. CO. C.

*Closed*

DR59-4 - Canal Route Study

ACTION

DATE

COMMITTEE

M.A.P.C. *No action taken*

B.C.C./B. CO. C.

*Closed*

DR 59-4 file  
Interchange Study

**THE CITY OF WICHITA**

**OFFICE OF** The City Manager **DATE** September 21, 1959

**TO** L. L. Little, Director of Planning  
**FROM** Frank H. Backstrom, City Manager  
**SUBJECT** Canal Route Study

Attached is a copy of a letter received from Ray E. Dillon, President of J. S. Dillon and Sons of Hutchinson, Kansas, relative to the proposed Kellogg interchange and the Canal Route.

This is sent to you for your consideration in connection with your study of this matter.



Frank H. Backstrom  
City Manager

FHB:Cfk  
Att.



*Dillon*

F. S. DILLON and SONS STORES CO., INC.

September 17, 1959

23 DILLON STORES  
IN 15 KANSAS TOWNS

Mr. Frank H. Backstrom, City Manager  
City Building  
Wichita, Kansas

Dear Mr. Backstrom:

I have read in the Wichita papers that the Metropolitan Area Planning Commission voted to consider moving the proposed Kellogg interchange with the Canal Route to a new alignment of East U.S. 54 to the South.

It would appear that since Kellogg Street is a commercial business street and since a large portion of the current traffic on Kellogg originates and terminates in Wichita East of Kellogg and the Canal that additional through transient traffic on Kellogg which is not originating or terminating in Wichita is unwise and detrimental to the citizens living in Wichita and the businesses located on Kellogg Street.

At this time it is my thinking that a new arterial somewhere to the South of Kellogg and North of Lincoln streets would be better suited for the use of through traffic passing through East Wichita. It is my thinking that this new facility should so be designed that it could be used by the citizens originating and terminating in Wichita who live in Wichita to get from the East to the West and from the West to the East for intra-city travel with interchanges that would permit easy access to the heart of the main business district as well as to the East and West residential areas.

You are to be commended on your stand as stated in the newspapers that the interchanges on the Canal should be assigned so that they are easily accessible for inter-city travel by Wichitans. It is also my opinion that any fully controlled or semi-controlled access facility through the heart of the city for the primary purpose of moving transient traffic only that is not originating or terminating in the city should go around the city. In my opinion East Kellogg is not able at the present time to carry additional through traffic because of its commercial nature and because of its use by citizens living in Wichita for inter-city travel. The installation of a Canal interchange at Kellogg would probably be extremely wasteful and excessive in cost. The investments on Kellogg by residential and business

Mr. Frank H. Buckle  
September 17, 1959  
Page 42

interests are large. Our own Company has substantial investments on Kellings which would be affected by an interchange at Kellings and the Canal and these investments would be rendered worthless as far as their present value is concerned. Should an interchange of the Canal be located on Kellings we would expect substantial payment and damages for the losses we would sustain.

Yours very truly

Ray K. Dillon, President  
J. S. Dillon & Sons

RKD/jh

DR59-4

September 24, 1959

Mr. Denny Klepper  
Denny Klepper Oil Company  
Box 2362 North Wichita Station  
Wichita 4, Kansas

Dear Mr. Klepper:

The Metropolitan Area Planning Commission has directed me to thank you for your letter of September 14 regarding your interest and concern regarding the proposed Canal Route.

We appreciate citizens' interest and we shall look forward to keeping you informed regarding this subject.

Again, thank you.

Sincerely yours,

L. L. Little  
Secretary

LLL:ber

DR59-4

MARKETERS  
OF  
QUALITY  
PRODUCTS  
AT A  
SAVING

**DENNY KLEPPER OIL COMPANY**  
*Petroleum Marketing  
Wholesale and Retail*

BOX 2362 NORTH WICHITA STATION  
2601 N. BROADWAY    TEs-5001 OR TEs-2881  
WICHITA 4, KANSAS  
September 14, 1959

STATIONS AT  
WICHITA  
MANHATTAN  
JUNCTION CITY  
ABILENE  
SALINA  
McPHERSON  
NEWTON  
WINFIELD  
ARKANSAS CITY  
EMPORIA  
GREAT BEND  
HUTCHINSON



Mr. Roy Little, Planning Director,  
City of Wichita,  
Wichita, Kansas.

Dear Mr. Little:

I have read with interest in the local press the proposals that have been made to reduce the number of interchanges on the Canal Bank Route, and the possibility of the relocation of some of them to effect a reduction in Right-of-Way construction costs.

I wish to commend the Planning Commission for taking the initiative to conduct the studies, for as I have previously related to you, I felt that the original layout of the proposed route was made without regards to right-of-way and construction costs, and the relocation of businesses that would be required.

It also seems logical to me to study the possibility of placing an interchange on the Canal Bank Route in the area of 29th Street. As I recall the original plan had interchanges at 21st, 25th and 37th. Obviously the moving of the interchange from 25th North to 29th would more nearly balance access to the North end industrial area.

The relocation of the portion of the route North of 18th along the East Branch of Chisholm Creek likewise merits study. I commend the Planning Commission for taking this new look at the project.

Very truly yours,

*Denny Klepper*

4-23-54  
*SK*

*file: I-35W (Canal Bank route)*

August 31, 1959

J.A. Moore, Planner III

Thomas F. Brinton, Planner I

Canal Route - Proposed  
Interchange Location

The following information is, as nearly as I can remember, all that was gathered from a number of agencies concerning the effect of the proposed canal route location on their activities.

I consulted with Lawrence Wilbur of the Wichita School Board concerning how the proposed canal route might affect school district boundaries. The following is a list of schools which would be directly affected by the proposed location of the canal route. This list represents the number of students who would be forced to cross the canal at some point in order to reach their school.

Levy 129, Washington 48, Central 35, Dunbar 64, Horace Mann 53, L'Ouverture 132, Jardine 83, Sowers 49, Mead 230, Willard 37, Roosevelt 84, Skinner 36.

Mr. Wilbur also wrote us a letter in which he outlined several proposals which he thought would be pertinent to the proposed canal route location. One of his main suggestions concerned the location of pedestrian crossings over the canal. This letter was apparently included in the report which is missing. However, I'm sure he would be willing to furnish us with this information again.

Alan Wilkinson, who was at that time in charge of planning for the Wichita Police Department, was contacted concerning what affect the proposed canal route location might have on the police beat system. It was determined that four beats on the seven a.m. to three p.m. shift would be affected by this proposed location. Specifically, the beat numbers are eight, ten, nine, and five. Wilkinson did say, however, that it would not involve a great deal of time nor expense to relocate the beat boundaries which would be affected on this particular shift.

I also talked to Chief Elgin Wood of the Wichita Fire Department regarding the affect on their operations which this proposed canal route location might have. From him I obtained the following list of most frequently used canal crossings: Douglas, First Street, Second Street, Central, 9th Street, 13th Street, 17th Street, 21st Street, Kellogg, George Washington Boulevard, Lincoln, Harry, Mt. Vernon and Pawnee. It was his feeling at that time that if these crossings were not available to the Wichita Fire Department there would be some considerable expense and time involved in relocating their present traffic routes.

Bill Friesen, Director of the Civil Defense Program for the City of Wichita, felt that any change in the present crossings of the proposed canal route would have an adverse and serious affect on the evacuation system which has been planned for the Wichita. It was his feeling that any required changes in the present evacuation plan would require a great deal of money and expense

which would be very difficult to finance under their present economic situation. The following is a list of evacuation routes and the points at which they cross the proposed canal route: Route K at 21st Street, Route L crosses at 13th Street, Route M crosses at Central Street, Route N at Kellogg, Route P at Harry, Route R at Pawnee and Route S two blocks below Wassell.

Harmon Thompson who is a co-owner of the Gold Cross Ambulance Service informed me that they had been in business such a short time that they would not be able to provide me with any statistical data to support their views on the canal route location. However, he did say that as far as he was able to determine at that time their major crossings were at Douglas, Central and Kellogg. He was prepared at some later date to furnish us with more detailed information regarding their operation and I am sure that if this information is now desired he would furnish it.

Father Barth, Superintendent of Catholic schools, felt that the canal route would have very little affect, if any, on the operation of the Catholic schools in Wichita. Despite the fact that the schools do run some buses and children are forced to travel fairly long distances to get to school, this would not directly affect their operations in any appreciable way.

The Superintendent of Lutheran Schools for Wichita, whose name I am unable to remember, also gave us a letter in which he outlined the affects that the proposed canal route might have on their school operations. I can't remember anything about this letter except that their overall transportation system is geared to buses and that two schools would be affected by any changes in the proposed canal route.

The Wichita Transportation Company was, as nearly as I can remember, the last agency I contacted concerning this problem. I am sure they furnished us with information regarding their operations but I'm unable to remember what it was.

Thomas F. Brinton  
Planner I

TFB:dw

**THE CITY OF WICHITA**

**OFFICE OF** The City Manager

**DATE** September 11, 1959

**TO** E. N. Smith, Director of Public Works

**FROM** Frank H. Backstrom, City Manager

**SUBJECT** Canal Route Study

As the result of the meeting yesterday we have the responsibility of analyzing the right-of-way costs concerning the proposed interchanges along the route in line with the Planning Department's recommendation. I understand from Frank Virr that Wilson and Company will calculate the construction costs.

Will you please proceed to coordinate this study to completion as soon as possible in order that we can have another meeting with the state and federal representatives.

If at any time you consider a conference necessary with me on the subject, please advise. In any event before the final report is drafted, I suggest that we have a staff meeting including Planning and Traffic Engineering and the City Engineer and yourself and this office for the purpose of reviewing the results.

*FHB*

Frank H. Backstrom  
City Manager

cc: B. E. Smith  
✓ Paul Graves  
L. L. Little



Canal Route

MONTGOMERY WARD ✓

CHICAGO 7

September 10, 1959

Mr. L. L. Little  
Director of Planning  
Wichita-Sedgwick County Metropolitan  
Area Planning Commission  
City Building, Annex  
Wichita 2, Kansas

Date \_\_\_\_\_ By \_\_\_\_\_  
Answered 8-22 59  
Filed \_\_\_\_\_

Dear Roy:

The material you were kind enough to forward to me was here upon my return from Wichita. Enclosed is a check payable to the City of Wichita in the amount of \$12.50 to cover the cost of the publications and maps.

Both Mel and I wish to thank you for your cooperation during our recent survey of the Wichita market.

Regarding the city council's canal route alteration proposal to the State Highway Department, I will telephone you as you suggested, on or about September 15.

Again, many thanks.

Sincerely,

MONTGOMERY WARD

*RS*  
Robert L. Swanson  
Market Analyst  
Store Research & Development  
Department 5A



DR-7-4

METROPOLITAN PLANNING

August 31, 1959

George Wilton, Supt. of Public Works Maintenance

L. L. Little, Director of Planning

Canal Route (Interstate 35W)

As a result of a report which is near completion entitled "North End Industrial District Study," the problem of satisfactory drainage for the East Fork of Chisholm Creek has arisen.

The following quote is made from the report:

"Drainage The drainage pattern within the area is dominated by the middle and east branches of Chisholm Creek. These streams flooded the stockyards area frequently prior to recent flood control activities. The two branches of the flood control project directly benefiting the district, Middle Branch Interceptor Canal and East Branch Canal, have capacities of 5,000 - 6,000 cubic feet per second (CFS), controlling floods of 75-100 year frequency.

The middle branch is expected to be adequate for some time. However, the east branch presents problems. The flood of record is 3,300 - 3,400 CFS. As result of increasing urbanization, 10,000 CFS is expected by 1975 - with a 6,000 CFS design maximum at the present time. Devoting storm water to the middle branch would necessitate rebuilding the recently constructed system to accommodate the extra water. Interstate route 35W is to be built along both sides of the east branch of the drainage canal running north-south through the city. The highway design must provide for an adequate drainage canal or flooding will result in the future."

As you are aware, the canal route has been subjected for the past 30 days to an intensive study by the various affected staff and operating divisions with the hopes that certain design features can be changed. Included in the design are the following offices - City Engineering, Traffic Engineering, Office of the County Engineer, and the Planning Department.

We are concerned in the presentation of the several factors in this report as well as the report on the canal route that there be a definitive answer to the adequacy of the drainage system provided and its relationship to the proposed Interstate 35W.

We would very much appreciate receiving your comments as soon as is possible.

L. L. Little,  
Director of Planning

LLL:sdh

DR 59-4

August 28, 1959

Mr. C. Frank Virr  
Assistant State Highway Engineer  
State Highway Commission  
Topeka, Kansas

file

Dear Mr. Virr:

Canal Route - 35W

Several weeks ago over the telephone we had a discussion relative to a meeting concerning the interchanges on the proposed Canal Route during the first two weeks of September. I believe it would be advisable to establish a definite date for this meeting as soon as possible. May I suggest either Thursday, September 10, or Friday, September 11, 1959.

If either of these dates are agreeable, would you please advise. We will plan to have information from our staff people available at that time for the conference.

Very truly yours,

*FHB*

Frank H. Backstrom  
City Manager



- cc: E. N. Smith, Director of Public Works
- Bill Smith, City Engineer
- Paul Graves, Traffic Engineer
- L. L. Little, Director of Planning

**THE CITY OF WICHITA**

**OFFICE OF** The City Manager

**DATE** July 24, 1959

**TO** E. N. Smith, Director of Public Works

**FROM** Frank H. Backstrom, City Manager

**SUBJECT** Interchanges - Canal Route

*file*  
↙

In accordance with our discussion today on the above subject I talked to Frank Virr on the subject of our program of providing basic information as to the city's needs for the various interchanges involved in the Canal Route and he was agreeable that between September 1 and 15 should be the target date for conferences with the state and Bureau of Public Roads on this subject.

I explained to him the work of the Planning Department and the Traffic Engineer relative to these studies and advised him that we would be prepared to discuss these matters in detail at that time.

Mr. Virr strongly urged that we justify our request on the basis of detailed studies of these various interchanges and the needs of the city as they relate to the internal traffic as it is now and as it will be generated in the future.

Please take the necessary steps to complete these studies before September 1, 1959.

*FHB*

Frank H. Backstrom  
City Manager

cc: ~~E. E. Smith, City Engineer~~  
L. L. Little, Director of Planning

7-27-59  
*LL*



Metropolitan Planning

April 30, 1959

~~0-0-201~~  
030,104

DR59-4

Frank H. Backstrom, City Manager

L. L. Little, Director of Planning

Canal Route Study

With respect to your memorandum of April 14, 1959, the Planning Department will participate in the cost studies of the Innerloop, the Northeast Circumferential and preliminary site planning for the north end industrial district. Although general locations for the Innerloop and Northeast Circumferential are included as a part of the Comprehensive Plan element Pattern for Thereafter, it appears that several alternatives should be investigated for each route to determine its most feasible location with respect to the function it is to serve.

Innerloop - The questions involved with the precise location of this route appear to be:

- location of the interchange on the Canal Route
- southern terminus of the Innerloop at McLean or at West 54
- intermediate interchange locations on the Innerloop.
- determination of streets to remain open, crossing the Innerloop with grade separations.

To function properly, the Innerloop must be designed with fully controlled access and grade separations.

Northeast Circumferential - The major questions involved with precise location of the Northeast Circumferential appear to be its southern terminal point and whether or not it will be constructed along section lines. It appears that alternative locations should be selected and costs computed to obtain comparisons according to location and type of facility.

North End Industrial District - This study will require considerably more time than either the cost analysis of the Innerloop or Northeast Circumferential. It will be possible to obtain a preliminary plan for the future of the North end industrial district, only after considerable study and discussion of land uses, site requirements of these uses, and internal and external transportation facilities.

I would appreciate it if you could schedule a meeting with E. N. Smith and B. E. Smith so that we may discuss in more detail the type of work involved in these studies and to set a target date for their completion.

LLL:JAN:njj  
CC: B.E.Smith & E.N.Smith

L. L. Little  
Director of Planning

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING COMMISSION

OFFICE OF Metropolitan Planning

DATE April 30, 1959

TO Frank H. Backstrom, City Manager

FROM E. I. Little, Director of Planning

SUBJECT Canal Route Study

With respect to your memorandum of April 14, 1959, the Planning Department will participate in the cost studies of the Innerloop, the Northeast Circumferential and preliminary site planning for the north end industrial district. Although general locations for the Innerloop and Northeast Circumferential are included as a part of the Comprehensive Plan element Pattern for Thoroughfares, it appears that several alternatives should be investigated for each route to determine its most feasible location with respect to the function it is to serve.

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- location of the interchange on the Canal Route
- southern terminus of the Innerloop at McLean or at West 54
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To function properly, the Innerloop must be designed with fully controlled access and grade separations.

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I would appreciate it if you could schedule a meeting with E. N. Smith and D. E. Smith so that we may discuss in more detail the type of work involved in these studies and to set a target date for their completion.

ELL:JAM:ujj  
CC: D.E. Smith & E.N. Smith

E. I. Little  
Director of Planning

COPY

030.104

**THE CITY OF WICHITA**

**OFFICE OF** The City Manager

**DATE** April 14, 1959



**TO** L. L. Little, Director of Planning  
**FROM** Frank H. Backstrom, City Manager

**SUBJECT** Canal Route Study

In connection with the recent meeting with the State Highway Department officials relative to the canal route it appears to me that there is certain basic information relative to costs which should be provided as soon as possible. If we are to make a case for an interchange for the inner loop and an interchange for the northeast circumferential, the City Commission will need to know, or at least have some idea, as to the costs of these two projects. I therefore request the Planning Department, in cooperation with the Department of Public Works, to make the following cost study:

1. Inner loop of a midtown route, identification of right of way, determination of the assessed valuation of the property, and an estimate of the right of way cost, taking into consideration urban renewal participation, if practical, and a rough estimation of the construction of the facility.
2. A cost study of the northeast circumferential, identification of the right of way, determination of the present assessed valuation, and an estimate of the right of way cost, an estimate of the construction of the northeast circumferential on the basis of stage construction; two lanes with additional two lanes in the future as needed; and also a determination whether there should be a freeway or a major artery only.

The problems relating to interchanges of 21st and 25th Streets indicate the importance of at least a sketch plan for the north side industrial district in order that decisions relative to the 21st and 25th Street interchange can be made with some basis relative to the future development of this area.

As soon as you return to the city I would like to have a conference with you and E. N. Smith and Bill Smith relative to these proposals in order that the matter may be expedited.

Frank H. Backstrom  
City Manager

cc: E. N. Smith, Director of Public Works  
Bill Smith, City Engineer

5-4-JAL



010.412

The  
Wheeler Kelly & Hagny *& Co*  
Investment Company

AMHERST 2-1414

BOX 2281

Wichita 1, Kansas

May 8, 1959

Date

By

Answered 5-15

ELL

Filed \_\_\_\_\_

Mr. Leroy Little, Director  
Wichita Metropolitan Planning Commission  
City Building Annex  
104 South Main  
Wichita, Kansas

Dear Mr. Little:

I am in receipt of a letter from Mr. Joseph R. Parker, President of Midland Industrial Realty, Inc., owners of the Midland Industrial Addition.

Mr. Parker is quite interested in the plans for the canal route and has requested that I make arrangements for him to meet with you, the City Engineer and the City Manager on either Thursday May 14th or Friday May 15th.

If you can arrange to meet with Mr. Parker on either of these two days please advise me. I will contact you by phone to confirm a satisfactory time.

Very truly yours,

*Earl T. Graves*

Earl T. Graves  
Treasurer

ETG:ko  
cc: J.Parker

*- will be there  
ad by 5-15 meeting*

