

DR 67-18 - Amendment to the Transportation Plan Element of the Comprehensive Plan for the Metropolitan Area to include the detailed plans for the Inner Loop

Dec 28

ACTION

COMMITTEE

M.A.P.C. Authorization PH 5-11-67
Map Approved 12-26-67
B.C.C. ~~PH~~ ~~GOCC~~ Approved 12-5-67
Boc Approved 12-13-67
M.A.P.C. Adopted 1-25-68

November 20, 1967

MEMORANDUM

TO: Tom Scott, Chairman, Board of Sedgwick County Commissioners

FROM: C. Bickley Foster, Secretary, MAPC

SUBJECT: Amendments to the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area

Please find attached copies of the Resolutions approved by the Metropolitan Area Planning Commission on November 9, 1967. The Resolutions would amend the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area by:

- A. Incorporating the contents and proposals of the Preliminary Study of the Inner Loop Expressway, Volumes I and II, prepared by Van Doren, Hazard, Stallings and Schnacke, Engineers and architects, May, 1967, into the Transportation Plan Element.
- B. Incorporating into the Transportation Plan Element:
 - (1) 21st Street North from Amidon Avenue to West Street as an "arterial";
 - (2) West Street from 21st Street North to 13th Street North as an "arterial";
 - (3) The extension of 25th Street North from I-235 to West Street as an "arterial".
- C. Incorporating the contents and proposals of the reports titled Basis and Plan for the Pattern of Residential Growth, Commercial Land Use Plan, and Industrial Land Use Plan as the Land Use Plan Element.

Page 2 - Tom Scott, Chairman, Board of Sedgwick County
Commissioners
November 20, 1967

As a matter of policy, these Resolutions are being forwarded to you for your comments and files. If you desire a formal presentation, we are available for your November 22 meeting or any meeting thereafter. If you have any question regarding these items prior to our formal presentation, please contact either me or Duane Bock of our staff.

CBF:DHB:ber

cc: Elmer S. Peters
County Commissioner

Earl Rush
County Commissioner

Sherley Markey
Deputy County Clerk

WICHITA-SEDGWICK COUNTY

DATE
March 7, 1968

METROPOLITAN AREA PLANNING DEPARTMENT

TO Files

FROM H. Roy Mock, Planner II *HRM*

SUBJECT DR 67-39 & DR 67-18, Amendments to Transportation Plan.

The following interested individuals were sent certified copies of adopted subject resolutions:

All Sedgwick County Mayors

" " " Planning Commission Chairmen
" " " City Clerks
" " " Township Trustees

Board of Sedgwick County Commissioners

Sedgwick County Clerk

" " Engineer

Board of Wichita City Commissioners

and City Manager (6)

City of Wichita City Clerk

" " " Fire Department - Chief
" " " Police Department - Chief
" " " Director of Law
" " " " Administration

Page 2 - Memo to Files

March 7, 1968

City of Wichita Park Department - Director

" " " Director of Public Works

" " " Engineering

" " " Traffic Engineering

" " " Urban Renewal

" " " Water Department

Wichita Superintendent of Schools

" Association of Home Builders - President

" Board of Realators - President

Kansas State Highway Commission, Planning

and Research Engineer

Kansas State Highway Commission, Urban

Traffic Engineer

U. S. Bureau of Public Roads, Kansas Division Engineer

" " " " " " " " " " " "

Planning and Programming Engineer

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-8211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

March 5, 1968

M E M O R A N D U M

TO: All Interested Legislative and Administrative
Groups and Agencies.

FROM: C. Bickley Foster, Secretary *CBF*
Wichita-Sedgwick County Metropolitan Area
Planning Commission.

SUBJECT: DR 67-18 and DR 67-39, Adoption of Amendments to the
Wichita-Sedgwick County Transportation Plan to
include portions of 21st, 25th, Westdale and West
Streets as arterials; and the detailed plans for
the Inner Loop Expressway.

Attached for your information and files are certified copies of the adopted Resolutions amending the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area by including portions of 21st, 25th, Westdale and West Streets as "arterials", and also including details relating to the "Preliminary Study of the Inner Loop Expressway".

In fulfilling the requirements prescribed by law, the Planning Commission officially ADOPTED these Resolutions at its regularly scheduled meeting on January 25, 1968. As a result of comments and statements that were received by MAPC within the 60 day waiting period, certain revisions were made to the detailed plans of the Inner Loop Expressway in the area of the Topeka-Emporia Street interchange. These revisions may be noted on the attached copy of that adopted Resolution.

If you should have any questions concerning this matter, please contact the Wichita-Sedgwick County Metropolitan Area Planning Department.

RESOLUTION

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County, has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions thereto have been published and made a public record and such plan, amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area"; and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality and engineering studies of the Inner Loop alignment, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that a portion of the Transportation Plan should be amended by incorporating, approving and adopting therein, the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by VanDoren, Hazard, Stallings, and Schnacke, Engineers & Architects, May, 1967, and placed in the officially created file for all Plan elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, and that in Volume II of the adopted Transportation Plan Element of the Comprehensive Plan, Revised Map 5J, dated February 3, 1966, be deleted; and that portion

of Map 5I, which is in conflict with Volumes I and II, of the "Preliminary Study of the Inner Loop Expressway" be deleted; and that page 39, beginning with "North-east Diagonal & Inner Loop", page 40, and that part of page 41, preceding "COUNTY ARTERIAL SYSTEM", and Table 5E on page 44, be amended as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1965, Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city newspaper on October 5, 1967, of a public hearing to be held on amending the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area in relation to the Inner Loop Expressway; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on October 26, 1967, in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing, at which hearing at least a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission was present.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled that:

Revised Map 5J, dated February 3, 1966, as previously adopted and amended, be deleted as a portion thereof of the Transportation Plan Element of the Comprehensive Plan, and that Volume II of the Transportation Plan Element beginning on page 39 with the subtitle, "Northeast Diagonal and Inner Loop", continuing through page 40, and through that part of page 41 preceding the subtitle "COUNTY ARTERIAL SYSTEMS" be amended to read as follows:

"Northeast Diagonal and Inner Loop

"The purpose of the Northeast Diagonal and Inner Loop is to complete and complement the highway and expressway circulatory system in the

Wichita Metropolitan Area. These facilities would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

"The Inner Loop would connect the 9th Street interchange on FAI 35W to West U. S. 54 at Seneca Avenue. The inclusion of the Inner Loop would complete a much needed system of expressways that circle the Central Business District. The Northeast Diagonal, which connects the Inner Loop and FAI 35W to the Northeast Circumferential Route would complete the highway and expressway circulatory system in the northeast quadrant of the City.

"The Inner Loop should be designed to function as a major traffic carrier for both intra-city and through movements. By completely circling the Central Business District, traffic originating from or destined to this area has a choice of approach on high-type facilities. It will tend to equalize the traffic volumes on the arterial system in the Central Business District. It will also, by providing a safe and efficient inter-connecting facility, relieve the traffic loads on FAI 35W and U. S. 54 in the Central Business District Area.

"The Inner Loop is proposed to be an elevated freeway facility with interchange connections to the arterial system. Limited access right-of-way is necessary to preserve the high operational characteristics of the facility. Map 5I, indicates the general location of this freeway.

"Note should be made, however, that the Preliminary Study of the Inner Loop Expressway, dated May, 1967, which supercedes Map 5I, where conflicts exist, deletes the proposal on Map 5I, of a First Street bridge and proposes the addition of interchange facilities at Topeka Avenue, Emporia Avenue and Second Street.

"Traffic assignments on the Inner Loop show forecasted traffic volumes of from 10,000 to 27,000 vehicles per day in 1975, and from 13,000 to 33,000 vehicles per

Wichita Metropolitan Area. These facilities would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

"The Inner Loop would connect the 9th Street interchange on FAI 35W to West U. S. 54 at Seneca Avenue. The inclusion of the Inner Loop would complete a much needed system of expressways that circle the Central Business District. The Northeast Diagonal, which connects the Inner Loop and FAI 35W to the Northeast Circumferential Route would complete the highway and expressway circulatory system in the northeast quadrant of the City.

"The Inner Loop should be designed to function as a major traffic carrier for both intra-city and through movements. By completely circling the Central Business District, traffic originating from or destined to this area has a choice of approach on high-type facilities. It will tend to equalize the traffic volumes on the arterial system in the Central Business District. It will also, by providing a safe and efficient inter-connecting facility, relieve the traffic loads on FAI 35W and U. S. 54 in the Central Business District Area.

"The Inner Loop is proposed to be an elevated freeway facility with interchange connections to the arterial system. Limited access right-of-way is necessary to preserve the high operational characteristics of the facility. Map 5I, indicates the general location of this freeway.

"Note should be made, however, that the Preliminary Study of the Inner Loop Expressway, dated May, 1967, which supercedes Map 5I, where conflicts exist, deletes the proposal on Map 5I, of a First Street bridge and proposes the addition of interchange facilities at Topeka Avenue, Emporia Avenue and Second Street.

"Traffic assignments on the Inner Loop show forecasted traffic volumes of from 10,000 to 27,000 vehicles per day in 1975, and from 13,000 to 33,000 vehicles per

in 1985. The assignments on the Northeast Diagonal indicate volumes of 4,000 to 14,000 vehicles per day in 1975, and 11,000 to 21,000 vehicles per day in 1985.

"The function of the Northeast Diagonal is basically the same as the Inner Loop. It is a collector-distributor expressway for the northeast quadrant and directly connects it to the Central Business District Area.

"Anticipated traffic volumes indicate that the Northeast Diagonal should be an access-controlled, on-grade facility with channelized intersections. The alignment for the facility is shown within the existing Frisco right-of-way. It is recommended that this section of the Frisco tracks be abandoned and the right-of-way made available for an expressway facility. The alignment of the Northeast Diagonal from the Frisco tracks to the proposed Northeast Circumferential Route is a general alignment and would be subject to an engineering design study prior to a final alignment selection. The proposed alignment is shown on Map 5I.

"The inclusion of the Inner Loop and Northeast Diagonal into the thorofare system will relieve the traffic loads on East 21st, East 13th, Central Avenue and 1st and 2nd Streets. Relieving only a portion of the traffic loads on these arterials will result in a safer and more efficient flow of traffic.

"The River Drive from Douglas to Lewis is necessary to provide a basic internal circulatory system for the Civic Cultural Center and provide convenient access to it from the various elements of the freeway and expressway system.

"Due to the Civic Cultural Center Project, redevelopment by private land owners outside of the Urban Renewal Project Area and by those who may be interested in redeveloping land in the Urban Renewal Area itself. These plans may call for some street

relocations. In consideration of these development proposals, the Wichita Street extension connection to Waco could be extended west from Waco south of the railroad tracks to the River and connected to a north-south River Drive interconnecting with a River Drive extending south from the Park Plaza Urban Renewal Area to the River Drive through the Civic Cultural Center Area. This alignment is not as desirable as utilizing Wichita-Waco to Douglas in moving traffic between the proposed Inner Loop and the Civic Cultural Center. There would also probably be some design problems encountered in constructing the road along the River from the Missouri Pacific tracks to Douglas.

"One question often raised is the status of Central Avenue in relation to the Inner Loop and the Park Plaza Urban Renewal Project. Initially, Central Avenue would continue to function as a cross-town street bisecting the Park Plaza Urban Renewal Project until the construction phases of the Urban Renewal Project would necessitate its relocation. In the design of the Inner Loop, care must be taken to provide adequate access to the Riverside area. This may present some problems in design, however, it appears that with the use of both inside and outside ramping techniques or other design techniques, these technical design problems can be overcome. Actual planning and design work on the Inner Loop and Park Plaza circulation system should be planned so that access to the Riverside area can be maintained.

"The following is an estimate of cost for the Northeast Diagonal and Inner Loop:

1/

Northeast Diagonal to FAI 35W

Bridges	\$ 100,000	
Grading and Paving	<u>1,320,000</u>	
		\$1,420,000

1/ Ibid, p. 69

Inner Loop, FAI 35W to U. S. 54 ^{1/}

Bridges	\$ 8,693,000	
Grading and Drainage	4,367,000	
Paving	1,538,000	
Traffic Control and Utility Adjustments	587,000	
Engineering and Con- tingencies	<u>3,038,000</u>	
	\$18,223,000	
Right-of-way	<u>7,268,000</u>	\$25,491,000
TOTAL COST		<u>\$26,911,000</u>

"CENTRAL BUSINESS DISTRICT FEEDER AND
CIRCULATION STREETS

"The streets which feed and circulate traffic generated by the Central Business District form an important section of the thoroughfare system. Some of these streets have been classified as arterials and improvements to them have been considered in the preceding arterial system analysis. A supplementary street inventory was made for the streets serving the Central Business District which were not classified as arterials. A comparison of capacity vs. demand revealed that all but a few of the streets in this area could handle the traffic demands with the continued use of traffic engineering techniques now employed in Wichita.

"The proposed thoroughfare system for the Central Business District is indicated on the location Maps on pages 8 and 9 of the Preliminary Study of the Inner Loop Expressway.

"The long-range repair or reconstruction plans for the Central Business District streets should include provisions to upgrade the streets to the pre-

^{1/} Preliminary Study of the Inner Loop Expressway.
Van Doren, Hazard, Stallings and Schnacke, May, 1967, p.31.

viously indicated desirable standards, if possible. It must be recognized, however, that desirable additional street rights-of-way and pavement widths, as well as sufficient room for channelization and turning bays may be difficult to obtain and construct in the intensely developed Central Business District Area."

And that Table 5E on page 44, be amended to read as follows:

TABLE 5E

ESTIMATED COSTS OF THOROFARE IMPROVEMENTS

<u>Description</u>	<u>Project Cost</u>		<u>Total</u>
	<u>Less R/W</u>	<u>Cost</u>	<u>Project Cost</u>
U.S. 54 East (Freeway)	\$ 6,930,000	\$9,400,000	\$16,330,000
North Wichita Thruway	2,845,500	585,500	3,431,000
Northeast Circumfer- ential	1,400,000	322,000	1,722,000
Northeast Diagonal	1,420,000	-	1,420,000
Inner Loop	18,223,000	7,268,000	<u>25,491,000</u>
Expressway Costs			\$48,394,000
CBD Street Improvements			4,335,000
Arterial Street Improvements			<u>43,404,000</u>
Total 20-year Program Cost			\$96,133,000

SOURCES; Urban Highways, Wilson & Company, p. 88, and Preliminary Study of the Inner Loop Expressway, Van Doren, Hazard, Stallings & Schnacke, p. 31

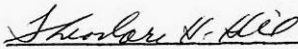
and that the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by Van Doren, Hazard, Stallings and Schnacke, Engineers and Architects, May, 1967, be approved and adopted in its entirety as an addition to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED that notice of the action of the Wichita-Sedgwick County Metropolitan Area Planning Commission be given all interested legislative and administrative groups and agencies in the form of a certified copy of this Resolution, and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such Resolution; and

BE IT FURTHER RESOLVED in the event the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, following receipt of the statements of recommendation, that Theodore H. Hill, Chairman, and C. Bickley Foster, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

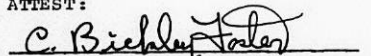
BE IT FURTHER RESOLVED, in the event that the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, that an attested copy of this Resolution be certified to the governing body of the City of Wichita and to the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

APPROVED by at least a majority of all of the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas, this 26th day of October, 1967.



Theodore H. Hill, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:


C. Bickley Foster, Secretary
Wichita-Sedgwick County Metropolitan Area Planning Commission
(SEAL)

After notice having been given to all interested groups and agencies and 60 days having elapsed since their receipt of such notice, and having considered the comments received by all interested groups and agencies, the foregoing Resolution is hereby adopted, with and subject to the replacement of Sheet 7 of the "Preliminary Study of the Inner Loop Expressway", Volume II, dated May, 1967, with Revised Sheet 7R, dated January 25, 1968.

ADOPTED with the above noted change by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 25th day of January, 1968.

W. Harold Mooney
W. Harold Mooney, Vice Chairman
Wichita-Sedgwick County Metro-
politan Area Planning Commission

Attest:

C. Bickley Foster
C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission
(SEAL)

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-8211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, C. Bickley Foster, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas, do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on January 25, 1968, readopting the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as previously adopted, and further amended by incorporating, approving and adopting therein, the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by Van Doren, Hazard, Stallings and Schnacke, Engineers and Architects, May, 1967, with and subject to the replacement of Sheet 7 in Volume II with Revised Sheet 7R, dated January 25, 1968, and placed in the officially created file for all Plan elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, and that in Volume II of the adopted Transportation Plan Element of the Comprehensive Plan, Revised Map 5J, dated February 3, 1966, be deleted; and that portion of Map 5I, which is in conflict with Volumes I and II, of the "Preliminary Study of the Inner Loop Expressway" be deleted; and that page 39, beginning with "Northeast Diagonal & Inner Loop", page 40, and that part of page 41 preceding "COUNTY ARTERIAL SYSTEM", and Table 5E on page 44, be amended as set forth within the attached Resolution.

Given under my hand and seal this 5th day of March, 1968.

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-8211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, C. Bickley Foster, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas, do hereby certify that the attached Resolution was duly approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on October 26, 1967, readopting the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as previously adopted, and further amended by incorporating, approving and adopting therein, the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by Van Doren, Hazard, Stallings and Schnacke, Engineers and Architects, May, 1967, and placed in the officially created file for all Plan elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, and that in Volume II of the adopted Transportation Plan Element of the Comprehensive Plan, Revised Map 5J, dated February 3, 1966, be deleted; and that portion of Map 5I, which is in conflict with Volumes I and II, of the "Preliminary Study of the Inner Loop Expressway" be deleted; and that page 39, beginning with "Northeast Diagonal & Inner Loop", page 40, and that part of page 41 preceding "COUNTY ARTERIAL SYSTEM", and Table 5E on page 44, be amended as set forth within the attached Resolution.

Given under my hand and seal this 21st day of November, 1967.

C. Bickley Foster
C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

January 20, 1967

TO: Members of the Metropolitan Area Planning Commission

FROM: C. Bickley Foster, Director of Planning *CBF*

SUBJECT: Request for re-consideration from the Metropolitan Area Planning Commission to the Board of City Commissioners and Board of County Commissioners relative to obtaining consultant services for updating the Inner Loop Study - Agenda Item No. 2

Since the completion of the Inner Loop Study, considerable time has been spent on an analysis of the proposals and recommendations included in the plans and text. Although the basic Study was most thorough, the analysis disclosed that certain problems exist which should be resolved.

Specifically, problems existed with the design configurations and traffic service in the Sedgwick County Courthouse-Park Plaza "A" area. The problems were related to the local street system and the possible alternative access routes serving the Courthouse, Park Plaza "A", the Central Business District and Civic Center site. Because of these problems, the Inner Loop consultant suggested two (2) routes, Plans "A" and "B", and stated that the final choice of plans for this area would depend on the ultimate selection of the local street system to serve the area to the north and south of the Inner Loop.

An analysis of the alternate revealed the one-way street system utilized in Alternate Route Plan "B" of the Study had a greater potential traffic volume capacity and could be more easily adapted to the synchronized signal system in the existing Central Business District. Therefore, Route Plan "B" appeared as the logical choice of the alternate Inner Loop designs. However, certain problems remained.

The Study stated that if Alternate Route "B" were utilized, there would be a conflict between the ramp traffic (Inner Loop) and the major north-south traffic movements (Waco Street-Wichita Street) and it also stated that conflicts caused by trains blocking the at-grade intersections would result in stopped vehicles backing up the ramps so that they would extend into the freeway.

() Published in The Wichita Beacon on October 5, 1967

OFFICIAL CITY NOTICE

TO WHOM IT MAY CONCERN AND TO ALL PERSONS INTERESTED:

PUBLIC NOTICE IS HEREBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing on the adoption of changes to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which hearing will be held in the Planning Commission meeting room, 401 City Building Annex, 104 South Main, Wichita, Kansas, at 1:45 p.m. on Thursday, October 26, 1967.

Said public hearing will be held pursuant to the provisions of Section 2, Chapter 131, Session Laws of Kansas, 1965, at which time it is proposed to readopt the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area as amended on November 10, 1966, and to further amend said Transportation Plan by:

- 1) Deletion of Revised Map 5J, dated February 3, 1966, and those parts of Pages 39 and 40 relating to the Inner Loop Expressway, and all amendatory and supplemental resolutions pertaining thereto contained in the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and
- (2) Inclusion of Volumes I and II of the "Preliminary Study of the Inner Loop Expressway, Wichita, Kansas", dated May 1967.

The proposed changes above-described shall be discussed and considered by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided.

WITNESS my hand and seal this 3rd day of October, 1967.

(SEAL)

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

Such limitations were a concern of the consultant at the time the Study was completed but, additional information was necessary to clarify the situation. Since that time, recent developments have indicated more clearly the conditions which can be anticipated in the area and the need for definitive answers relating to an adopted long range plan.

Development of the Park Plaza "A" Urban Renewal Project has proceeded to the point where a decision is essential if the plans are to be coordinated to the long range traffic circulation plan. In addition, such a decision is also necessary to clarify the relationship which exists with respect to traffic flows into and out of the Central Business District and Civic Center site.

As the Inner Loop Study pointed out, additional traffic information would be necessary to refine the design if Route "B" should be selected. Consequently, over the past few months, this information has been obtained and certain refinements of the design have been investigated by the staffs of the Department of Public Works, the Urban Renewal Agency, and the Metropolitan Area Planning Department.

The situation indicates that it is imperative that such information be included in the document before considerations are given to the formal adoption of the Inner Loop Study. However, the inclusion of such information would involve such work as:

1. An analysis and review of new interchange configurations for Route Plan "B".
2. Title sheet revisions of Volume II, including the delineation of the major arterial road system through the Park Plaza "A" area, and of the Civic Center-Inner Loop access routes.
3. Detailing to engineering accuracy of Replacement Sheets #5 and #6 of Volume II.
4. Engineering detailing of new profile sheets to replace those for Route Plans "A" and "B".
5. Text revisions (Volume I) of the report including graphic illustrations, statistical tables, written material, and rebinding.

The need for such work is apparent and the Planning Commission has indicated a desire that such work be completed immediately so that final plans relative to the Inner Loop and Central Business District traffic circulation concepts can be adopted. However, because prior staff commitments preclude immediate work on this project, it appears that consultant services will be needed.

The estimated cost for the necessary work would involve approximately \$2,800 which, as under the initial Inner Loop Study contract, would be financed on a fifty-fifty basis from the budgets of the Metropolitan Area Planning Department and the Department of Public Works. Monies for such work would be available from the Planning Department budget allocations initially anticipated to be spent for Planning and Engineering work on the Northeast Diagonal and from reclaimed salaries of the Department of Public Works.

On the basis of the immediate need for the plans and the existing staff commitments, it is therefore recommended that the Planning Commission request that the Board of City Commissioners and the Board of Sedgwick County Commissioners approve such action to obtain professional services from the Inner Loop consultant for the additional work necessary.

CBF:HDB:bps

cc: Ralph Wulz, Director
Department of Public Works

Paul B. Graves
Traffic Engineer

WICHITA—SEDGWICK COUNTY



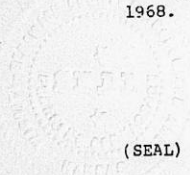
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WICHITA, KANSAS 67202

C E R T I F I C A T E

I, C. Bickley Foster, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas, do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on January 25, 1968, readopting the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as previously adopted, and further amended by incorporating, approving and adopting therein, the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by Van Doren, Hazard, Stallings and Schnacke, Engineers and Architects, May, 1967, with and subject to the replacement of Sheet 7 in Volume II with Revised Sheet 7R, dated January 25, 1968, and placed in the officially created file for all Plan elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, and that in Volume II of the adopted Transportation Plan Element of the Comprehensive Plan, Revised Map 5J, dated February 3, 1966, be deleted; and that portion of Map 5I, which is in conflict with Volumes I and II, of the "Preliminary Study of the Inner Loop Expressway" be deleted; and that page 39, beginning with "Northeast Diagonal & Inner Loop", page 40, and that part of page 41 preceding "COUNTY ARTERIAL SYSTEM", and Table 5E on page 44, be amended as set forth within the attached Resolution.

Given under my hand and seal this 5th day of March,
1968.


C. Bickley Foster
C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County, has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions thereto have been published and made a public record and such plan, amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area"; and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality and engineering studies of the Inner Loop alignment, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that a portion of the Transportation Plan should be amended by incorporating, approving and adopting therein, the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by VanDoren, Hazard, Stallings, and Schnacke, Engineers & Architects, May, 1967, and placed in the officially created file for all Plan elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, and that in Volume II of the adopted Transportation Plan Element of the Comprehensive Plan, Revised Map 5J, dated February 3, 1966, be deleted; and that portion

of Map 5I, which is in conflict with Volumes I and II, of the "Preliminary Study of the Inner Loop Expressway" be deleted; and that page 39, beginning with "North-east Diagonal & Inner Loop", page 40, and that part of page 41, preceding "COUNTY ARTERIAL SYSTEM", and Table 5E on page 44, be amended as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1965, Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city newspaper on October 5, 1967, of a public hearing to be held on amending the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area in relation to the Inner Loop Expressway; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on October 26, 1967, in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing, at which hearing at least a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission was present.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled that:

Revised Map 5J, dated February 3, 1966, as previously adopted and amended, be deleted as a portion thereof of the Transportation Plan Element of the Comprehensive Plan, and that Volume II of the Transportation Plan Element beginning on page 39 with the subtitle, "Northeast Diagonal and Inner Loop", continuing through page 40, and through that part of page 41 preceding the subtitle "COUNTY ARTERIAL SYSTEMS" be amended to read as follows:

"Northeast Diagonal and Inner Loop

"The purpose of the Northeast Diagonal and Inner Loop is to complete and complement the highway and expressway circulatory system in the

Wichita Metropolitan Area. These facilities would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

"The Inner Loop would connect the 9th Street interchange on FAI 35W to West U. S. 54 at Seneca Avenue. The inclusion of the Inner Loop would complete a much needed system of expressways that circle the Central Business District. The Northeast Diagonal, which connects the Inner Loop and FAI 35W to the Northeast Circumferential Route would complete the highway and expressway circulatory system in the northeast quadrant of the City.

"The Inner Loop should be designed to function as a major traffic carrier for both intra-city and through movements. By completely circling the Central Business District, traffic originating from or destined to this area has a choice of approach on high-type facilities. It will tend to equalize the traffic volumes on the arterial system in the Central Business District. It will also, by providing a safe and efficient inter-connecting facility, relieve the traffic loads on FAI 35W and U. S. 54 in the Central Business District Area.

"The Inner Loop is proposed to be an elevated freeway facility with interchange connections to the arterial system. Limited access right-of-way is necessary to preserve the high operational characteristics of the facility. Map 5I, indicates the general location of this freeway.

"Note should be made, however, that the Preliminary Study of the Inner Loop Expressway, dated May, 1967, which supercedes Map 5I, where conflicts exist, deletes the proposal on Map 5I, of a First Street bridge and proposes the addition of interchange facilities at Topeka Avenue, Emporia Avenue and Second Street.

"Traffic assignments on the Inner Loop show forecasted traffic volumes of from 10,000 to 27,000 vehicles per day in 1975, and from 13,000 to 33,000 vehicles per

in 1985. The assignments on the Northeast Diagonal indicate volumes of 4,000 to 14,000 vehicles per day in 1975, and 11,000 to 21,000 vehicles per day in 1985.

"The function of the Northeast Diagonal is basically the same as the Inner Loop. It is a collector-distributor expressway for the northeast quadrant and directly connects it to the Central Business District Area.

"Anticipated traffic volumes indicate that the Northeast Diagonal should be an access-controlled, on-grade facility with channelized intersections. The alignment for the facility is shown within the existing Frisco right-of-way. It is recommended that this section of the Frisco tracks be abandoned and the right-of-way made available for an expressway facility. The alignment of the Northeast Diagonal from the Frisco tracks to the proposed Northeast Circumferential Route is a general alignment and would be subject to an engineering design study prior to a final alignment selection. The proposed alignment is shown on Map 5I.

"The inclusion of the Inner Loop and Northeast Diagonal into the thoroughfare system will relieve the traffic loads on East 21st, East 13th, Central Avenue and 1st and 2nd Streets. Relieving only a portion of the traffic loads on these arterials will result in a safer and more efficient flow of traffic.

"The River Drive from Douglas to Lewis is necessary to provide a basic internal circulatory system for the Civic Cultural Center and provide convenient access to it from the various elements of the freeway and expressway system.

"Due to the Civic Cultural Center Project, redevelopment by private land owners outside of the Urban Renewal Project Area and by those who may be interested in redeveloping land in the Urban Renewal Area itself. These plans may call for some street

relocations. In consideration of these development proposals, the Wichita Street extension connection to Waco could be extended west from Waco south of the railroad tracks to the River and connected to a north-south River Drive interconnecting with a River Drive extending south from the Park Plaza Urban Renewal Area to the River Drive through the Civic Cultural Center Area. This alignment is not as desirable as utilizing Wichita-Waco to Douglas in moving traffic between the proposed Inner Loop and the Civic Cultural Center. There would also probably be some design problems encountered in constructing the road along the River from the Missouri Pacific tracks to Douglas.

"One question often raised is the status of Central Avenue in relation to the Inner Loop and the Park Plaza Urban Renewal Project. Initially, Central Avenue would continue to function as a cross-town street bisecting the Park Plaza Urban Renewal Project until the construction phases of the Urban Renewal Project would necessitate its relocation. In the design of the Inner Loop, care must be taken to provide adequate access to the Riverside area. This may present some problems in design, however, it appears that with the use of both inside and outside ramping techniques or other design techniques, these technical design problems can be overcome. Actual planning and design work on the Inner Loop and Park Plaza circulation system should be planned so that access to the Riverside area can be maintained.

"The following is an estimate of cost for the Northeast Diagonal and Inner Loop:

1/

<u>Northeast Diagonal to FAI 35W</u>	
Bridges	\$ 100,000
Grading and Paving	<u>1,320,000</u>
	\$1,420,000

1/ Ibid, p. 69

		<u>1/</u>
<u>Inner Loop, FAI 35W to U. S. 54</u>		
Bridges	\$ 8,693,000	
Grading and Drainage	4,367,000	
Paving	1,538,000	
Traffic Control and Utility Adjustments	587,000	
Engineering and Con- tingencies	<u>3,038,000</u>	
	\$18,223,000	
Right-of-way	<u>7,268,000</u>	
		<u>\$25,491,000</u>
TOTAL COST		<u>\$26,911,000</u>

"CENTRAL BUSINESS DISTRICT FEEDER AND
CIRCULATION STREETS

"The streets which feed and circulate traffic generated by the Central Business District form an important section of the thorofare system. Some of these streets have been classified as arterials and improvements to them have been considered in the preceding arterial system analysis. A supplementary street inventory was made for the streets serving the Central Business District which were not classified as arterials. A comparison of capacity vs. demand revealed that all but a few of the streets in this area could handle the traffic demands with the continued use of traffic engineering techniques now employed in Wichita.

"The proposed thorofare system for the Central Business District is indicated on the location Maps on pages 8 and 9 of the Preliminary Study of the Inner Loop Expressway.

"The long-range repair or reconstruction plans for the Central Business District streets should include provisions to upgrade the streets to the pre-

1/ Preliminary Study of the Inner Loop Expressway.
Van Doren, Hazard, Stallings and Schnacke, May, 1967, p.31.

viously indicated desirable standards, if possible. It must be recognized, however, that desirable additional street rights-of-way and pavement widths, as well as sufficient room for channelization and turning bays may be difficult to obtain and construct in the intensely developed Central Business District Area."

And that Table 5E on page 44, be amended to read as follows:

TABLE 5E

ESTIMATED COSTS OF THOROFARE IMPROVEMENTS

<u>Description</u>	<u>Project Cost</u>	<u>Right-of-way</u>	<u>Total</u>
	<u>Less R/W</u>	<u>Cost</u>	<u>Project Cost</u>
U.S. 54 East (Freeway)	\$ 6,930,000	\$9,400,000	\$16,330,000
North Wichita Thruway	2,845,500	585,500	3,431,000
Northeast Circumfer- ential	1,400,000	322,000	1,722,000
Northeast Diagonal	1,420,000	-	1,420,000
Inner Loop	18,223,000	7,268,000	<u>25,491,000</u>
Expressway Costs			\$48,394,000
CBD Street Improvements			4,335,000
Arterial Street Improvements			<u>43,404,000</u>
Total 20-year Program Cost			\$96,133,000

SOURCES; Urban Highways, Wilson & Company, p. 88, and Preliminary Study of the Inner Loop Expressway, Van Doren, Hazard, Stallings & Schnacke, p. 31

and that the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by Van Doren, Hazard, Stallings and Schnacke, Engineers and Architects, May, 1967, be approved and adopted in its entirety as an addition to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED that notice of the action of the Wichita-Sedgwick County Metropolitan Area Planning Commission be given all interested legislative and administrative groups and agencies in the form of a certified copy of this Resolution, and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such Resolution; and

BE IT FURTHER RESOLVED in the event the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, following receipt of the statements of recommendation, that Theodore H. Hill, Chairman, and C. Bickley Foster, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

BE IT FURTHER RESOLVED, in the event that the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, that an attested copy of this Resolution be certified to the governing body of the City of Wichita and to the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

APPROVED by at least a majority of all of the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas, this 26th day of October, 1967.

Theodore H. Hill
Theodore H. Hill, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

C. Bickley Foster
C. Bickley Foster, Secretary
Wichita-Sedgwick County Metropolitan Area Planning Commission
(SEAL)

After notice having been given to all interested groups and agencies and 60 days having elapsed since their receipt of such notice, and having considered the comments received by all interested groups and agencies, the foregoing Resolution is hereby adopted, with and subject to the replacement of Sheet 7 of the "Preliminary Study of the Inner Loop Expressway", Volume II, dated May, 1967, with Revised Sheet 7R, dated January 25, 1968.

ADOPTED with the above noted change by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 25th day of January, 1968.

W. Harold Mooney
W. Harold Mooney, Vice Chairman
Wichita-Sedgwick County Metro-
politan Area Planning Commission

Attest:

C. Bickley Foster
C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission
(SEAL)