

DR 69-12 - Lear Jet Plant Area -
Permanent Access

ACTION

DATE

COMMITTEE _____

M.A.P.C. _____

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

WICHITA-SEDGWICK COUNTY

DATE
June 25, 1969

METROPOLITAN AREA PLANNING DEPARTMENT



TO Robert A. Lakin, Assistant Planning Director

FROM H. Roy Mock, Planner II *HROM*

SUBJECT DR 69-12, Lear Jet Plant Area - Permanent Access

After receiving the memo from Emory Cox, dated June 3, 1969, regarding the FAA waiver for the vacating of Harry Street between Ridge Road and the Lear Jet Plant Area, additional review has been made of the previous study that was presented on May 21. At this time, it still appears to be a better long range solution to recommend the construction of an access road to the Lear Jet Plant from Ridge Road immediately south of the Santa Fe Railroad tracks and south of the Star Lumber Company.

The relocation of Lear Jet access to this location:

1. Will permit a safer runway clear zone.
2. Will eliminate the need for an at-grade intersection at Harry Street, when and if a new airport entrance is built.
3. Will eliminate the need for grading property adjacent to Harry Street.
4. Will provide a more versatile circulation pattern for Lear Jet, as well as other future facilities in the area.
5. Will permit joint use of any future interchange structure with railroad tracks.
6. Will solve an immediate problem, as well as adapting itself as a better solution to circulation problems that could arise in the future.
7. Appears to be a less costly solution with more flexibility.
8. Will be more reasonable in construction costs if it is felt that Harry Street should extend to Tyler Road.
9. Will reduce Lear Jet traffic on existing Airport Road.

The only disadvantages that are apparent in the relocation of Lear Jet's permanent access is that:

1. It will require additional right-of-way to be purchased.
2. It will not reduce the cost any of installation and operation of the sewer line to be installed in or along Harry Street.

Page 2 - Lakin - June 25, 1969

I definitely believe that at this time, that this Department should stand behind our previous recommendation, rather than to allow additional funds to be spent for the grading of property north and south of Harry down to the final proposed Harry Street grade and still not have a facility that will adapt itself to long range circulation problems that could arise for this area in the future.

HRM:bh

THE CITY OF WICHITA
OFFICE OF PARK BOARD

A1-69-151
DATE June 3, 1969

TO Mr. Robert A. Lakin, Assistant Director
FROM Emory L. Cox, Director



SUBJECT Change in Master Plan

The Federal Aviation Administration of the Department of Transportation has approved our request for a waiver and authorized us to amend our master plan to show that Harry Street between Ridge Road and the Lear Plant need not be closed. However, we hope to work with the City Engineer to develop a new grade for this road to lower the hill located near the Lear property. We would grade the property north and south of Harry down to the final street grade so there would be a smooth clear zone to the runway to avoid the hazards of a ditch or a road cut. Mr. Smith has indicated that such a change in elevation might actually be beneficial to the City in reducing the cost of installation and operation of a sewer line to be installed in or along Harry Street.

Please change your plans accordingly.

Emory L. Cox
Emory L. Cox, Director

ELC:g

cc: Mr. Ralph Wulz
Mr. Bill Smith



May 27, 1969

Ralph Wulz, City Manager
C. Bickley Foster, Director of Planning

Lear Jet Plant Access

This is in response to your memo of May 26 inquiring of the status of the State's engineering study of West U. S. 54. We understand that this project has the same status as our Northeast Circumferential Freeway study in that it is being held during the State's reevaluation of their 5-year construction program. There is similar status for K-96. As far as we could determine at the last TAC Committee meeting, no further progress has been made beyond what you saw when we jointly visited the State Highway Commission's office on the I-35 project about a month ago. I have put this item on the TAC Committee agenda for June 2 and have requested John Meyers to report on it. Prior to this time, they had indicated that they would hold a design concept hearing as soon as possible, however, it would not be necessary to hold the alignment corridor hearing which is now normally required under the new Federal guidelines.

Other persons receiving your memo will be aware of this at the TAC Committee meeting.

CBF:ber

cc: Nelson Hall
Industrial Development Officer

May 8, 1969

Mr. G. B. Doyle
Vice President - Operations
Lear Jet Industries, Inc.
P. O. Box 1280
Wichita, Kansas 67201

Dear Mr. Doyle:

Thank you for your letter of May 6, 1969, concerning access to the Lear Jet Plant and the possibility of vacating Harry Street in the area. Bickley Foster, Director of the Metropolitan Area Planning Department, informs me that the City Manager, Ralph Wulz, has recently instructed the Planning Department to work with the Public Works Department and Park Board in seeking a solution to the traffic needs in your area due to the new runway. As soon as the results of this design and traffic study are completed, I'm sure that they will be in touch with you before it appears on the Metropolitan Area Planning Commission agenda.

By a copy of this letter to Mr. Wulz with a copy of your letter, it will alert him to your concern for timing in finding a solution to the situation.

Sincerely yours,

William J. Goebel
Chairman

WJG:js

cc: Ralph Wulz,
City Manager

C. Bickley Foster
Director, MAPD

ROUTE SLIP
(PLEASE CIRCLE DESTINATION)

City Manager	Dir. of Adm.	<u>Planning Dept.</u>
Deputy City Manager	Auditing	Police Dept.
Housing	Budget	Dir. of Public Works
Human Res. Dev.	Data Proc.	Administration
Model Cities	Industrial Rel.	Central Insp.
City Clerk	Personnel	Engineering
Civil Defense	Public Info.	Traffic Engr.
Community Facilities	Purchasing	Maintenance
Fire Department	Duplicating	Sanitation
Health Department	Ret. & Group Ins.	Urban Renewal
Director of Law	Treasury	Water Department
Prosecutor's Office	Library	Water Pol. Control
Municipal Court	Park Department	

For: Allen

For your information Reply sending me ___ copies
 For your comments Prepare reply for my signature
 Note and return You handle. No report required.

MESSAGE:

I have answered,
estf

SIGNED PCW DATE 5-27

000-013

THE CITY OF WICHITA

OFFICE OF The City Manager

DATE May 26, 1969



TO Robert A. Lakin, Assistant Planning Director

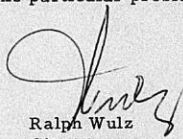
FROM Ralph Wulz, City Manager

SUBJECT Lear Jet Plant Access

Thanks for the progress report on the West U. S. 54 matter.

If I am properly reading the intent of the sketch maps, it seems to me that many millions of dollars in property values are involved, and I would doubt the possibility of accomplishment.

What is the status of the State's engineering study of West U. S. 54? Which consulting firm is now involved, and when is the report due? Will the report make recommendations concerning this particular problem?


Ralph Wulz
City Manager

RW:pm

cc: Emory Cox, Director of Parks
R. W. Bruggeman, Director of Public Works
C. Bickley Foster, Director of Planning
Duane Bock, Senior Planner
Paul Graves, Traffic Engineer
Bill Smith, City Engineer
Nelson Hall, Industrial Development Officer



WICHITA-SEDGWICK COUNTY

DATE
May 23, 1969

METROPOLITAN AREA PLANNING DEPARTMENT

TO Ralph Wulz, City Manager
FROM Robert A. Lakin, Assistant Planning Director
SUBJECT Permanent Access to Lear Jet Plant Area

Our Long Range Division has developed a set of schematics showing a series of proposals which we feel would provide adequate access to Lear Jet as well as that area north of the Santa Fe tracts at such time as U. S. 54 becomes a freeway in this general area. A very sketchy-type map is attached which will give you some idea of the type of items that we have been discussing with those receiving a copy of this memo. We held a meeting Wednesday morning, May 21, to discuss these proposals and to see if any agreement could be reached as to the assumptions which we feel must be made in order to provide a design solution for the problem. A copy of our memorandum to the participants is attached for your information.

Both Cox and Smith felt that there is a very real possibility that U. S. 54 will never become a freeway due to what they expect in the way of a critical response to access control problems along the U. S. 54 frontage. It is, indeed, hard to ignore the judgment of these two individuals even though 54 is shown as a freeway on the Jorgenson report and on all of our planning proposals for many, many years. If this proposition is to be rejected, then the assumptions as to interchange locations and airport entrance certainly would have to be revised. However, even if this is so, we do not think that it will affect the proposals that we have suggested for the Lear access alone. It was our feeling, however, that to treat Lear alone is to defer and transfer other problems of access which we thought would be developing shortly.

Paul Graves raised the question of depressing the existing Harry Street where it would pass close to the runways or in the clear zone areas, and to put that portion of Harry Street that has to cross the Lear Jet runway in a box underneath such runway. Certainly, this is technically possible and would solve the access problem. However, I fear that the cost will be so excessive compared to other costs that may develop that it will be impractical. We will be developing some costs as soon as we

COPY

Page 2 - Ralph Wulz
May 23, 1969

can arrive at some general agreement on the assumptions for the design. In the meanwhile, Cox has agreed to provide our Department with some computations on how deep the cuts would have to be in the area off the runway so that we can get some cost figured on the construction of a box and/or the excavation necessary to carry out that alternative.

Additional questions were raised concerning what we show to be a connection of service road systems and a rather free-flowing right-turn-at-all-times situation on a new airport entrance and Harry Street-service road connections. We are providing Emory Cox with some sketches as to how this would work. We believe that this will be a far superior situation to one that now exists and will be developing. Other alternatives discussed was the extension of Harry Street easterly across the flood control and interstate to connect with the industrial area along West Street. I feel that this, too, is a rather far-out proposal due to the cost considerations, however, Bock believes that this could probably be made a part of the compensation and trade-offs at the time of freeway construction in order to provide alternate access into these commercial and industrial areas.

As soon as we do some redesign on part of this work, we will call the group together again and see if we have been able to answer most of the questions raised at the first meeting. If so, then we will attempt to dig further into the matter of costing and financing for these proposals. Once we have the staff reasonably well in agreement, we would then propose to bring in the Lear Jet and other parties (Chamber) who may have an interest in these proposals. Our current estimate would be another week and a half before we meet again with our internal group and approximately 30 days from now to present you a firm proposal.

RAL:ber
Attachment

cc: Emory Cox, Director, Park Board
Ray Bruggeman, Director of Public Works
C. Bickley Foster, Director of Planning
X Duane Bock, Senior Planner
Paul Graves, Traffic Engineer
Bill Smith, City Engineer
Nelson Hall, Executive Assistant, Industrial Relations

WICHITA-SEDGWICK COUNTY

DATE
May 20, 1969

METROPOLITAN AREA PLANNING DEPARTMENT



TO Emory Cox, Director of Parks
R. W. Bruggeman, Director of Public Works
H. Duane Bock, Senior Planner
Paul B. Graves, Traffic Engineer
B. E. Smith, City Engineer
Nelson Hall, Industrial Development Officer

From: Robert A. Lakin, Assistant Director of Planning *RL*

Subject: Permanent Access to Lear Jet Plant Area

In regard to the City Manager's memo of April 14, 1969, it is necessary to make certain assumptions in regard to circulation for the entire area north of the Wichita Municipal Airport. In order to solve the immediate problem for permanent access to the Lear Jet Plant area, the following assumptions have been made:

1. Major freeway interchanges will be constructed at Tyler Road and Ridge Road with U.S. 54.
2. The main entrance for the Wichita Municipal Airport will be at the Ridge Road Interchange in order to handle all types of turning movements to and from the airport.
3. There will be no direct access along U.S. 54 between I-235W and Ridge Road and between Ridge Road and Tyler Road.
4. It will be necessary for any Airport entrance to be grade separated with the existing Santa Fe Railroad tracks due to ramp designs, grades and traffic volumes.
5. Hoover Road will have no direct connection with U.S. 54, but will be grade separated over U.S. 54 and the Santa Fe Railroad.
6. It will be necessary to ultimately acquire most of the Star Lumber Company property for either the Airport Interchange or the extension of the clear zone of Runway 11R.

7. Because of the concentration of vehicles existing and proposed between the Airport and U.S. 54, a street system (industrial standard) will be needed which provides continuous flow operational capabilities to unload local traffic to two or more arterials with peak loads; and easy travel patterns to the many related airport located businesses and activities.

In order that these assumptions may be realized the following proposals and construction stages are recommended:

1. The fire protection water storage area for Lear Jet will have to be moved.
2. A new street should be built to industrial standards from Tyler Road to the east line of Lear lying north of the Lear Jet Plant area and south of the Santa Fe Railroad.
3. The freeway interchange at Ridge Road and U.S. 54 should be built in conjunction with a new Airport entrance comparable in appearance to the existing airport entrance.
4. Freeway standards should be established between Hoover Road and Ridge Road.
5. The new industrial street should be extended eastward from the east line of Lear along a Pueblo alignment to Hoover with intersection revisions at Hoover Road.
6. A railroad grade crossing and a connection to U.S. 54 service road should be provided to this industrial street in the area west of Hoover Road.
7. A bridge should be built for Hoover Road, over U.S. 54 and the Santa Fe Railroad.
8. The major freeway interchange should be built at Tyler Road with U.S. 54.
9. Railroad grade crossing should be built between Ridge Road and Tyler Road to connect the U.S. 54 service road with the new industrial street.
10. Freeway standards should be established between Ridge Road and Tyler Road.

Page 3 - May 20, 1969

These assumptions and recommendations reflect the present thinking of the Metropolitan Area Planning Department staff. They are being presented to you to provide the basis for a long range solution to Lear and airport access problems.

RAL:bh

LEAR JET

INDUSTRIES, INC.

G. B. DOYLE
Vice President
Operations

May 6, 1969

Mr. William J. Gobel
Chairman - City Planning Commission
City Annex Building
Wichita, Kansas

Dear Mr. Gobel:

As you may know, a potential short term problem related to access to the Lear Jet Plant has just been resolved. This was in connection with paving trucks delivering aggregate across Harry Street to the Municipal Airport runway construction area.

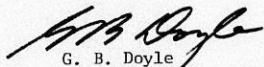
During a series of discussions concerning this problem, it was learned that Harry Street (the only permanent road leading to the Lear Jet Plant) is to be vacated in approximately twelve months because of an FAA requirement. To our knowledge there is no firm or proposed plan as to how substitute access is to be provided. Since it has taken approximately a year to arrive at a solution to problem of temporary access, we believe it is not too early to determine the steps that must be taken to provide a long range solution to the problem of permanent access.

We are not supporting one particular solution over another, however, the requirement for access is unquestioned and, in our opinion, should be provided before serious consideration can be given to vacating Harry Street; even if use of the runway as an all-weather system is delayed.

In summary, we urge consideration of this problem at this time. An approved solution is required in sufficient time to provide administrative and construction lead times plus the weather factor.

If I can be of service in this matter, please call.

Truly yours,



G. B. Doyle
Vice President - Operations



MUNICIPAL AIRPORT

P. O. BOX 1280

WICHITA, KANSAS 67201

(316) 722-5640

cc: *Anne Beck*

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE April 14, 1969



TO C. Bickley Foster, Director of Planning

FROM Ralph Wulz, City Manager

THE
ROAD TO
SAFETY

SUBJECT Permanent Access to
Lear Jet Plant Area

It is my understanding that the Board of Park Commissioners plan to request the vacating of Harry Street in an area between the Lear Plant and Ridge Road, and in an area between Palo Alto and Hoover Street sometime this fall.

Before such a request can be approved, it will be necessary to provide a means of access to the Lear Plant and adjacent areas. Lear personnel have indicated that Harry Street west to Tyler Road will not be an appropriate alternative due to the conflict in aircraft and vehicular traffic.

It is requested that you work with the Park Board and the Department of Public Works in developing a solution to this problem in sufficient time to avoid the development of an emergency situation.

A handwritten signature in cursive script, appearing to read "R. Wulz".
Ralph Wulz
City Manager

RW:jh

cc: Emory Cox, Director of Parks
R. W. Bruggeman, Director of Public Works
H. Duane Bock, Senior Planner
Paul B. Graves, Traffic Engineer
B. E. Smith, City Engineer

+ Hall



ROUTE SLIP
(PLEASE CIRCLE DESTINATION)

- | | | |
|----------------------|-------------------|-----------------------|
| City Manager | Dir. of Adm. | <u>Planning Dept.</u> |
| Deputy City Manager | Auditing | Police Dept. |
| Housing | Budget | Dir. of Public Works |
| Human Res. Dev. | Data Proc. | Administration |
| Model Cities | Industrial Rel. | Central Insp. |
| City Clerk | Personnel | Engineering |
| Civil Defense | Public Info. | Traffic Engr. |
| Community Facilities | Purchasing | Maintenance |
| Fire Department | Duplicating | Sanitation |
| Health Department | Ret. & Group Ins. | Urban Renewal |
| Director of Law | Treasury | Water Department |
| Prosecutor's Office | Library | Water Pol. Control |
| Municipal Court | Park Department | |

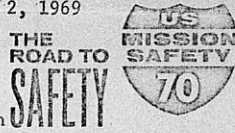
For: Deane Boeb
 For your information Reply sending me _____ copies
 For your comments Prepare reply for my signature
 Note and return You handle. No report required.

MESSAGE: CC has said that public should not be inconvenienced by trucks. Contractor declined to extend RR^{work} further south to avoid this problem and 6/
 SIGNED _____ DATE _____
Therefore, they think he might have had temporary road etc where 1/200

THE CITY OF WICHITA
OFFICE OF Administration

DATE April 2, 1969

TO Duane Bock, Senior Planner, Long Range
Planning
FROM Don E. Anderson, Director of Administration



Don E. Anderson SUBJECT Meeting Re Vehicular Traffic
Flow--Lear Jet Plant

A meeting has been arranged for 3:00 p.m. on Thursday, April 10, in the City Manager's Office to discuss the problem of vehicular traffic flow in and around the Lear plant.

Attached is a copy of the agenda for this meeting; you should be prepared to discuss your particular item.

DEA:mg

enc.

cc: Ralph Wulz, City Manager
Nelson E. Hall, Industrial Development Officer



ILS system ~~complete~~ by late 1969 - early 1970

The M.A.P.C. will approve the ^{long range} plan subject to
the development of Detail Plans.

Note on vacation of Harry Street from Secretary
of M.A.P.C.

AGENDA

Lear Jet Industries, Inc.
Meeting

April 10, 1969--3:00 p.m.
City Manager's Office

- I. Use of Harry Street East of Lear Jet
 - A. Briefing by Park Department on construction timetable.
 - B. Briefing by Western Paving, Inc., on how frequent the Harry Street crossings will be, estimate as to the volume of heavy equipment traffic which will utilize Harry Street for access to the batch plant, etc.
 - C. Information to be presented by Lear Jet on their needs, times of shift changes, number of cars, time needed to clear parking lots, etc.
 - D. Discussion and final decision on how traffic control will be handled.
- II. Harry Street West of Lear Jet (Temporary Road)
 - A. Information to be presented by Superintendent of Public Works Maintenance relative to the type of road which would be needed to serve Lear Jet traffic, how much such a road would cost, and the time that would be needed for the construction of such a road.
 - B. Decision on whether to build a road, who will build it, and how it will be financed.
- III. Appointment of a Representative from Lear Jet, Western Paving, Inc., and the Park Department to Meet as Needed to Discuss Any Problems which Develop as a Result of the Construction Activity

Doyle

NAME

Meet. 10/30/68

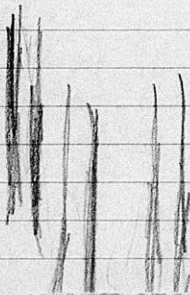
AGENCY OR
POSITION

H. DUANE BOCK	SENIOR PLANNER PLANNING DEPT.
H.W. Dean	Pl. Engr. Lear Jet
W. H. Webster	Treasurer Lear Jet
Bob Lemons	Security Chief Lear Jet
John E. Zell	Ex. Asst. Dep. of Ad.
C. E. Straut	Airport Manager
G. H. Coe	Park Offcl
Bill Keltner	P.E.C. (Airport Resident)
Geo. Wilton	Supt of P.W. Maint
Ray Bruggeman	Director of Public Wks
JIM HAUCK	TRAFFIC ENGINEERING DIVISION
PAUL B. GRAVES	TRAFFIC ENGINEER
M.S. MITCHEL	FLOOD CONTROL

[Lear Jet Meeting]

March 1, 1969 Batch Plant Operation Date!

City Policy on street washdown & dedication points out.



Mr Ed Clemente Western Paving
Keltner

May 12 - June 23

Estimated Peak May 26

26 per Hour

42 per Hour 1.5 min.

69 per Hour .53 sec.

1 Ton hour shift.

7-5:30 six days.

↑
TEAR

6:45 am - 8:00 1025 ←

3:30 - 6:00

4:00 - 5:00

250 ←
1025 →

(18 per minute)

THE CITY OF WICHITA
OFFICE OF Industrial Relations

DATE December 9, 1968

TO Ray Bruggeman, Director of Public Works
FROM Nelson E. Hall, Executive Assistant

THE
ROAD TO
SAFETY



SUBJECT Request from Lear Jet--
Minor Street Privilege

Reference is made to the memorandum which I sent to the Director of Law concerning the above subject wherein an opinion was requested as to whether the minor street privilege ordinance could be utilized in granting Lear Jet use of the Harry Street right-of-way for construction of a private drive.

The Director of Law has indicated that he sees no difficulty involved with this approach and that due to the nature of the use to be made of the right-of-way, no liability bond should be necessary.

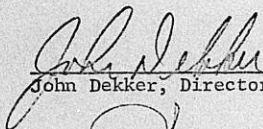
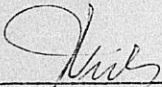
The City Manager has indicated that the circumstances involved with the situation would justify waiving the permit fees.

I would therefore like to request that the procedures necessary for issuing a minor street privilege to Lear Jet, for the use of the Harry Street right-of-way east of Tyler Road and west of the Lear Jet taxi strip as a private driveway, be initiated.

NEH:mg

cc: Don E. Anderson, Director of Administration

Approved:


John Dekker, Director of Law

Ralph Wulz, City Manager



The minor street permit should specify that Lear Jet assumes all liability for any injury caused by or to any person or property because of the use made by Lear Jet of the roadway. L.D.

THE CITY OF WICHITA
OFFICE OF Industrial Relations

DATE November 25, 1968



TO John Dekker, Director of Law
FROM Nelson E. Hall, Executive Assistant

THE
ROAD TO
SAFETY

SUBJECT Request from Lear Jet

I am attaching a memorandum which will provide you with background information on a problem concerning vehicular traffic flow to and from the Lear Jet facilities.

With the exception of Wulz and Anderson, the persons receiving copies of this memorandum were in attendance at the meeting mentioned in the attached memorandum; however, one point which was not brought out during this meeting was that the alignment for the second phase of the Southwest Interceptor Sewer is along Harry Street.

This problem was called to my attention during a discussion of this matter with the City Manager who has indicated no objection to the City's allowing Lear the use of the Harry Street roadbed but that such permission should preclude any financial obligation on the City's part, should it be necessary to tear up the private road when the Southwest Interceptor is constructed. I have checked the alignment of the sewer with Public Works Engineering; and while final engineering on the second phase of the project is as yet not completed, it is relatively certain that the sewer will be directly in the right-of-way. It is also anticipated the sewer will be constructed within five years.

The City Manager has suggested that a possible approach to this problem would be to issue a minor street privilege rather than to vacate the use of Harry, thereby not obligating the City financially to rebuilding the private road when the sewer is constructed but allowing Lear Jet temporary use of the right-of-way. I would appreciate confirmation from your office concerning the legality of a minor street privilege under these particular circumstances before notifying Lear of the City's position in this matter. The City Manager did indicate that the City should waive the street privilege fee; and in conversation with Bill Smith he mentioned that with your and the City Manager's approval he saw no problem of waiving the bond requirement.

So that you will have complete information, several other points should also be made relative to this matter.

1. Harry Street west of the taxi strip has never been vacated but simply fenced off to public use when the Lear facilities were built. Is this the proper manner for closing a public street? What if they requested that the street be reopened to public use?
2. In the attached memorandum, page 1, last paragraph, it is pointed out that Lear is planning to connect the Harry Street portion of its private drive west of the taxi strip to its present parking facilities via a connector drive which already exists around the north end of the plant. In talking with Mr. George Dean I have now found that Lear plans simply to cross the taxi strip using guards to prevent entrance onto the airport property. Is there any legal instruments necessary to allow Lear this privilege? If it were a public street, would we allow this type of crossing?
3. That portion of Harry Street east of Lear Jet and west of Ridge Road crosses the flight approach to the new airport runway, thereby necessitating the lowering of a certain part of Harry Street or the complete relocation of a certain portion of Harry Street in order to conform with FAA clearance requirements. This point is brought up here only because it is part of the overall problem of traffic flow around the municipal airport and should be considered in any decision which the City makes at this time regarding Lear's problem.

In conversation with Mr. George Dean on November 19, 1968 he has indicated that he wants to proceed with building the private road as soon as possible and has already obtained an estimate of \$7,000 for the construction of an asphalt overlay private road.

While it is extremely doubtful that Lear will continue with their plans to use the Harry Street right-of-way as a private road, once

John Dekker, Director of Law

November 25, 1968

Page 3

they are informed that it is to be torn up for the construction of a sewer within five years, I do want to have an opinion as to whether or not we could even give such permission before I contact Mr. Dean again to explain the situation.

NEH:mg

enc.

cc: Ralph Wulz, City Manager
Don E. Anderson, Director of Administration
Ray Bruggeman, Director of Public Works
Emory Cox, Director of Parks
Bill Smith, City Engineer
George Wilton, Superintendent of Public Works Maintenance
M. S. Mitchell, Asst. Supt. of Public Works Maintenance
Paul Graves, Traffic Engineer
Ron Fleck, Director, Planning & Development, Park Dept.
Duane Bock, Senior Planner, Long Range Planning Div. ✓

THE CITY OF WICHITA
OFFICE OF Industrial Relations

DATE November 6, 1968

TO Don E. Anderson, Director of Administration
FROM Nelson E. Hall, Executive Assistant

THE
ROAD TO
SAFETY



SUBJECT Request from Lear Jet

Mr. George Dean, plant engineer for Lear Jet Industries, contacted me on October 7 regarding the problem of vehicular traffic flow to and from the Lear Jet facilities.

Access to the Lear plant is from the east via Harry Street which dead ends at the plant facilities. During the initial development of the Lear facilities Harry Street in front of the plant was vacated as to use, and that portion of Harry Street west of the taxi strip and east of Tyler Road was closed to public use. With only one access to the plant a serious problem has developed in moving traffic to and from the facilities during shift changes.

This problem will be intensified this spring when the contractor for the new airport landing strip begins moving heavy construction equipment across Harry from a batch plant to be located on the north side of Harry to the construction site on the south.

In a meeting between the Lear Jet officials and representatives from various City departments concerned with the problem, various alternative solutions were discussed. The Traffic Engineering Division recommended that the long-range solution to the problem would be the construction of an industrial collector between Tyler and Ridge Roads to provide the Lear facilities with access from two directions.

While receptive to this idea the Lear representatives were not prepared at this time to initiate a petition for such a street, feeling it would be necessary for them to first develop a better idea of the long-term uses which they plan for the land to the west of their present buildings.

Various short-range solutions to the problem were also discussed during the meeting with the final recommendation being that Lear Jet build a private drive from their facility west to Tyler Road. This private drive would connect to their present parking facilities located to the east of the plant via a connector drive which already exists around the north end of the plant.

Don E. Anderson, Director of Administration

November 6, 1968
Page 2

The private road suggestion is acceptable to Lear; however, they have requested permission to use that portion of the old Harry Street road bed which lies west of the taxi strip and east of Tyler as the east-west portion of their private drive. The Planning staff advises that the action necessary for granting Lear permission to use the Harry Street right-of-way is for the City to initiate proceedings to vacate the use of that portion of Harry Street needed for the private drive. The City should not, however, vacate title to the Harry Street right-of-way. For the City to initiate such proceedings would require a letter from the Office of the City Manager to the Director of Planning indicating that such action should be taken.

Based on the views received from the various departments concerned with this problem and the very limited number of short-range solutions available it is recommended that the private road concept be supported by the City and that the City Manager be requested to instruct the Planning Department to initiate the vacation proceedings.

NEH:mg

The City of Wichita

CITY BUILDING • TELEPHONE AMherst 2-8211

WICHITA, KANSAS

COPY

October 16, 1968

Mr. George Dean
Plant Engineer
Lear Jet Industries, Inc.
8220 West Harry
Wichita, Kansas

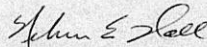
Dear Mr. Dean:

I am sending you this letter to confirm that arrangements have been made for a meeting to be held October 30, 1968 at 1:30 p.m. in the Planning Commission Room located on the fourth floor of the City Building Annex.

Mr. Ray Bruggeman, Public Works Director, will chair the meeting; and the Traffic Engineering Division of his department will have available the information necessary for a thorough discussion of the alternative solutions to the problem of vehicular traffic flow to and from the Lear Jet plant.

A representative from each of the City operations concerned with this problem will be in attendance at the meeting.

Cordially yours,

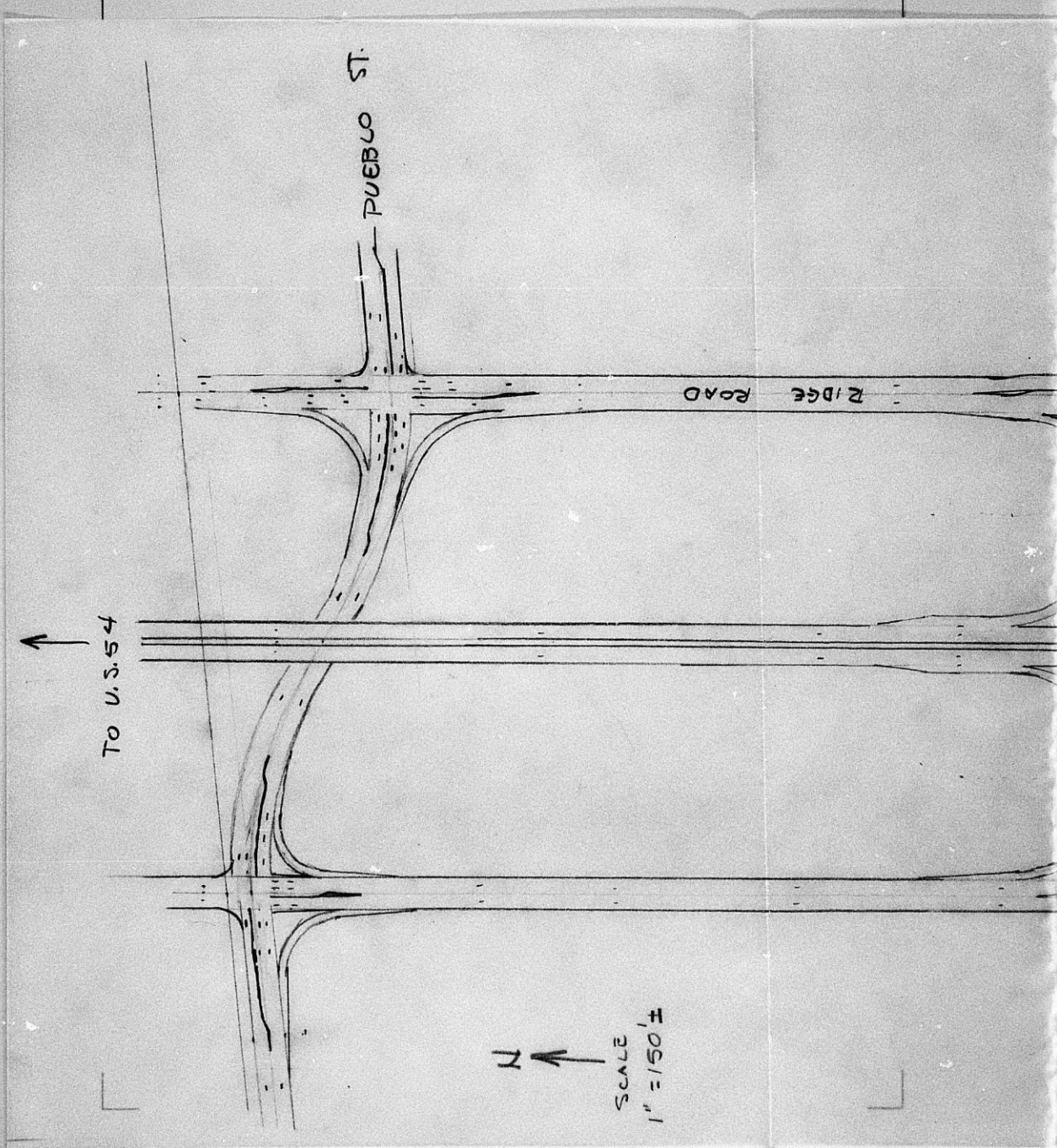


Nelson E. Hall
Executive Assistant
Industrial Relations

NEH:mg

cc: Ray Bruggeman, Director of Public Works
Emory Cox, Director of Parks
C. Bickley Foster, Director of Planning ✓
George Wilton, Supt. of Public Works Maintenance
Bill Smith, City Engineer
Paul Graves, Traffic Engineer





PUEBLO ST.

RIDGE ROAD

To U.S. 54



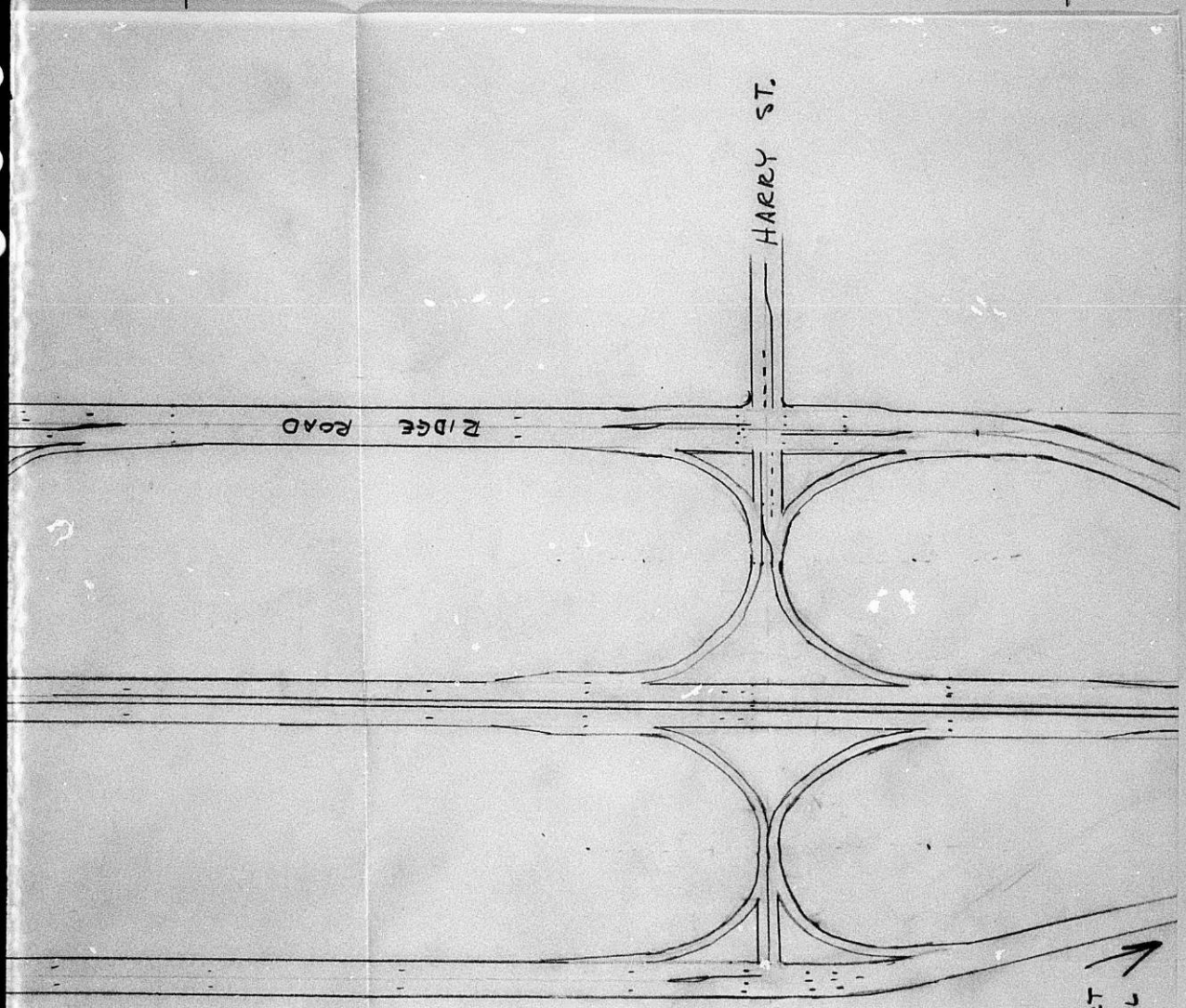
SCALE
1" = 150' ±

HARRY ST.

RIDGE ROAD

TO
AIR PORT
TERMINAL

SCALE
1" = 150' ±



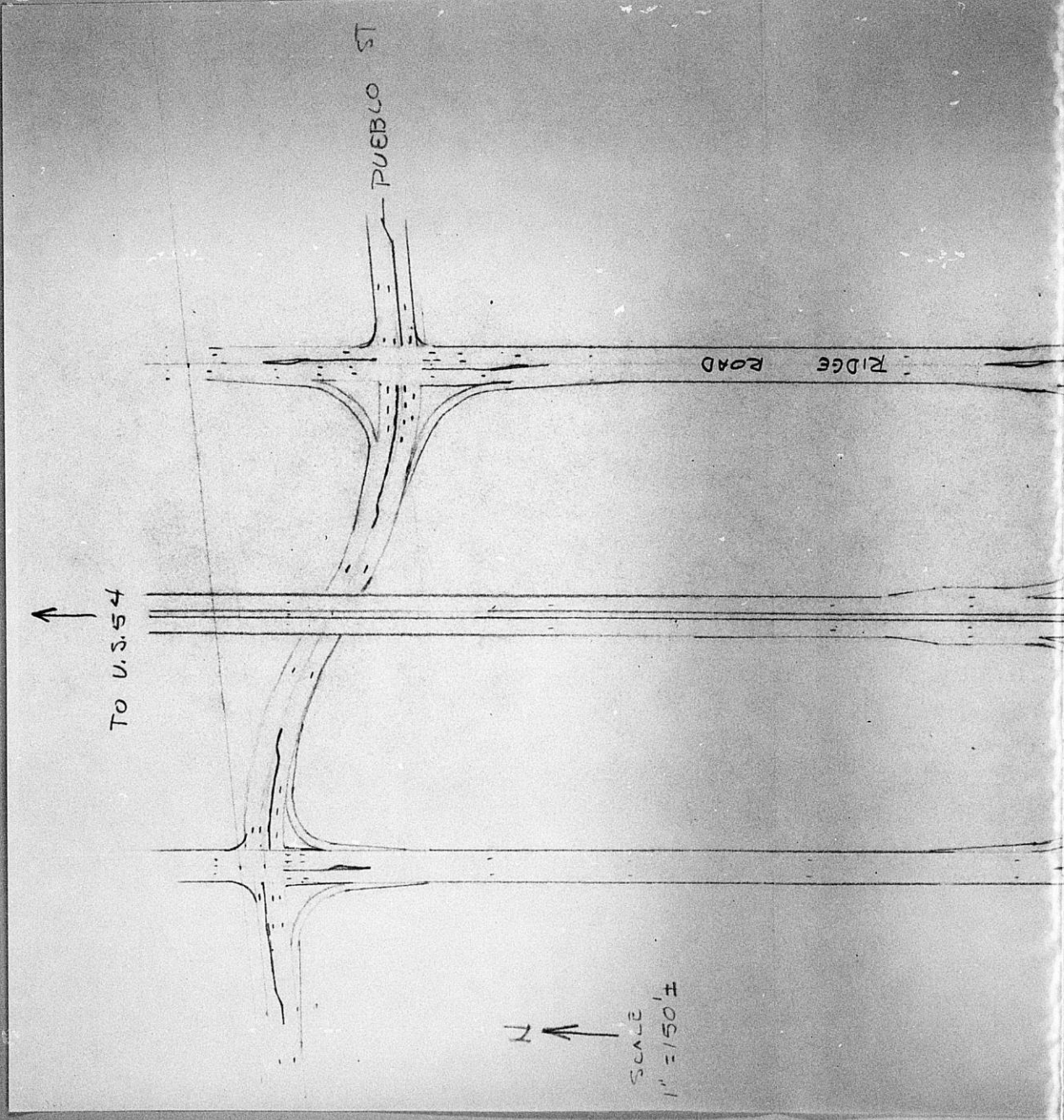
PUEBLO ST

RIDGE ROAD

TO U.S. 54



SCALE
1" = 150'




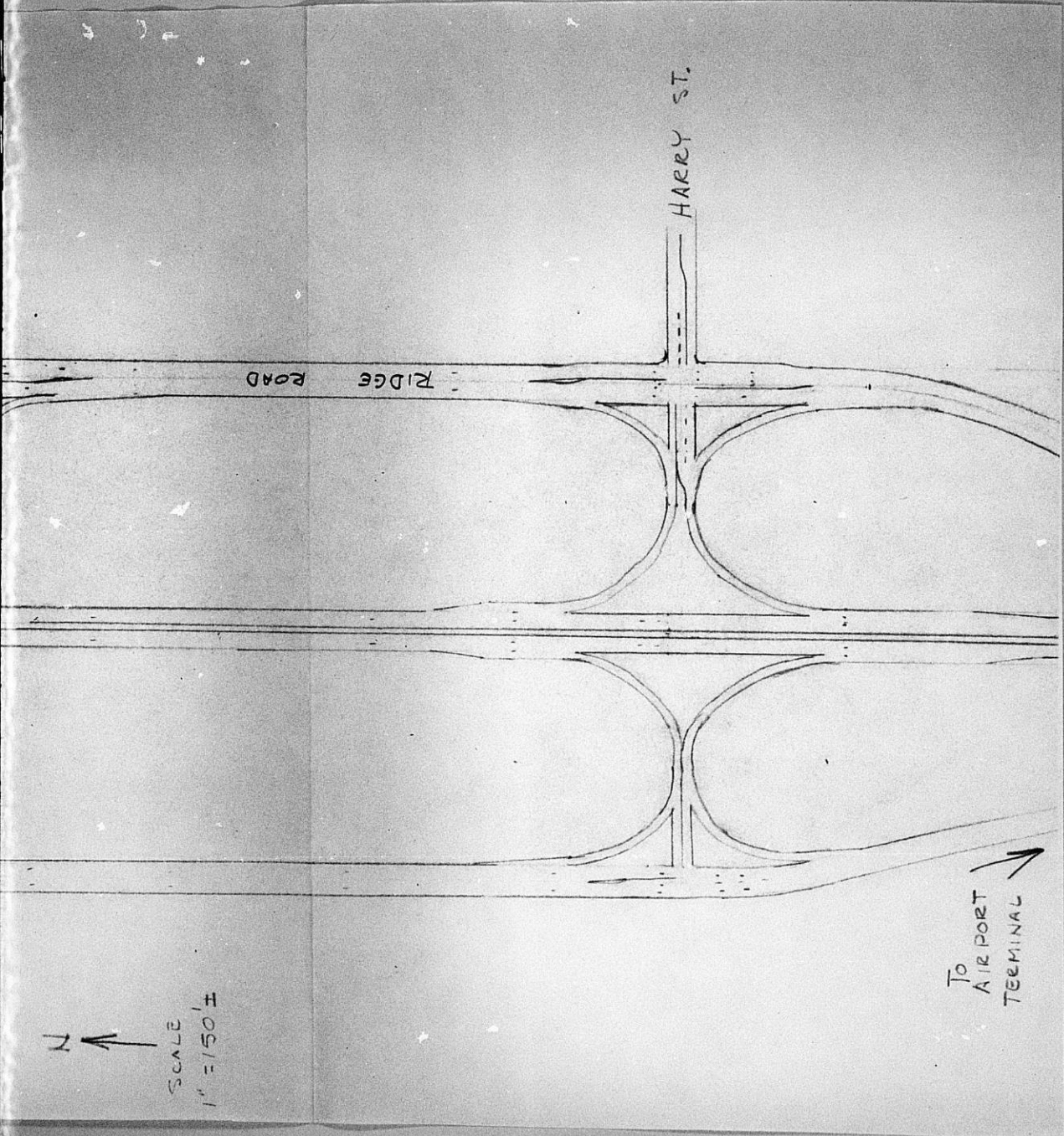


SCALE
1" = 150'

RIDGE ROAD

HARRY ST.

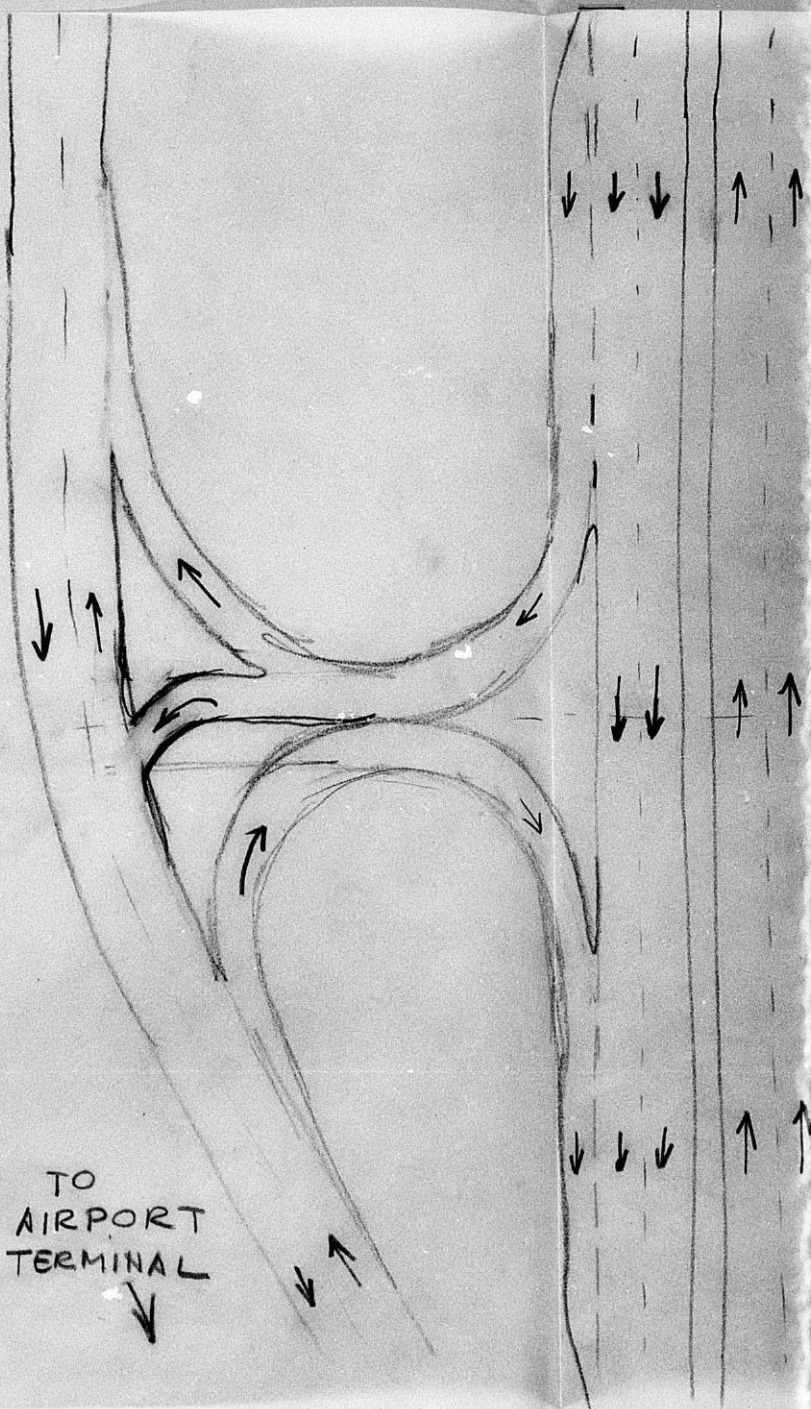
To
AIRPORT
TERMINAL 



N
↑

NO SCALE

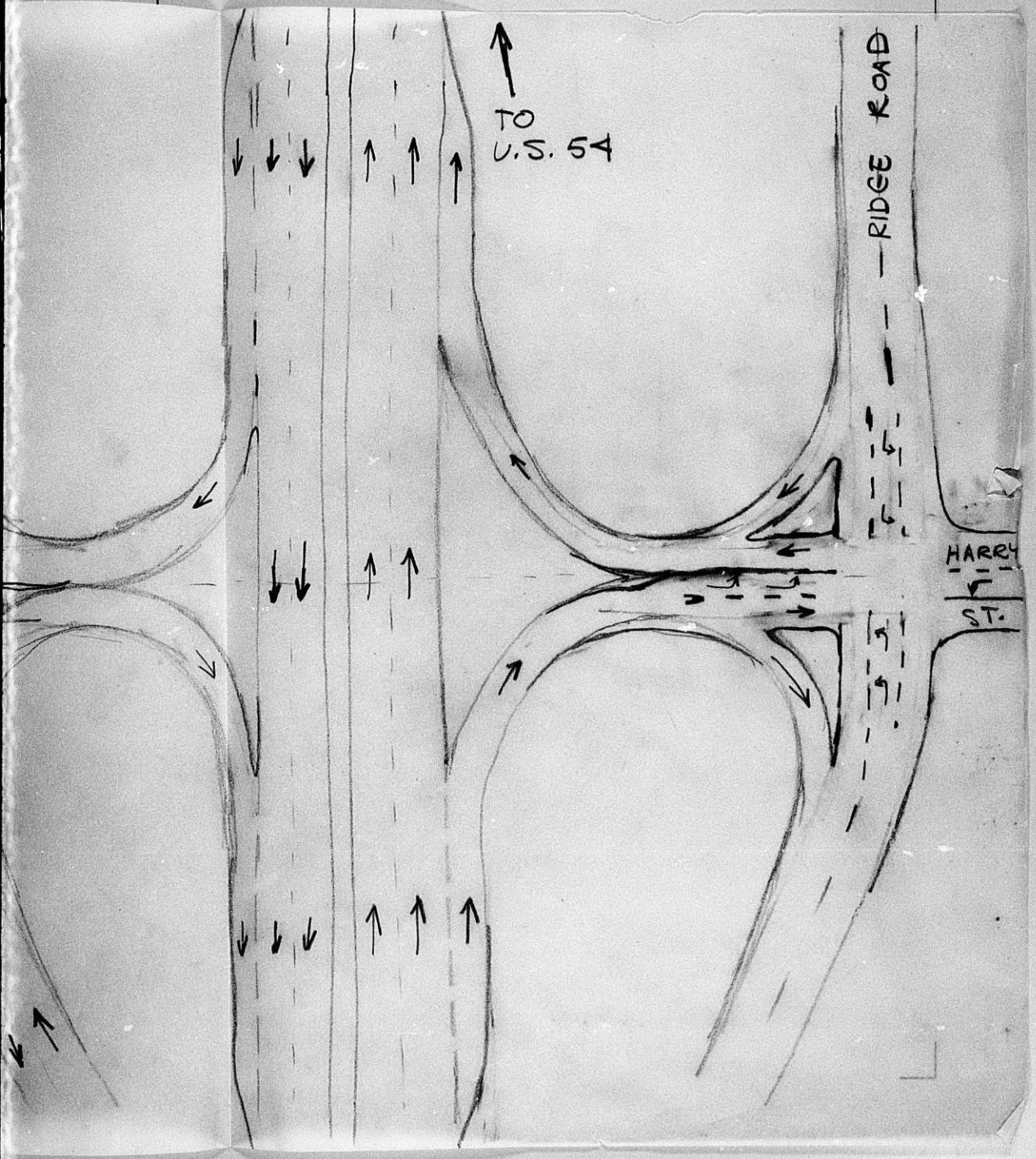
TO
AIRPORT
TERMINAL
↓



↑
TO
U.S. 54

— RIDGE ROAD

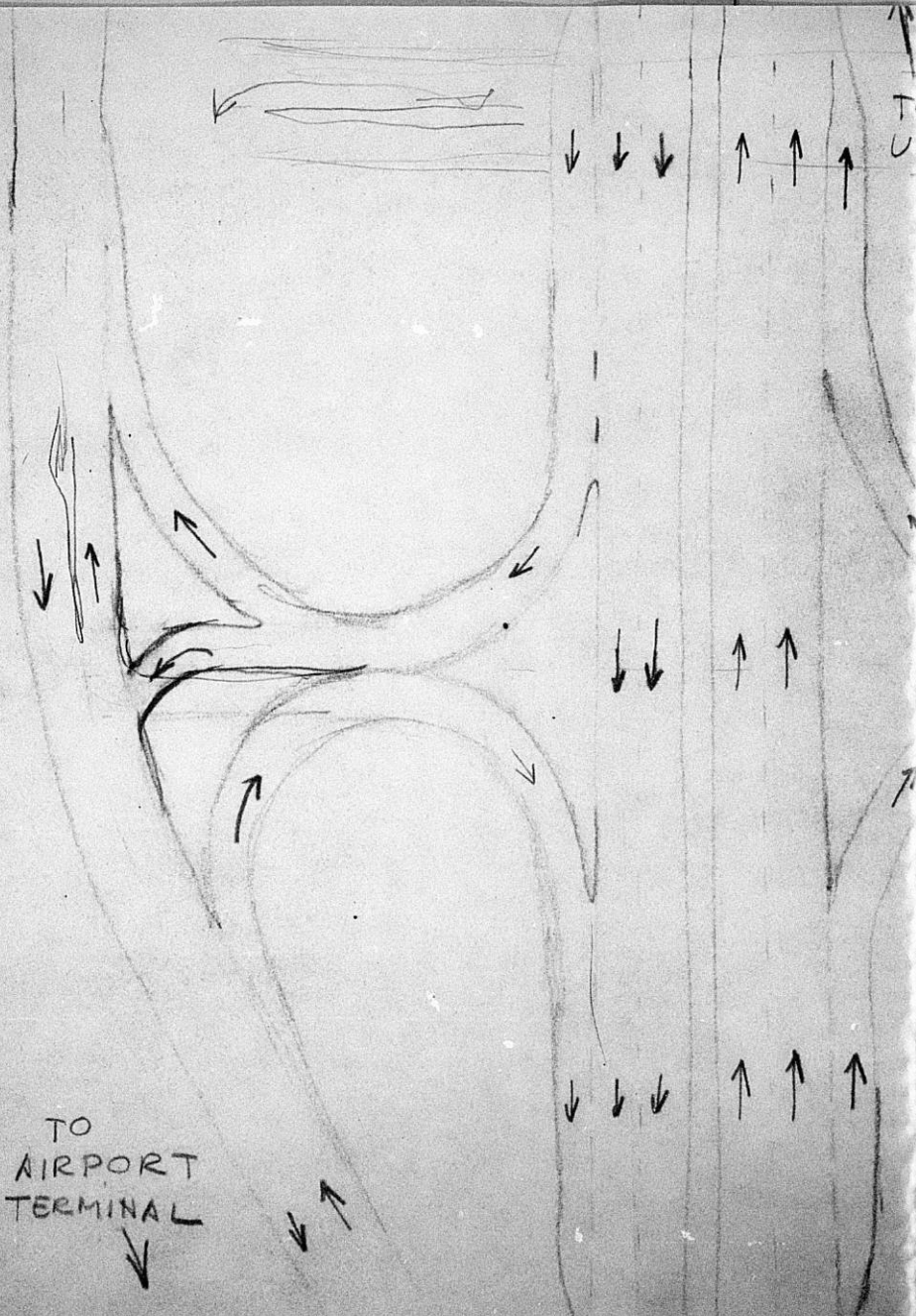
HARRY
ST.





NO SCALE

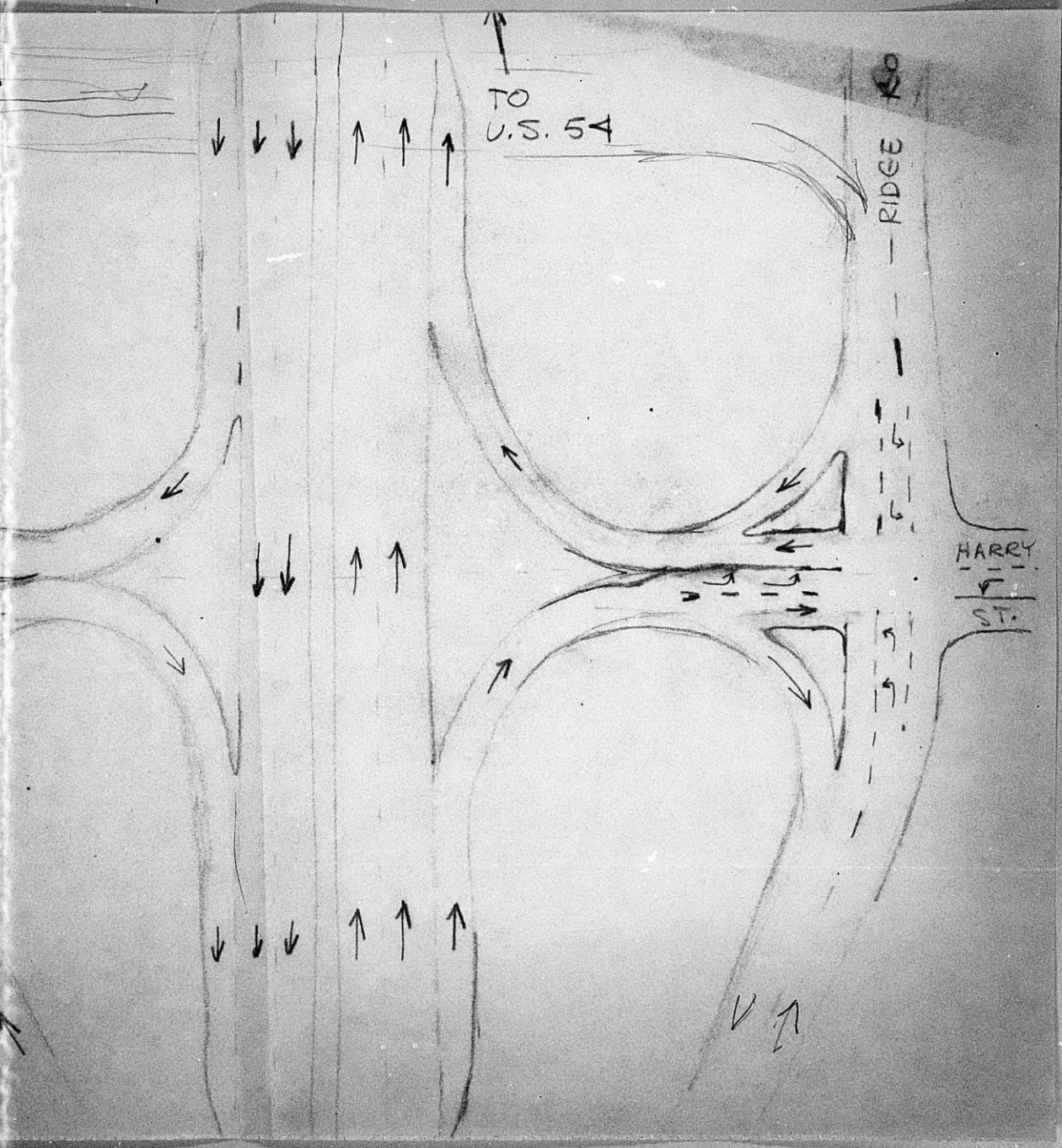
TO
AIRPORT
TERMINAL
↓



TO
U.S. 54

RIDGE

HARRY
ST.



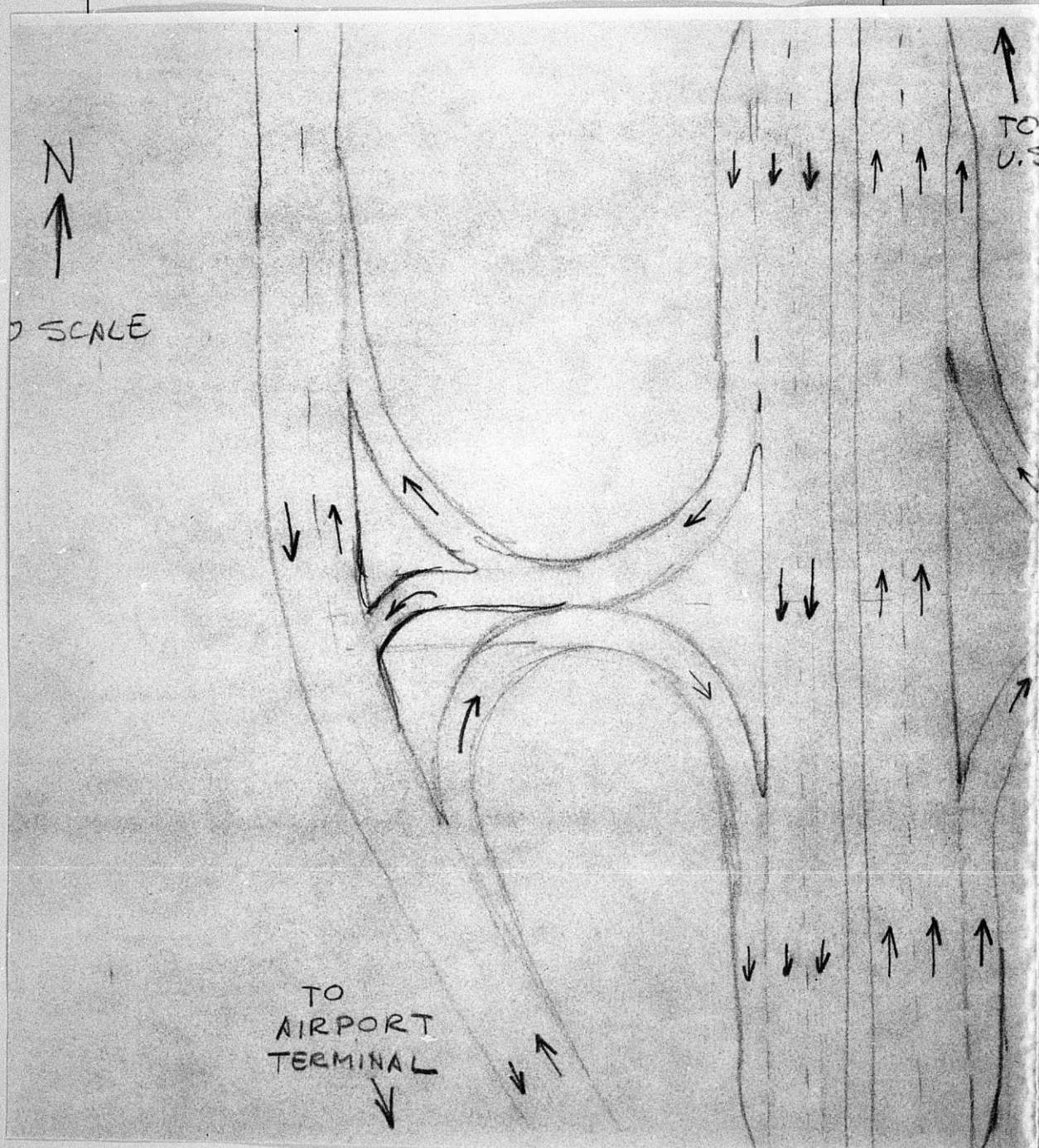
N

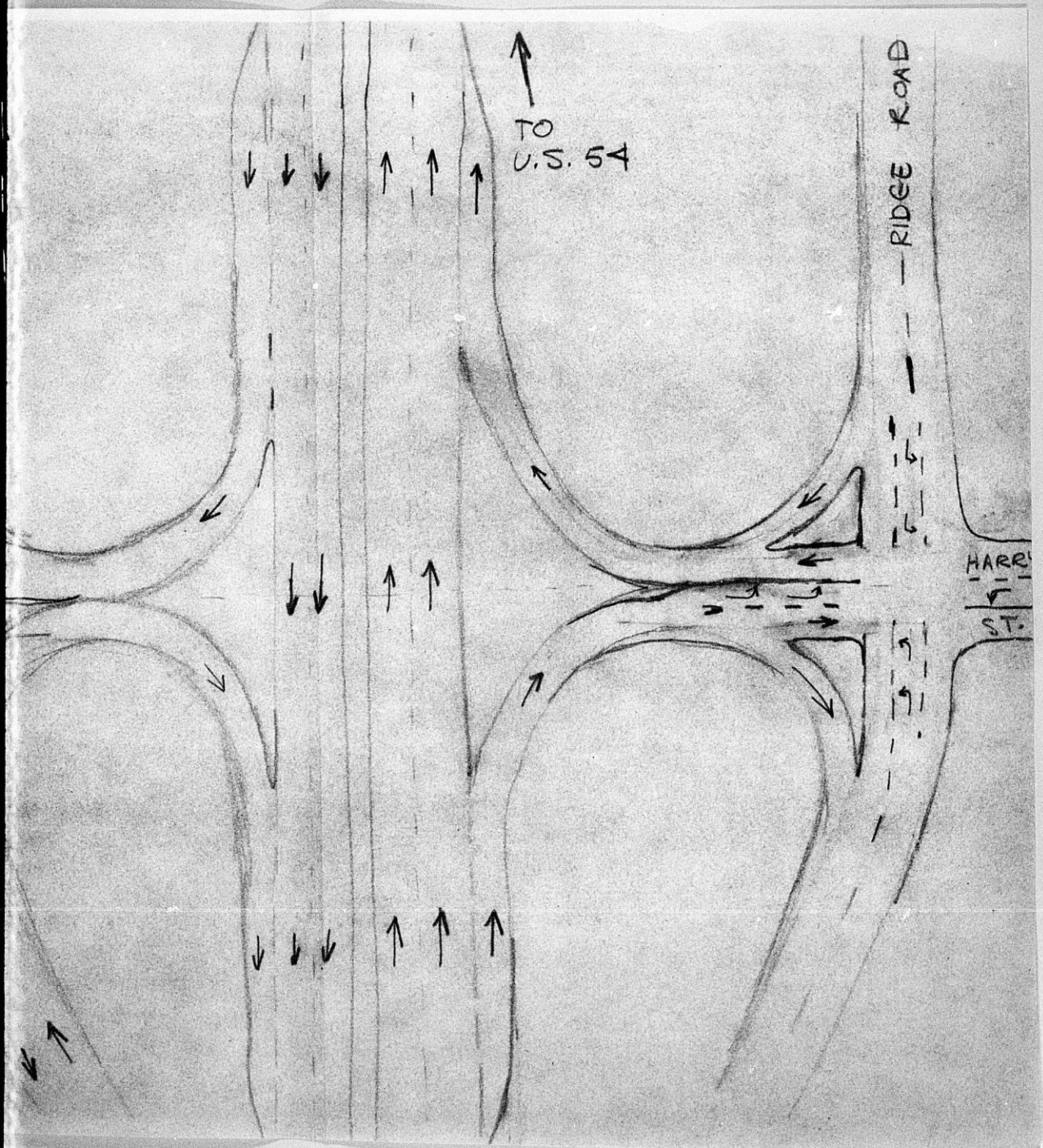


SCALE

TO
AIRPORT
TERMINAL

TO
U.S.





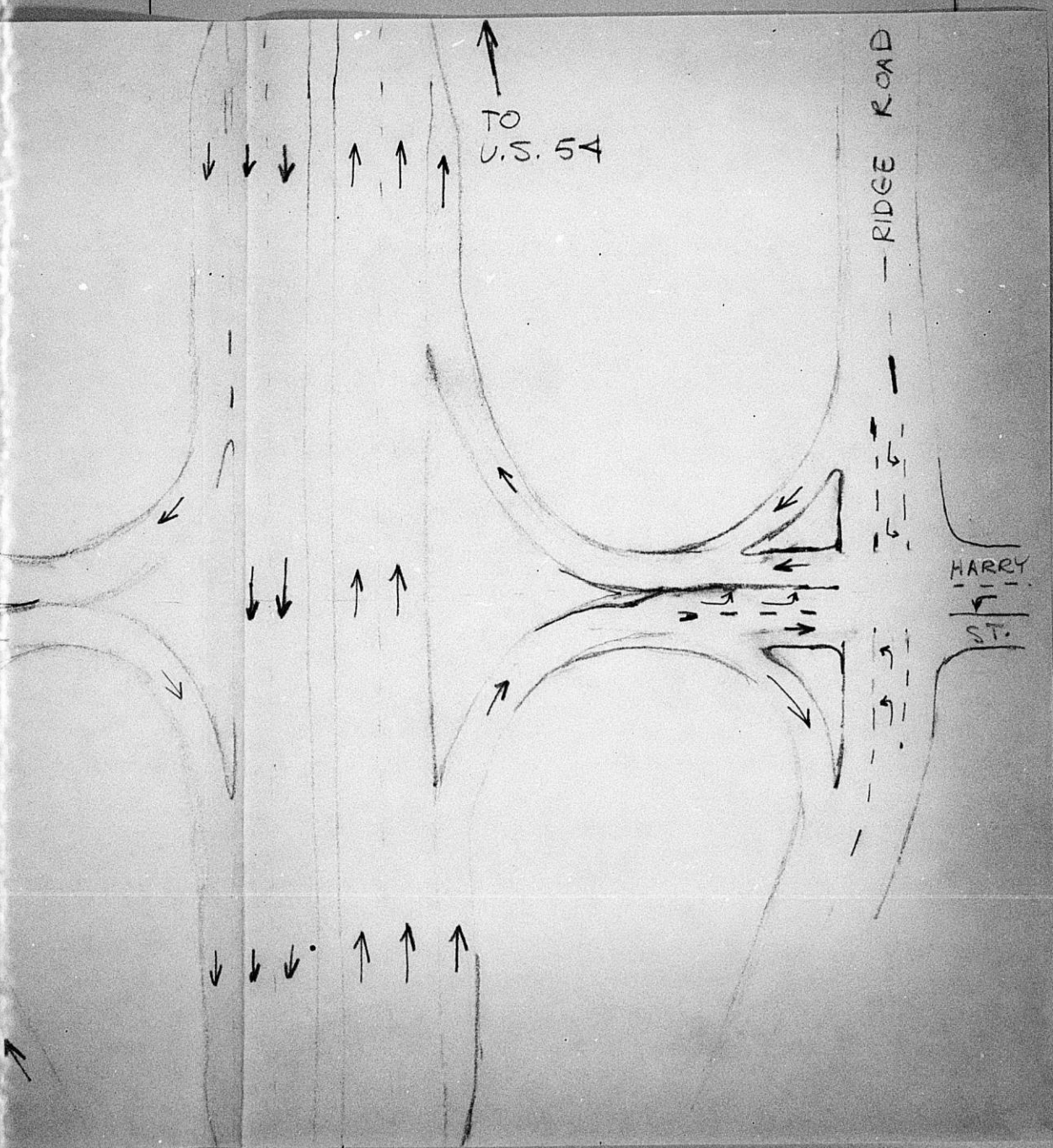
N



NO SCALE

TO
AIRPORT
TERMINAL





TO
U.S. 54

RIDGE ROAD

HARRY
ST.