

DR 85-27 - YEAR 2000 TRANSPORTATION PLAN
Streets and Highways Element

ACTION

DATE

COMMITTEE

M.A.P.C.

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

FROM WCS DATE 12-4-85

- | ADMINISTRATION | ADVANCE PLANS | CURRENT PLANS | ENGINEERING | GRAPHICS |
|------------------------------------|---|------------------------------------|------------------------------------|----------------------------------|
| <input type="checkbox"/> Lakin | <input type="checkbox"/> Stockwell | <input type="checkbox"/> Galbraith | <input type="checkbox"/> Lindebak | <input type="checkbox"/> Pierce |
| <input type="checkbox"/> Walter | <input checked="" type="checkbox"/> Schwartz | <input type="checkbox"/> Lytle | <input type="checkbox"/> Cain | <input type="checkbox"/> Commer |
| <input type="checkbox"/> Doramus | <input type="checkbox"/> Dudark | <input type="checkbox"/> Young | <input type="checkbox"/> Ruiz | <input type="checkbox"/> Crook |
| <input type="checkbox"/> Eubanks | <input type="checkbox"/> Ahrens | <input type="checkbox"/> Bonanni | <input type="checkbox"/> Henry | <input type="checkbox"/> Jones |
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| <input type="checkbox"/> Henderson | <input checked="" type="checkbox"/> Hart | <input type="checkbox"/> Nagley | <input type="checkbox"/> _____ | |
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| | <input type="checkbox"/> Mitchell | | <input type="checkbox"/> _____ | |
| | <input type="checkbox"/> Peete | | <input type="checkbox"/> _____ | |
| | <input type="checkbox"/> Shen | | <input type="checkbox"/> _____ | |

- Note & Return
- Handle
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- Comment
- Signature
- Library
- Information
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REMARKS File: Year 2000 Trans
Plan

BOARD OF SEDGWICK COUNTY COMMISSIONERS
PROCEEDINGS

Agenda - Page 2
December 4, 1985

H. Metropolitan Area Planning Department.

~~1. Request for Zoning. Presented by Jack Galbraith, Chief Planner, Current Plans.~~

~~This item was initially considered by the Board of County Commissioners on November 27, 1985 and was deferred one week.~~

~~SCZ-0555. Zone change from "R-1" Suburban Residential to the "C" Commercial District. Generally located on the south side of 21st Street North, 1320 feet + east of Tyler. District #3.~~

~~The Planning Commission failed to make a recommendation due to two moot votes.~~

- ~~ACTION: 1. Adopt findings and deny the application; or
2. Adopt findings and approve the application; approve the zone change subject to platting within one year; adopt a resolution establishing the zone change and instruct the Planning Department to withhold publication of the resolution until the plat has been recorded with the Register of Deeds.~~

2. Approval of the Year 2000 Transportation Plan, Streets and Highway Element. Presented by Fred Schwartz, Principal Planner, Current Plans.

On August 22, 1985, the Metropolitan Area Planning Commission (MAPC) approved the Year 2000 Transportation Plan, Streets and Highway Element, and acted to accept public comment on the same for a minimum of 60 days.

On September 26, 1985, the Metropolitan Area Planning Department (MAPD) presented this plan to the Board of County Commissioners and recommended that the Board concur in the MAPC action to adopt the plan after the 60 day comment period.

Upon consideration of the plan at its September 26, 1985 meeting, the Board of County Commissioners indicated general agreement with the plan, but directed staff to provide additional information and then present the plan for approval immediately prior to final adoption of the plan by the MAPC.

MAPD staff has gathered the information requested, and recommends action line #1 for adoption.

- ACTION: 1. Recommend to the MAPC that the Year 2000 Transportation Plan, Streets and Highways Element, be adopted as presented with the following notations:
- Kellogg, within the years 1986-2000, should be upgraded to six-lane freeway standards between Mid-Continent Road and Topeka, and two urban interchanges at Oliver and at Woodlawn should be constructed. All improvements to Kellogg should be built to be compatible with six-lane standards. Other improvements to Kellogg will be built when land use and financial conditions allow.
 - The Northeast Expressway should connect with the existing interstate system at I-235 and 29th Street and follow the alignment proposed in Alternate 1; or
2. Take such action as the Board deems appropriate.
3. *add State Freeway System to the Plan Map*

*Approval
3-D*

11/18/85
MAPD

SUPPLEMENTAL CORRIDOR STUDY
OF THE
NORTHEAST EXPRESSWAY
(Rock Road west to junction with I-235 or K-254)

During the recent past, the Planning Department has evaluated three alternate routes for a portion of the Northeast Expressway. The alignment from Rock Road to Kellogg is considered fixed. The evaluation made was of the alternatives for the roadway as it proceeds west and/or north from Rock Road. (The three alternative routes are shown on the attached map.)

The examination included: updating the existing land use and transportation system, validating future land use projections, listing existing traffic volumes, projecting future traffic volumes on the proposed alternate routes as well as the surrounding arterials, and identifying general social/environmental factors.

The results of this evaluation are summarized below and in the attached chart.

Alternate 1

Alternate 1 is the shortest (10.3 miles), most direct route with projected traffic volumes of up to 26,000 vehicles per day (over twice that of Alternate 3). This alternative would be the most convenient route for residents of the northeast area of the City as well as the entire community and would relieve the greatest amount of traffic on nearby arterials.

This route has the additional advantage of being able to connect with the interstate system (at I-135) during the "super-two" highway phase without building a new interchange.

It is anticipated that no homes would have to be displaced. The animal shelter on Hillside might have to be relocated as well as possibly one or two small industries when the interchange is built. Exact answers on relocation will be possible after the design study which will be initiated in early 1986. (See target dates attached.)

The route passes through a small portion of undeveloped park land but it appears that any negative impacts could be minimized with proper design.

There are four or five landowners/residents near the intersection with Oliver who have expressed their opposition to the proposed route.

Alternate 2

Alternate 2 is identical to Alternate 1 between Rock Road and Oliver, so it shares the same concerns regarding the Park and the landowners near Oliver.

Supplemental Corridor Study of the
Northeast Expressway
Page 2

The route is approximately one-half mile longer than Alternate 1 and connects with K-254 to the north. A new interchange would be required at that location.

Projected traffic volumes are less than Alternate 1 but better than Alternate 3. Because of its northerly connection, it would not be as convenient for area traffic as Alternate 1.

There are also possible problems with 7 or 8 residences near 37th and Oliver depending on final design. No removal or relocation of structures are anticipated for this alternative.

Alternate 3

Alternate 3 is the longest route (11.2 miles, nearly one mile longer than Alternate 1) and would be the least convenient for area residents. Projected traffic volumes are the lowest of all three alternatives, carrying only 40% of the volume of Alternate 1.

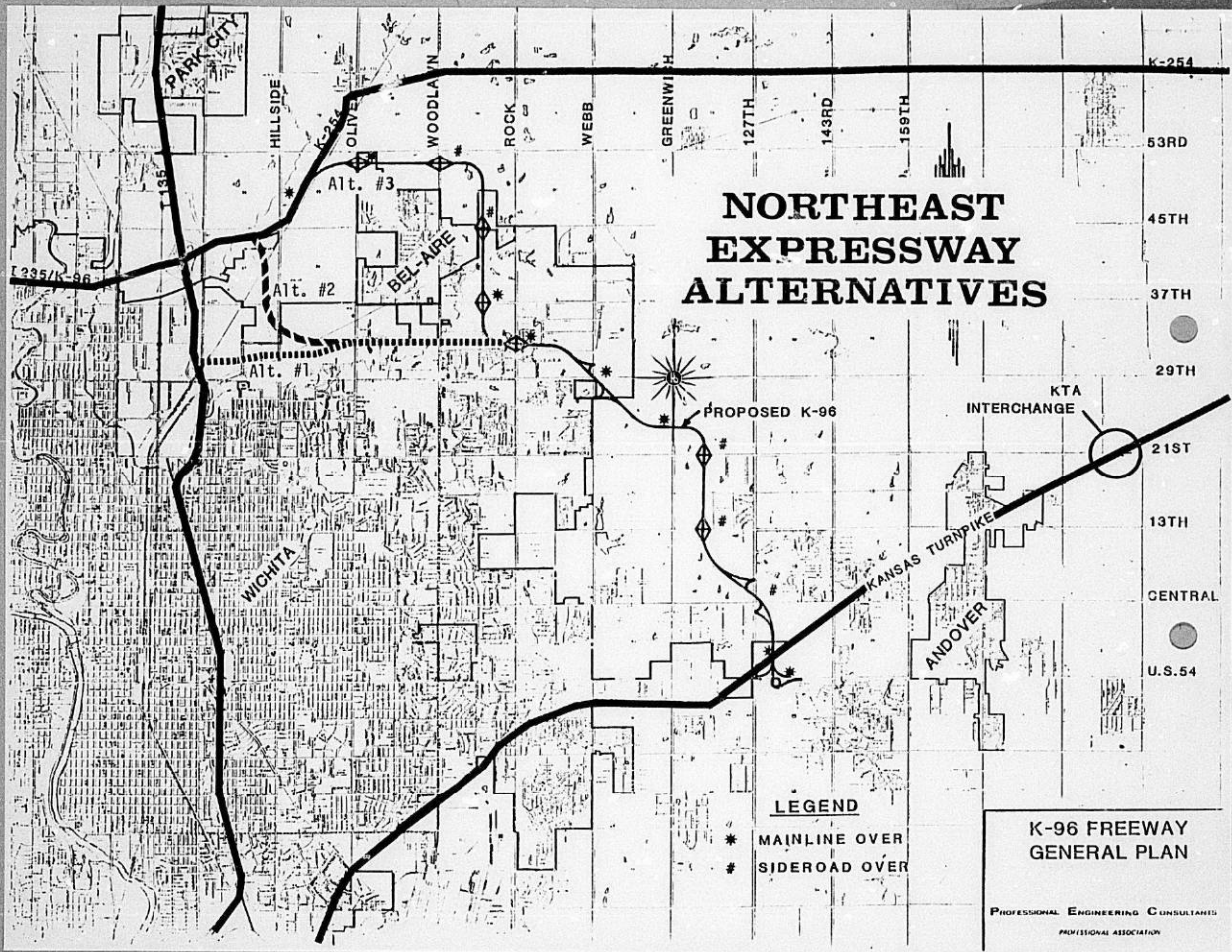
This route would connect with K-254 between 45th and 53rd Streets and proceed east and north around the City of Bel Aire. A new interchange would be required at K-254. Complete right-of-way plans are available for this route and all public hearings have been held. The Federal Highway Administration has approved the design plans for this alternate.

Bel Aire residents have protested this route because it passes through their city limits. It is expected that this alternative would require no relocation of homes or businesses.

CONCLUSION/RECOMMENDATION

All three alternatives have the unusual advantage of going through primarily undeveloped land, thereby causing minimal disruption to residents and businesses. Alternate 1 has the distinct advantage of being the shortest, most direct route with the highest projected traffic volumes--about twice that of Alternate 3. This alternate would provide the best traffic service to the northeast area and the entire community. In addition, this is the only alternative that allows a connection with the freeway system without constructing an interchange in the short term (during "super-two" phase).

Therefore, it is recommended that Alternate 1 be approved as the preferred alignment for the north end of the Northeast Expressway and that it be shown on the Transportation Plan as the route of the Northeast Expressway.



NORTHEAST EXPRESSWAY
SUMMARY OF ALTERNATIVES

TRAFFIC AND DESIGN							LAND USE, SOCIAL AND ENVIRONMENTAL		
Alternative Router	Projected Traffic Volume*	Length of Roadway	Number of Interchanges	Rail-road Crossings	Connection to I-135/K-254	Design Study	Future Land Use	Removal/Relocation of Structures	Social/Environmental
#1	14,826-25,983	10.3 miles	10	2	Can connect to existing interchange at I-135 and 29th St.	To be done.	Mainly Industrial west of Oliver; residential & commercial east of Oliver.	Animal Shelter Possibly 1 or 2 industries when interchange is built.	<ul style="list-style-type: none"> Possible impact on 3 homes & 2 developing areas.** Passes thru approx. 650 ft. of north edge of Chisholm Creek Park (undeveloped). Possible disturbance to 1 mi. of hedgerow along Park. (Should be able to avoid with proper design.)
#2	13,004-20,448	10.7 miles	10	2	Requires interchange at K-254.	To be done.	Mainly Industrial west of Oliver; residential & commercial east of Oliver.	None anticipated.	<ul style="list-style-type: none"> Possible impact on 10 homes & 2 developing areas.** Passes thru approx. 650 ft. of north edge of Chisholm Creek Park (undeveloped). Possible disturbance to 1 mi. of hedgerow along Park. (Should be able to avoid with proper design.) Possible disturbance to private pond on north end of route.
#3	7,631-11,550	11.2 miles	11	2	Requires interchange at K-254.	Completed & approved by FHWA.	Residential & agricultural.	None anticipated.	<ul style="list-style-type: none"> Possible impact on 3 developing residential areas in Wichita.** Passes thru undeveloped land in City of Bel Aire. Possible impact on long-range development plans of church near Bel Aire.

* Year 2000 average annual daily traffic.
**Within 500 ft. of right-of-way.

11/18/85
MAPD

NORTHEAST EXPRESSWAY

Target Dates

MAPC Adoption of Year 2000 Transportation Plan	December 12, 1985
Design Study for N.E. Expressway initiated	February-March 1986
Design Study Completion	January 1987
ROW Acquisition	1986-1989
Super 2 lane construction - in phases	1988-1992
Upgrade to freeway with interchanges	1993-2010

Public Hearing Comments

A. At MAPC meeting August 22nd, 1985

<u>Agency Name or Name</u>	<u>Comments</u>	<u>Staff Response</u>
1. Chamber of Commerce (Charles Belt)	<p>Strongly endorsed the Plan with the following comments</p> <ul style="list-style-type: none">- Kellogg have top priority- Start process for downtown Overpass now- If possible, bring Kellogg up to 6-lane freeway standards from urban limit to urban limit even if it takes longer than Year 2000 Interchange) <ul style="list-style-type: none">- Northeast Expressway should have more southern alignment on the north end (Connect to I-135 @ Hydraulic/29th St. Interchange)- Start Purchasing right-of-way as soon as possible and construct "Super 2" Lane road as quickly as possible.	<ul style="list-style-type: none">- Staff agrees that Kellogg is a top priority for expenditure of funds especially the Downtown Overpass.- Staff would recommend that the following policy statements be included in the Year 2000 Transportation Plan, Streets and Highway Element:<ul style="list-style-type: none">• All major reconstruction or construction projects on Kellogg (US 54) from Sycamore west to Ridge/Mid Continent Rd be built to 6-lane freeway standards.• All major reconstruction or construction between Hillside east to Webb Rd be designed and built to be adaptable to expansion to a 6-lane freeway when financial and socioeconomic conditions permit.• A flow chart for getting Kellogg to a six-lane freeway is attached which includes cost and possible dates of construction. The Horizon extends past the Year 2000.- Staff agrees that the Northeast Expressway works best when connected directly to I-135 at or about Hydraulic/29th interchange.- Staff recommends that the alignment be designed and constructed as a 'Super 2' roadway until such time as traffic volumes require upgrading to full 4-lane freeway standards.

Agency
Name or
Name

Comments

Staff Response

2. Wichita Airport Authority (Monroe Funk)

Authority agrees with most of the Plan but has following comments:

- Section of Kellogg from Ridge Rd to Downtown be built as a six-lane freeway

- Wants to assure that construction of Northeast Expressway allows Jabara Airport to improve to a precision runway on the south end.

- Staff agrees that Kellogg is a top priority for expenditure of funds especially the Downtown Overpass.
- All major reconstruction or construction projects on Kellogg (US 54) from Sycamore west to Ridge/Mid Continent Rd. be built to 6-lane freeway standard.
- The roadway as presently designed allows a glide slope of approximately 48: or 49:1 (50:1 is standard for precision runway) which staff believes would be acceptable to FAA to issue a waiver and allow a precision instrument runway rating.

3. Ralph Lamsrath

- Thinks that Kellogg should be generally upgraded to expressway and freeway standards

Staff agrees that Kellogg is a top priority.

- Thinks Northeast Expressway would serve better if it were connected to the Freeway System on the North and further west on Kellogg to the south

- * All major reconstruction or construction projects on Kellogg (US 54) from Sycamore west to Ridge/Mid Continent Rd. be built to 6-lane freeway standards.
- * All major reconstruction or construction between Hillside east to Webb be designed and built to be adaptable to expansion to a 6-lane freeway when financial and socio-economic conditions permit.
- * A flow chart for getting Kellogg a six-lane freeway is attached which includes cost and possible dates of construction. The Horizon extends past the Year 2000.
- * Staff agrees that the Northeast Expressway works best when connected directly to I-135 at or about Hydraulic/29th interchange.

Agency Name or Name	<u>Comments</u>	<u>Staff Response</u>
4. Paul Graves	<ul style="list-style-type: none"> - Kellogg should be a six-lane freeway from east urban limit to west urban limit 	<p>Staff agrees that Kellogg is a top priority.</p> <ul style="list-style-type: none"> * All major reconstruction or construction projects on Kellogg (US 54) from Sycamore west to The Year 2000 Transportation Plan, Streets and Highway Element fully recognizes the ability of good intersections to improve traffic flow and has therefore recommended 40 channelizations and 7 improved signalization projects.
5. Haysville Planning (Charles Stopp)	<ul style="list-style-type: none"> - liked the Plan as it applies to Haysville but wanted to recommend the following <ul style="list-style-type: none"> * Add 71st to the Plan from Hydraulic to the east urban limits * Add 79th from Meridian to Broadway to the Plan * Add Traffic signals at 63rd and Broadway and 55th and Seneca 	<ul style="list-style-type: none"> - 71st Street from Hydraulic to the Turnpike is outside the urban boundary and is not eligible for Federal Aid Urban designation. - Changes in urban boundaries are handled by the Coordinating Committee for Transportation and do not have to be in the Plan element. 79th Street from Hydraulic to the Turnpike is outside the urban boundary and is not eligible for Federal Aid Urban Designation. - Changes in urban boundaries are handled by the Coordinating Committee for Transportation and do not have to be in the Plan element. - Additionally, signalization projects are not of a magnitude to be included individually on a long range Transportation Plan element.
6. Wichita Bikeway Committee (Larry Ross)	<ul style="list-style-type: none"> * wanted a Bicycle Component added to Plan said Bikeway Committee was drafting such a component 	<ul style="list-style-type: none"> - Staff is asking for the adoption of the Streets and Highway Element of the Transportation Plan which would not contain a bicycle element. The Guide to Bikeway Development completed in 1980 is still the document used to provide for the bicycle transportation needs of the Wichita area.

Agency Name or Name	<u>Comments</u>	<u>Staff Response</u>												
7. Marguerite Nicolay	wants to know when the Flyover will be built at Kellogg and Oliver	<p>- Any document produced by the Bikeway Committee would, of course, be welcomed by MAPD for evaluation as to its relevance to the Transportation Plan.</p> <p>- At present, Staff would indicate that the Kellogg @ Oliver Flyover is of high priority but would follow the downtown overpass and therefore would be scheduled in the timeframe of</p> <table border="0"> <tr> <td>Design</td> <td>1989-90</td> </tr> <tr> <td>R-O-W</td> <td>1990/91</td> </tr> <tr> <td>Construction</td> <td>1991/92</td> </tr> </table> <p>While this is very tentative, without the review and concurrence of the Wichita Board of City Commissioners, it still reflects the best estimate available of this project.</p> <p>or</p> <table border="0"> <tr> <td>Design</td> <td>1989</td> </tr> <tr> <td>R-O-W</td> <td>1993</td> </tr> <tr> <td>Construction</td> <td>1994</td> </tr> </table>	Design	1989-90	R-O-W	1990/91	Construction	1991/92	Design	1989	R-O-W	1993	Construction	1994
Design	1989-90													
R-O-W	1990/91													
Construction	1991/92													
Design	1989													
R-O-W	1993													
Construction	1994													

B. Written Comments subsequent to meeting

1. City of Valley Center (Mac Manning)	<ul style="list-style-type: none"> - would like to see 85th St. expanded to show 4-lanes between Broadway to East City Limits - Meridian should reflect the existing 4-lane section between 69th and 77th Street - Meridian between 69th and 55th should be expanded to 4-lane to tie the Wichita improvement (I-235 to 55th) to existing 4-lane section. 	<ul style="list-style-type: none"> - Staff reexamined 85th Street volumes both in present traffic and projected traffic and finds no need for a 4-lane improvement on 85th Street in the time-frame examined. - Staff will change the map to reflect the existing 4-lane condition on Meridian between 69th St. and 77th St. - Staff believes traffic projections too low to justify recommended widening. - Staff will continue to monitor and evaluate growth and dispersion of traffic in the future and will make recommendations for additions to and deletions from the Plan element as needed.
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Agency
Name or
Name

Comments

Staff Response

2. Don Blasf

- suggested numerous improvements to Kellogg which made the road 6-lane freeway from I-235 to Downtown and 4-lane expressway/freeway from Roosevelt to Greenwich Rd.
- liked McLean - 2nd St. "one way p. ." alternate
- liked southern alignment of Northeast Expressway

- Staff agrees that Kellogg is a top priority.

- Staff states that the McLean/2nd St. one-way pair solution continues to be one of a number of possible ways to solve the congestion in that corridor.
- Staff agrees that the Northeast Expressway works best when connected directly to I-135 at or about Hydraulic/29th interchange.

3. Rev. E. E. and
Vera Kardatzke

- They like the I-235/Maple St. Interchange

- Staff believes the I-235 and Maple interchange is an important addition to the Interstate System for the Wichita area and will continue to press for KDOT/FHWA financial participation in this project at the earliest time.

4. Margaret Miller

- Wichita should consider the bike as a transportation vehicle and plan for them

- Staff is asking for the adoption of the Streets and Highway Element of the Transportation Plan which would not contain a bicycle element. The Guide to Bikeway Development completed in 1980 is still the document used to provide for the bicycle transportation needs of the Wichita area.

5. E. L. Klein

- would like to encourage the construction of I-235 and Maple St. Interchange

- Staff believes the I-235 and Maple interchange is an important addition to the Interstate System for the Wichita area and will continue to press for KDOT/FHWA financial participation in this project at the earliest time.

Agency
Name or
Name

Comments

Staff Response

C. Other nonwritten comments subsequent to August 22nd public hearing

1. Wichita Board of
City Commissioners

Approve the plan as recommended by the MAPC; and during the 60-day period between today's public hearing and final adoption evaluate the proposals to make Kellogg a six-lane freeway through the entire urban area; and approve the plan as presented acknowledging the three alternate routes for the Northeast Circumferential and that the MAPC further indicate support for the southern corridors with preference to a route which would connect to I-135 at the 29th Street Interchange.

Staff agrees

2. Economic Development

- Approve the plan but prioritize projects on an economic development potential basis

- Through our future land use plan and the consideration of serving industrial areas, an economic consideration has already been included. The ranking of projects will be the responsibility of the B.C.C. and the B.Co.C.
- Staff believes that both Kellogg and the Northeast Expressway are projects which stimulate economic development.

3. Wichita Traffic Commission

- Approve the plan but reserve judgement on the three northern alignments of Northeast Expressway until design study is completed and a public hearing held.

- Staff will return to the Traffic Commission in the design phase of the Northeast Expressway.

4. Wichita Area Board of
Builders

- Approve the plan, and recommend the highest priority be given to Kellogg improvements. Reserve judgement on the Northeast Expressway until Kellogg improvements are completed.

Staff believes that purchase of right-of way to preserve the alignment and construction of a 2-lane road is of high priority.

**BOARD OF SEDGWICK COUNTY COMMISSIONERS
PROCEEDINGS**

MEETING OF THE BOARD OF COUNTY COMMISSIONERS

SPECIAL MEETING

SEPTEMBER 26, 1985

(Welcome to Channel 8 viewing audience and an overview of agenda items to be considered)

- A. Call Meeting to Order at 9:00 a.m.
- B. Invocation of the Christian Businessmen's Committee
- C. Flag Salute
- D. Roll Call
- E. Approval of Minutes, Regular Meeting of September 11, 1985.
- F. Certification as to the availability of funds - County Controller's Office.
- G. Proclamation declaring the week of September 29 - October 5, 1985 as Emergency Medical Service week. Presented by Louanna Honeycutt, Public Affairs Officer.

ACTION: Adopt the proclamation and authorize the Chairman to sign.

- H. Approval of recommendations for the selection of firms for the design and construction of the proposed Sedgwick County Adult Local Detention Facility. Presented by Al Jarvis, Chairman, Corrections Facility Advisory Board.

On July 31, 1985, the Board of County Commissioners approved proposals for architectural/engineering (A/E) services and construction management (CM) services. Proposals were provided to 19 interested A/E firms and 12 CM firms. A pre-bid conference was held on August 15, 1985 to respond to firms' questions.

Requests for quotation were opened on September 3, 1985 from 7 A/E firms and 8 CM firms. Proposals were provided to each member of the Project Review Committee (PRC).

The PRC members reviewed all proposals in depth, conducted reference checks and interviewed four A/E and four CM firms. As a result of an extensive review and evaluation process, the PRC recommends selection of the following firms.

- 1. Approval of an architectural/engineering firm for the proposed Sedgwick County Adult Local Detention Facility.

Architectural and engineering services include work in conjunction with the designer, construction manager and County to prepare project schedules, design drawings, engineering studies, project costs, change orders and specifications as well as conducting site visits during construction, reviewing contractors' drawings and samples, monitoring construction progress, etc.

- ACTION:**
- 1. Approve the recommendation of the Project Review Committee; or
 - 2. Disapprove the recommendation.

**BOARD OF SEDGWICK COUNTY COMMISSIONERS
PROCEEDINGS**

Agenda - Page 2
September 26, 1985

2. Approval of a construction management firm for the proposed Sedgwick County Adult Local Detention Facility.

Construction management services include work in conjunction with the designer, architect/engineer and County to provide advice on designs, consultant/contractor selection, schedules, budgets and project phasing as well as maintaining a manager on site to monitor construction progress, review design and other documents, prepare estimates, assist in bidding and contracting, etc.

The primary purpose of a construction management firm is to save the use of time and money in the scheduling and construction of a facility by use of the services outlined above.

- ACTION:**
1. Approve the recommendation of the Project Review Committee; or
 2. Disapprove the recommendation.

I. Approval of a request to set date for public hearing for proposed revision to the Adopted 1985 Revenue Sharing Budget. Presented by Randy Allen, Budget Director.

By previous action of the Board of County Commissioners, the 1985 Federal Revenue Sharing Budget of \$1,594,166 was appropriated to 14 County departments for various capital projects. Due to the impending jail design and Courthouse heating/ventilation/air conditioning projects and their related costs, staff reviewed the status of each approved 1985 Revenue Sharing project to determine if and where funds could be identified for these major projects. As a result, residual funds from completed projects as well as monies originally budgeted for heavy equipment replacement at the Central Motor Pool were identified.

Such re-prioritization of projects does not change the total 1985 Revenue Sharing budget of \$1,594,166, but does require a public hearing since the proposed action affects more than 25% of the entitlement funds as originally enacted.

- ACTION:**
1. Set the date of October 9, 1985 at 9:00 a.m. for a public hearing to consider revisions to the 1985 Revenue Sharing Budget, and authorize the Budget and Management Department to publish notice of such hearing; or
 2. Take no action.

J. Bond resolutions regarding road improvements to various County roads and providing for issuance of General Obligation bonds for these projects. Presented by William Timmerman, Bond Counsel.

1. Resolution regarding certain County road improvements on 263rd Street West (Viola Road) between U.S. 54 and 111th Street South, Project #787-R thru CC, CIP #R-66, and providing for the issuance of general obligation bonds in the amount of \$1,600,000.

**BOARD OF SEDGWICK COUNTY COMMISSIONERS
PROCEEDINGS**

Agenda - Page 3
September 26, 1985

Capital Improvement Program project #R-66 from U.S. 54 to 111th Street South is included in the Adopted 1986 Capital Budget for \$1,400,000 in general obligation bonds.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

2. Resolution regarding certain County road improvements on Central Street between Greenwich Road and the Butler County Line, Project #618-34, 35, 36, CIP #R-75, and providing for the issuance of general obligation bonds in the amount of \$1,000,000.

Capital Improvement Program Project #R-75 from Greenwich Road to the Butler County Line is included in the Adopted 1986 Capital Budget for \$1,000,000 in general obligation bonds. This project may qualify for federal funds in the form of an EDA grant. If so, the funding requirement for general obligation bonds would be reduced by any such funding received.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

3. Resolution regarding certain County road improvements on MacArthur Road between Meridian and the Wichita Valley Center Floodway, Project #628-23, 24, CIP #R-86, and providing for the issuance of general obligation bonds in the amount of \$800,000.

Capital Improvement Program project #R-86 from Meridian to the Wichita Valley Center Floodway is included in the Adopted 1986 Capital Budget for \$871,600 in general obligation bonds and \$428,400 in FAU funds.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

4. Resolution regarding certain County road improvements on 143rd Street East between U.S. 54 and Harry Street, Project #839-Q, CIP #R-117A, and providing for the issuance of General Obligation bonds in the amount of \$1,600,000.

Capital Improvement Program project #R-117A from U.S. 54 to Harry Street is included in the Adopted 1986 Capital Budget for \$1,500,000 in General Obligation bonds.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

5. Resolution regarding certain County road improvements at an intersection on 83rd Street South between Hillside and the Big Arkansas River, Project #29-639, CIP #I-13, and providing for the issuance of General Obligation bonds in the amount of \$180,000.

BOARD OF SEDGWICK COUNTY COMMISSIONERS
PROCEEDINGS

Agenda - Page 4
September 26, 1985

Capital Improvement Program project #I-13 is included in the Adopted 1986 Capital Budget for \$180,000 in General Obligation bonds.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

- K. Metropolitan Area Planning Department. Presented by Fred Schwartz, Principal Planner, Current Plans.

Approval of the Year 2000 Transportation Plan, Streets and Highway Element.

On August 22, 1985, the Metropolitan Area Planning Commission approved the Year 2000 Transportation Plan, Streets and Highway Element. During the intervening minimum of 60 days, the Plan will be reviewed by all responsible agencies and governmental entities for applicability to their needs.

Sedgwick County should review the Plan and make its recommendation to the MAPC during the review period prior to official adoption of the Plan as part of the Comprehensive Plan authorized by K.S.A. 12-704.

- ACTION:** 1. Concur in the Metropolitan Area Planning Commission action and recommend adoption of the Year 2000 Transportation Plan, Streets and Highway Element by the MAPC after the 60-day comment period; or
2. Take such action as the Board deems appropriate.

- L. Resolution accepting donations to the County Sheriff's Office from certain anonymous donors. Presented by Earl Waltham, Sheriff's Department.

Certain anonymous donors wish to donate 115 felt hats, 51 straw hats and associated attachments, and 20 portable 19-inch color television sets.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

- M. Approval of a request to teach a GFOA course. Presented by Forest Tim Witsman, County Administrator.

This is a request by the County Administrator to serve as an instructor at the Government Finance Officers Association (GFOA) seminar to be held in Columbus, Ohio on October 27-30, 1985. Mr. Witsman will be teaching Intermediate Budgeting and will receive no remuneration for these services. GFOA will pay all expenses.

- ACTION:** 1. Approve the request; or
2. Disapprove the request.

*Deferred
until just
before we
report back
to MAPC*

**BOARD OF SEDGWICK COUNTY COMMISSIONERS
PROCEEDINGS**

Agenda - Page 5
September 26, 1985

- N. **Monthly Report on County Finances.** Presented by Randy Allen, Budget Director.

ACTION: Receive and File.

- O. **Bureau of Public Services.** Presented by David Spears, Director.

1. Resolutions:

- a. Resolution authorizing the establishment of a "No Passing" zone on a portion of 95th Street South (County Road #642-34). District #2.

Section One: A "No Passing" zone, shall be and is hereby established for the east and westbound traffic on 95th Street South (County Road #642-34) beginning at a point 500 feet east of the intersection of 95th Street South and Greenwich Road (County Road #642-835), east to a point 1,900 feet east of the intersection of 95th Street South and Greenwich Road (County Road #642-835).

Section Two: That any previous resolutions pertaining to passing within this area be, and hereby are rescinded.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

- b. Resolution authorizing the establishment and enforcement of speed limits on 95th Street South between 111th Street East and 127th Street East (County Road #642-34). District #2.

55 MPH - From the intersection of 95th Street South and 127th Street East (County Road #642-837), west to a point 3,100 feet west of the intersection of 95th Street South and 127th Street East.

45 MPH - From a point 3,100 feet west of the intersection of 95th Street South and 127th Street East (County Road #642-837), west to the intersection of 95th Street South and 111th Street East (County Road #642-835).

Section One: That the above listed speed limits be established and enforced on 95th Street South (County Road #642-34).

Section Two: That the portion of Resolution #48-1978, dated March 8, 1978, pertaining to the speed zones at the above mentioned locations be and hereby are rescinded.

- ACTION:** 1. Adopt the resolution; or
2. Deny the resolution.

**BOARD OF SEDGWICK COUNTY COMMISSIONERS
PROCEEDINGS**

Agenda - Page 6
September 26, 1985

2. Approval:

- a. Approval of Sedgwick County matching share using an 80/20 matching ratio for Sedgwick County Project 630-28-2750; Bridge on 47th Street South over the Arkansas River between Hydraulic and Hillside.

It is requested that David C. Spears, P.E., County Engineer, be authorized to sign and send a letter of intent from the Board of Commissioners that Sedgwick County is still participating in this project, and is anticipating a bid letting of October 17, 1985. CIP #B-38. (1985 Construction) District #2.

- ACTION:** 1. Approve the matching share; or
2. Disapprove the matching share.

- P. **Report of the Board of Bids and Contracts.** Presented by Forest Tim Witsman, County Administrator.

- ACTION:** 1. Approve the recommendations of the Board of Bids and Contracts; or
2. Disapprove specific items.

- Q. **Approval of the Consent Agenda.** Presented by Forest Tim Witsman, County Administrator.

- ACTION:** 1. Approve the consent agenda as presented; or
2. Disapprove specific items.

- R. **Other**



COUNTY OF SEDGWICK

Controller

ROOM 333

COUNTY COURTHOUSE, WICHITA, KANSAS 67203 • TELEPHONE 268-7591

TO: Board of County Commissioners
Of Sedgwick County, Kansas

FROM: Meeting of the Board of Bids
& Contracts, September 19, 1985

PRESENT: Lewis R. Rogers, II, Chairman, County Controller
David Spears, Director, Bureau of Public Services
Pat Kettler, Register of Deeds
Mike Pepoon, Legal
Lori Rogers, District Attorney's Office
Jean Wilkerson, Courts

Bob Rogers called the meeting to order. Mr. Bill Anderson, Purchasing Director, appeared before the Board and stated that all items the Purchasing Department deemed necessary to advertise for bids had been advertised and all items will be subject to availability of funds.

(1) 1985 OR 1986 TRUCK CHASSIS
FIRE DISTRICT SPECIAL EQUIPMENT

One 1985 or 1986 truck chassis:

Don Hattan Chevrolet	No Reply				
Quality Chevrolet	No Reply				
Joe Self Chevrolet	No Reply				
Davis Chevrolet	No Reply				
Mel Hambelton Ford	No Reply				
Rusty Eck Ford	No Reply				
Steven Corporate	\$21,498.00	1986 Ford	90-150 Days	6 Exceptions	
Sauder-Lygrisse	\$20,500.00	1986 GMC	60 Days		
Copeland International	No Reply				
Plains Ford	\$19,537.42	1986 Ford	11/1/85	Took Exceptions	

On the recommendation of Sedgwick County Fire Department, Mike Pepoon moved to table this item one week for tabulation and review. Jean Wilkerson seconded the motion. The vote was unanimous.

(2) CONSTRUCTION OF SALLYPORT AND HANDRAIL - YOUTH RESIDENCE HALL
FUNDING: REVENUE SHARING

Construction of SallyPort and handrail:

Lesco	No Reply		
Hahner, Foreman	\$14,000.00	80 Days	
Dwayne	No Reply		

On the recommendation of Larry Vardaman, Youth Residence Hall, Mike Pepoon moved to table this item one week for tabulation and review. Jean Wilkerson seconded the motion. The vote was unanimous.

(3) CARPET - DISTRICT ATTORNEY'S OFFICE
FUNDING: CENTRAL SERVICES

Remove and install approximately 435 square yards of carpet and furniture removal:

	<u>INSTALLATION</u>	<u>REMOVAL</u>	<u>TOTAL</u>	<u>COMPLETION</u>
North End General	\$6,452.65	\$1,500.00	\$7,952.65	None Stated
Star Lumber	\$4,763.25	\$ 300.00	\$5,063.25	None Stated
Wall Covering	\$5,533.20	\$1,835.00	\$7,368.20	11/4/85
Sherwin Williams	\$4,880.70	No Bid	\$4,880.70	10/4/85
Clawson Carpet	\$5,437.50	\$ 635.00	\$6,072.50	None Stated
Schammerhorn	\$5,550.00	\$1,675.00	\$7,225.00	6 Days or 3 Separate Weekends
Harry Street Carpet	\$4,785.00	\$ 435.00	\$5,220.00	2-3 Days

On the recommendation of Central Services and the District Attorney's Office, Pat Kettler moved to table this item one week for tabulation and review. Jean Wilkerson seconded the motion. The motion was passed with Lori Rogers abstaining.

(4) SALE OF SURPLUS DATA EQUIPMENT

Sale of various surplus data equipment:

The bids are attached on Attachment 1. Jerry Pettegrew moved to approve the bid of Joe Baughman, as indicated, totaling \$30.00 and the bid of Wichita State University, as indicated, totaling \$225.00, making a total bid of \$255.00. Jean Wilkerson seconded the motion. The vote was unanimous.

(5) EXTERIOR CLEANING OF WINDOWS - CENTRAL SERVICES
FUNDING: CENTRAL SERVICES

Exterior cleaning of windows four times a year-Sedgwick County Complex:

Independent Window	\$14,012.00
Magic Klean Janitor	No Reply
Midwest Window Cleaning	No Reply
Patton Cleaning & Maint.	No Reply
Sonshine Janitorial	No Bid
Southwest Building	No Reply
Wichita House & Window	No Reply
Wilson Window Washing	\$ 8,856.00
Outside Maintenance	\$15,952.00

On the recommendation of Loyd Gilbreath, Building Supervisor, Jean Wilkerson moved to approve the low bid of Wilson Window Washing at \$8,856.00. Lori Rogers seconded the motion. The vote was unanimous.

(6) CALCIUM CHLORIDE LIQUID - BUREAU OF PUBLIC SERVICES
FUNDING: BUREAU OF PUBLIC SERVICES

8,400 gallons liquid Calcium Chloride:

Carter Water	\$4,359.60	Immediate
Thompson Hayward	No Bid	
Pueblo Chemical	No Reply	
McKesson Chemical	No Bid	
Pennington	No Reply	
Reed Supply	No Bid	

On the recommendation of David Spears, Jean Wilkerson moved to approve the sole bid of Carter Water at \$4,359.60. Pat Kettler seconded the motion. The motion was passed with David Spears abstaining.

(7) 1000 TONS ROCK SALT - BUREAU OF PUBLIC SERVICES
FUNDING: BUREAU OF PUBLIC SERVICES

1,000 tons Rock Salt:

Bingham Sand	\$10,870.00	Delivery as Required
Carey Salt	\$11,700.00	Delivery as Required
Law Trucking	\$11,300.00	When Ordered
Central Sand	No Bid	
Miles Sand	\$11,500.00	Delivery not Stated

On the recommendation of David Spears, Mike Pepoon moved to approve the low bid of Bingham Sand at \$10,870.00. Jean Wilkerson seconded the motion. The motion was passed with David Spears abstaining.

(8) OFF-AGENDA ITEM: SMOKE DETECTORS AND FIRE HORNS - OLD COURTHOUSE
FUNDING: CENTRAL SERVICES

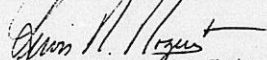
Mike Pepoon moved to hear the off-agenda item. Jean Wilkerson seconded the motion. The vote was unanimous.

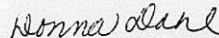
Johnson Controls \$6,690.00

On the recommendation of Loyd Gilbreath, Building Supervisor, Mike Pepoon moved to approve the sole source bid of Johnson Controls at \$6,690.00. Jean Wilkerson seconded the motion. The vote was unanimous.

There being no further business to come before the Board, the meeting was adjourned.

Respectfully submitted,


Lewis R. Rogers II, Chairman
County Controller


Donna Dahl, Secretary

Make	Model	Serial	Device Description	Unit Price	Quantity	Total Price	Notes
IBM	1287	10050	Optical Scanner				
IBM	31940		Terminal controller-32 ports				
IBM	3272	36214	Terminal controller-16 ports				
IBM	3277	D6360	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	10.00 BMA
IBM	3277	E0114	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	E0115	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	E0116	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	E0117	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	K9783	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	K9784	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	K9785	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	K9786	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	H6184	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	H6186	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	H6190	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	68663	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	69517	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	69518	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	69519	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	69521	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	69522	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	69523	CRT typewriter keyboard-12 PF keys	5.00	10	50.00	
IBM	3277	32433	Dot matrix printer				
IBM	3284	52432	Dot matrix printer				
IBM	3284	60426	Dot matrix printer				
IBM	3284	60681	Dot matrix printer				
IBM	3791-2B	20387	Key entry controller-30 megabyte	15.00	1	15.00	
IBM	3793	10546	Keyboard for 3791-2B	5.00	1	5.00	
IBM	4341	J50873	Control storage card	10.00	1	10.00	
Telex	T277C	30422	CRT typewriter keyboard-12 PF keys				
CDC	38302	01495	CDC DASH Controller				
CDC	33801-A2	00246	CDC DASH head of string				
CDC	33801-B2	00226	CDC DASH module				
CDC	33801-B2	04784	CDC DASH module				

Total Bid: \$ 36.00

Sedgwick County equipment

Company _____
Signed by _____

RECEIVED

SEP 10 1985

METROPOLITAN ~~ROUTE~~
ROUTE W-63
 Free

WICHITA TRAFFIC COMMISSION LUNCHEON
Wednesday, September 18, 1985
12:00 Noon

An informal luncheon will be held in the Board Room on the First Floor of City Hall. The Economic Development Commission President has been invited to attend the luncheon to discuss proposed development on the West Bank.

AGENDA
WICHITA TRAFFIC COMMISSION MEETING
Wednesday, September 18, 1985
1:30 P.M.

The Wichita Traffic Commission will hold their regularly scheduled meeting in the City Commission Meeting Room, First Floor City Hall, 455 North Main, Wichita, Kansas.

* Roll Call

* Approval of the August 21, 1985 Meeting Minutes as mailed

1. THE ELECTION OF OFFICERS

The offices to be filled are: President, First Vice-President and Second Vice-President.

2. DESIGN OF THE PERMANENT DIVERTERS IN THE FAIRMOUNT NEIGHBORHOOD

Mr. Warren Oblinger of Planning Development Services will appear on your agenda to present plans for permanent diverters at 16th and Vassar and 16th and Fairmount.

3. SECOND AND RUTAN

A representative of the neighborhood will present their request for traffic control at the intersection of Second and Rutan.

4. REQUEST FOR INTERSECTION IMPROVEMENTS AND SIGNALIZATION OF KELLOGG AND MAIZE ROAD

Mr. Ken Chambers of 10313 Esthner has requested to appear on your Agenda to discuss his concern about traffic control at the intersection of Kellogg and Maize Road. This intersection was just recently annexed by the City of Wichita, after being in a court appeal situation for the last several years. This intersection is presently scheduled for KLINK funding, which becomes available in July of 1986. It is anticipated that with these funds, we would improve the intersection by providing right turn and left turn bays on Kellogg and a fully actuated signal for all directions.

5. KELLOGG DRIVE FROM EDGE Moor TO ROCK ROAD

Ms. Sharon Ryan, President of CPO Area I, has requested that the Traffic Commission consider as a possible future agenda item Ms. Marjorie McQuiston's request. Her request is as follows:

For consideration at a future meeting, I would like to suggest that there be no parking on the Kellogg frontage road from Edgemoor to Rock Road. This would allow routing of buses onto the access road instead of on Kellogg, easing the flow of traffic on Kellogg, especially at rush hour.

6. STATUS OF THE CAPITAL IMPROVEMENT PROGRAM

Mr. Mike Lindebak, Acting Director of Planning and City Engineer, will present the current status of the 1985 Capital Improvement Program and an overall review of the proposed 1986-1991 Capital Improvement Program.

7. STREETS AND HIGHWAY ELEMENT OF THE YEAR 2000 TRANSPORTATION PLAN

A presentation by Mr. Bill Stockwell, Chief Planner-Advance Plans, on Streets And Highway Element of the Year 2000 Transportation Plan for comment and approval. To be given to MAPC at time of adoption.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

September 13, 1985

TO: Board of Sedgwick County Commissioners
FROM: Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT: Transportation Plan

On August 22nd, 1985, the Metropolitan Area Planning Commission (M.A.P.C.) approved the Year 2000 Transportation Plan, Streets and Highway Element. During the intervening minimum of 60 days, the Plan will be reviewed by all responsible agencies and governmental entities for applicability to their needs.

Sedgwick County should review the Plan and make its recommendation to the M.A.P.C. during the review period prior to official adoption of the Plan as part of the Comprehensive Plan authorized by K.S.A. 12-704.

The staff will make a presentation on the Plan, its basis, assumptions, process and recommendations.

Action

- 1) Concur in the Metropolitan Area Planning Commission action and recommend adoption of the Year 2000 Transportation Plan, Streets and Highway Element by the M.A.P.C. after the 60 day comment period.
- 2) Take such action as the Commission deems to be in the best interest of the public.

Willard L. Stockwell
Chief Planner
Advance Plans Division

Approved by:

Mike Lindebak
Director of Planning (Interim)

WLS:FSS:rh

WICHITA-SEDCWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

September 3, 1985

TO: Board of City Commissioners
through Robert G. Finch, Interim City Manager

FROM: Willard L. Stockwell, Chief Planner, Advance Plans Division

SUBJECT: Transportation Plan

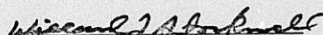
On August 22nd, 1985, the Metropolitan Area Planning Commission (M.A.P.C.) approved the Year 2000 Transportation Plan, Streets and Highway Element. During the intervening minimum of 60 days, the Plan will be reviewed by all responsible agencies and governmental entities for applicability to their needs.

The City of Wichita, the largest affected governmental entity should review the Plan and make its recommendation to the M.A.P.C. during the review period prior to official adoption of the Plan as part of the Comprehensive Plan authorized by K.S.A. 12-704.

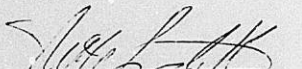
The staff will make a presentation on the Plan, its basis, assumptions, process and recommendations.

Action

- 1) Concur in the Metropolitan Area Planning Commission action and recommend adoption of the Year 2000 Transportation Plan, Streets and Highway Element by the M.A.P.C. after the 60 day comment period.
- 2) Take such action as the Commission deems to be in the best interest of the public.


Willard L. Stockwell
Chief Planner
Advance Plans Division

Approved by:


Mike Lindbak
Director of Planning (Interim)

WLS:FSS:rh

~~PROPOSED~~
STATEMENT
CONCERNING TRANSPORTATION PLAN 2000
MAPC PUBLIC HEARING
August 22, 1985

On behalf of the Wichita Area Chamber of Commerce, I would like to make the following comments pertaining to the Metropolitan Area Planning Commission's "Transportation Plan 2000."

An adequate, well maintained transportation system is absolutely vital to the continued economic growth of our area. Overall, we believe the MAPC study does a ⁶⁰yoeman job in addressing the future transportation needs of Wichita and Sedgwick County -- for both the individual citizen and the business community. Having said that, we respectfully make the following recommendations:

1. Kellogg (U.S. 54)
 - a. Be given top priority.
 - b. Begin immediately to acquire right-of-way and initiate design for a downtown overpass. On a fast track basis, construction could begin within 18-20 months.
 - c. Future revenues permitting, Kellogg should be upgraded to freeway standards (6 lanes with limited access) versus the proposed expressway standards. Any improvements, flyovers, etc., should be planned to accommodate that future goal and not built to meet present day standards only. Political, environmental and social constraints will make achieving freeway status tough -- but not impossible.

2. Northeast Circumferential

- a. Realign the northern portion of the circumferential to a more southerly route. At least two options exist that will make this feasible -- and the results will be a far more usable highway.
 - b. Acquire necessary right-of-way in 1986 to insure long-term needs for a northern loop are met.
 - c. Design and construct a super two highway (on a 4-lane right-of-way) with interchange at grade, until growth and vehicle traffic dictate adding an additional two lanes. Begin phased construction within 2 years.
3. Coordinate construction projects, particularly joint city/county projects, to insure the minimum adverse impact on individuals and businesses. Additionally, on a case-by-case basis, analyze projects for possible double shift construction crews to help minimize construction bottlenecks and lengthy street closings.
4. Resist the temptation to use sales tax revenues for "road maintenance" projects. Priorities within the normal CIP should be adjusted as necessary to accommodate abnormal/emergency type maintenance requirements.
5. Finally, we would ask you to develop a benchmark for previous CIP highway, road and bridge expenditures. This would provide a means by which future expenditures could be measured and would help insure the general public that the commitment to use of sales tax dollars, i.e. be used over and above normal CIP spending, would be met. The 1986 spending level could be used as the baseline, or perhaps a 2 to 3 year average.

N.E. Circ. (agree w/ I-135)
P. Graves

^

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

INFORMAL AGENDA

AUGUST 22, 1985

11:00 A. M.

10th FLOOR

1. Review of Transportation Plan - Stockwell (Memo attached).

2. Discussion on Zoning Cases Returned by the Board of City
Commission - Chairman Wilson.

3. Discussion of Required Parking for Residential Uses - Galbraith
(Memo attached).

4. Discussion of existing Zoning Policies - Planning Commission (Memo
and policies attached).

Michael E. Lindebak
Secretary

Lunch will be provided for Planning Commissioners and staff. Others
who wish to have a lunch may by calling 268-4445 by Tuesday, August
20, 1985 by 5:00 p.m.

Schwartz

WICHITA-SEDCWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

AGENDA

AUGUST 22, 1985

The regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission will be held on Thursday, August 22, 1985, in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas, beginning at 1:30 p.m.

The following items will be considered:

1. Approval of the minutes of July 25, 1985.

2. Presentations by Donald E. Gragg, Chairman of the Board of County Commissioners.

3. Consideration of Subdivision Committee Recommendations from their meeting of August 15, 1985. (Copies of their recommendations furnished to the Planning Commission).

NOTE: ITEMS 3/1 THRU 3/11 MAY BE TAKEN IN ONE MOTION UNLESS THERE ARE QUESTIONS OR COMMENTS.

3/1. V-1343 - Everett Long requests the vacation of right-of-way for a drainage easement. Generally located south of Pawnee in an area west of Leonine.

/2. V-1345 - Ralph L. Harrison requests the vacation of platted building setback. Generally located east of Broadway in an area south of 49th Street North.

/3. V-1346 - Elwood Entz requests the vacation of platted building setback. Generally located south of Lincoln in an area east of Greenwich.

/4. S/D 85-53 - Final Plat of Casco Addition, located on the west side of West Street in an area south of May Street.

Engineer: Baughman Company, P.A.
Acreage: 16.01 Total Lots: 1

/5. S/D 85-60 - Final Plat of S.B.M.S. Addition, located north of 101st Street North on the west side of West Street.

Engineer: Baughman Company, P.A.
Acreage: 1 Total Lots: 1

/6. S/D 85-16 - Revised Final Plat of Golden Hills Addition, located on the north side of Central in an area east of 119th Street West.

Engineer: Professional Engineering Consultants, P.A.
Acreage: 31 ± Total Lots: 103

17. S/D 85-46 - Final Plat of Timbrook 3rd Addition,
located south of Shadybrook at Battin.

Engineer: Professional Engineering Consultants, P.A.
Acreage: 6.8 ± Total Lots: 8

18. S/D 85-65 - Final Plat of Crease Second Addition,
located west of Seneca in an area north of 63rd Street
South.

Engineer: Lowell D. High Total Lots: 2
Acreage: 4.37

19. S/D 85-59 - Final Plat of Leonard A. Garnett
Addition, located east of Seneca on the north side
of 31st Street South.

Engineer: Lowell D. High Total Lots: 2
Acreage: 0.85

10. D-1311 - Kerner W. Binyon, et al, dedicate alley
right-of-way. Generally located between Pershing and
Dellrose in an area north of Central.

11. D-1312 - Robert H. Hutchinson, et al, dedicates
street right of way. Generally located on the west
side of Westlink in an area south of Central.

- 8-0
4. PUBLIC HEARING - YEAR 2000 TRANSPORTATION PLAN FOR
WICHITA-SEDGWICK COUNTY. (Memo furnished to the Planning
Commission.)

THIS IS A TIME CERTAIN ITEM SCHEDULED FOR 3:30 P.M.

ZONING:

RETURNED TO PLANNING COMMISSION:

5. Case No. Z-2704

Request: "AA" to "BB"

Location: At the southeast corner of Woodrow and Cornelison.

6. Case No. Z-2705

Request: "A" & "B" to "BB"

Location: On the south side of First Street between
Hillside and Rutan.

RETURNED TO PLANNING COMMISSION AND READVERTISED:

- 7a. Case No. Z-2701

Request: "AA" to "BB" & "LC"

Location: At the southwest corner of 13th Street North
and Rock Road.

b. Case No. DP-144

Request: Fairfield Commercial C.U.P.

Location: At the southwest corner of 13th Street North and Rock Road.

8a. Case No. Z-2711

Request: "AA" to "A" & "R-6"

Location: South of 13th Street North and west of Rock Road.

b. Case No. DP-146

Request: Fairfield Residential C.U.P.

Location: South of 13th Street North and west of Rock Road.

DEFERRED CASE:

9. Case No. SCZ-0549

Request: "R-1" to "C"

Location: At the northwest corner of Broadway and 82nd Street South.

NEW CASES:

10. Case No. SCZ-0551

Request: "R-1" to "BB"

Location: On the east side of Meridian between 57th and 60th Streets North.

11. Case No. CU-287

Request: Conditional Use Permit to establish a mobile phone radio tower.

Location: On the west side of West Street $\frac{1}{2}$ mile north of 101st Street North.

12. Case No. CU-288

Request: Conditional Use Permit to extract and remove topsoil.

Location: On the south side of 45th Street North in an area west of Hoover.

13. Case No. Z-2712

Request: "A" to "LC"

Location: At the north end of Lexington Drive, 252 feet south of Kellogg.

14. Case No. Z-2713

Request: "AA" to "B"

Location: At the southeast corner of Carriage Parkway
and Edgemoor.

15. Case No. Z-2714

Request: "A" to "B"

Location: At the northeast corner of Lincoln and
Marclene.

16. Case No. DR 85-15

Request: Special Use Permit for a termination and
transmission equipment building on Turnpike
Right-of-way.

Location: 650 feet + east of Rock Road on the north side
of the Kansas Turnpike.

17. Reconsideration of the Request that the Director of Pupil
Transportation (U.S.D. 259) be appointed as a member of the
Utility Advisory Committee.

18. Other Matters.

Michael E. Lindebak
Secretary



THE CITY OF VALLEY CENTER

116 S. PARK • VALLEY CENTER, KS 67147 • 316-755-1231

A Valley Of Progress, A Center Of Pride

August 20, 1985

RECEIVED

AUG 21 1985

METROPOLITAN PLANNING

ROUTE _____

Mr. Willard L. Stockwell, Chief Planner
Wichita-Sedgwick County
Metropolitan Area Planning Department
City Hall - Tenth Floor
455 North Main Street
Wichita, Kansas 67202-1688

Dear Mr. Stockwell:

The City of Valley Center has reviewed the proposed Year 2000 Transportation Plan, Streets and Highway Element and would submit the following comments.

We would urge the Commission to consider and evaluate the possibility of expanding the proposed improvement of 85th Street between the east city limits of Valley Center and Broadway, from 2 lanes to 4 lanes. The basis for this request is that this is a primary access to I-135 and the Colosseum. This roadway is not only used by passenger vehicles, but also large transport trucks from the Valley Center Farmers Elevator, Barton Solvents, Amoco Distribution Terminal and Mobile Crude Oil Pumping Station.

The other area of concern is the with proposed improvement of Meridian between 69th Street North and 53th Street North. The proposed plan contemplates the improvement of this section of roadway to 2 lanes by Sedgwick County. That portion of Meridian between 53th Street and the 235 by-pass is to be upgraded by the City of Wichita to a 4 lane roadway. Presently, Meridian between 69th and 77th Streets is 4 lanes. It seems only good planning to have the entire section of Meridian between the by-pass and 77th Street be 4 lanes.

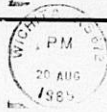
Do to previous commitments neither Mayor Harris or I will be able to attend the public hearing. We would request that this correspondence be entered into the official record.

Sincerely,

Mac D. Manning Jr.
City Administrator



City of Valley Center
116 S. Park
Valley Center, Kansas 67147



Mr. Willard L. Stckwell, Cheif Planner
Wichita-Sedgwick County
Metroploitian Area Planning Department
City Hall - Tenth Floor
455 North Main Street
Wichita, Kansas 67202-1688

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

August 1, 1985

TO: Board of Sedgwick County Commissioners
FROM: Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT: Transportation Plan

The Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing on the adoption of the Year 2000 Transportation Plan, Streets and Highway Element on August 22nd, 1985 in the City Commission Chambers, 1st Floor, City Hall, 455 North Main, Wichita, Kansas at 3:30 p.m.

We are glad to provide to you the Summary of the Year 2000 Transportation Plan, Streets and Highway Element. Much of the data contained you will have heard during our previous presentations to you but the final recommendation and the cost will be new. As with any summary much of the detail and numbers have been omitted and only the highlights or significant figures are included.

We call your attention particularly to pages 7 and 8 and the 5 maps attached for a quick review of the recommendations.

A full copy of the draft report is available at W-SC Metropolitan Area Planning Department and another copy is located at the office of Sedgwick County Division of Public Works.

We hope that the Summary is adequate to answer all your questions but if you would like further details you are encouraged to call me or Fred S. Schwartz at 268-4391 and we'll try to help.

We, of course, would appreciate your attendance at the public hearing.

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:FSS:rh
Enclosure

cc: F. Tim Witsman, County Administrator
Mike Lindebak, Interim Director of Planning

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

August 1, 1985

TO: Board of City Commissioners
(Through Robert G. Finch, Interim City Manager)

FROM: Willard L. Stockwell, Chief Planner, Advance Plans Division

SUBJECT: Transportation Plan

The Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing on the adoption of the Year 2000 Transportation Plan, Streets and Highway Element on August 22nd, 1985 in your Chambers at 3:30 p.m.

We are enclosing the Summary of the Year 2000 Transportation Plan, Streets and Highway Element. This document attempts to broadly cover the reasons, procedures and results of a study which was conducted over a number of years as to the transportation needs of the Wichita-Sedgwick County area. The Metropolitan Area Planning Department has briefed some of the commissioners previously and stands ready to brief, or update the old briefing for, all the present Commissioners at their convenience prior to or after the public hearing.

We call your attention to pages 7 and 8 and the 5 maps attached for an even more condensed summary.

A full copy of the Plan is available in the MAPD office and I or Fred S. Schwartz would be happy to answer any questions you may have on it, the Summary or any other concern on transportation you may have.

Willard L. Stockwell
Chief Planner
Advance Plans Division

Approved by:

Mike Lindebak
Interim Director of Planning

WLS:FSS:rh
Enclosure

Fool S.

Mrs. Bill Stockwell
Planning Department
City Hall
455 N. Main
Wichita, Ks 67202

Sept 20, 85

RECEIVED

SEP 23 1985
METROPOLITAN PLANNING
ROUTE _____

Dear Sir -

It will be a great help when West Street and
Highway 54 project is completed.

Certainly hope you are giving priority attention
to an interchange at I-235 and Maple.

Respect in the west part of Wichita would
appreciate this.

Thank you,
E. L. Glenn
1412 S. Meadow
Wichita, Ks 67213

1412 S. Meadow
Wichita, Ks.
67213

WICHITA, KS 672
PM
21 SEP
1985

CONQUER
MULTIPLE
SCLEROSIS

Mrs. Bill Stockwell
Planning Dept. City Hall
455 N. Main
Wichita, Ks 67202

STATE OF KANSAS,
COUNTY OF SEDGWICK, SS:

Brenda Burnett being first duly sworn, deposes and says that she is Business Manager of THE DAILY RECORD, a newspaper printed and published in the State of Kansas, and of general circulation on a daily basis in Sedgwick County, Kansas, and that said newspaper is not a trade, religious or fraternal publication.

Said newspaper is published at least fifty (50) times a year, and has been so published continuously and uninterrupted in said County and State for a period of more than five (5) years prior to the first publication of the notice attached, and has been admitted at the post office in Wichita in said County and State as second class matter.

Take a notice, a true copy of which is hereto attached, was published in the regular and entire issue of said newspaper for consecutive _____ as follows:

1st JUL 3 0 1985
2nd _____
3rd _____
4th _____
5th _____
6th _____

Brenda Burnett
Business Manager

Subscribed and sworn to before me this
19 JUL 3 0 1985

Janita L. Mies
Notary Public

My Commission expires
4-16-89

(SEAL)

Publication Fees:
\$ 12.50
50

JOVITA L. MIES
NOTARY PUBLIC
STATE OF KANSAS
My Appt. Exp. _____

823/Published in The Daily Record, July 30, 1985/11
NOTICE OF PUBLIC HEARING
TO WHOM IT MAY CONCERN AND 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 The Streets and Highway Element of the Year 2000 Transportation Plan as the official Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which hearing will be held in the City Commission Board Room, 1st Floor, 405 North Main Street, Wichita, Kansas at 3:30 p.m. on Thursday, August 22nd, 1985. Said public hearing may be continued and recessed from time to time without further notice.

Said public hearing will be held pursuant to the provisions of K.S.A. 1982, 12-704, at which time it is proposed to adopt The Streets and Highway Element of the Year 2000 Transportation Plan with all maps, as the official Transportation Plan element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. It is further proposed to delete the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area Volume II and revised maps 5J, 13A, and 13B," as

amended, from the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

The proposed adoption of The Streets and Highway Element of the Year 2000 Transportation Plan for the Wichita-Sedgwick County Metropolitan Area above described shall be discussed and considered by the said Wichita-Sedgwick County Metropolitan Area Planning Commission on August 22nd, 1985 at 3:30 p.m. and all interested parties may at that time make comments upon said document orally and/or in writing.

Copies of The Streets and Highway Element of the Year 2000 Transportation Plan are on file in the offices of the Metropolitan Area Planning Department, 10th Floor, City Hall, 405 North Main, Wichita, Kansas and are available for review in said offices from 8:00 a.m. to 12:00 noon and from 1:00 p.m. to 5:00 p.m., Mondays through Fridays.

All persons interested in said matters will be heard at the public hearing concerning views and wishes, in the premises, as by law provided.

Witness my hand and seal this 25th day of July, 1985.
Michael Lindebak, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission
(SEAL)

read

July 31, 1985

Dear Interested Citizen:

The Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing on the adoption of the Year 2000 Transportation Plan, Streets and Highway Element, on August 22nd, 1985 in the City Commission Chambers, 1st Floor, City Hall, 455 North Main, Wichita, Kansas at 3:30 p.m.

We are glad to provide to you the Summary of the Year 2000 Transportation Plan, Streets and Highway Element. This document attempts to broadly cover the reasons, procedure and results of a study which was conducted over a number of years as to the transportation needs of the Wichita-Sedgwick County area. As with any summary much of the detail and numbers have been omitted and only the highlights or significant figures have been provided.

We believe that the Summary is adequate to understand where the area's needs are and how we propose solving those needs, what the costs are and how those costs can be met. We call your attention to the 5 maps attached to the document and to pages 7 and 8 for an even more condensed summary.

A full copy of the Plan is available for review at the Wichita-Sedgwick County Metropolitan Area Planning Department, 10th Floor, City Hall, 455 North Main, Wichita, Kansas from 8:00 a.m. to 12 Noon and from 1:00 p.m. to 5:00 p.m., Mondays through Fridays or by appointment and other copies of the report are available at the following locations:

- 1) Main Library, 223 South Main
- 2) Rockwell Branch Library, 5939 E. 9th

Page 2
07/31/35

- 3) Westlink Branch Library, 8515 Bekemeyer
- 4) Sedgwick County Division of Public Works, 1250 South Seneca
- 5) C.P.O. Offices, 2nd Floor, 455 North Main, Wichita

We hope that the Summary report is adequate to answer all your questions but if you would like further details, you may avail yourself of the full document and/or call me or Fred S. Schwartz at 268-4391, and we will try to help.

We cordially invite you to attend the public hearing.

Sincerely,

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:FSS:rh
Enclosure

CITIES, GROUPS OR INDIVIDUALS RECEIVED
THE YEAR 2000 TRANSPORTATION PLAN PRESENTATION

City Commissioners

Bob Brown	6/1/83
Tony Casado	6/2/83
X Margalee Wright	6/3/83
X Albert Kirk	6/3/83
Robert Knight	X
Sheldon Kamen	X
Gary Bell	X

County Commissioners

Tom Scott	6/8/83
X Jack Spratt	6/13/83
Don Gragg	6/13/83
Bud Hentzen	? (85)

MAPC

David Bayouth	6/14/83
James Gardner, II	7/6/83
Robert Chisholm	7/6/83
X Ewing Lofton	7/12/83
William Goebel	? (83)
Maxine Hanson	? (83)
X George Parson	? (83)
John Terry Moore	? (83)
James Wilson	? (83)
David Crockett	10/11/83
Elmer Peters	10/13/83
Jerry Banzer	X

Traffic Commissioners

Colleen Johnson	6/9/83
Suc Horn Estes	6/9/83
Maurice Coulson	6/24/83
David Farnsworth	6/24/83
X Jerold Feldman	6/27/83
John Ziegelmeyer	6/28/83
X Robert Edmiston	6/28/83
X William Walsh, Jr.	7/1/83
Michael Relihan	7/1/83
Robert Cady	X

X = no longer a member of

X = not contacted

Marvin Cox	X
Skeets Winkler	X
<u>Economic Development Commissioners</u>	
Ernestine Henderson	? (83)
Joel Pollack	? (83)
<u>Staff</u>	
<u>County</u>	
David Spears	8/13/83
Tim Witsman	? (83)
Randy Allen	? (83)
<u>City</u>	
Bob Finch	5/26/83
Mike Lindebak	? (83)
Bill McKinley	? (83)
Bob Mielke	? (83)
X Mary Ellen Conlee	10/28/83
<u>CPO</u>	
General Council	6/9/83
I	6/21/83
H	7/11/83
F & G	7/18/83
O & J	7/21/83
K	8/2/83
A & M & N	8/3/83
B & C	8/16/83
L	10/17/83
D & E	X
<u>MTA</u>	
Gary Gam	8/26/83
Harley Miles	
Carry Allen, Jerry Aaron	
Ken Grostewiel	6/9/83
<u>Chamber of Commerce</u>	11/30/83
Roads/Highway	
Parking Committee	
<u>Derby</u>	
Ward R. Clements, City Manager	8/13/83
_____, Superintendent of Public Works	
<u>Mulvane</u>	
Eward Elam, City Manager	8/13/83
_____, Street Superintendent	"
William Simmons, Police Chief	"

Haysville

X Charles Vogt, City Manager 8/25/83
Intern
Planning Commission (?) 83

Valley Center

X Phil Nelson, City Administrator 9/14/83

Andale

Bel Aire

Planning Commission 10/10/83

Bentley

Cheney

Mac D. Manning, City Manager 10/4/83

Clearwater

Yvonne Coon, City Clerk 10/4/83

Colwich

Betty Hutmacher, Council Member 10/4/83
Mary Alice Carlile, City Clerk "

Eastborough

John Jaedicke, Mayor (?) 83

Garden Plain

Eugene Heimerman, Mayor 10/4/83

Goddard

Mac D. Manning, City Manager 10/4/83

Kechi

Walter Newton, Mayor 10/14/83

Maize

Jim Heinicke, City Administrator 10/4/83

Mt. Hope

Park City

Bruce McCandless, City Administrator

10/14/83

Viola

(_____) (First Published in the Wichita Eagle-Beacon July 30, 1985) (One Time)

Notice of Public Hearing

TO WHOM IT MAY CONCERN AND 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 The Streets and Highway Element of the Year 2000 Transportation Plan as the official Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which hearing will be held in the City Commission Board Room, 1st Floor, 455 North Main Street, Wichita, Kansas at 3:30 p.m. on Thursday, August 22nd, 1985. Said public hearing may be continued and recessed from time to time without further notice.

Said public hearing will be held pursuant to the provisions of K.S.A. 1982, 12-704, at which time it is proposed to adopt The Streets and Highway Element of the Year 2000 Transportation Plan with all maps, as the official Transportation Plan element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. It is further proposed to delete the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area Volume II and revised maps 5J, 13A, and 13B," as amended, from the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

The proposed adoption of The Streets and Highway Element of the Year 2000 Transportation Plan for the Wichita-Sedgwick County Metropolitan Area above described shall be discussed and considered by the said Wichita-Sedgwick County Metropolitan Area Planning Commission on August 22nd, 1985 at 3:30 p.m. and all interested parties may at that time make comments upon said document orally and/or in writing.

Copies of The Streets and Highway Element of the Year 2000 Transportation Plan are on file in the offices of the Metropolitan Area Planning Department, 10th Floor, City Hall, 455 North Main, Wichita, Kansas and are available for review in said offices from 8:00 a.m. to 12:00 noon and from 1:00 p.m. to 5:00 p.m., Mondays through Fridays.

All persons interested in said matters will be heard at the public hearing concerning their views and wishes, in the premises, as by law provided.

Witness my hand and seal this 25th day of July, 1985.

Michael Lindebak, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

(SEAL)

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

September 13, 1985

TO: Board of Sedgwick County Commissioners
FROM: Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT: Transportation Plan

On August 22nd, 1985, the Metropolitan Area Planning Commission (M.A.P.C.) approved the Year 2000 Transportation Plan, Streets and Highway Element. During the intervening minimum of 60 days, the Plan will be reviewed by all responsible agencies and governmental entities for applicability to their needs.

Sedgwick County should review the Plan and make its recommendation to the M.A.P.C. during the review period prior to official adoption of the Plan as part of the Comprehensive Plan authorized by K.S.A. 12-704.

The staff will make a presentation on the Plan, its basis, assumptions, process and recommendations.

Action

- 1) Concur in the Metropolitan Area Planning Commission action and recommend adoption of the Year 2000 Transportation Plan, Streets and Highway Element by the M.A.P.C. after the 60 day comment period.
- 2) Take such action as the Commission deems to be in the best interest of the public.

Willard L. Stockwell
Chief Planner
Advance Plans Division

Approved by:

Mike Lindebak
Director of Planning (Interim)

WLS:FSS:rh

For the Wichita Transportation Plan 2000

Bicycles should be taken into account in the Wichita Transportation Plan 2000. Bicycling is a viable form of transportation; in addition it promotes health, recreation and conservation--all worthy goals for Wichita to pursue.

Bicycling is one of the best forms of exercise and is available to many people, with no special place or expensive equipment needed. The only thing needed are paths, streets and roads where people feel safe and wanted. Bicycling strengthens lungs, muscles and the heart while reducing blood pressure.

Bicycling is excellent recreation. Almost all ages can participate, either alone, within the family, or in organized groups. Bicycling helps the rider appreciate the outdoors with its trees, flowers and wildlife. Wichita has an excellent bicycle club, the Oz Club, which promotes bicycling in many ways and needs to know that the city is behind it.

Bicycling promotes conservation. Bicycles are maneuverable and well suited to the short trips most people make around town. Bicycles cause no air pollution, do almost no damage to streets and are virtually silent. A bicycle weighs only 1/100th as much as a car and takes up about 1/15th the space. Bicycles use up small amounts of vital raw materials in their manufacture.

The City of Wichita, in its planning for the future, should plan far in advance for the use of bicycles on the streets, roads, bridges and all public places. The City of Wichita should plan for safe on-street use of bicycles, for bicycle paths, and should provide bicycle facilities such as lockable racks, carriers on buses, etc.

A pro-bicycle attitude on the part of the City of Wichita would make for a more favorable bicycle climate in Wichita. Businesses would be more likely to provide more bicycle facilities, and individuals would feel safer on the streets and roads. All of this would help make Wichita a more pleasant place to live.

from
Margaret J. Miller
6807 E. Bayley
Wichita KS 67207
686-2555

RECEIVED

SEP 24 1985
METROPOLITAN PLANNING
ROUTE _____

6807 E. Layley
Wichita KS 67207



Wichita Transportation Plan 2000
Planning Department
City of Wichita
455 N. Main
Wichita KS 67202

WICHITA GROWTH CENTER, P.A.
2717 Boulevard Plaza - Box 7054 - Wichita, Kansas 67207 - 684-2422

FRAN ARLENE BELDEN, M.ED.
Certified Counselor

DON THOMAS BLASI, PH.D.
Certified Psychologist

EILEEN MARIE BLASI, M.ED.
Certified Teacher-Reading Specialist

September 9, 1985

RECEIVED

SEP 13 1985

METROPOLITAN PLANNING

ROUTE _____

Mr. Willard Stockwell
Metropolitan Area Planning Department
Wichita City Hall
455 North Main
Wichita, Kansas 67202

Dear Mr. Stockwell:

According to The Wichita Eagle Beacon, citizens of Wichita-Sedgwick County are to suggest changes to the Year 2,000 Transportation Plan for Wichita-Sedgwick County. The following are my recommended changes:

US-54/Kellogg

1. Add lane on outside of existing highway from Sewille to Ridge Road to make six-lane highway.
2. Build four-lane fly-over bridge over Tyler Road. Use outside lanes for turns on to Tyler Road.
3. Add lane on outside of existing highway from Ridge Road to I-235 to make six-lane highway.
4. Remove stop lights, but leave left-turn lanes at Dugan.
5. Replace the ugly Oklahoma City turn off sign at I-235 and US-54.
6. Add lane on outside of existing highway from West Street to K-42/Meridian to make six-lane highway.
7. Add lane on outside of existing highway from Meridian to Seneca to make six-lane highway.
8. Add entry lane from Seneca to Arkansas River bridge between two existing eastbound lanes and Sycamore entry lane and over Sycamore exit lane.
9. Build three-lane westbound bridge over Arkansas River north of existing bridge.
10. Remove concrete medial strip on existing Arkansas River bridge and the east-of-the river westbound approach lanes to this bridge and convert it to a four-lane east-bound-only bridge.
11. Build a Seneca exit lane from new Arkansas River bridge to Seneca between two existing westbound lanes and Sycamore exit.
12. Build a two-lane overpass from two inside lanes of eastbound Arkansas River bridge to two inside lanes of eastbound Topeka/railroad overpass. Add an elevated entry lane to this overpass from Broadway. Add entry lane from Topeka to eastbound traffic overpass.
13. Build a two-lane overpass from two inside lanes of new westbound Arkansas River bridge to two inside lanes of westbound Topeka/railroad overpass. Use outside lane of westbound Topeka/railroad overpass as exit lane to Topeka, Broadway and Market. Build an entry lane from Main to outside lane of new westbound Arkansas River bridge.
14. Remove medial strip between Roosevelt and Governor. Add half of this medial strip to westbound lanes and one half to eastbound lanes. Add one half lane to outside of westbound lanes and one half lane to outside of eastbound lanes to that there are three westbound lanes and three eastbound lanes between Roosevelt and Governour.
16. Build four-lane fly-over bridge on four inside lanes at Oliver. Use outside lanes for turns on to Oliver.

COUNSELING, EDUCATIONAL & PSYCHOLOGICAL SERVICES FOR THE HEARING AND THE HEARING IMPAIRED

17. Build four-lane fly-over bridge on four inside lanes at Edgemoor. Use outside lanes for turns on to Edgemoor.
18. Build four-lane fly-over bridge on four inside lanes at Woodlawn. Use outside lanes for turns on to Woodlawn.
19. Remove stop lights but leave in left turn lanes at Armour.
20. Add outside eastbound lane between Longview and Heather and add outside westbound lane between Heather and Armour to have six thru lanes of highway on both sides of Rock Road.
21. Build four-lane flyover bridge on four through lanes at Rock Road. Leave existing left turn lanes in. Use outside lanes for right turns on to Rock Road.
22. Remove stop lights but leave left turn lanes at Heather.
23. Remove stop lights but have left turn lanes at Bonnie Brae/Mansfield.
24. Build four-lane flyover bridge on four thru lanes at Webb Road.
25. Remove stop lights but have left turn lanes at Greenwich Road.
26. Between I-235 and Seville and between Roosevelt and Greenwich Road have 45 miles per hour as the maximum speed.

These changes will allow US-54/Kellogg to meet the needs of Wichita's primary east-west highway. I recommend you do not make the 21st street changes and the McLean changes until the suggested US-54/Kellogg changes are completed. You even stated in your Plan that US-54/Kellogg has the highest priority, but you did not carry it out in your Year 2000 Transportation Plan because your recommended improvements for US-54/Kellogg will be as inadequate in 1995 as the existing US-54/Kellogg is inadequate in 1985. Let's fix US-54/Kellogg right this time.

MC LEAN BOULEVARD

I like the option of making McLean a four-lane westbound arterial between Seneca and Meridian and making Second a four-lane eastbound arterial between Meridian and Seneca. This could involve making some one-way streets in the Meridian, central, Second and McLean area; therefore, it would not need the right-of-way purchases you suggest.

In the September 11, 1985, edition of The Wichita Eagle a new route for K-96 between 29th North and 37th North is proposed. I liked that route better.

Sincerely,

Don Blasi
Don Blasi

Copy to: Mayor Bob Brown

WICHITA GROWTH CENTER, P.A.
2717 Boulevard Plaza - Box 7064
Wichita, Kansas 67207



Mr. Willard Stockwell
Met. Area Planning Dept.
Wichita City Hall
455 North Main
Wichita, Kansas 67202

Sept 17, 85

Dr. Mr. Stockwell:

We are very hopeful that the proposed interchange at I-235 and Maple can be put in soon.

It would be very helpful to our whole West Side area.

Thank you.
Oscar Kardatzke

RECEIVED

SEP 18 1985

METROPOLITAN PLANNING

ROUTE _____

West Street Doctors Park, P.A.
DRS. KARDATZKE, MORELAND, WEIPPERT & LOEWEN
1301 N. WEST ST.
WICHITA, KANSAS 67203



Mr. Bill Stockwell
Planning Dept.
City Hall
455 No. Main
Wichita, Kan 67202



TERRACE GARDENS MANORS, INC.

Phones (316) 943-2132 / (316) 943-1294
1325 NORTH WEST STREET
WICHITA, KANSAS 67203

Sept. 14, 85

Dear Mr. Stockwell:

Concerning the proposed interchange
at 1-235 and Maple street:

We are highly in favor of it to
be done as soon as possible. It
will fill a great need for our new
church just west of the big ditch on
West Maple. Our church will seat
3500 people and will need 1200
parking spaces.

Town West would be greatly benefited
by it also.

Thank you

Dr. E. E. Kardatzke

RECEIVED

SEP 18 1985

METROPOLITAN PLANNING

ROUTE

† REV. E. E. KARDATZKE
1325 N. WEST
WICHITA, KS 67203


TERRACE GARDENS
HEALTH CARE AND RETIREMENT CENTER
1325 N. West St. / Wichita, Kansas 67203

WICHITA, KANSAS
PMA
17 SEP
1985



*Mr. Bill Stockwell
Planning Dept.
City Hall,
Wichita, Kan. 67202*

RESOLUTION

Whereas, pursuant to statutory authority K.S.A. 12-716 et seq., a Wichita-Sedgwick County Metropolitan Area Planning Commission was created; and

Whereas, pursuant to K.S.A. 12-704 et seq., the Wichita-Sedgwick County Metropolitan Area Planning Commission is authorized to make and amend a Comprehensive Plan for its area; and

Whereas, the Wichita-Sedgwick County Area Planning Commission in cooperation with the Kansas Department of Transportation, the Federal Highway Administration, and Urban Mass Transportation Administration of the United States Department of Transportation, having made and caused to be made careful and comprehensive transportation surveys and studies of present conditions and future transportation needs in the Metropolitan Area (Sedgwick County), the Wichita-Sedgwick County Metropolitan Area Planning Commission now determines that the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area Volume II and revised Maps 5J, 13A and 13B as amended" should be deleted as a portion of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area and the Contents and proposals in The Streets and Highway Element of the Year 2000 Transportation Plan, and Maps IV A & B, and IV C Recommended Plan, Urban and Rural portion respectively, should be approved and adopted as the Transportation Plan element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

Whereas, pursuant to provisions of K.S.A. 12-704 et seq., the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city newspaper on July 30, 1985 of a public hearing to be held on the deletion from the Comprehensive Plan of the Wichita-Sedgwick County Metropolitan Area, that portion of the Plan identified as "Transportation Study for the Wichita-Sedgwick County Metropolitan Area Volume II and revised maps 5J, 13A and 13B" as previously adopted and amended, and on the approval and adoption as an element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, the contents and proposals in The Streets and Highway Element of the Year 2000 Transportation Plan and Maps IV A & B and, IV C Recommended Plan, Urban and Rural portion respectively, dated May 1985; and

Whereas, the Wichita-Sedgwick County Metropolitan Area Planning Commission on August 22nd, 1985 in the City Commission Board Room, 455 North 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 were present; and

Whereas, a majority of said Wichita-Sedgwick County Metropolitan Area Planning Commission approves the deletion of "Transportation Study for the Wichita-Sedgwick County Metropolitan Area, Volume II and revised maps 5J, 13A, and 13B" as approved and amended; and did further approve The Streets and Highway Element of the Year 2000

Transportation Plan and Maps IV A & B and, IV C Recommended Plan, Urban and Rural portion respectively, as the official transportation element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

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 the Transportation Study for the Wichita-Sedgwick County Metropolitan Area, Volume II and revised maps 5J, 13A and 13B", as approved and amended, be deleted as an element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area and that The Streets and Highway Element of the Year 2000 Transportation Plan and Maps IV A & B and, IV C Recommended Plan, Urban and Rural portion respectively, dated May 1985 be approved as the official Transportation element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

Be it further resolved that in the event of a conflict between the written content of The Streets and Highway Element of the Year 2000 Transportation Plan and Maps IV A & B and, IV C Recommended Plan, Urban and Rural portion respectively, and the maps contained in said same document, that the maps, as amended, shall control and take precedence; and

Be it further resolved that notice of the Wichita-Sedgwick County Metropolitan Area Planning Commission's action be given to 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 Wichita-Sedgwick County Metropolitan Area 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 that Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, following receipt of the statements of recommendation that the Chairman and Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Comprehensive Plan of the Wichita-Sedgwick County Metropolitan Area as heretofore adopted, amended, extended and added to, the action hereby taken and create an official file of all elements now approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; 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 all legislative and administrative agencies affected by the Plan.

Approved, by at least a majority of all of the members of the Wichita-Sedgwick County Metropolitan Area Planning Commission at Wichita, Kansas this 22nd day of August, 1985.

James C. Wilson, Chairman
Wichita-Sedgwick County Metropolitan
Area Planning Commission

Michael Lindebak, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning Commission
(SEAL)

Approved as to form:

John Dekker
Director of Law

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL — TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1888
(316) 268-4561

July 31, 1985

Dear interested Citizen:

The Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing on the adoption of the Year 2000 Transportation Plan, Streets and Highway Element, on August 22nd, 1985 in the City Commission Chambers, 1st Floor, City Hall, 455 North Main, Wichita, Kansas at 3:30 p.m.

We are glad to provide to you the Summary of the Year 2000 Transportation Plan, Streets and Highway Element. This document attempts to broadly cover the reasons, procedure and results of a study which was conducted over a number of years as to the transportation needs of the Wichita-Sedgwick County area. As with any summary much of the detail and numbers have been omitted and only the highlights or significant figures have been provided.

We believe that the Summary is adequate to understand where the area's needs are and how we propose solving those needs, what the costs are and how those costs can be met. We call your attention to the 5 maps attached to the document and to pages 7 and 8 for an even more condensed summary.

A full copy of the Plan is available for review at the Wichita-Sedgwick County Metropolitan Area Planning Department, 10th Floor, City Hall, 455 North Main, Wichita, Kansas from 8:00 a.m. to 12 Noon and from 1:00 p.m. to 5:00 p.m., Mondays through Fridays or by appointment and other copies of the report are available at the following locations:

- 1) Main Library, 223 South Main
- 2) Rockwell Branch Library, 5939 E. 9th

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- 3) Westlink Branch Library, 8515 Bekemeyer
- 4) Sedgwick County Division of Public Works, 1250 South Seneca
- 5) C.P.O. Offices, 2nd Floor, 455 North Main, Wichita

We hope that the Summary report is adequate to answer all your questions but if you would like further details, you may avail yourself of the full document and/or call me or Fred S. Schwartz at 268-4391, and we will try to help.

We cordially invite you to attend the public hearing.

Sincerely,

Willard L. Stockwell

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:FSS:rh
Enclosure

DRAFT COPY

YEAR 2000

TRANSPORTATION PLAN FOR WICHITA-SEDGWICK COUNTY

A SUMMARY

STREET AND HIGHWAY ELEMENT

**Prepared By The
Wichita-Sedgwick County
Metropolitan Area
Planning Department**

May 1995

YEAR 2000
TRANSPORTATION PLAN
FOR
WICHITA-SEDGWICK COUNTY

A SUMMARY

STREET AND HIGHWAY ELEMENT

PREPARED BY THE
WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA
PLANNING DEPARTMENT

May 1985

INTRODUCTION

What will transportation in Sedgwick County be like in the Year 2000? Will travel be fast, smooth and efficient? Or will traffic jams and potholes prevail? A lot depends on the transportation decisions that are made between now and the Year 2000 as well as the amount of money that is available.

The Year 2000 Transportation Plan has been developed as a guide for making these important investment decisions over the next two decades. It has been prepared to help not only the public sector expend funds wisely and efficiently but also to help optimize private investment dollars in terms of locating businesses and homes based on existing and future accessibility.

This new Plan supersedes the Transportation Plan for 1985 that was adopted in 1966. Unlike the 1985 Plan, the Year 2000 Plan is based on the realization that financial resources are not as plentiful as they once were and will probably be even less plentiful over the next several years. Therefore, the projects that are recommended must be practical, affordable, doable and provide the greatest benefit to the community and its citizens. This is the goal that the Year 2000 Plan attempts to meet.

The Year 2000 planning process and highlights of the Plan's recommendations are summarized in the pages that follow. There are also five separate maps, listed below, that provide additional information:

- Year 2000 Freeway/Expressway System Map (Urban Portion)
- Year 2000 Arterial System Map (Urban Portion)
- Year 2000 Transportation System Map (Rural Portion)
- Map of City of Wichita Projects, 1985-2000
- Map of Sedgwick County Projects, 1985-2000

If more information is needed, you are encouraged to contact the Wichita-Sedgwick County Metropolitan Area Planning Department on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas 67202. The phone number is 316-268-4391. Complete copies of the Year 2000 Transportation Plan are available for review. And staff members will be glad to meet with any and all interested individuals or groups. Your questions and comments are encouraged.

DEVELOPMENT OF THE YEAR 2000 TRANSPORTATION PLAN

The groundwork for the Year 2000 Transportation Plan began in the early 1970's. Major travel surveys were undertaken to provide the data base needed for making future travel projections. Shortly thereafter, population and land use projections were made for the Year 2000. These projections are documented in the "Population Growth in Sedgwick County 1980-2000 Technical Report" and the three-volume "Land Use Technical Report - Year 2000." Projections of how many people will be residing in the area and where they will be living and working are essential for assessing future travel needs. With this data base, the actual transportation planning process began.

The planning process that was used in developing the Year 2000 Transportation Plan consists of three steps:

1. Assigning existing traffic to the existing transportation network (to determine adequacy today);
2. Projecting future traffic and assigning it to the existing network (to determine congestion and bottlenecks if no improvements are made); and
3. Assigning future traffic to proposed future transportation systems (in an effort to find the best system that will provide an adequate level of service at an affordable cost).

In order to accomplish these steps, a nationally recognized series of computer programs, known as the Urban Transportation Planning System Package (UTPS) was used. This computer package is very sensitive to congestion, cost and traffic flow but as with any computer simulation, it also requires interpretation and understanding of the area to allow reasonable and responsible recommendations for handling the travel demand predicted. The package, by itself, does not adequately handle ex-urban or rural areas, and therefore, an appreciation for other considerations such as safety, access and economic development is required for long-range travel needs in those areas. Therefore, both the UTPS and local knowledge were utilized in formulating the Year 2000 Transportation Plan.

Specifically, the UTPS was used to determine the following:

1. Amount of travel - total number of trips per day for the Year 2000, based on population and land use projections.
2. Trip distribution - where the trips would be occurring based on the location and number of houses (originations) and the location and size of offices, schools and shopping facilities (destinations) as well as the distance between them.

3. Vehicle of choice - automobile or bus. The Year 2000 Plan is based on the assumption that most of the trips will be made by automobile, with a small percentage being made by bus, as it is today. The Year 2000 Plan does assume an increase in the number of persons per auto, from 1.32 persons per auto in 1981 to 1.66 persons per auto in the Year 2000. This increase reflects several projected economic variables such as fuel cost and availability.
4. Trip assignment - assigning each vehicle trip to the fastest route.

The final product of the UTPS is a computer generated printout and map showing future traffic demand for each roadway segment in the study area. The existing transportation network is tested initially to ascertain its ability to handle the future traffic. If, as is usually the case, the existing system cannot adequately handle the projected travel demand, a series of alternative networks are designed and tested until a network can be found that adequately satisfies the demand.

The term "adequately satisfies" is generally defined in terms of the level of service provided, running on a scale of A (the very best) to F (the very worst). Levels of service C and D are the most common target levels of service with Level C being preferable and Level D acceptable during peak hours. This combination of "C" service normally with some "D" service at peak is the level of service which was selected as the basis of "adequately satisfied" for the Wichita area in the Year 2000.

Once the computer modeling process was completed, the next step was to analyze and evaluate the data. This was done by producing a series of alternative solutions, ranging from a minimal investment plan to a plan that would solve all problems without regard to financial or other impacts.

The analysis of the minimal investment plan indicated that severe congestion problems would exist in the future if only low capital-cost solutions were undertaken. Specifically, the analysis revealed a continuing east-west accessibility problem. This is not surprising when one considers the factors that set the east-west travel apart from the north-south travel:

- North-south traffic can move smoothly on two major freeways: the Canal Route (I-135) and the By-Pass (I-235). There are no such east-west freeways.
- Heavy residential development has occurred on the far east and west sides of town, with the central business district (a major employment center) located in between.

- There are several physical barriers to east-west traffic, including railroad crossings, the Big and Little Arkansas River, and the Floodway.
- There are major trip attractions on both the east and west sides of town, including two regional shopping centers (Towne East and Towne West) as well as the Mid-Continent Airport on the west.

All alternative solutions developed and examined for the Year 2000 attempted to solve the system-wide capacity problems with major emphasis on the east-west movement. These alternatives are briefly discussed below:

Alternative A

Estimated Cost: \$329,000,000

Alternative A attempted to maximize federal and state dollars by increasing capacity on freeways and expressways within a cost minimization constraint. Specific improvements included an interchange at Kellogg and West Street, a Kellogg overpass in the downtown area, flyover-type interchanges on Kellogg at Oliver and at Woodlawn, construction of a two-lane expressway/freeway in northeast Wichita (Northeast Circumferential) and construction of an interchange at I-235 and Maple Street. The result was that although such improvements did relieve congestion on the freeways, there were still serious capacity problems on portions of Kellogg and on local arterials, notably McLean (Meridian to Seneca) and on 21st Street (Amidon to I-135).

Alternative B

Estimated Cost: \$485,000,000

Alternative B was designed to solve all anticipated traffic congestion problems in the area regardless of the cost of implementation. It included significant improvements over Alternative A; namely, upgrading West Kellogg to a four-lane freeway from Ridge Road to I-235, upgrading East Kellogg to a six-lane freeway from the Arkansas River to Rock Road, making the Northeast Circumferential a four-lane freeway instead of two lanes, and widening congested arterials to six lanes (including McLean Boulevard from Meridian to Seneca and 21st Street from Amidon to I-135).

Alternative K

Estimated Cost: \$519,000,000

Alternative K was produced to depict the transportation problems which would exist if the occupancy ratio for autos does not increase over the 1985-2000 time period. (The assumption for all of the other alternatives is that the occupancy ratio will increase from 1.32 persons per auto to 1.66 persons per auto in the Year 2000.) Alternative K therefore required further improvements over Alternative B,

including upgrading West Kellogg to a four-lane freeway from Tyler to Ridge Road and a six-lane freeway from Ridge to I-235 as well as widening congested arterials to not only six lanes but eight lanes as well (i.e., McLean Boulevard from Meridian to Seneca and 21st Street from Amidon to I-135.)

Many discussions were held with various groups of citizens, administrators and elected officials regarding the proposed alternatives discussed above. Based on their input, additional alternatives were developed which were intended to combine ideas from the advisory groups and to refine existing alternatives as to cost and service levels. These alternatives are discussed as follows:

Alternative C

Estimated Cost: \$404,000,000

Alternative C was devised as a midpoint between Alternative A's more reachable costs and Alternative B's high level of service. It included Alternative A's Kellogg solution and substituted the fifth lane concept on some roadways where six-lane arterial proposals had been used in Alternative B. The other major change was that a four-lane elevated facility would be provided in the 21st Street Corridor to eliminate the rail-auto conflict. Although the 21st Street solution worked well, Kellogg showed congestion and some of the fifth lane solutions were not adequate to handle traffic on the major arterials.

Alternative D

Estimated Cost: \$489,000,000

Alternative D was developed to overcome the capacity problems in Alternative C. Alternative D used the more extensive Kellogg improvements proposed in Alternative B. The result was a cost slightly higher than Alternative B (primarily due to the elevated facility in the 21st Street corridor).

Alternative E

Estimated Cost: \$418,000,000

Alternative E was designed as a compromise between Alternative C and D to determine if adequate levels of service could be provided at costs lower than Alternative D. Alternative E called for Alternative A's Kellogg solution, used a combination of five and six lane arterial widenings and went back to the six-lane widening on 21st Street in lieu of an elevated facility.

All of these alternatives were developed, analyzed and evaluated on the basis of level of service, cost and impact on air quality and fuel usage. Alternative E rated as the best alternative within the given financial constraints. The recommended plan, therefore, is based on Alternative E but also provides for alternative solutions to 21st Street and McLean Boulevard.

YEAR 2000 TRANSPORTATION PLAN RECOMMENDATIONS

The culmination of the data collection, forecasting and analysis is a list and map of recommended projects needed to provide the Wichita-Sedgwick County area with safe and efficient travel in the Year 2000.

The Recommended Plan is comprised of 283 projects which will cost approximately \$432 million (1985 dollars) over the period 1985-2000. Approximately three-fourths of this cost, or \$325 million, is proposed for City of Wichita improvements and about one-fourth, or \$107 million, is recommended for Sedgwick County projects.

Among the City projects, almost one-half is to be spent on freeways and the remainder on arterials. The major City projects center on the problem of smoother east-west travel (an existing problem), and therefore, Kellogg improvements predominate, with an estimated cost of \$73 million or nearly one-fourth of the total estimated cost for all City projects. The solution envisioned in the 1966-85 Transportation Plan was to make Kellogg a freeway from the west urban area boundary to the east urban boundary. This is still the desirable solution, but in the present time period (1985-2000), when financial and socioeconomic constraints prevail, it is likely that less expensive, intermediary-type solutions will have to be implemented in order to provide safe and efficient travel in the corridor. Therefore, the recommended Kellogg improvements include the new interchange at West Street (already scheduled for construction in 1985) and the proposed flyover-type interchanges at Oliver and Woodlawn as well as a proposed viaduct downtown (allowing for free-moving Kellogg traffic as well as full access to and from the central business district).

Other major recommended projects include an interchange at I-235 and Maple, construction of a new freeway in northeast Wichita (Northeast Circumferential), and capacity improvements on McLean Boulevard from Meridian to Seneca and on 21st Street from Amidon to I-135.

The majority of problems associated with the County arterial road system are not related to insufficient capacity as is the case in the urban area. Most of the problems are associated with safety, roadway condition and deteriorating bridges. In some cases, however, future projections of traffic volume indicate that four-lane facilities will be required. Such examples are: Harry between Greenwich and the County Line, 47th Street between the Arkansas River and Oliver, Seneca between 55th Street South and the Wichita-Valley Center Floodway, and Rock Road between Donegal and 13th Street North. In addition, recommendations include a new bridge at 103rd Street South between Oliver and Woodlawn and reconstruction of a bridge to four lanes on MacArthur between West Street and Hoover.

Following is a summary of all the Year 2000 Transportation Plan Recommendations for Wichita-Sedgwick County along with a more detailed description of the major projects.

SUMMARY OF THE YEAR 2000
TRANSPORTATION PLAN RECOMMENDATIONS

<u>Project</u>	<u>Description</u>	<u>Estimated Cost*</u>
FREEWAY/EXPRESSWAYS		
Kellogg		
At West Street**	Construction of an Interchange	\$15,000,000
Arkansas River to Topeka	Construction of a Downtown Viaduct	38,000,000
At Oliver	Construction of an Interchange ("flyover")	10,000,000
At Woodlawn	Construction of an Interchange ("flyover")	<u>10,000,000</u>
		\$73,000,000
Northeast Circumferential	Construction of a New Freeway	65,000,000
I-235 at Maple Street	Construction of an Interchange	10,000,000
I-135 and I-235	Completion of Interchange	<u>2,000,000</u>
	SUBTOTAL	\$150,000,000

(Continued on next page)

* These figures (in 1985 dollars) are for estimation purposes only. Actual costs could vary significantly depending on when the project is constructed, the final design of the project and the actual amount of right-of-way required.

** Scheduled for construction in 1985.

SUMMARY OF
YEAR 2000 TRANSPORTATION PLAN
RECOMMENDATIONS (CONTINUED)

<u>Project</u>	<u>Description</u>	<u>Estimated Cost*</u>
ARTERIALS		
East-West Arterials		
McLean Boulevard, Meridian to Seneca	Additional Lanes ***	\$ 6,000,000
21st Street, Amidon to I-135	Additional Lanes ***	20,000,000
Other East-West Arterials	Road Widening (25 projects)	<u>44,000,000</u>
		\$70,000,000
North-South Arterials	Road Widening (44 projects)	77,000,000
Intersections	Channelization of 40 Intersections and Improved Signalization (7 projects)	<u>28,000,000</u>
	SUBTOTAL	<u>\$175,000,000</u>
	TOTAL ESTIMATED COST FOR CITY PROJECTS	\$325,000,000
COUNTY PROJECTS		
Roads	Reconstruction, Resurfacing and/or Widening (93 projects)	\$81,000,000
Intersections	Reconstruction and/or signaliza- tion of 9 intersections	2,000,000
Bridges	Reconstruction of 56 bridges	<u>24,000,000</u>
	TOTAL ESTIMATED COST FOR COUNTY PROJECTS	<u>\$107,000,000</u>
	TOTAL ESTIMATED COST FOR CITY AND COUNTY PROJECTS	\$432,000,000

*** See text for various options available. The figure given in the chart is the estimated cost for the most expensive option.

Major Plan Recommendations

Kellogg

The prime east-west road in the Wichita-Sedgwick County area is Kellogg (U.S.54). This mixed expressway-freeway-arterial roadway carries the largest traffic load in the area next to the Canal Route (I-135) and a number of intersections on Kellogg have been in the top ten accident locations historically. Kellogg is therefore given the highest priority for improvement in the Wichita-Sedgwick County area and this Plan reflects that priority.

West Kellogg - Some significant improvements to West Kellogg have already been made or will be made soon. These include the Airport Interchange at Ridge Road (completed in 1982) and major intersection improvements at Dugan Road (completed in 1984). In 1985, an urban-type interchange is scheduled for construction at West Street. When the new interchange is open to traffic (1987), the existing traffic signals at Tracy and Anna will be removed and all Kellogg traffic destined for Towne West will use the West Street Interchange. (Alternate access will be provided by the recommended I-235/Maple Street Interchange). With the completion of the West Street Interchange, it is proposed that Vine be closed, making a five-mile stretch of stop-free traffic from Dugan Road to Downtown.

Central Kellogg - One of the most dangerous portions of roadway in the Wichita area is the section of Kellogg from the Arkansas River to Topeka. Three of the top ten accident locations in 1983 and 1984 are found in that segment. In addition to the safety issue, significant traffic congestion is encountered in this section of Kellogg.

The recommended solution to both the safety issue and the congestion issue is a grade-separated freeway segment connecting the present railroad viaduct and the elevated section of Kellogg west of the Arkansas River. A continuous interchange is proposed at this location which would segregate CBD-bound traffic from thru-traffic on Kellogg and eliminate the four traffic lights on Kellogg.

East-Kellogg - The section of Kellogg from Hillside east changes from a high-speed freeway facility with total access control to an arterial with a large number of side streets, commercial driveways and major intersections. This transition is complicated by the fact that there is virtually no room to provide relief from these traffic constraints without severely affecting highly developed commercial and residential neighborhoods.

An intermediary solution to this section's problems requires a novel approach which provides additional capacity itself and lessens the impact on the neighborhood and businesses. The proposal of a "flyover" at Oliver and at Woodlawn meets both requirements and can be provided at moderate cost. A flyover provides for the same type of movements that

a normal interchange would provide but does so in a more confined space, thereby requiring less right-of-way. With less space, however, steeper grade may be required (on Kellogg and the ramps) and landscaping may be limited.

After the opening of the Oliver flyover, the median at Bluff would be closed (allowing right-turns only) which would provide for signal-free traffic flow on Kellogg from I-235 to Edgemoor.

Kellogg from east of Woodlawn to the east urban boundary would continue to function as it does presently with improvements to the major intersections and with consideration of removal of some mid-block traffic signals if land use conditions allow.

Northeast Circumferential

The Northeast Circumferential, a road which would serve the expanding eastside of the urban area, has been planned in some form since the 1920's. As the northeast part of Wichita has expanded over the years, the location of the circumferential has been pushed eastward so that presently the alignment connects Kellogg between East 127th Street and East 143rd Street to K-254 just north of 49th Street North.

The adopted land use plan shows a considerable amount of both residential and employment growth in the east and northeast section of the Wichita-Sedgwick County area over the next few decades, which will result in increased travel demand in that area. The Northeast Circumferential can be built on an alignment which significantly minimizes residential, commercial and environmental disruption and would therefore be significantly less expensive to build. Major land holders in the vicinity of the proposed alignment have cooperated in not developing in the right-of-way and some of the land has not been developed because of lack of sewer facilities. As long as these conditions hold, the road can be constructed inexpensively; but if either changes, its cost would escalate and the likelihood of constructing the roadway would substantially decrease.

It is recommended that the Northeast Circumferential be a staged construction project. The first stage would be purchasing all the necessary right-of-way for a four-lane, divided, access-controlled freeway. The second stage would be construction initially of only a "super-two" facility (two-lane road with wide shouldered lanes and access-controlled with at-grade intersections at main arterials). The third stage would be upgrading to full freeway standards (four-lane) by constructing a parallel road and grade-separating all intersections so that the Northeast Circumferential would be accessible only at the interchange locations. With this type of staged construction, the facility could be easily upgraded to a four-lane freeway when needed.

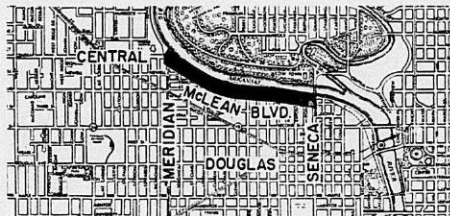
Interstate 235/Maple Street Interchange

The only major addition to the Wichita-Sedgwick County Interstate System which is recommended for the Year 2000 Plan is an interchange at I-235 and Maple. This interchange would provide for greater access and mobility for the growing western portion of Wichita and Sedgwick County. By providing access at Maple Street and thereby direct access to Towne West Square, this interchange would relieve some of the pressure on already congested roadways, such as Kellogg and Central. The project qualifies for 90% Federal participation with the State supplying the 10% match.

McLean Boulevard

A serious congestion problem exists on McLean Boulevard between Meridian and Seneca. This section of roadway carries both McLean traffic and Central traffic. The problem is worsened during the peak morning and afternoon rush hours, when motorists from the west side of town are going to and from work. It is apparent that more capacity is required for this corridor. There are a number of ways of providing for that increased capacity need which include the following:

Widen McLean to six lanes from Meridian to Seneca. This option could be accomplished by primarily widening the roadway towards the River on city-owned right-of-way. This might require some reinforcement of the river bank. It is also possible to widen away from the river side, but this would require substantial purchase of right-of-way and many residential relocations.

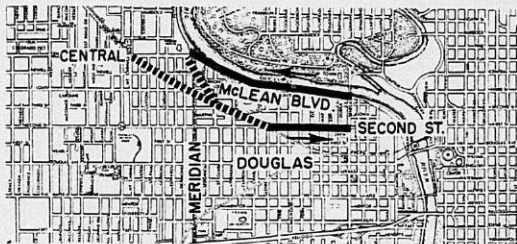


Widen McLean to five lanes from Meridian to Seneca and use the center lane as a reversible lane allowing three lanes in the peak direction. This would require some redesign of intersections to allow the reversible lane traffic to merge into the flow at either end. It would also require the closing of

most intersecting streets along the roadway through the entire section.



Make McLean and 2nd Street a one-way pair. Second Street would be connected to Central in some manner at the western end. Allowing both streets to function as one-way streets would enable the capacity problem to be handled without extensive widening of either. This option would require some right-of-way purchase wherever the connection of Central and Second would take place. This is not an optimum situation for a one way pair due to the separation between the paired streets.



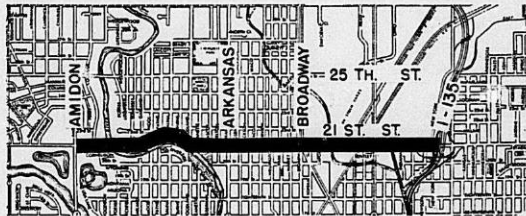
Each of the above options could solve the corridor needs of McLean and each has its advantages and drawbacks. It is recommended that any solution to the McLean problem be compared to the do-nothing option and that the final selection be sensitive to local goals and needs.

21st Street

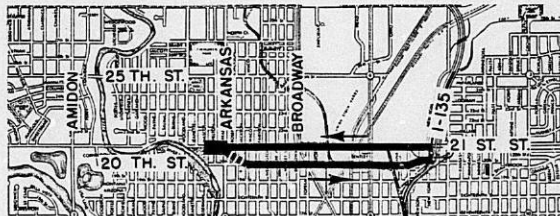
On 21st Street between Amidon and I-135, there exists a capacity shortage which is exacerbated by the rail-auto conflict in the Broadway/I-135 area. Possible solutions to the 21st Street problem are

therefore of two types: those solutions which address capacity problems only and those that relate to both capacity and rail-auto conflicts (which are more expensive and extensive). Some of these possible solutions are discussed below:

- **Widen 21st Street to six-lanes.** This option would require substantial right-of-way acquisition for the entire section from Amidon to I-135. In certain sections it would require substantial commercial and industrial relocations.

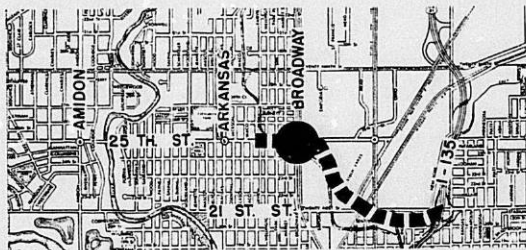


- **Make 21st and 20th Streets a one-way pair** from I-135 to west of Arkansas Avenue. This option would provide the needed capacity by utilizing 20th Street and 21st Street to move traffic. It would require less right-of-way than widening 21st Street to six-lanes, but again, it would not solve the railroad crossing problem. It also presents a problem of tying 21st and 20th Streets together at the west end (some point east of the River).



- **Build an elevated facility connecting 21st Street to 25th Street.** This proposal envisions an elevated structure running from I-135 just south of 21st Street to some point west of Broadway and 25th Street. The advantage of this option is that right-of-way costs would be less and relocations would be

reduced from the first option while providing for a northern, railroad-free east-west route (the only one north of Kellogg). Twenty-fifth Street is a wide four-lane facility which would augment 21st Street to provide the needed capacity in the corridor. It would also provide a good connecting link between I-235 and I-135. This option, however, is very costly in terms of construction with approximately 3/4 of a mile of elevated expressway.



Build an elevated facility using 20th Street and leaving 21st Street as an access road. This option would require some right-of-way but would solve both capacity problems and railroad conflict. It would cost approximately the same as the 21st/25th Street facility without adverse distances to users. It does, however, present a problem of tying the elevated facility and 21st Street together at the west end plus a problem of how to provide access to and from Broadway and/or Arkansas.



All of the above options solve some of the problems in this corridor and some address and solve both. Each proposal has costs (capital, social and economic) and each has benefits. The choice of any one solution will need to take into account the City's goals and the finances available at the time of project initiation.

FINANCING THE YEAR 2000 TRANSPORTATION PLAN

The result of the analysis of transportation needs for the Wichita-Sedgwick County Area through the Year 2000 is that the required improvements exceed the financial resources available to fund them. The gap between need and resources varies by funding category (federal, state and local), but in all cases there exists some financial gap.

The Recommended Plan is estimated to cost \$432 million. Of this, approximately \$196 million or 45% is eligible for federal and/or state funding with \$236 million or 55% left for local funding. Unfortunately, adequate sources on the local level are simply not available to meet the required needs. Therefore, it is imperative that the community not only continue to receive its share of available federal and state transportation monies but also that new sources of local funding be found. If no new funding sources become available, then many of the community's transportation needs will go unmet.

There are a number of new local funding sources which could narrow the gap between transportation needs and existing resources. These include a local option sales tax, a wheel tax (user tax), a payroll tax, local income tax and intangibles tax. Obviously, some of these tax options would generate more funds than others (local option sales tax could produce the largest amount of funding); some have statutes that would allow implementation (sales tax, wheel tax and intangibles tax); others would require enabling legislation (payroll tax and local income tax). These tax options are further discussed below:

- local option sales tax - It is estimated that a 1% county-wide sales tax would generate approximately \$36.5 million per year, with \$24.0 million being allocated to Wichita, \$9.0 million to Sedgwick County and \$3.5 million to second and third-class cities. If half of the Wichita and Sedgwick County income was allocated to transportation, then approximately \$16.5 million per year or \$247.5 million over the next fifteen years (1985-2000) would be available to fund the Recommended Transportation Plan. This is more than sufficient to cover the estimated local share cost of \$236 million.

- wheel tax (user tax) - Based on existing Kansas State Statutes, the wheel tax could be levied at either \$5 or \$10 per vehicle per year. At the \$10 rate, approximately \$3.5 million could be generated in Sedgwick County per year, or \$52.5 million over the next fifteen years (1985-2000). This would fall short of providing the needed local funds for the Recommended Transportation Plan projects.

- intangibles tax - By referendum, this tax has been removed locally. Generally, it is not perceived to be a tax that would

generate sufficient funds to significantly impact transportation needs.

local income tax or payroll tax - Either tax could generate sufficient funds but would require new legislation.

There are no easy answers to solving all of the future transportation needs and finding sufficient funds to finance them. The Year 2000 Transportation Plan takes this into account. The projects that are recommended will provide the Wichita-Sedgwick County Area with an adequate level of transportation at a price that is within the realm of possibility. The Plan must be reviewed on a regular basis and amended when necessary in order to respond to changing social, economic and technological developments.

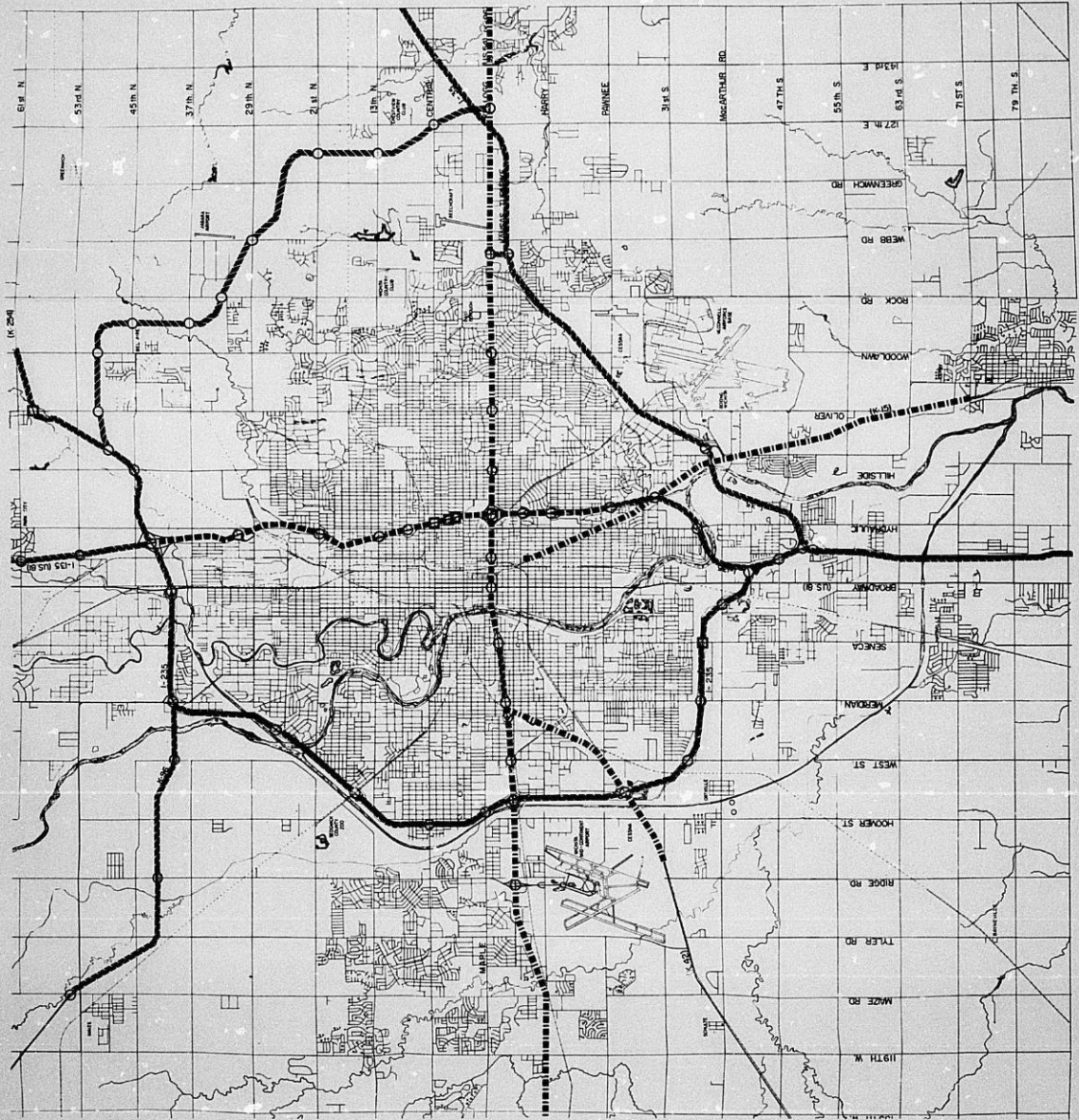
The Year 2000 Transportation Plan is intended to serve as a guide and as such it is hoped that it will effectively assist both the public and private sector in making important decisions about the future.

YEAR 2000
TRANSPORTATION PLAN
MAPS

**YEAR 2000 FREEWAY AND EXPRESSWAY SYSTEM
(URBAN PORTION)**

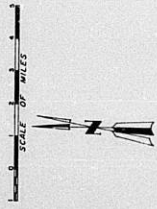
- 6 - Lane Freeway
- 4 - Lane Freeway
- 4 - Lane Expressway
- Full Interchange
- Half-Diamond Interchange

W-SCHMAPD
June 1985



YEAR 2000 TRANSPORTATION SYSTEM (RURAL PORTION)

- 6 - Lane Freeway
- 4 - Lane Freeway
- 4 - Lane Expressway
- 4 - Lane Arterial
- 2 - Lane Arterial
- Interchange



W-SCMAPD
June 1985

