

# EXECUTIVE SUMMARY

## Introduction

In southern Sedgwick County, the 95th Street corridor – primarily from Broadway to Woodlawn – often is cited as an area where improved access and mobility could support future growth needs. The purpose of this study is to develop a long-range plan for the 95th Street corridor. At the end of the report are recommendations, including budget considerations, intended to guide future plans.

Much like the growth in Northeast Wichita after the K-96 highway was constructed, better regional access via 95th Street – including a bridge over the Arkansas River – could accelerate economic growth in areas such as Derby and Haysville. At the same time, connecting major roadways could make commutes and commercial transport easier.

The Arkansas River Crossing and 95th Street (ARC95) Corridor Study examines current conditions, analyzes traffic and growth patterns, asks people who live and work in the area about improvements, and identifies just what it would take to make the corridor an efficient and effective thoroughfare that attracts economic growth.

## Existing Conditions

The 95th Street corridor makeup is currently a primarily rural part of Sedgwick County. An estimated 12% of the area is residential development. From Broadway to Hillside and K-15 to Rock Road are paved two lane facilities; the corridor from Hillside to Bluff is a gravel road. There is no current connection between Bluff and K-15 over the Arkansas River.

While the corridor connects many roads and highways, it does not currently access I-35, which is operated by the Kansas Turnpike Authority in the study area. Also, three bridges will likely be directly impacted by the ARC95 project: I-35 at 95th Street, 95th Street at Cowskin Creek, and 95th Street at Cowskin Creek tributary. In addition, one railroad operates in the primary study area, with the BNSF Railway line parallel to K-15 needing specific attention to ensure safety of travelers on 95th Street and K-15.

High water tables along the corridor and the presence of oil and gas wells and storage tanks near the Arkansas River crossing also will need to be accounted for during design phases.

## Public Involvement

While the impact on residential and commercial property is expected to be limited, the study includes input from people who live or work in the areas along 95th Street, including people in Derby and Haysville who use the corridor for commuting.

Six community meetings (three in Derby and three in Haysville) attracted an estimated 150 people throughout the study period. They heard about plans and weighed in on topics that ranged from types of roadways to preferences on access to K-15 and bike/pedestrian access on the Arkansas River bridge. The meetings were held in pairs: two prior to the study, two midway through the study and two at the end, where people could provide input. The general consensus from public comment was in favor of the proposed improvements.

Online questionnaires could be accessed through the website, [www.ARC95study.com](http://www.ARC95study.com), where details about the study were shared. In addition, people could offer input and stay apprised on social media platforms, Facebook and Twitter. Video and photos provided updates from the community meetings.



## Corridor Analysis

Using the regional travel demand model from the Wichita Area Metropolitan Planning Organization (WAMPO) as a base, scenarios about traffic, job and residential growth were considered. In addition, projected traffic volume was calculated based on connection/no connection to the Kansas Turnpike/I-35. Four alternatives, described in the study, were considered for the K-15/BNSF interchange.

## Recommendations

Based on corridor analysis, growth patterns and input from the public, the study concludes the following:

- Within the primary study area, 95th Street is proposed to ultimately be a five-lane corridor with a combination of rural and urban sections. In the interim it is recommended to build two and three lane sections in some locations, and as growth occurs expand to the five lane section.
- Construct a Roadway over Roadway and Rail at the K-15 interchange
- Align 95<sup>th</sup> Street to cross the Arkansas River, BNSF railroad and enter K-15 at safe angles (cross as near to 90 degrees as possible).

In addition, due to the size and scope of the projects, the recommendation is to adopt a phased approach over a 20 year period:

### Phase 1:

- 95th Street, Woodlawn to Hillside; includes a bridge spanning the Arkansas River, BSNF Railroad and K-15.

### Phase 2:

- Broadway and 95th Street turn lanes
- Hydraulic and 95th Street turn lanes
- Hillside and 95th Street turn lanes
- Kansas Turnpike Authority (KTA) and 95th Street interchange
- 95th Street widening - Broadway to KTA interchange
- 95th Street widening - KTA interchange to Hydraulic

### Phase 3:

- 95th Street, Hydraulic to Hillside; three lane widening (between the intersection improvements of Phase 2)

### Future Phases:

- 95th Street, Greenwich to Woodlawn
- 95th Street, Meridian to Broadway

Estimated construction costs are between \$90 and \$100 million. Prices could vary as much as 30 percent, based on material costs and inflation. Funding options could be pursued at the state, federal and local levels.