



WICHITA NORTH JUNCTION PROJECT FACT SHEET

KDOT PROJECT #: 235-87 KA-3232-01 & 235-87 KA-3110-01

AUGUST 2015



The Kansas Department of Transportation (KDOT) is conducting a concept study in North Wichita to re-evaluate and build on the I-135/I-235 Interchange Advance Study completed in 1998. Since 1998, traffic has increased and many of the bridges need repair or replacement. The Wichita North Junction Concept Study (I-135/I-235/K-254/K-96) will identify needed improvements at the North Junction. The study will identify bridges that need rehabilitated and/or replaced, as well as develop a plan to improve traffic flow at existing bottlenecks, enhance safety, improve roadway geometry, and efficiently accommodate traffic through the year 2050.

A proposed North Junction Project and phasing plan have been developed that achieves the above objectives. The entire North Junction Project is shown below and the individual phases are described in greater detail on the back of this page.

PHASING SUMMARY

MORE DETAILS ON THE PHASES PROVIDED ON THE BACK OF THIS SHEET

KDOT's priority is to maintain the infrastructure while managing the state's transportation investment wisely. As proposed, the North Junction Project will be implemented in four phases to progressively improve the interchange in a manner that will:

- Improve infrastructure condition and reduce maintenance costs by rehabilitating or replacing aging bridges and roadways that are in poor condition
- Enhance safety by upgrading the interchange to meet current design standards and to address high crash locations within the Study Area
- Improve traveler mobility by eliminating or reducing existing and future expected areas of congestion

Green Project (Phase 1)

Replace bridges and add continuous auxiliary lanes on I-235 combined with improvements to the Broadway Interchange

Gold Project (Phase 2)

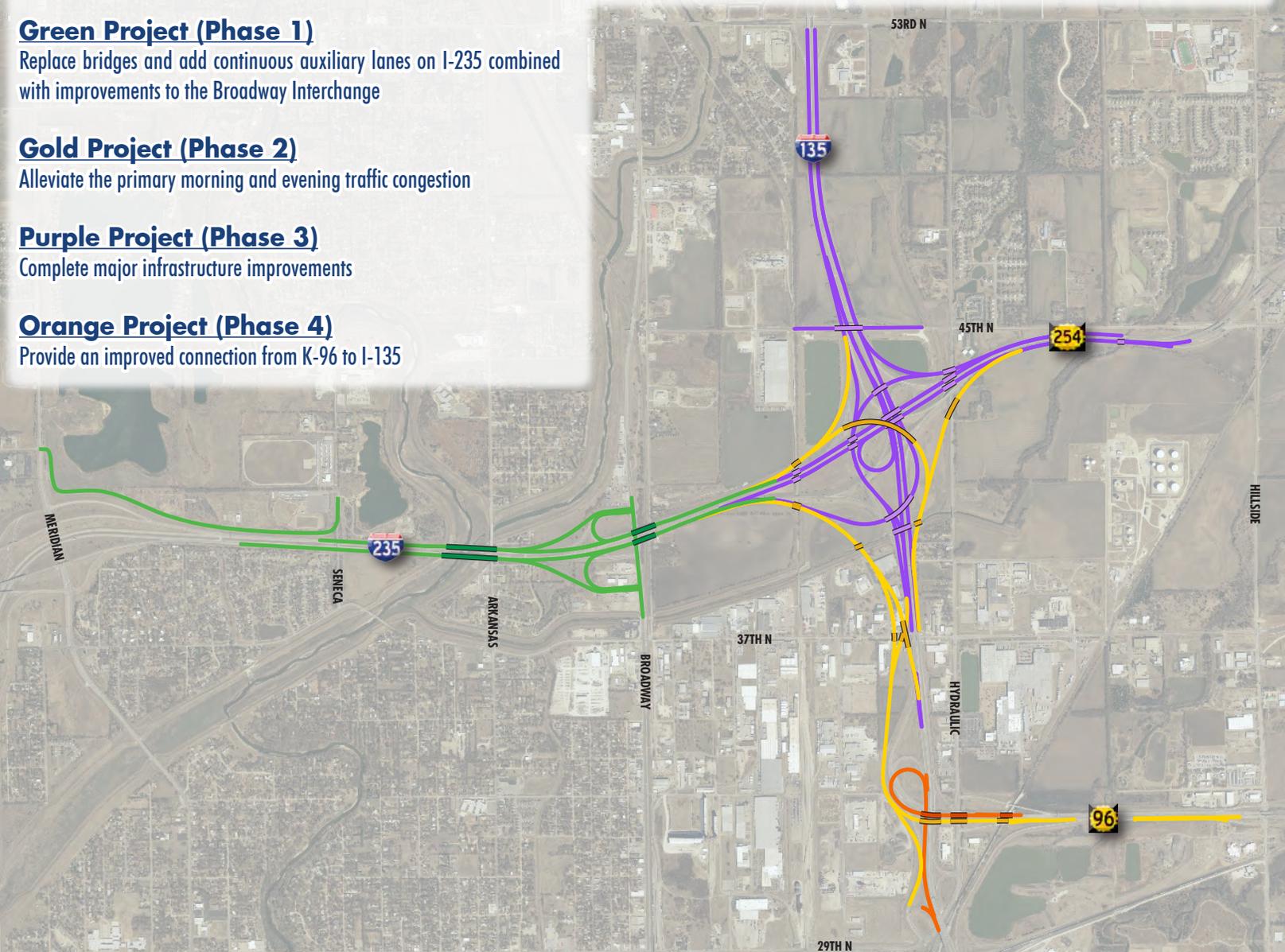
Alleviate the primary morning and evening traffic congestion

Purple Project (Phase 3)

Complete major infrastructure improvements

Orange Project (Phase 4)

Provide an improved connection from K-96 to I-135



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GREEN PROJECT

The Green Project (Phase 1) will replace the bridges over the Little Arkansas River, Arkansas Avenue, and Broadway Avenue. It will add continuous auxiliary lanes on I-235 and improve the ramp geometry at the Broadway Avenue Interchange. The project will improve local mobility by removing the Seneca Street Bridge over I-235 and connecting Meridian Avenue to Seneca Street via a new local roadway.

Funding has been identified for final design, right-of-way acquisition and utility relocation but not for construction.

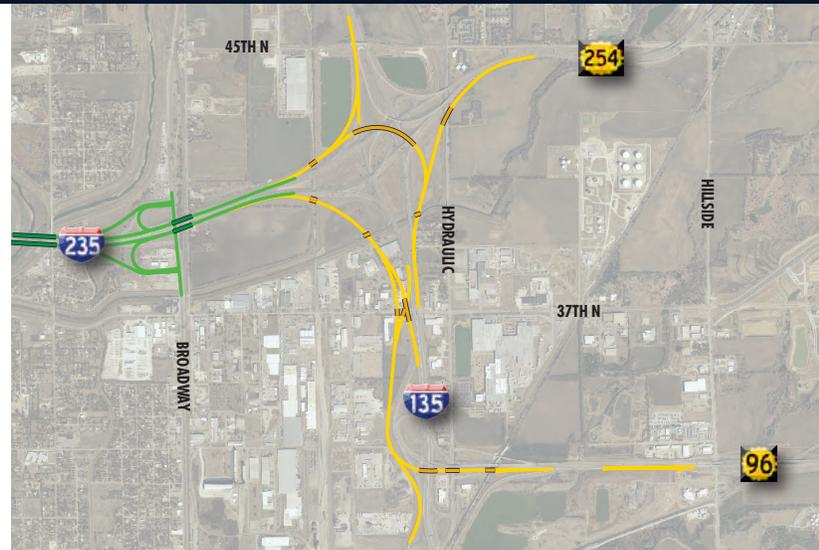


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GOLD PROJECT

The Gold Project (Phase 2) will alleviate congestion. The morning peak hour bottleneck (northbound I-235 to southbound I-135 to eastbound K-96) will be alleviated by providing a two-lane direct connection from northbound I-235 to eastbound K-96, a new connection from southbound I-135 to eastbound K-96, and an extended auxiliary lane along eastbound K-96 to the exit at Hillside. The plan to alleviate the evening peak hour bottleneck (northbound I-135 to southbound I-235) involves replacing the existing loop ramp with a two-lane flyover direct connection. The Gold Project will also provide connections from northbound I-135 to eastbound K-254 and southbound I-135 to southbound I-235.

Funding has not been identified for right-of-way acquisition, utility relocation or construction.

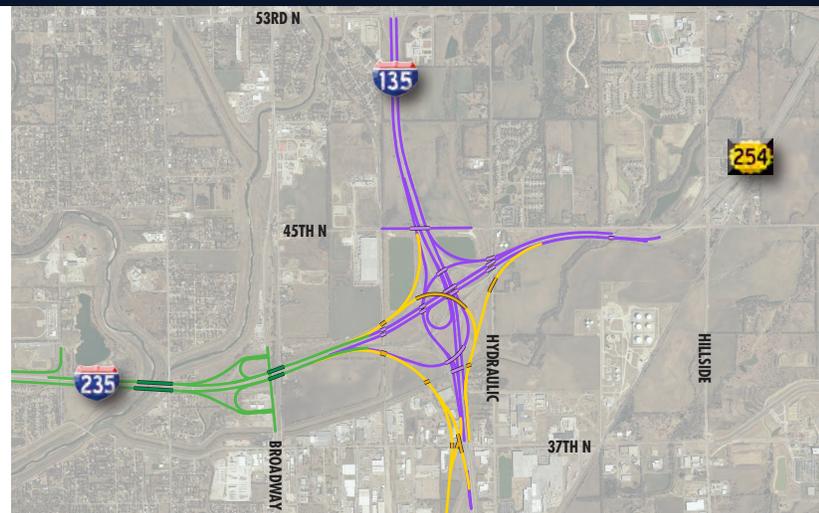


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PURPLE PROJECT

The Purple Project (Phase 3) completes the major infrastructure improvements. The project will relocate southbound I-135 to parallel the corresponding northbound lanes and relocate eastbound K-254 to parallel the corresponding westbound lanes. The Purple Project completes interchange connections for all major roadways I-235/I-135/K-254.

Funding has not been identified for right-of-way acquisition, utility relocation or construction.



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ORANGE PROJECT

The Orange Project (Phase 4) will replace the existing loop ramp from K-96 to I-135 with an improved single lane loop ramp expandable to two lanes for handling projected traffic far into the future.

Funding has not been identified for right-of-way acquisition, utility relocation or construction.

