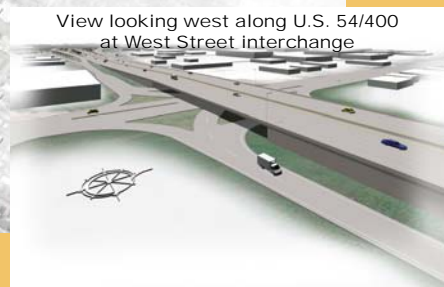
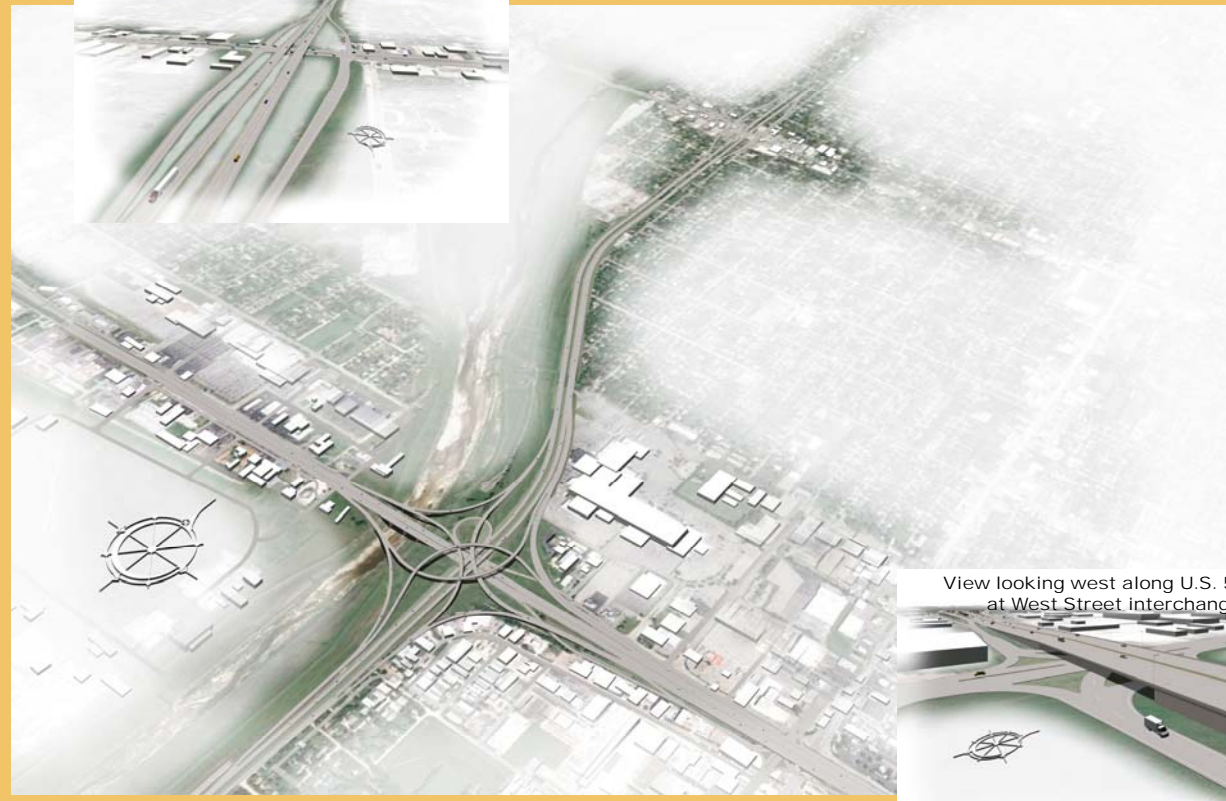




View looking south along I-235 at Central Avenue interchange



View looking west along U.S. 54/400 at West Street interchange

What You'll See Tonight

- Project Context
- Overall Project
 - Interstate 235, U.S. 54/400 (Kellogg Ave.), and Central Ave.
- Overall Project Phasing
 - The "RED" Project
- Next Steps

Purpose

PROJECT

The purpose of the I-235 improvements is to enhance safety and improve travel operations through one of Wichita's busiest interchanges. Traffic volumes on I-235 are projected to increase from today's 54,000 vehicles per day to over 71,000 vehicles per day in the year 2040. Because of the magnitude of the overall design, several individual projects have been developed.

PUBLIC MEETING

This public meeting provides an overview of the entire design project including Interstate 235, U.S. 54/400 (Kellogg Avenue) and Central Avenue. An initial project at the I-235 and Kellogg Avenue interchange is funded and is called the RED project. Future public meetings will be held later on as design and construction on the projects move forward.

DESIGN

The design process incorporates many stages. The plans you'll see tonight are considered to be halfway complete. Please review this information and talk with staff. We are here to answer your questions.

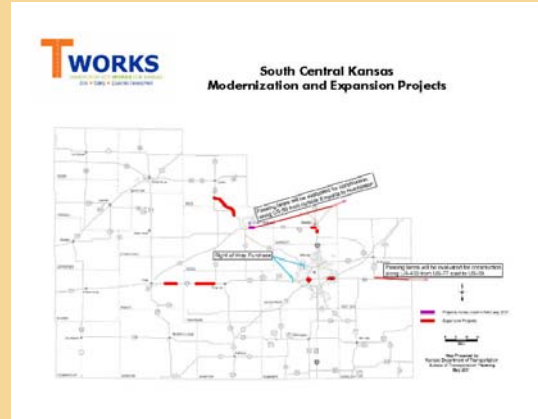
The Corridor Study Summary and Update

The 235-Kellogg-Central Corridor Study completed in 2007 provided the groundwork for developing a conceptual plan for improvements along Interstate 235 as well as U.S. 54/400 (Kellogg Avenue) and Central Avenue. Those technical concepts allowed for the political and financial resources to be assembled that are resulting in the funding of the RED project.



Further traffic analysis has been conducted in association with other proposed area improvements such as the 13th Street Flyover and has resulted in additional lanes on several ramps at the I-235 and U.S. 54/400 (Kellogg Ave.) interchange.

T-WORKS Announcement



In May 2010, the Kansas Legislature passed Transportation Works for Kansas (T-WORKS), an \$8 billion 10-year transportation program. T-WORKS is designed to create jobs, preserve highway infrastructure, and provide multimodal economic development opportunities across the state. One of the South Central T-WORKS projects is the \$116 million improvement on I-235 at the U.S. 54/400 (Kellogg Ave.) interchange with an \$11.6 million local match from Sedgwick County. The existing interchange is an old design and safety issues grow with increasing traffic. Reconstructing only a portion of the interchange will address the most pressing operational and safety concerns.

13th Street Flyover Description

For years the City of Wichita has searched for ways to relieve traffic congestion on Zoo Boulevard at I-235 and the Big Ditch. Numerous improvements widened Zoo Boulevard under I-235 and widened the bridge over the Big Ditch in the late 1990's.



In February 2011, the Federal Highway Administration (FHWA) announced approval of a "Break in Access" allowing the City to proceed with the design and construction of an exit ramp from northbound I-235 that would cross over the Big Ditch and connect to 13th Street on the west side.

This information is from the www.wichita.gov news announcement from February 10, 2011.

1 Traffic signals are added to the realigned Boyd Street and Central Avenue intersection.

2 At Central Avenue, future improvements reconfigure the ramps to and from Southbound I-235.

5 The bridges carrying U.S. 54/400 (Kellogg Avenue) over the "Big Ditch" are replaced with wider bridges.

6 The interchange of I-235 and U.S. 54/400 (Kellogg Avenue) is completely reconstructed. A new four level interchange provides flyover ramps for the movements currently using the loop ramps. The southbound to eastbound and the northbound to westbound ramps are two lane ramps to accommodate the heavy traffic making these movements. Braided ramps for the nearby West Street interchange are also provided. The new loop ramp in the northwest quadrant of the interchange would be for traffic from West Street wishing to travel south on I-235.



NOTE: For information on the sequencing of potential projects, see the Overall Project Phasing board.

Design Refinements

Since the Corridor Study, refined traffic forecasts have resulted in a two-lane flyover ramp from I-235 southbound to eastbound U.S. 54/400 (Kellogg Avenue), a two-lane ramp from U.S. 54/400 (Kellogg Avenue) westbound to northbound, I-235 and the extension of improvements further east along U.S. 54/400.

3 An additional lane in each direction is added to I-235 in each direction between U.S. 54/400 (Kellogg Avenue) interchange and the Central Avenue interchange.

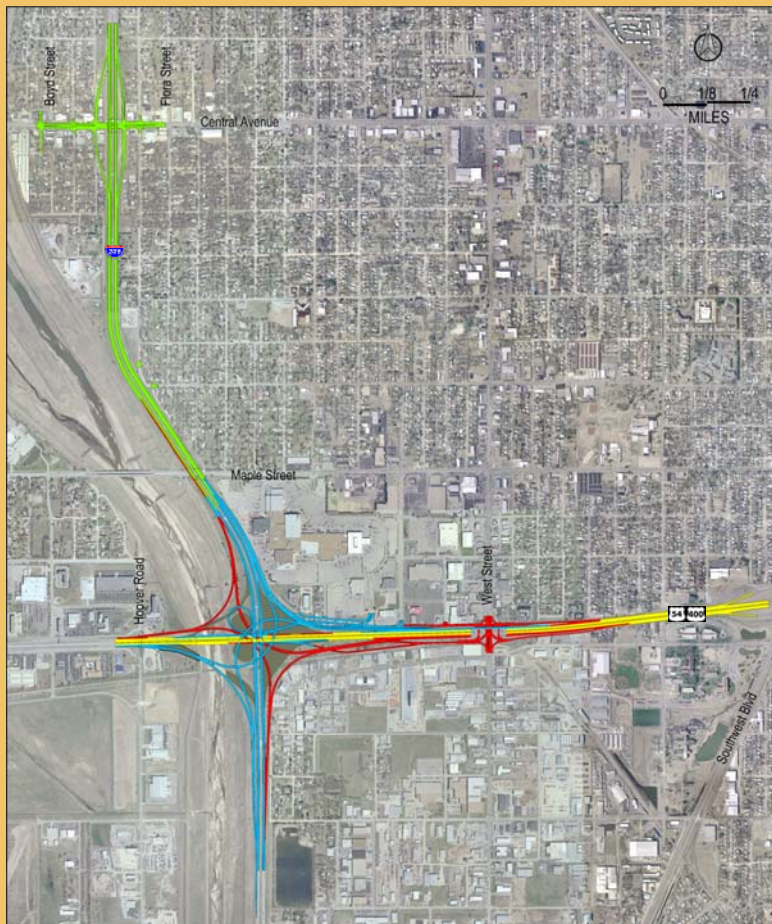
4 The bridges carrying I-235 over Maple Street are replaced with wider bridges. The new bridges increase the vertical clearance and provide extra space for future widening of Maple Street.

7 The existing U.S. 54/400 (Kellogg Avenue) bridges over West Street are widened to accommodate the acceleration and deceleration of the I-235 interchange. West Street is lowered to create adequate vertical clearance under the widened bridge. The West Street ramps are pushed out from their current location to make room for the widening of Kellogg Avenue.

8 U.S. 54/400 (Kellogg Avenue) is widened to provide wider shoulders and driving lanes.



OVERALL PROJECT PHASING



Four Potential Projects

T-WORKS has funded the first phase (RED project) of construction at \$116 million based on fiscal year (FY) 2017. The remaining improvements are currently shown in three sequential phases (Blue, Yellow and Green). The limits of each phase can be seen in the figures to the right, though the limits are subject to change based upon funding. These remaining phases are not funded and are estimated to cost \$123M (Blue), \$44M (Yellow), and \$72M (Green) in FY 2017. Improvements from the previous phase are shown in gray.



Red Project
1st phase



Blue Project
2nd phase

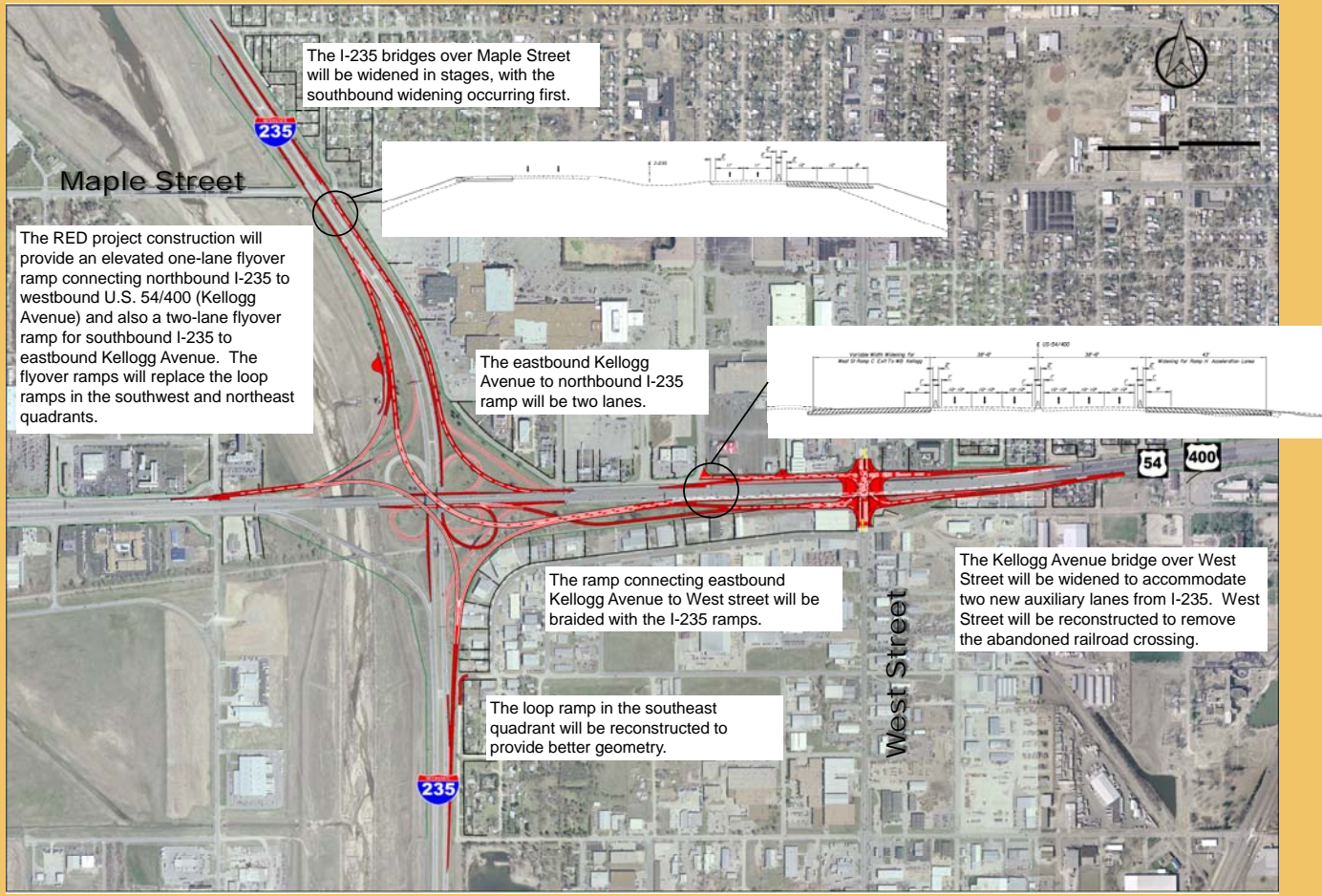


Yellow Project
3rd phase



Green Project
4th phase

THE "RED" PROJECT



The funded RED project is presented here in basic stages; 1 through 3. The stages allow for maintaining traffic during construction although some lanes may be closed for a duration.

This project addresses several of the heaviest traffic movements between I-235 and U.S. 54/400. At the end of the RED project two loop ramps have been removed and a third loop reconstructed which address accident issues.

The entire RED project is funded through the T-WORKS program which includes a partnership amongst the State, Sedgwick County and the City of Wichita.



Schedule

This public meeting provides an overview of the entire project, although only a portion of the project is currently funded for design and construction. The next public meeting could occur by the Summer of 2013.

The remaining phases would be constructed as funding permits and separate public meetings would be held as appropriate for each phase.

Stay Informed

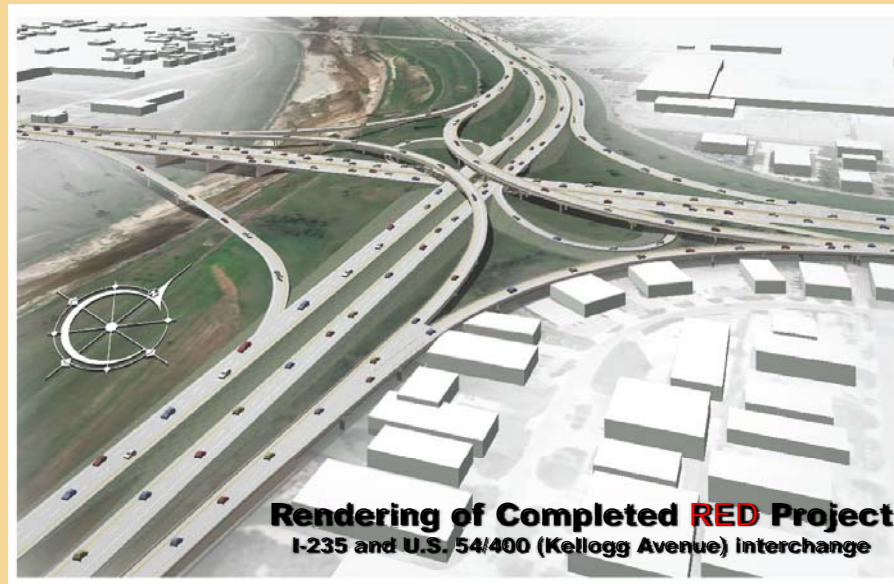
Find out more about this project and other KDOT projects throughout the state of Kansas on the T-WORKS website. Click on a link to take you to the 235-Kellogg-Central website where you'll find more information regarding the history and current status of the design as well as postings for upcoming public activities.

The website has:

- Information from today's Public Meeting
- Future meeting announcements
- Comment/feedback form

*Visit the website:
www.ksdot.org/TWorks*

Please pick up a comment card to share your thoughts.



**THANK
YOU**
for your
participation!