

## General Information about the Wichita North Junction

- I-135, I-235, & K-254 were constructed in the 1960s to early 1970s
- K-96 was constructed in the early 1990s
- Each day, over 97,000 vehicles (including over 9,700 trucks) use the Wichita North Junction
- By 2050, over 160,000 vehicles are anticipated to use the Wichita North Junction each day
- The I-235 bridges over the Little Arkansas River were functionally obsolete

## Wichita North Junction Project

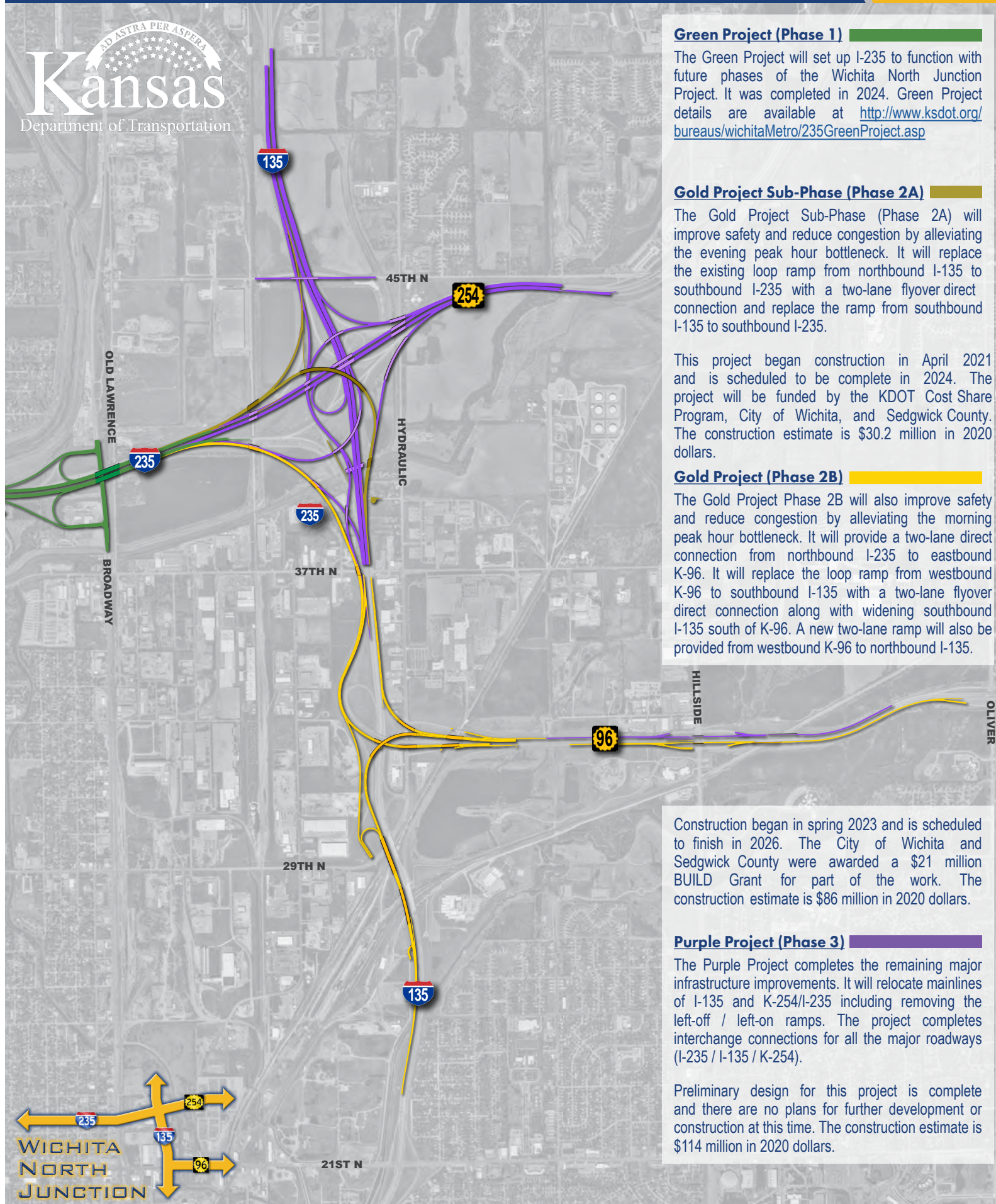
KDOT completed a concept study in 2015 for the Wichita North Junction; where I-135, I-235, K-254, and K-96 meet in North Wichita. View the study at <http://bit.ly/NoJctStudy>. The study identifies the preferred Wichita North Junction Project and phasing plan to address the following demonstrated needs:

- Enhance safety
- Improve traffic flow at existing bottlenecks
- Replace aging pavement
- Rehabilitate and/or replace deficient and obsolete bridges
- Enhance roadway geometry
- Efficiently accommodate traffic through the year 2050

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

- Enhance safety by upgrading the interchange to meet current design criteria and to address high crash locations within the study area
- Improve traveler mobility by eliminating or reducing existing and future expected areas of congestion
- Improve infrastructure condition and reduce maintenance costs by rehabilitating or replacing aging bridges and roadways

More details provided on the back of this sheet



### Green Project (Phase 1)

The Green Project will set up I-235 to function with future phases of the Wichita North Junction Project. It was completed in 2024. Green Project details are available at <http://www.ksdot.org/bureaus/wichitaMetro/235GreenProject.asp>

### Gold Project Sub-Phase (Phase 2A)

The Gold Project Sub-Phase (Phase 2A) will improve safety and reduce congestion by alleviating the evening peak hour bottleneck. It will replace the existing loop ramp from northbound I-135 to southbound I-235 with a two-lane flyover direct connection and replace the ramp from southbound I-135 to southbound I-235.

This project began construction in April 2021 and is scheduled to be complete in 2024. The project will be funded by the KDOT Cost Share Program, City of Wichita, and Sedgwick County. The construction estimate is \$30.2 million in 2020 dollars.

### Gold Project (Phase 2B)

The Gold Project Phase 2B will also improve safety and reduce congestion by alleviating the morning peak hour bottleneck. It will provide a two-lane direct connection from northbound I-235 to eastbound K-96. It will replace the loop ramp from westbound K-96 to southbound I-135 with a two-lane flyover direct connection along with widening southbound I-135 south of K-96. A new two-lane ramp will also be provided from westbound K-96 to northbound I-135.

Construction began in spring 2023 and is scheduled to finish in 2026. The City of Wichita and Sedgwick County were awarded a \$21 million BUILD Grant for part of the work. The construction estimate is \$86 million in 2020 dollars.

### Purple Project (Phase 3)

The Purple Project completes the remaining major infrastructure improvements. It will relocate mainlines of I-135 and K-254/I-235 including removing the left-off / left-on ramps. The project completes interchange connections for all the major roadways (I-235 / I-135 / K-254).

Preliminary design for this project is complete and there are no plans for further development or construction at this time. The construction estimate is \$114 million in 2020 dollars.