

# I-435/I-35/K-10 Interchange Study

## Issues Workshop

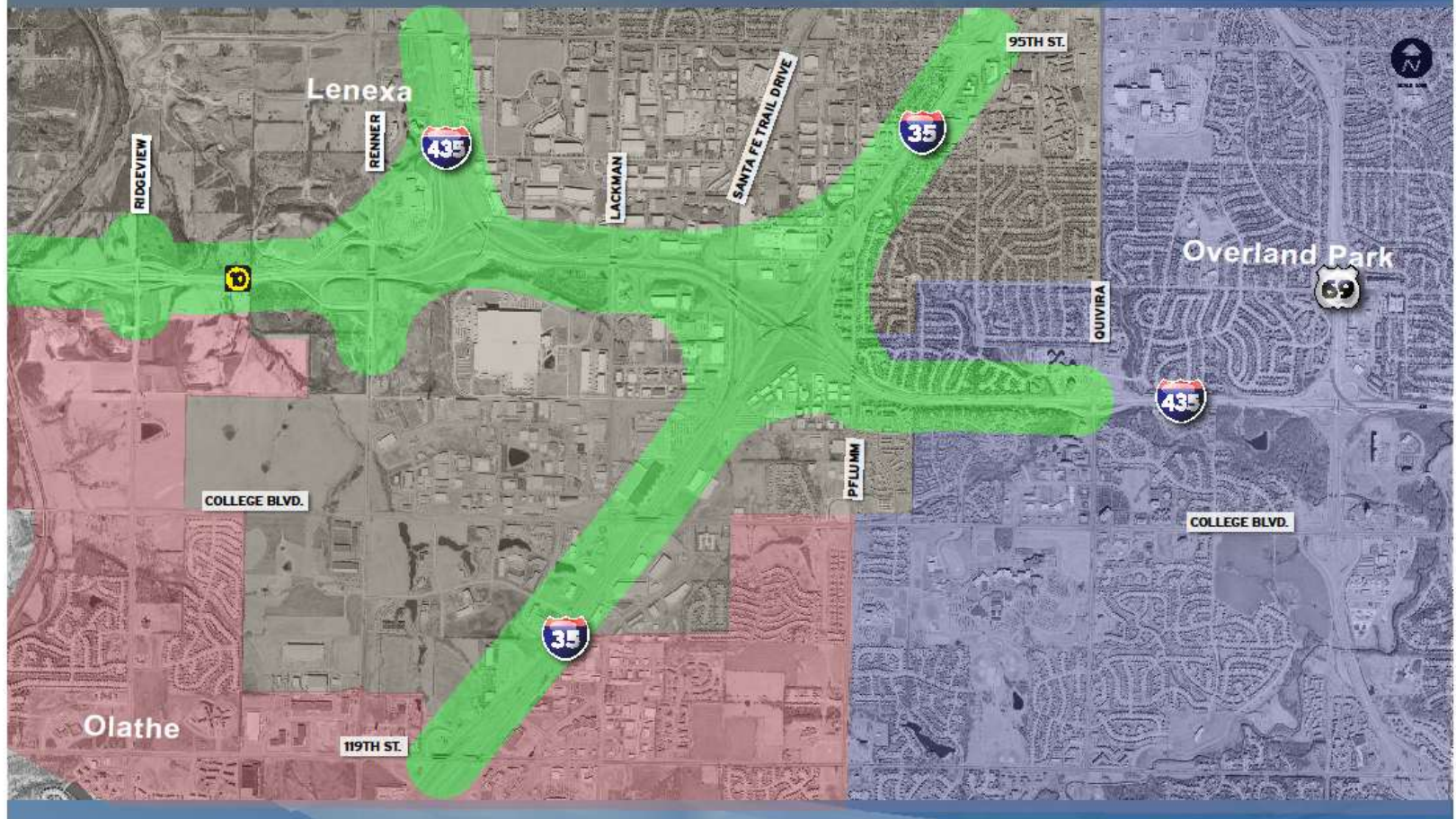
*June 30, 2010*

# Agenda



- Study Overview
- Preferred Concept
- Focus Group Feedback
- Preliminary Phasing Plan
- Interim Project
- Next Steps

## *I-435/I-35/K-10 Interchange*



# Purpose of Study

- Develop an **ultimate interchange concept** which considers a range of **multimodal approaches** to meet current and future **transportation needs through the year 2040**.
- Identify a list of **prioritized phased construction projects** to address safety and traffic concerns. This includes identifying **cost-effective interim solutions** to target immediate problem areas.

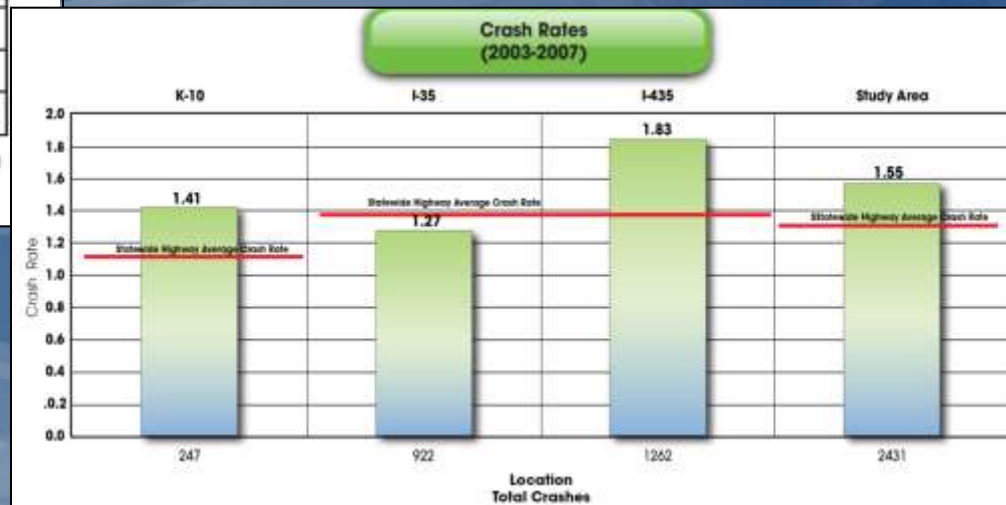
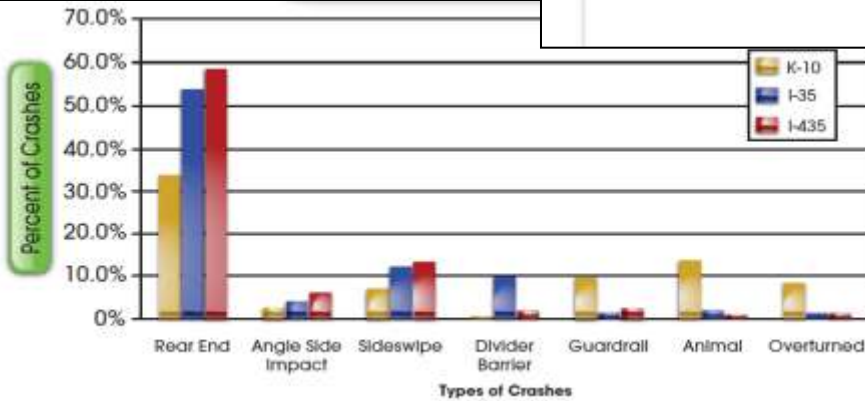
# Regional Study

## Condition of Existing Infrastructure

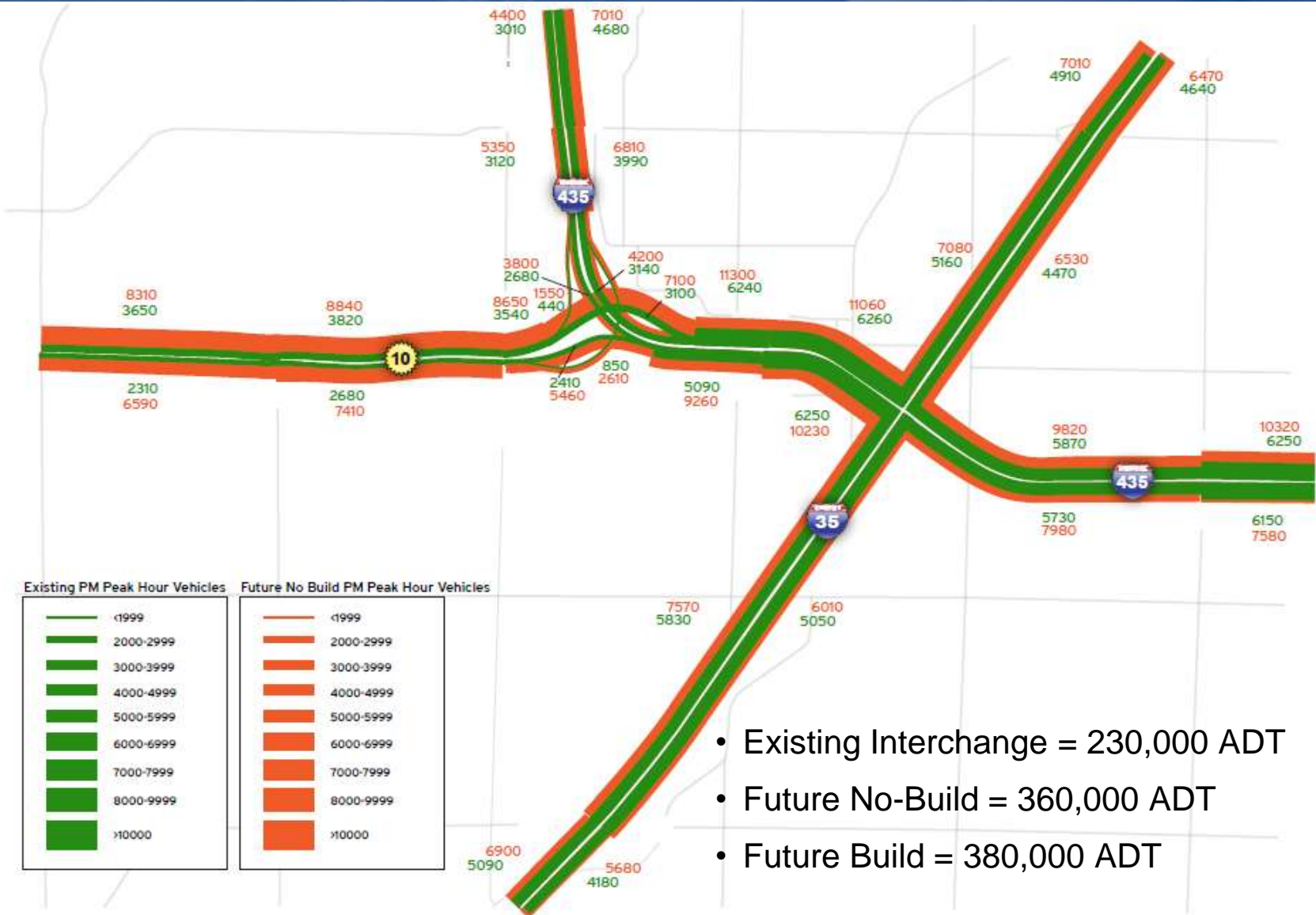
- Pavement and bridge conditions
- Geometrics - curves and hills
- Length of ramps and lanes



# Regional Study Accidents



# Regional Study Existing and Future Traffic



# Regional Study Top Areas of Concern



# Regional Study

## Multimodal Considerations



- Ramp Metering
- Managed Lanes
- Transit Options
- Freight and Truck Movement
- Bicycle/Pedestrian

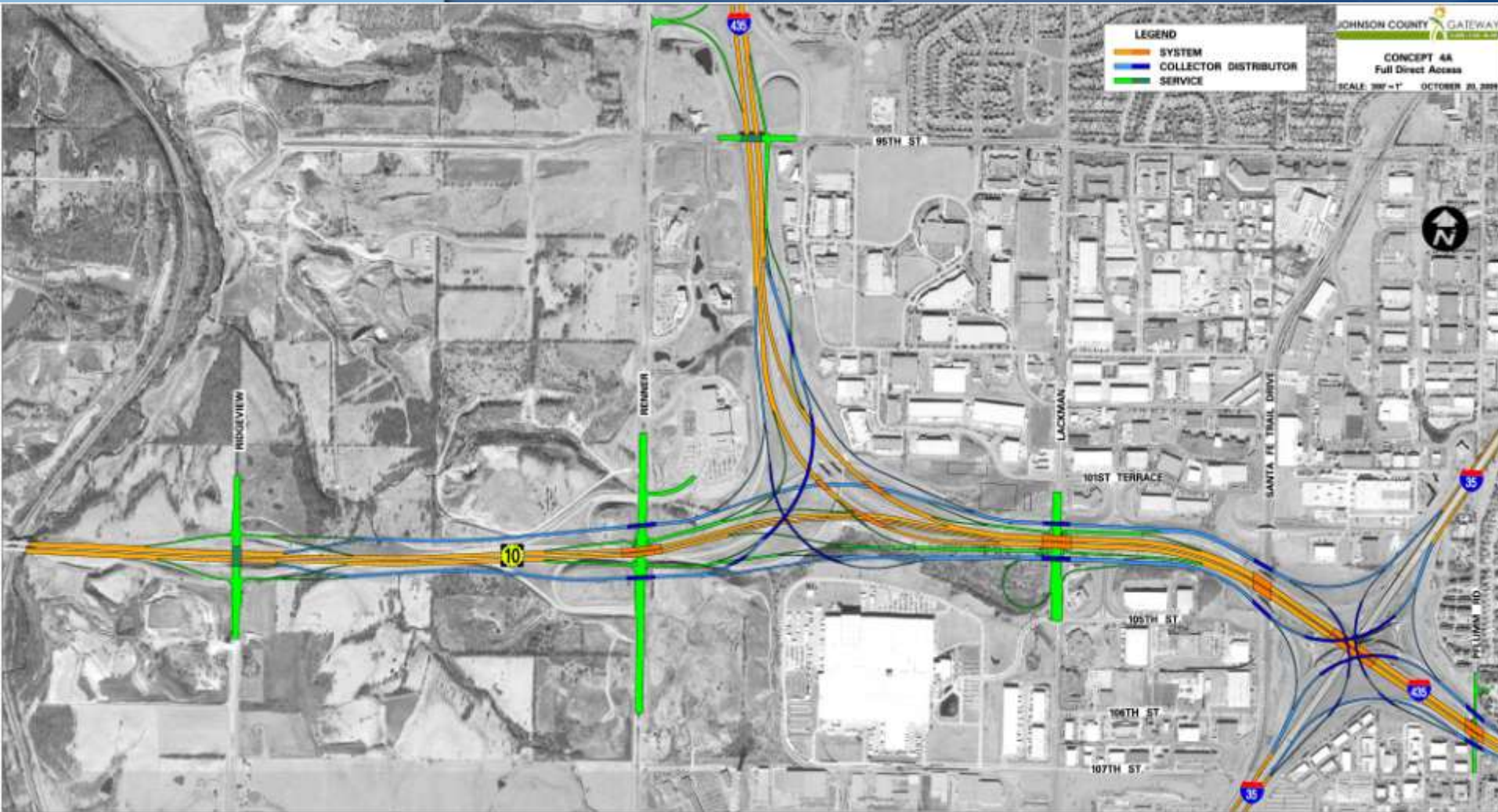
# Preferred Concept 4A Through Mainline (Orange)



# Preferred Concept 4A CD Roads (Blue)

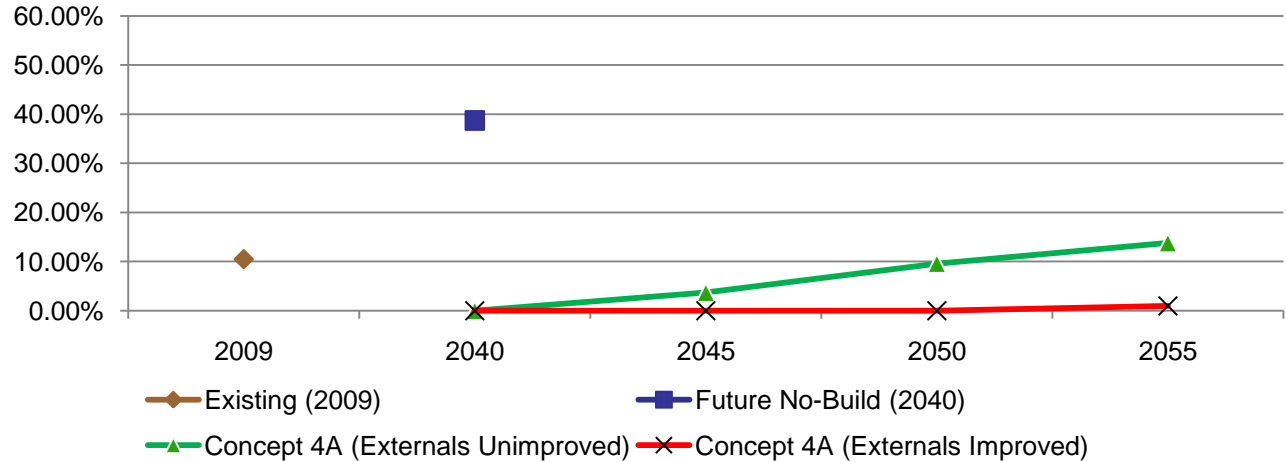


# Preferred Concept 4A Local Service Ramps (Green)

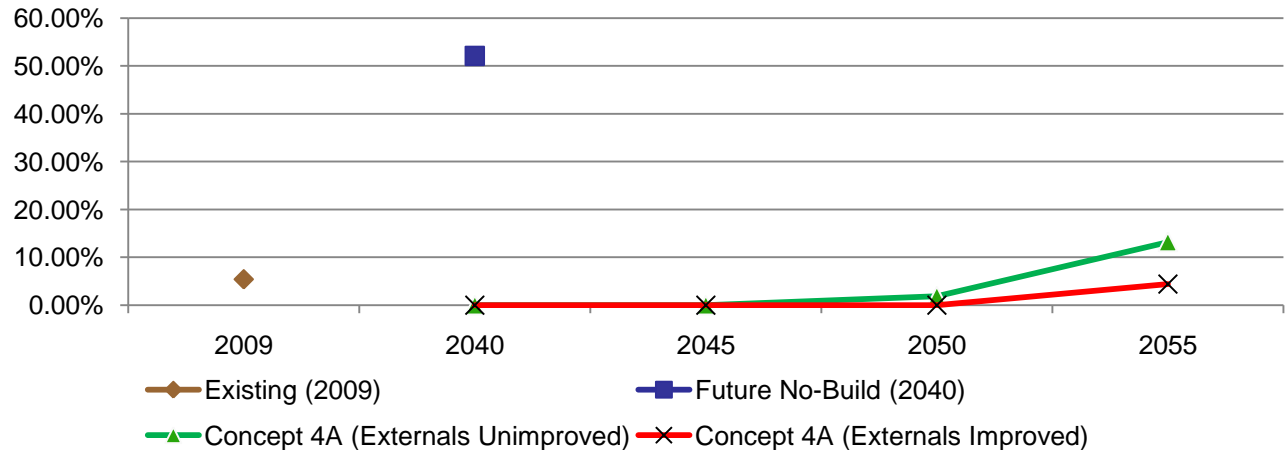


# Preferred Concept 4A Service Life

**Percent of I-35/I-435/K-10 Freeway Miles at LOS F  
By Year (AM Peak)**



**Percent of I-35/I-435/K-10 Freeway Miles at LOS F  
By Year (PM Peak)**



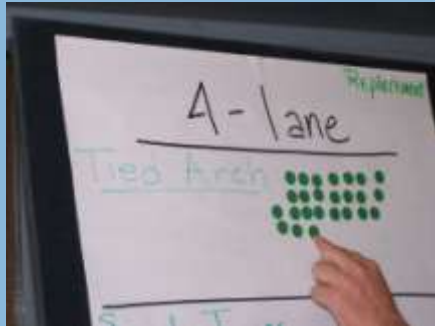
# Focus Group Feedback

- **Issues Workshop**
- **Focus Groups**
- **Online Surveys**
- **Web site**
- **Facebook**

- **Regional traffic more important but maintain access for local businesses**  
Regional (40%), Local (25%), Both (35%)
- **Existing access adequate (92%);  
Current access should remain (65%)**
- **100% supported Concept 4A**  
(signage will be important)
- **Overall support for multimodal options**

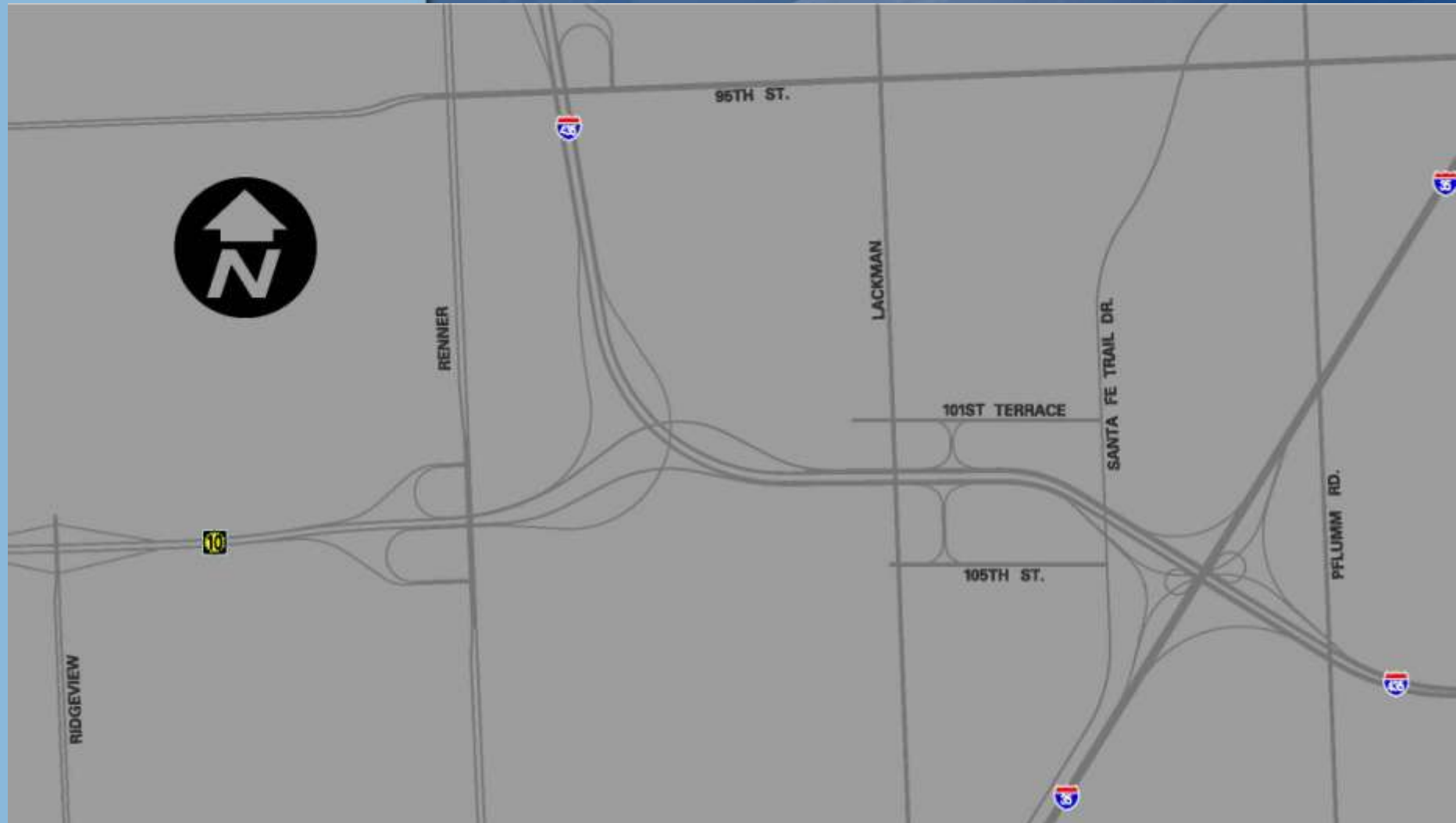


# Focus Group Feedback

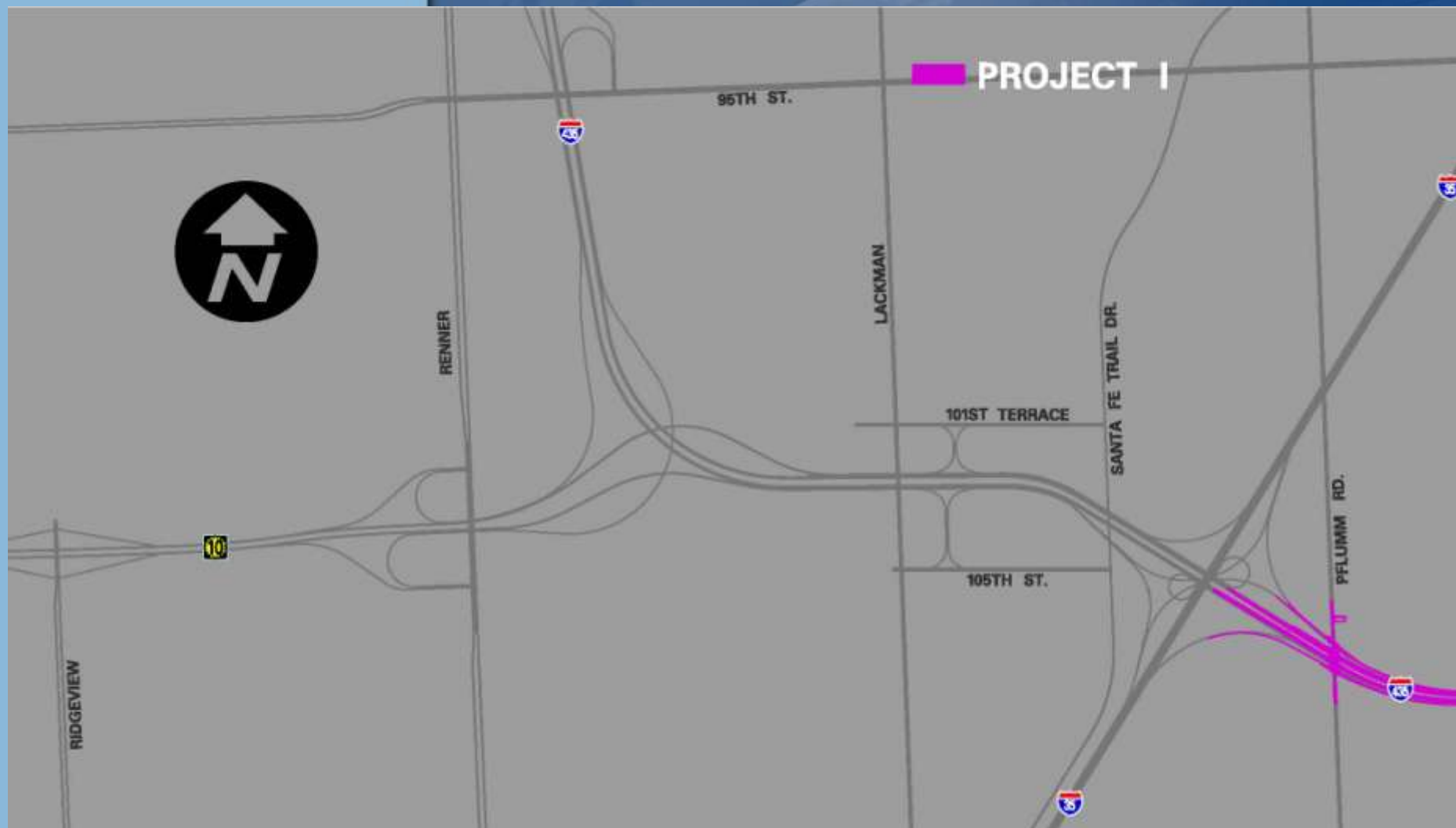


- **97% willing to pay for improvements**
- **Who should pay:**
  - 87% users of facility
  - 52% all Kansans
  - 40% local residents/bus. in area
- **How to pay:**
  - Dedicated sales tax up to 1 cent (54%)
  - Surcharge to vehicle registration (54%)
  - Tolling the entire interchange (49%)
  - Increasing gas tax or adding a local gas tax (30%)
  - Vehicle miles traveled (20%)

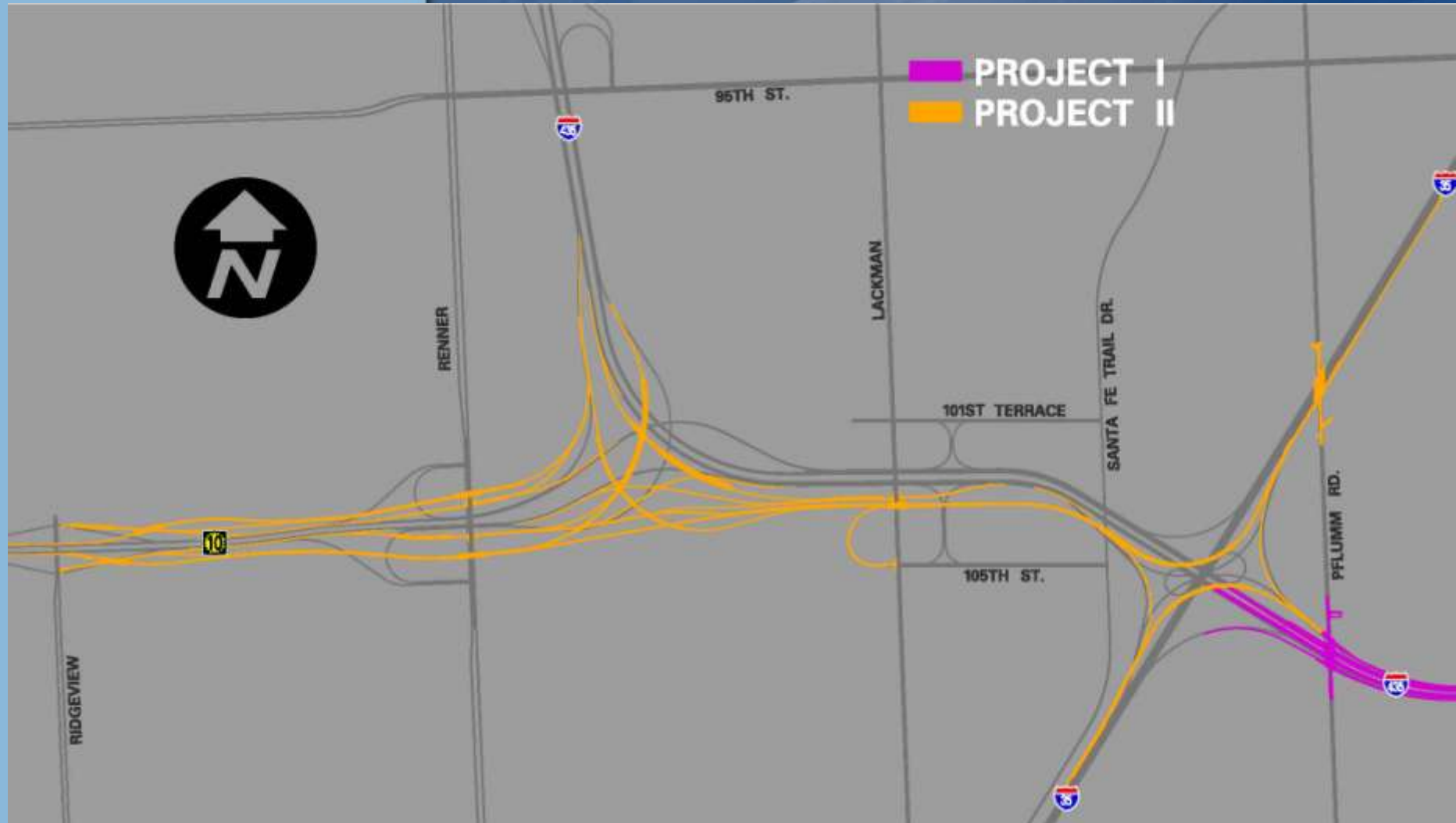
# Infrastructure Priority



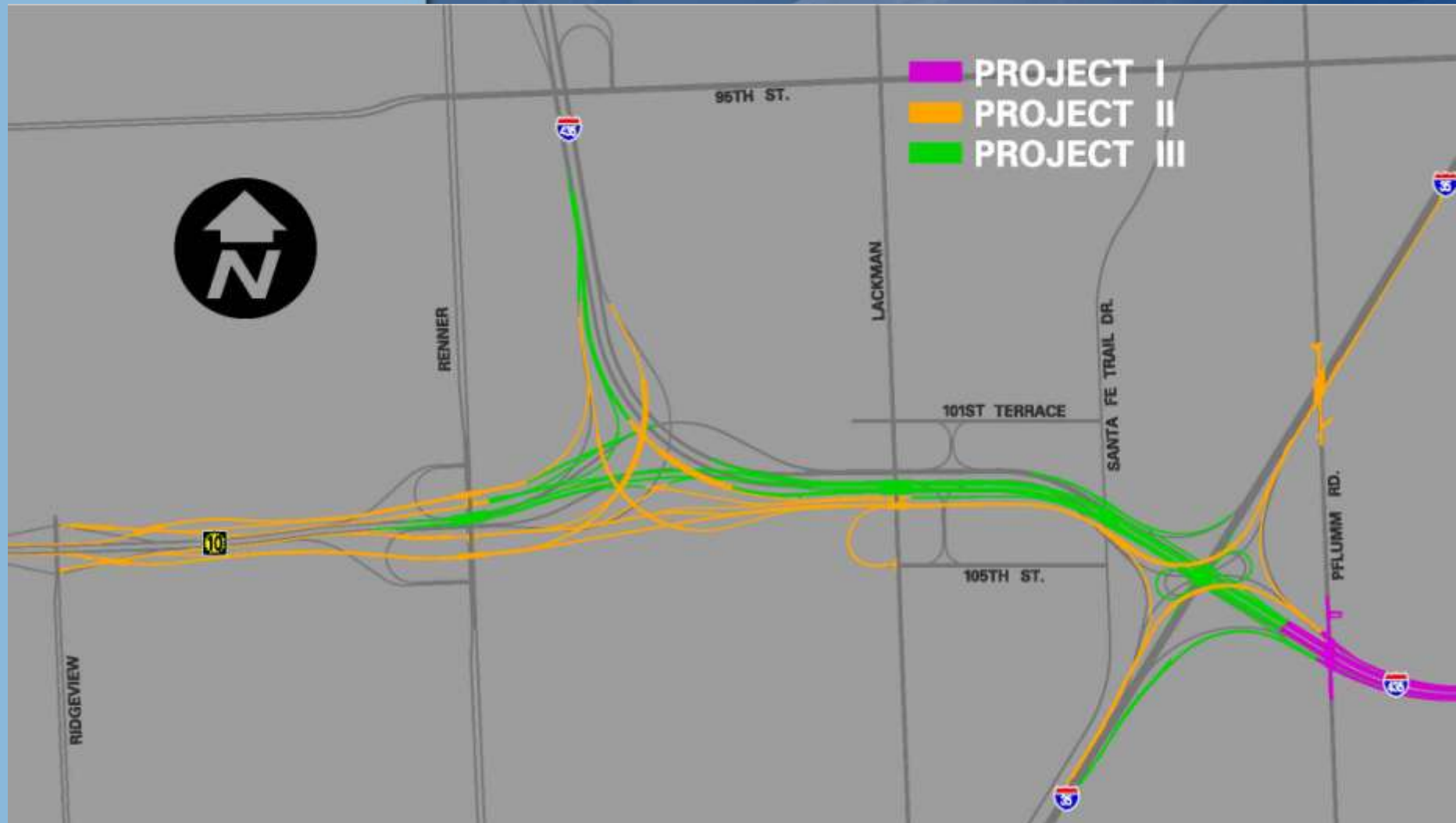
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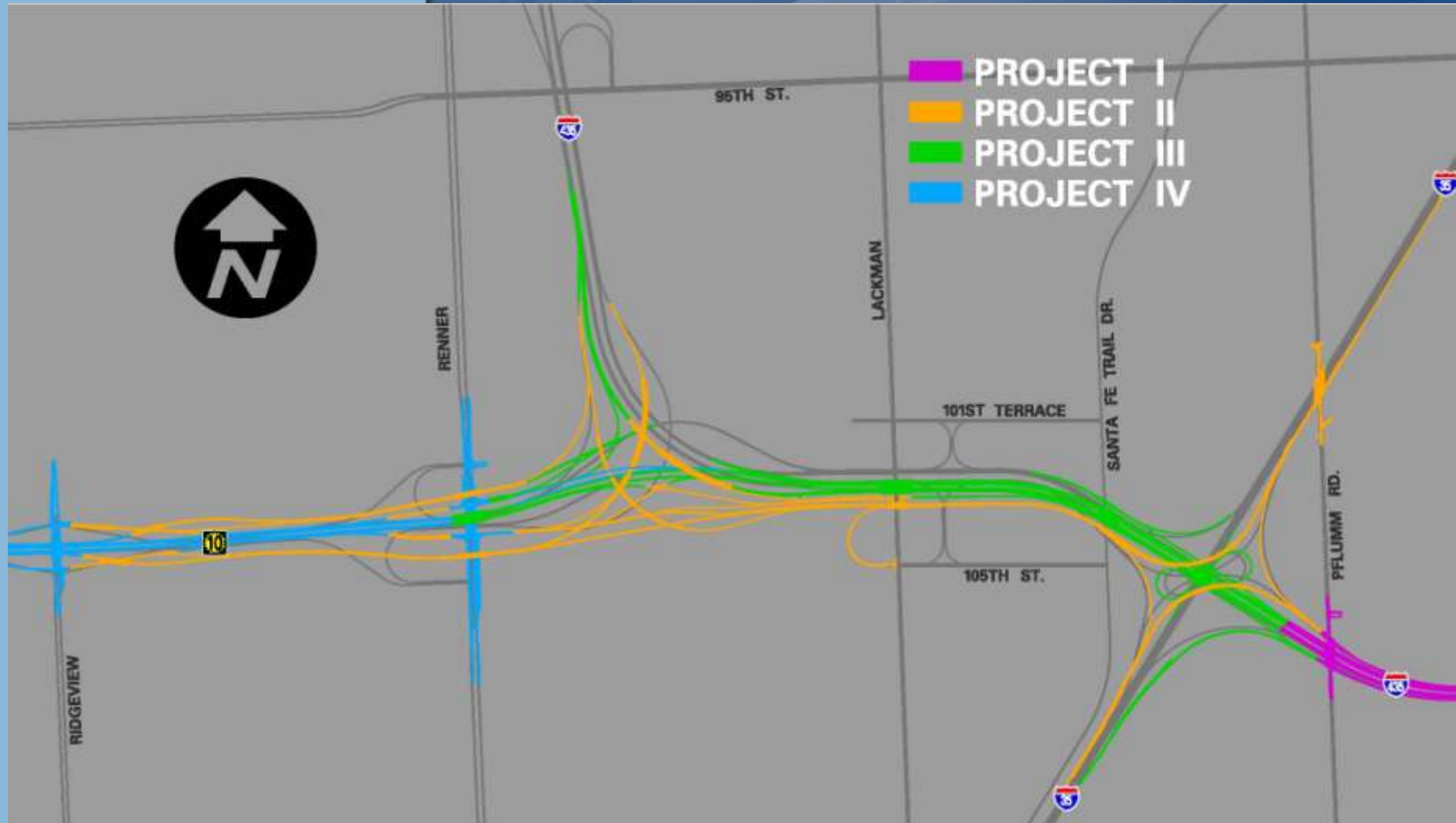
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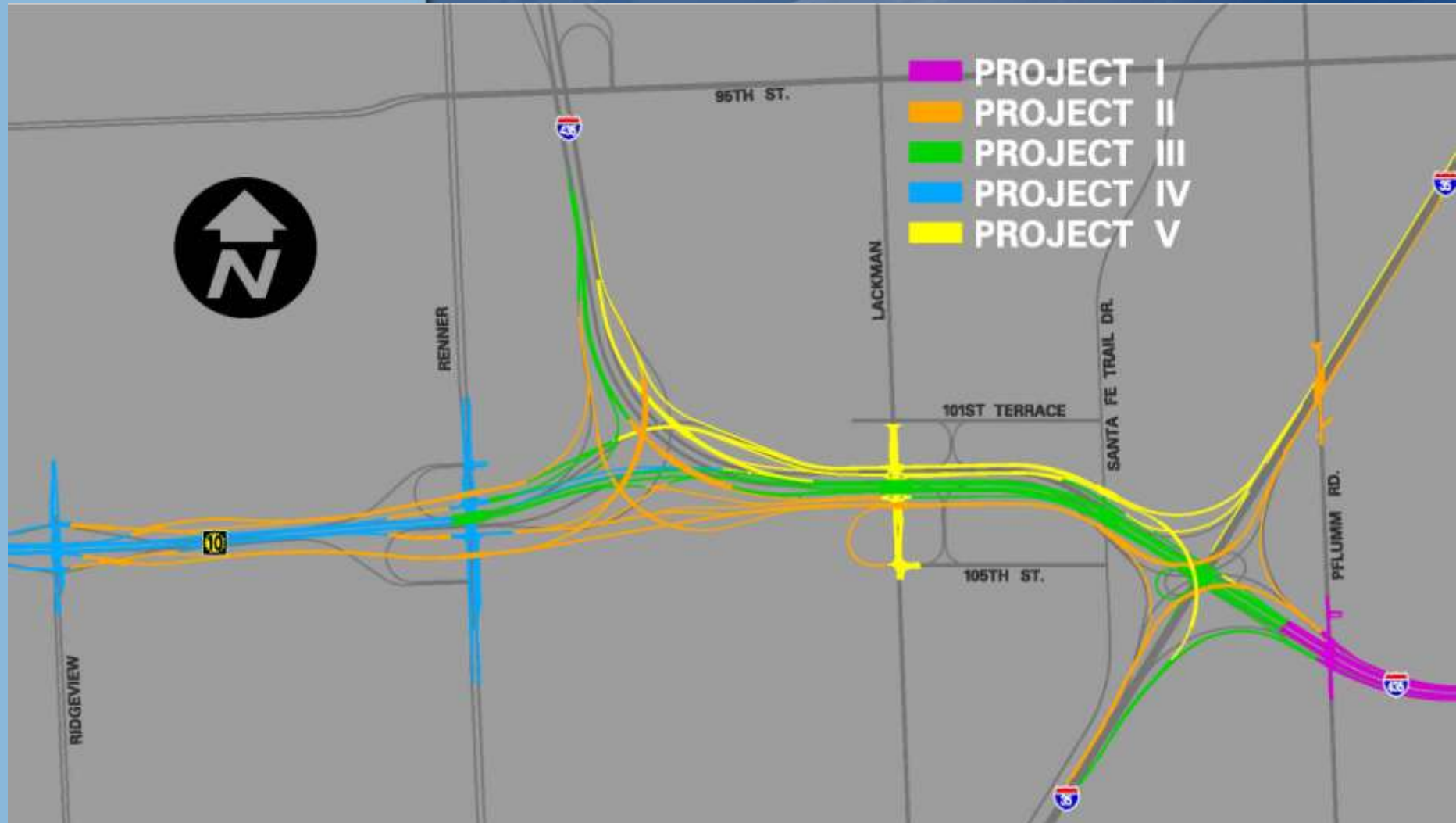
# Infrastructure Priority



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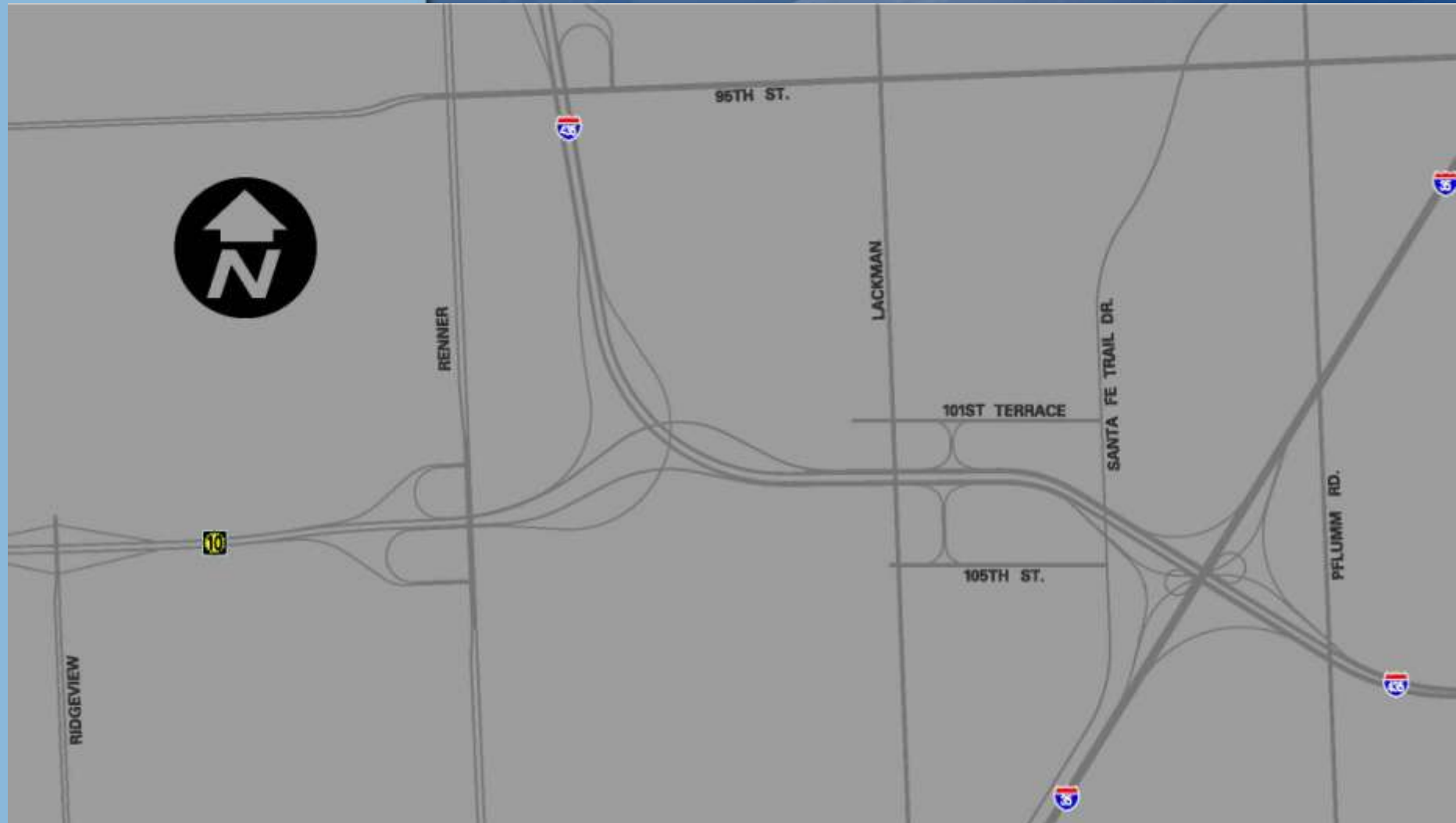
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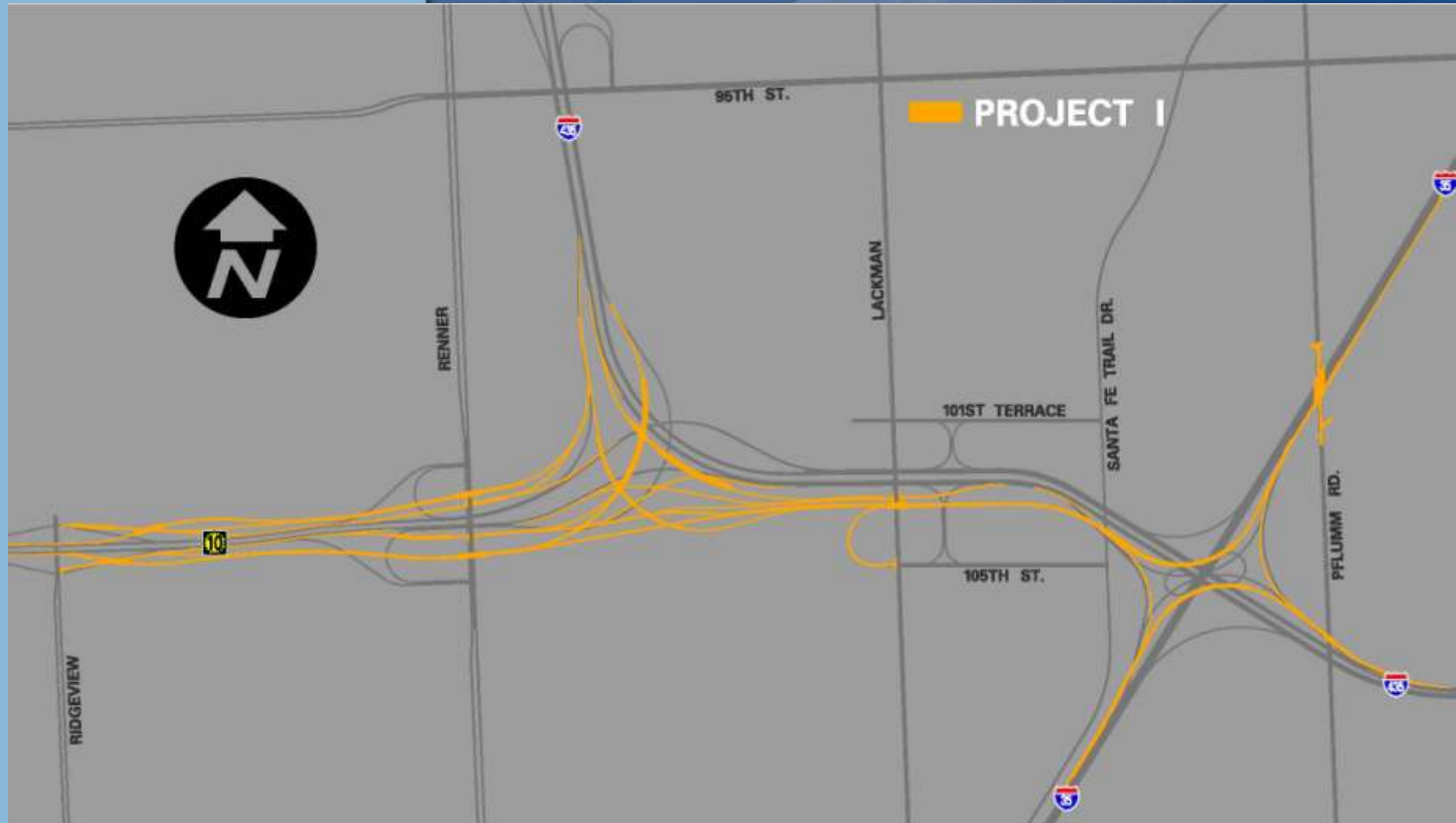
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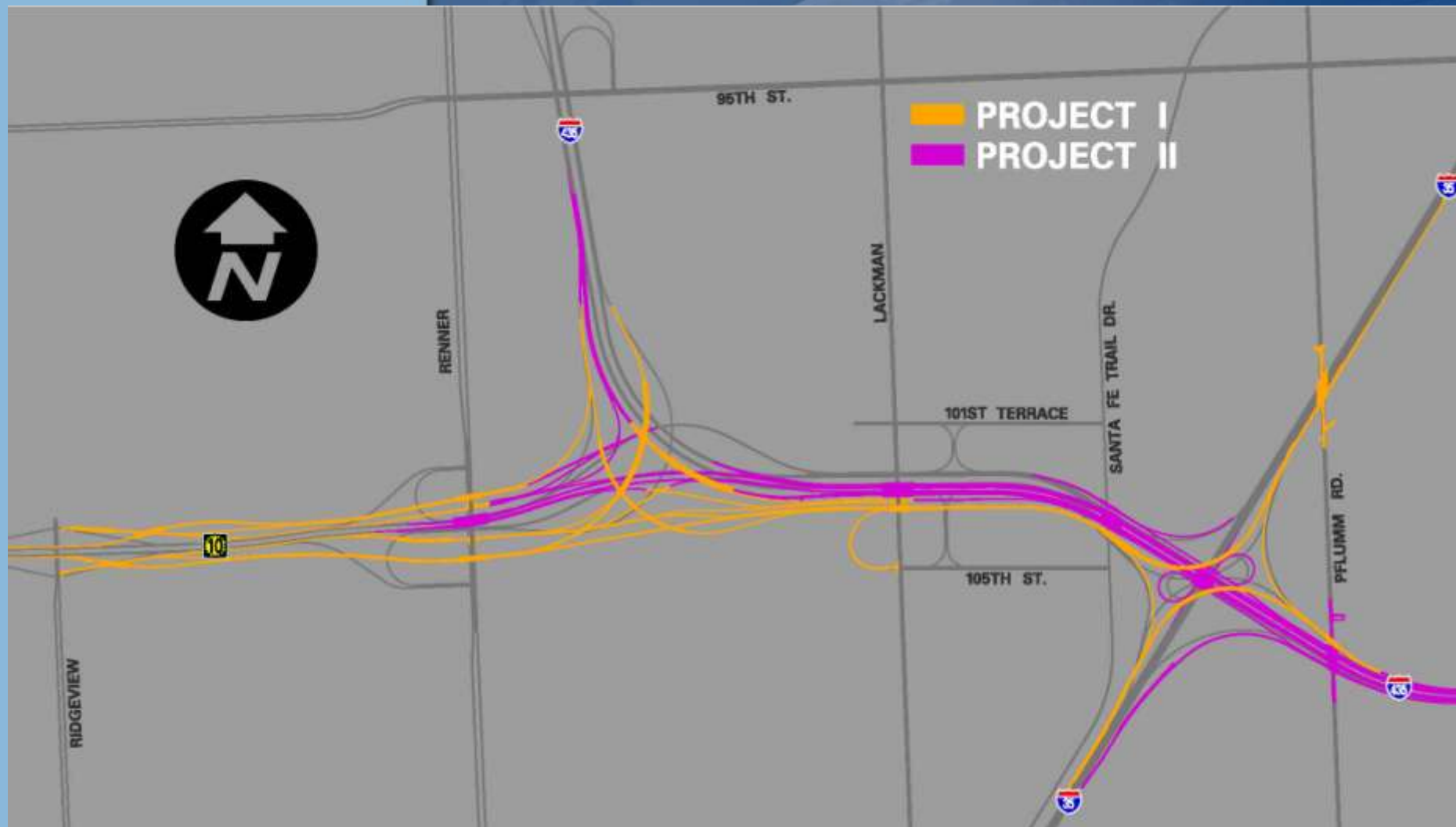
# Traffic Priority



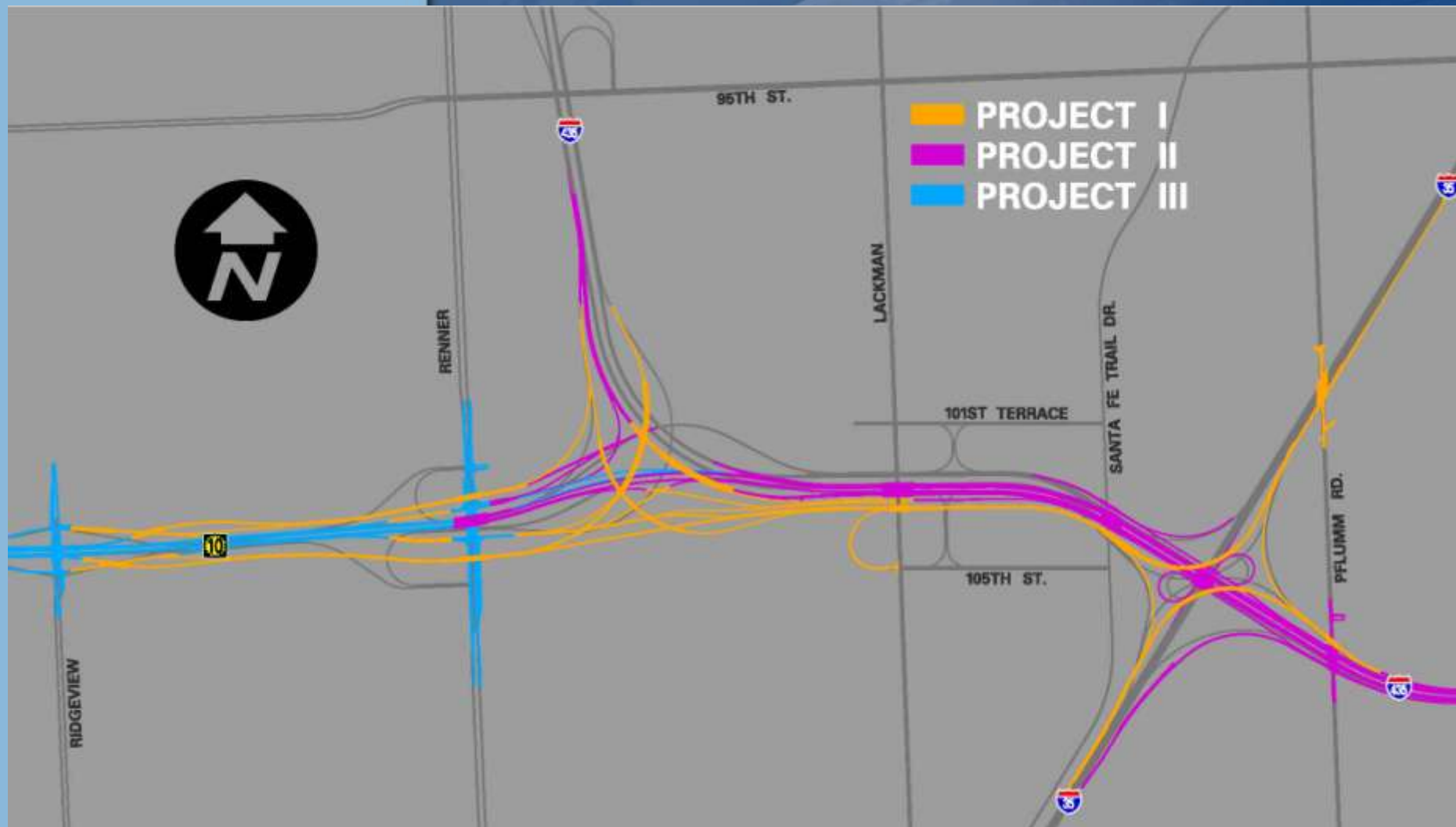
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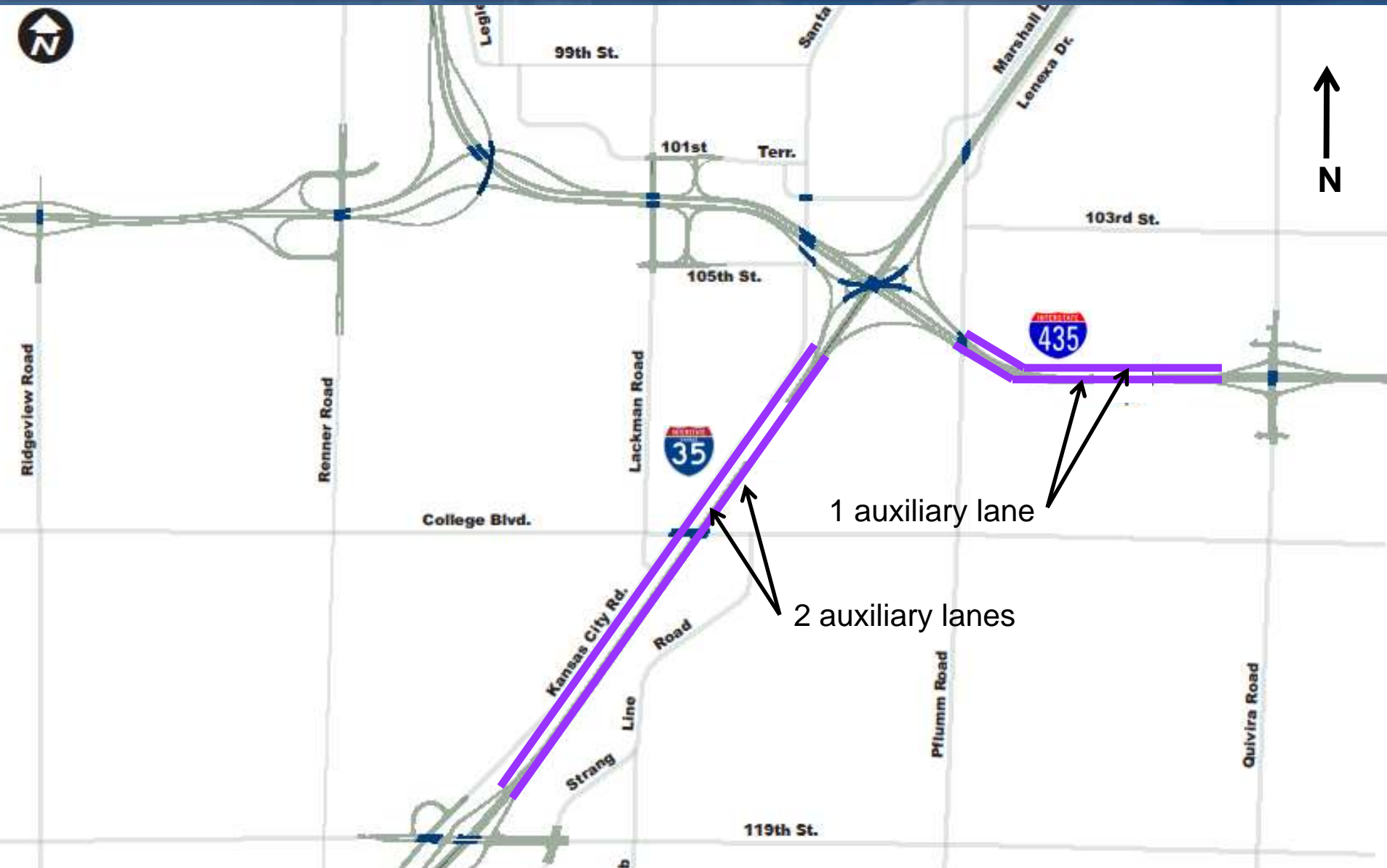
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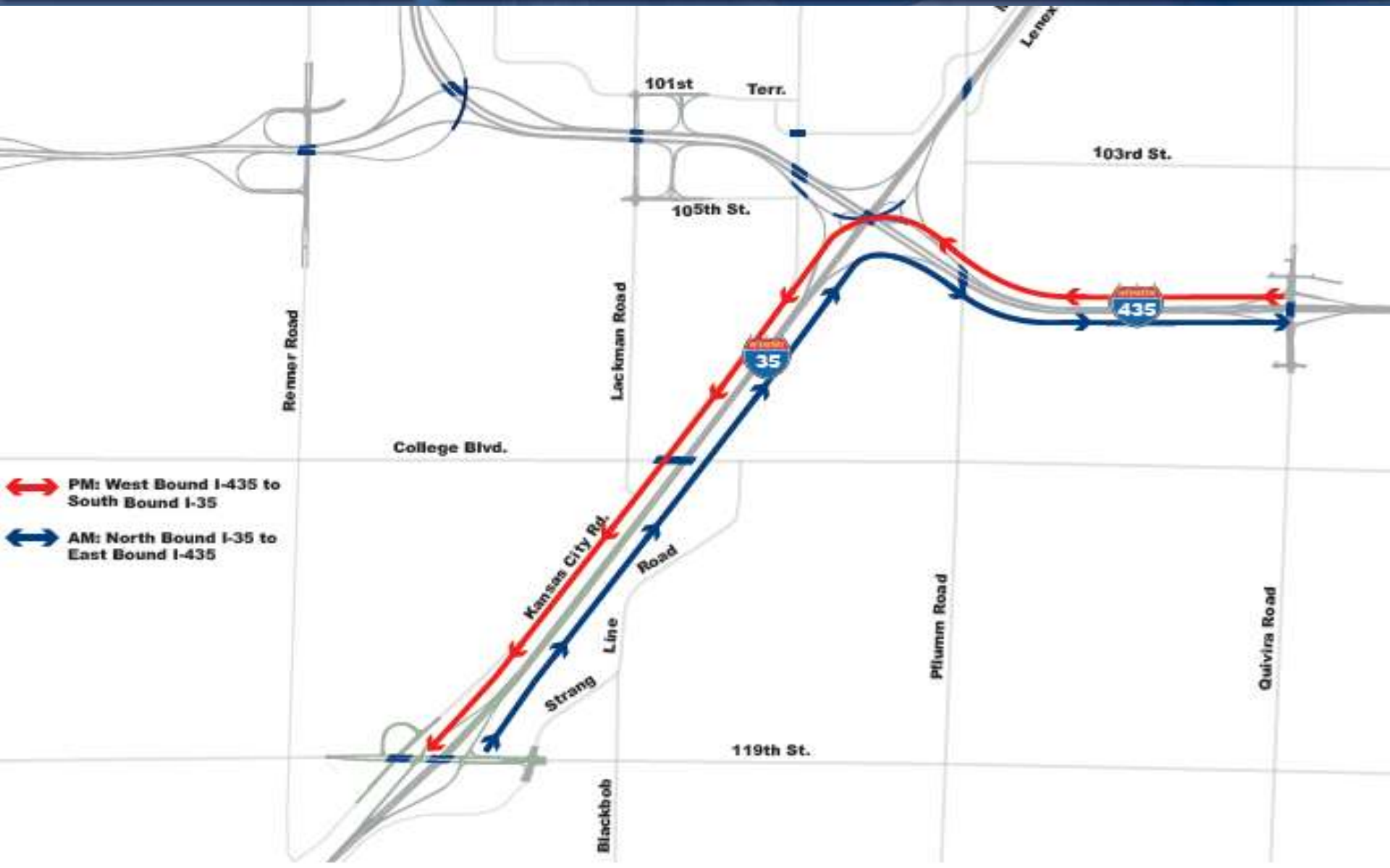
# Phasing Schedule



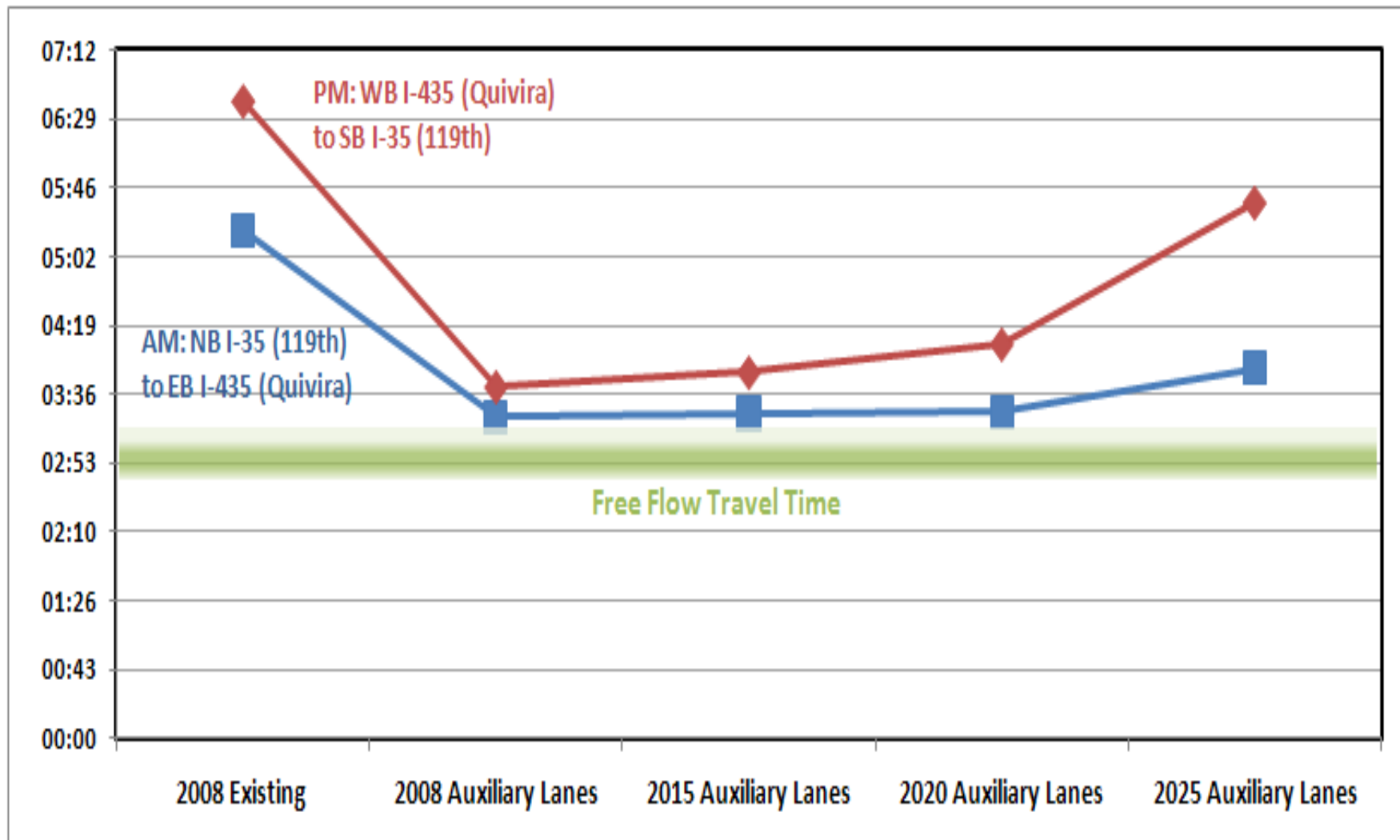
# Interim Improvement Project



# Interim Improvement Project



# Interim Improvement Project



# Next Steps

Johnson County Gateway Study Schedule

