

Interstate 135 and 36th Street Interchange Improvements Newton, KS

KDOT Project No. 135-40 KA-0052-01

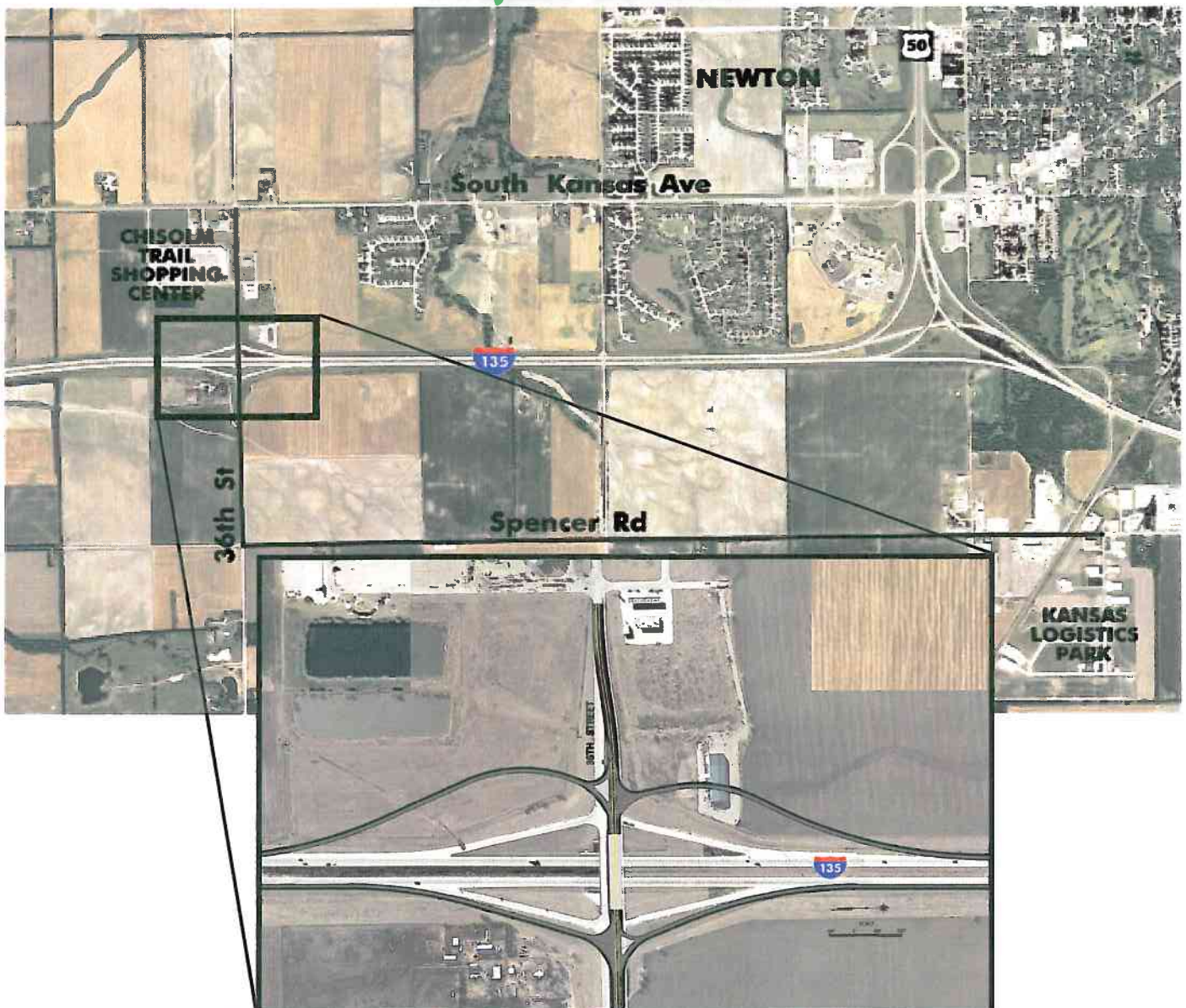


Public Information Meeting

January 25, 2011

This public information meeting is to introduce you to the Interstate 135 and 36th Street Interchange Improvements project and share the concepts that have been considered thus far. We would like your input on the best interchange configuration and what can be done to best meet community needs.

Project Location



Preferred Option: Diamond Interchange

What is the purpose of this meeting?

This public information meeting is intended to introduce you to long-range improvements being developed for the I-135 and 36th Street interchange.

What is expected of me at this meeting?

We ask that you review the information being presented - both in this handout and on the exhibit boards - and share your thoughts and opinions with us by completing a comment form. Several project representatives are here to answer your questions and explain aspects of the project. You are certainly free to share your opinions with them, but we ask that you fill out a comment form so that your remarks are recorded.

Didn't KDOT just finish some improvements a few months ago?

Yes. Widening of some of the interchange ramps was completed in November 2010. These improvements were made quickly so that large wind energy industry trucks could navigate through the existing narrow interchange. At the time the decision was made to make these improvements, the large trucks were expected to begin using the interchange in the first quarter of 2011.

Why is this interchange important to the wind energy industry?

The City of Newton, Harvey County and economic development advocates are marketing the Kansas Logistics Park to wind energy industry leaders around the world in the hopes of making Newton a hub for this growing industry in southern Kansas. One manufacturer has already signed an agreement to locate a manufacturing facility at the logistics park. That facility is expected to be operating sometime in 2011. In addition to serving as the home of wind industry manufacturers, Newton is considered a possible hub for the intermodal movement of wind industry equipment. That means equipment could be shipped by rail to Newton and then transferred to trucks for final delivery. Products manufactured in Newton could also be distributed by rail or truck.

The Kansas Logistics Park is located north and east of the I-135/36th Street interchange. This interchange is the best means to get the oversized trucks in and out of Newton. The City of Newton will make improvements to Spencer Road this year to better accommodate these trucks on the local system.



Why are more improvements to the interchange needed?

While the improvements that were just completed will be helpful in facilitating the large trucks generated by activity at the logistics park, it's still a tight squeeze to get them across the narrow bridge over I-135. The existing bridge is also showing its age and is a type that cannot be easily widened. So, in addition to designing and constructing interim improvements, KDOT wanted to develop a long-term solution to provide mobility for increasing volumes of a wide-range of vehicle types over the next 20 years. It was determined that three lanes on 36th Street through the interchange is adequate to serve future traffic. Therefore the bridge over I-135 will need to be replaced.

What types of interchange configurations were considered?

The early stage of this process included brainstorming different interchange layouts. It was first decided that a new bridge over I-135 should be offset from the existing bridge in order to maintain access to and from the highway while the new interchange is being constructed. Shifting the position of the bridge means that some realignment of 36th Street would be necessary. Based on the grade of I-135 and existing development in the vicinity, it was determined that building a new bridge north of the existing bridge would have the least impact. Some property in the northwest corner of the interchange has already been acquired by KDOT. Four options were initially identified for the new interchange. These are shown on the page to the right and, as you can see, had different impacts on surrounding property. They ranged from a conventional diamond interchange to a single-point urban interchange.

Initial Interchange Concepts



Diverging Diamond Interchange



Partial Folded Diamond Interchange



Single Point Urban Interchange



Diamond Interchange



Diamond Interchange

Benefits of the Diamond Interchange

- ▶ Accommodates future traffic needs
- ▶ Accommodates oversized wind energy industry trucks
- ▶ Lowest construction cost (\$8.6 M) (2011)
- ▶ Best meets driver expectations

Why did you conclude that the diamond interchange was best or preferred?

As you can see on the exhibit boards, each interchange option had its pros and cons. The diamond interchange was selected primarily because it had the lowest cost and it would best meet driver expectations, i.e. drivers would readily recognize the interchange configuration and know how to navigate it.

Will the new bridge have facilities for pedestrians and bicyclists?

Whenever a new bridge like this is planned, KDOT works with the local public agencies to evaluate the need to connect the local pedestrian and bicycle system. If existing facilities are in place or have been programmed for construction, the new interchange would likely accommodate those facilities over the highway. KDOT is currently talking with the local public agencies in order to make the best decision.



Can the new interchange be made to look nicer than most?

The City of Newton has expressed interest in aesthetic enhancements to the bridge and the interchange area. Ideas have included textured surfaces on bridge piers, ornamental railing on the bridge, colored concrete in islands, special light fixtures, native grass plantings, and more. One of the exhibit boards illustrates some typical aesthetic treatments that have been used on projects like this.



KDOT will partner with the local public agencies to incorporate desired aesthetic treatments. This may include a cost-sharing agreement depending on the nature and scale of the treatments. We are interested in learning what types of treatments appeal to you.

When will the new interchange be built?

At the time of this meeting, no funding has been identified for constructing the new interchange. KDOT is committed to developing the plans further and is scheduled to have a field check review in about a year. At that stage, plans are about 50 percent complete. That will likely be the end of the current process until funds for construction have been allocated.

What if I have questions or comments after this meeting?

Please feel free to contact the project representatives listed below if you'd like to share a comment or if you have additional questions about the project.

Thank you for attending. Please fill out a comment form.

For More Information, Contact:

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