

The World Development Federation  
Virtual  
Global Super Projects Conference  
November 2001

**KANBRASKA<sup>®</sup> HIGH PRIORITY  
CORRIDOR AND THE WICHITA  
SPACEPORT HUB**

*By*

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## **Kanbraska® High Priority Corridor And The Wichita Spaceport Hub**

To become a Global Super Project, there should be a gathering of transportation resources that connect continents. The Kanbraska® High Priority Corridor and the Wichita Spaceport Hub meets the intermodal and linking requirements of the National Highway System. In the greater operation of the corridor, a highway would link Asia-Alaska and the Gulf coast, continuing through Central And South America on the I-35 NAFTA Highway.

This project first developed as a scheme to expand development around our Mid Continent Airport (ICT). Like most 50's age airports, the available land was taken, limiting options. By avoiding a state highway and a wetland, Wichita could create a runway-taxiway corridor out of the surroundings and reaching low profit wheat fields.

This topographic feature allowed my background in Economic Geography to define how all other elements could interact for the greater benefit. Using the inspiration of the "Conway airport-city research," the parts began to assemble in a logical manner.

The Kanbraska® High priority Corridor is a complex of highway, rail and pipelines sharing space and costs. The end in Wichita begins south of town at I-35. A new, half-circle bypass to the west will join K-96 north of town. There a new highway will continue in a straight line to the northwest for 500 miles, to Casper, Wyoming, and I-25, which meets I-90 nearby. The cities linked include Wichita, Hutchinson, Great Bend, Hays, Hill City, Oberlin, McCook, Scottsbluff, Fort Laramie and Orin-Casper in Wyoming. Besides allowing the valuable natural products Wyoming desires to move to the east and south, by joining I-90, I-80 and I-70 to I-35, the NAFTA Highway, Wyoming gains valuable infrastructure with access to the Gulf Coast. If you were in New Orleans or Houston, the most direct route to the Pacific Northwest would be this corridor. It is hoped that a dedicated truck lane, allowing 90 m.p.h. for 500 miles, will be added.

More should be said about the various pipeline potential plans, however, that shall wait. The rail with high-speed potential is the other economic potential for success of this project. Combined, this corridor will play a new role for National Defense access needs.

The Wichita Spaceport is the highest development of an Industrial cargo reliever airport west of the current airport. Both aspects of the airport improvement will be dependent upon infrastructure able to support future requirements and possibilities for airport design. The key piece of construction, including an overpass for the corridor, will be a runway that reaches the developable land, creating a four-mile (20,000 ft.) runway with double taxiways, separated by 1,000 ft.

At the end of this runway will be double taxiway overpasses that will begin a 12-mile continuous taxiway on the south end of the development sites, along MacArthur Road. This configuration will be dedicated to the very large aircraft that are planned and will evolve into international freight operations, as they gain age as passenger servers. The site created will support a 40-square mile industrial park with 12 sites of three or two square miles each, with taxiway of a mile on each site. The International Highway will cross this site, creating six square miles on the highway frontage.

In addition there will be a 14-square-mile Trade Zone for Customs negotiations with Mexico border freight moving northwest. This site is south of the Park and has five square miles of international highway frontage.

Normally, this plan would remain secret and maybe be forgotten. But, with the new National circumstances, we, as humanity sharing this land, must try harder to work together, collaborate and Work for the betterment of the infrastructure we leave to the coming generations.

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