

Issues Workshop Phasing Plan
June 30, 2010
11:30 a.m. to 1:30 p.m.

Purpose of the workshop

To review the preferred improvement concept with invited stakeholders, discuss the construction phasing plans and receive feedback.

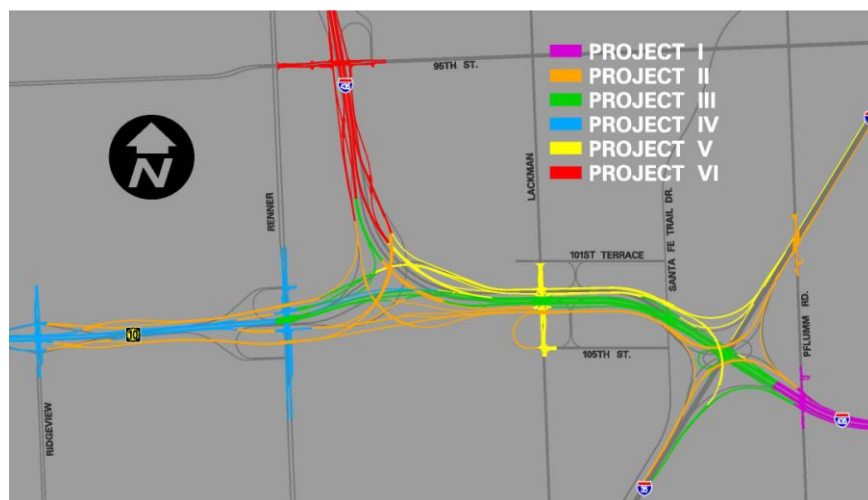
Overview

Burt Morey, KDOT Metro Engineer welcomed attendees and introduced the project team. Twenty five stakeholders from area businesses, law enforcement, fire and EMS, as well as city and county staff attended the meeting. Two state representatives also participated in the meetings.

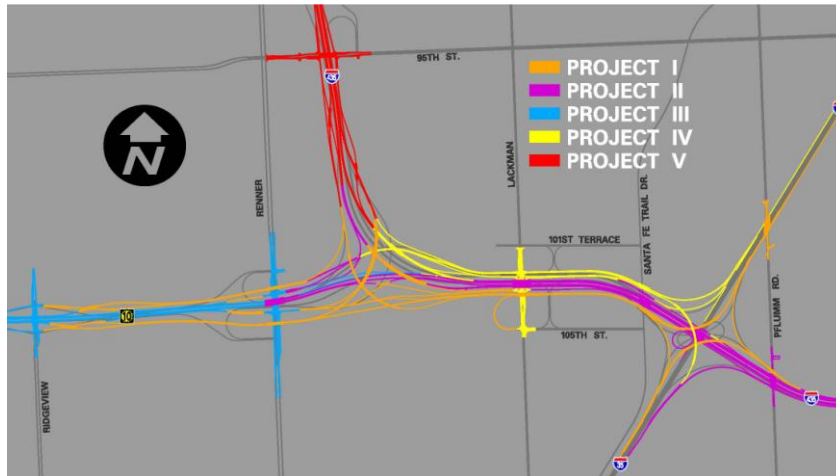
Joe Brand, Project Manager from HNTB reviewed the goals and purpose of the study and provided an overview of the preferred concept by showing the simulation videos as a visual example.

Cameron McGown, Project Engineer from HNTB presented the phasing options and discussed the two options and the differences between them. The goal of the phasing plan was to create smaller, fiscally manageable projects (under \$200 million) that would be stand alone and have a significant benefit for the public. The two options presented include:

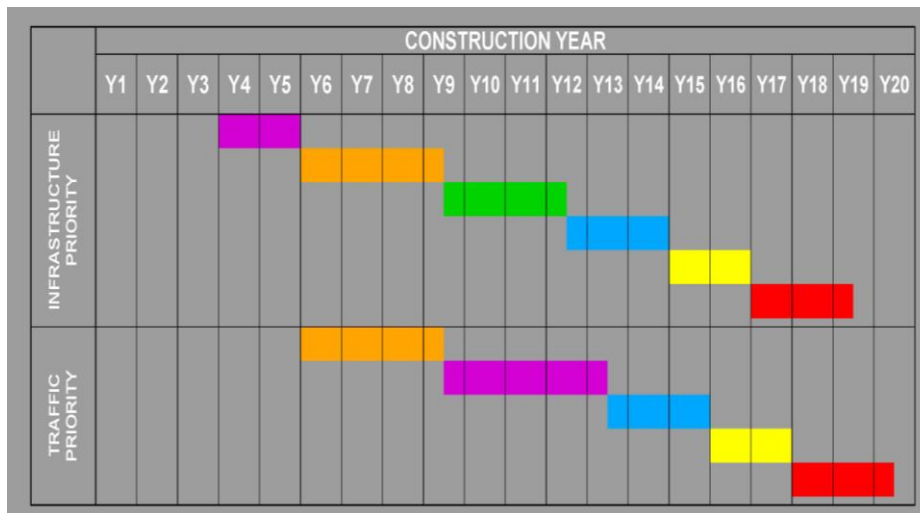
- **Infrastructure Improvement Priority**—breaks up and prioritizes projects based on pavement condition and other infrastructure needs. The figure below shows how projects could be broken down.



- **Traffic Improvement Priority**—breaks up and prioritizes projects based on improving traffic conditions. The figure below shows how the traffic projects would be prioritized.

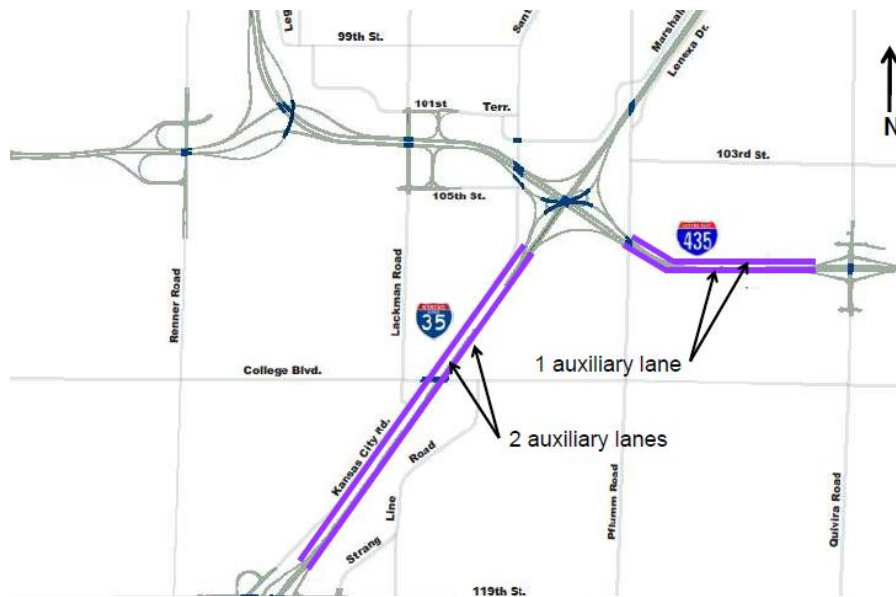


The schedule below shows how the projects could be built in sequential order depending on funding. At this time, the environmental documentation still needs to be completed as well as final design; therefore projects are not shown to start in year 1.



Interim Improvements

Since it could be some time until enough funding can be made available to build all these improvements plans are being developed for a smaller, interim improvement which would extend the life of the existing interchange. This includes adding auxiliary lanes to I-35 south of I-435 to 119th Street and along I-435 between Quivira and I-35 at a cost of \$21 million. These improvements would help to ease two of the biggest problems today which are the WB I-435 to SB I-35 backup and the EB I-435 with NB I-35 backup. The figure below shows the location of the interim improvements.



Breakout Group Discussion

Two breakout groups gathered around maps and discussed specific issues and questions. The groups reported back at the end of the meeting and identified the following as items for the study team to consider as the study moves forward:

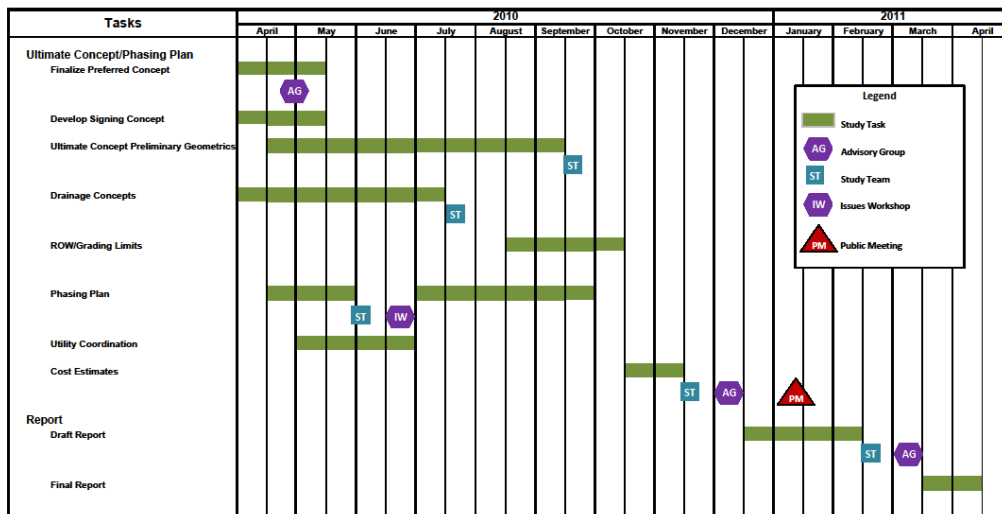
- EMS Service Access—turn arounds, call buttons, route identification
- Transit Accommodation
- Improvements to arterial streets such as Kansas City Road
- Signage and navigation will be critical
- How projects transition from new improvements to existing system
- Schedule of improvements, when is year 1? When will acquisition for right-of-way and easements begin?

- When will ROW limits be known?
- How does the project impact employment? Does one phasing plan option create more jobs?
- An economic analysis of the project and jobs should be done.
- Interim projects durability and then perception of construction that may not be part of long-term improvements.
- Doesn't make sense to build the interim improvements between Quivira and I-35 followed immediately by the Purple Project with the Infrastructure scenario. Why would you tear up something you just built?

Next Steps

Below is a schedule summarizing the rest of the Interchange Study. A public meeting will be held in January to present the final recommendations of the Concept Study. Additionally, all the materials to date are available online at www.jocogateway.com

Johnson County Gateway Study Schedule



Survey Results

Participants were asked to fill out a brief survey on the workshop and information presented. Eleven surveys were turned in. All participants thought the information was presented clearly and that the breakout groups were helpful. They all understood why the study was being conducted. Generally, most thought the interim project was a good idea and was needed as quickly as possible, though one participant did not see it as a priority.

Respondents noted that the phasing plans were logical and well thought-out. A few identified the traffic improvement prioritization as the preferred phasing plan. Others did not note a preference. Concerns included:

- Access roads
- Continuation of projects without years between each
- Interim project being done and then when redone could be seen as an unnecessary redo.
- Emergency access
- Time it will take to complete
- Jobs