

Economic benefit

The local economic impact of this project during the past three years of construction for the area is estimated to be nearly \$4 million. Long-term, the economic benefit for state is anticipated to add over 1,000 permanent jobs creating an additional \$48 million annually helping to improve access to new markets and encouraging new development opportunities. By 2020, twenty percent of all new jobs in Kansas will be in Johnson County, as growth within the county continues. Design-build infrastructure Projects such as the Johnson County Gateway Project allow cities and communities to grow and expand, bringing additional jobs and opportunities to residents.

What is left to do

While Phase 2 of the project is substantially complete, drivers will continue to see clean-up work taking place. In the Spring of 2017, additional seeding, sodding and pavement marking work will take place throughout the project area. At this time, there are no planned interstate closures within the Johnson County Gateway Project limits in 2017, with only some possible finish work on city streets.

Phase 2

November 2016

Construction Completed in 2016

The Kansas Department of Transportation's Johnson County Gateway Phase 2 Project is now substantially complete! Gateway Interchange Constructors (GIC), a joint venture team of Clarkson Construction and Kiewit Construction along with the design teams HDR and GBA, completed Kansas's first and largest design-build transportation project in just 2.5 years.

The I-35/I-435/K-10 Interchange area is a significant transportation hub and economic engine for the region and the state. It is also one of the most congested interchanges in Kansas. The constructed improvements address more than 90 percent of the existing traffic problems in the project area.

Design-build means that the project is designed and constructed concurrently - as opposed to the traditional design-bid-build method, where the design plans are completed prior to construction. Design-build projects allow the design and construction teams to collaborate throughout the project, making changes as needed depending on actual field conditions. The process allows for more design and construction innovation along with a faster project completion.

Through focus groups and surveys, KDOT knew drivers and businesses valued a shorter construction duration. Working closely, GIC and KDOT developed and implemented a plan to deliver the project a full six months ahead of schedule. The GIC Team substantially completed the interchange improvements identified in the \$288 million project while minimizing overall impacts to motorists by reducing the number of lane, ramp and road closures throughout the project area.



1 The westbound collector-distributor (C-D) road and the Lackman Road ramps were one of the last pieces to be completed and opened to traffic in mid-November. The Lackman Road on- and off-ramps are now accessible via the new C-D road.

2 The I-35 and 95th Street Diverging Diamond Interchange opened to traffic in August, with new configurations for Marshall Drive and Lenexa Drive at 95th Street. These new access points allow drivers to easily reach local businesses and safely enter I-35 from 95th Street.

3 (No photo shown) The eastbound I-435 lanes from I-35 to U.S. 69 were also completed and opened to traffic by mid-November.

More improvements on the way

Phase 2 provides substantial improvements for the project area, but does not address all the traffic concerns identified through 2040. Phase 3 implements the additional traffic improvements envisioned. Currently, there is no schedule for construction or funding for Phase 3.

Even though the Johnson County Gateway Phase 2 Project will be substantially complete this year with some finishing work in 2017, KDOT has other improvement projects in the vicinity that will impact traffic. One such project includes the pavement reconstruction on I-435 from just east of Quivira Road to Metcalf Avenue. The project will begin Spring of 2017 and will take up to two years to complete. Drivers will experience lane reductions and traffic shifts as work to replace the aging pavement is completed.

Communications

The level of specific communication regarding this project will wind down and you will no longer receive regular text messages, email blasts or electronic newsletters. Information will still be available on the project website and we will provide updates if additional traffic impacts are required for the remainder of the year or into 2017. Visit the project website at: jocogateway.com or email jocogateway@hntb.com if you have questions.

For Questions

About other KC Metro Area projects, please contact:
Kimberly Qualls at KDOT
785-296-0192 or Kimberly.Qualls@ks.gov

Project Area

The Johnson County Gateway Phase 2 Project included reconstruction and capacity improvements within the project area along I-435 from U.S. 69 to 95th Street; K-10 and Ridgeview Road to I-435; and I-35 from 95th Street to south of I-435.

Twenty-two new and five rehabilitated bridges are incorporated within the Gateway Project area, including new two-lane flyover bridge ramps and widened bridges on I-435 and I-35. The map to the right highlights several of them.

One of the most important aspects of the project was minimizing impacts to the traveling public by reducing closure durations and maintaining three through lanes of traffic on the interstates during the peak travel times in the morning and evening. GIC was able to maintain traffic for 230,000 vehicles a day throughout the project area, while completing the work on-time. Now commuters will enjoy open lanes throughout the project area, along with improved access to city streets, and two-lane flyover ramps at the I-435 and I-35 and K-10 and I-435 interchanges.



The Completed Phase 2 Construction Work

