Kansas City Intermodal Project

KCITE Chapter Meeting

July 14 2011



BNSF Overview

One of the largest North American railroads

- 32,000 route miles, 28 states and two Canadian provinces

Agricultural Products

- Haul enough fertilizer in one year to fertilize a field the size of Kansas

Coal

- Haul the coal that powers one out of every 10 homes in the nation

Consumer Products

- 3.9 million intermodal units traveled on BNSF versus our nation's highways in 2009

Industrial Products

- Haul enough asphalt in one year to lay a single lane road 4 times around the equator
- Enough paper to print one billion Sunday papers



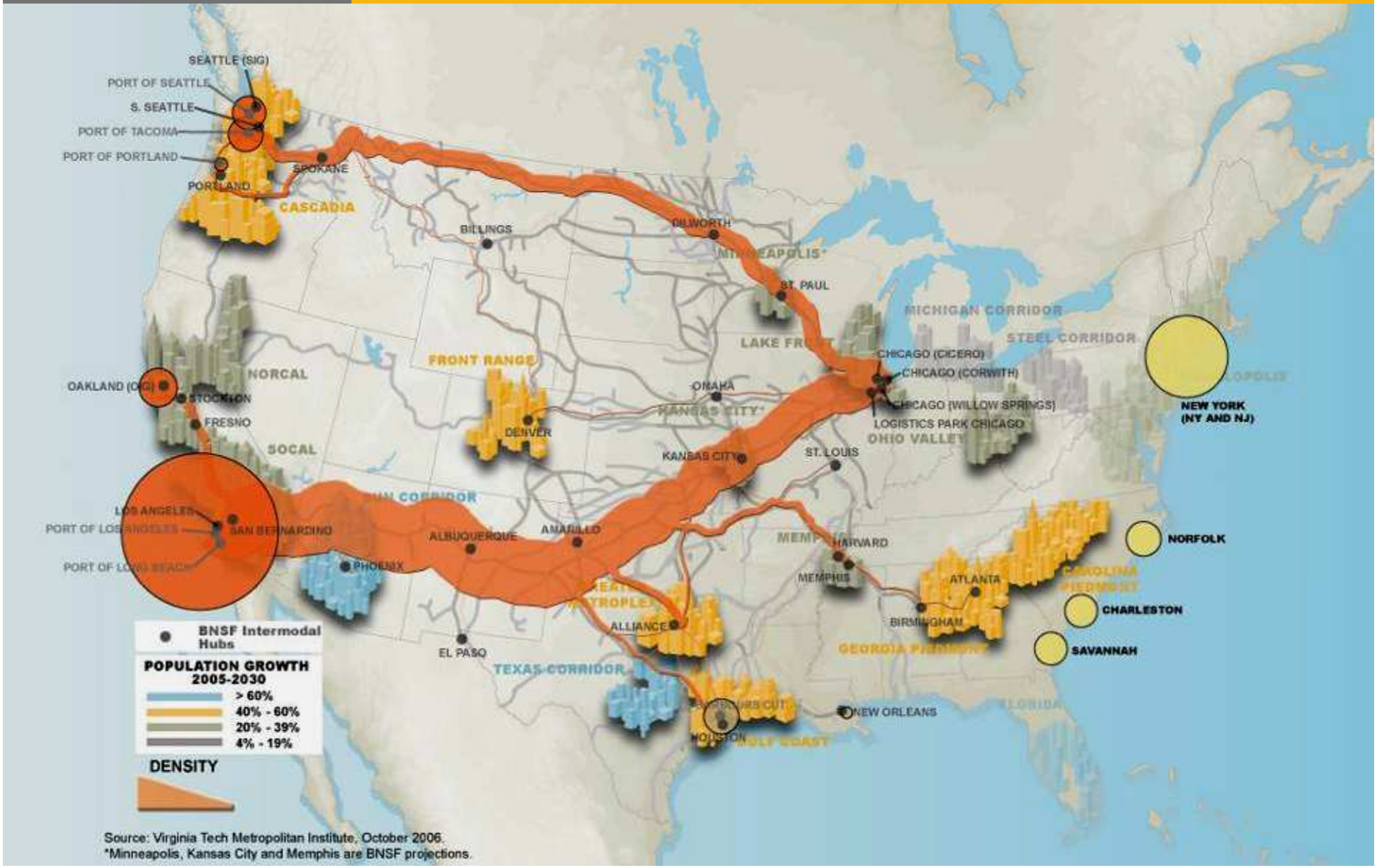
BNSF Network



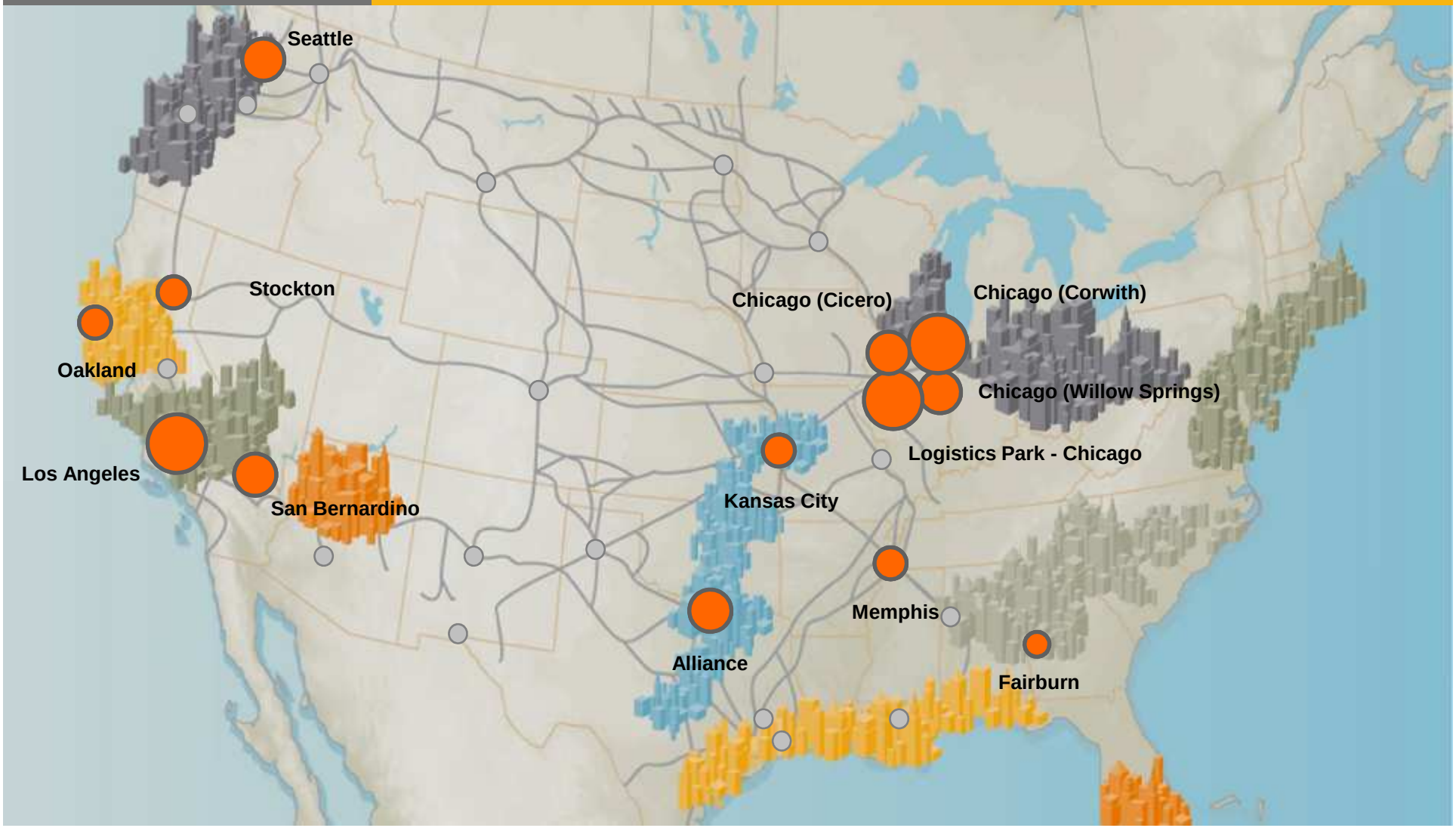
What is driving rail demand?



BNSF Intermodal Traffic Flows



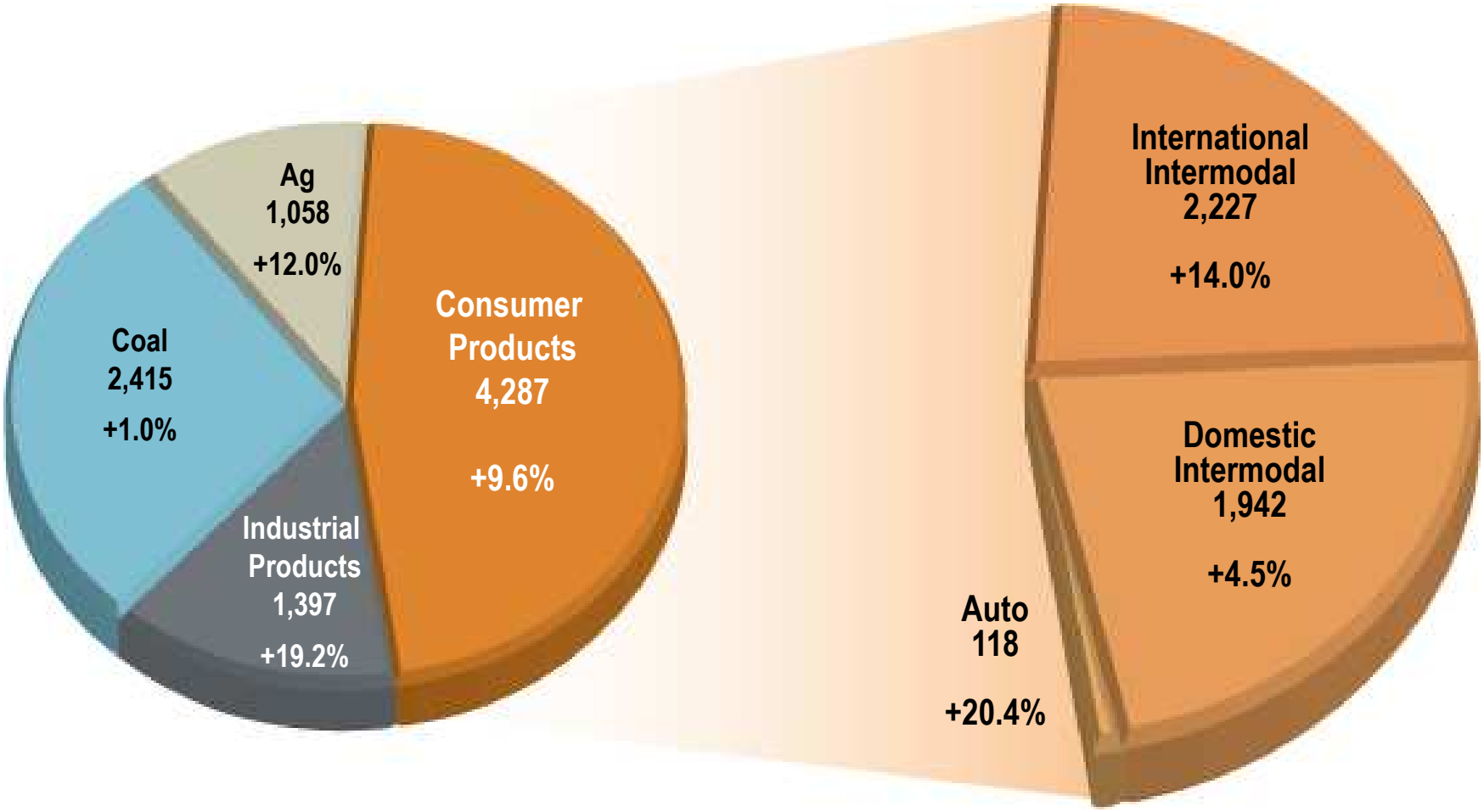
BNSF's Intermodal Facility Network



BNSF Consumer Products Volume 2010 Full Year

Total units and % change from 2009

Thousands

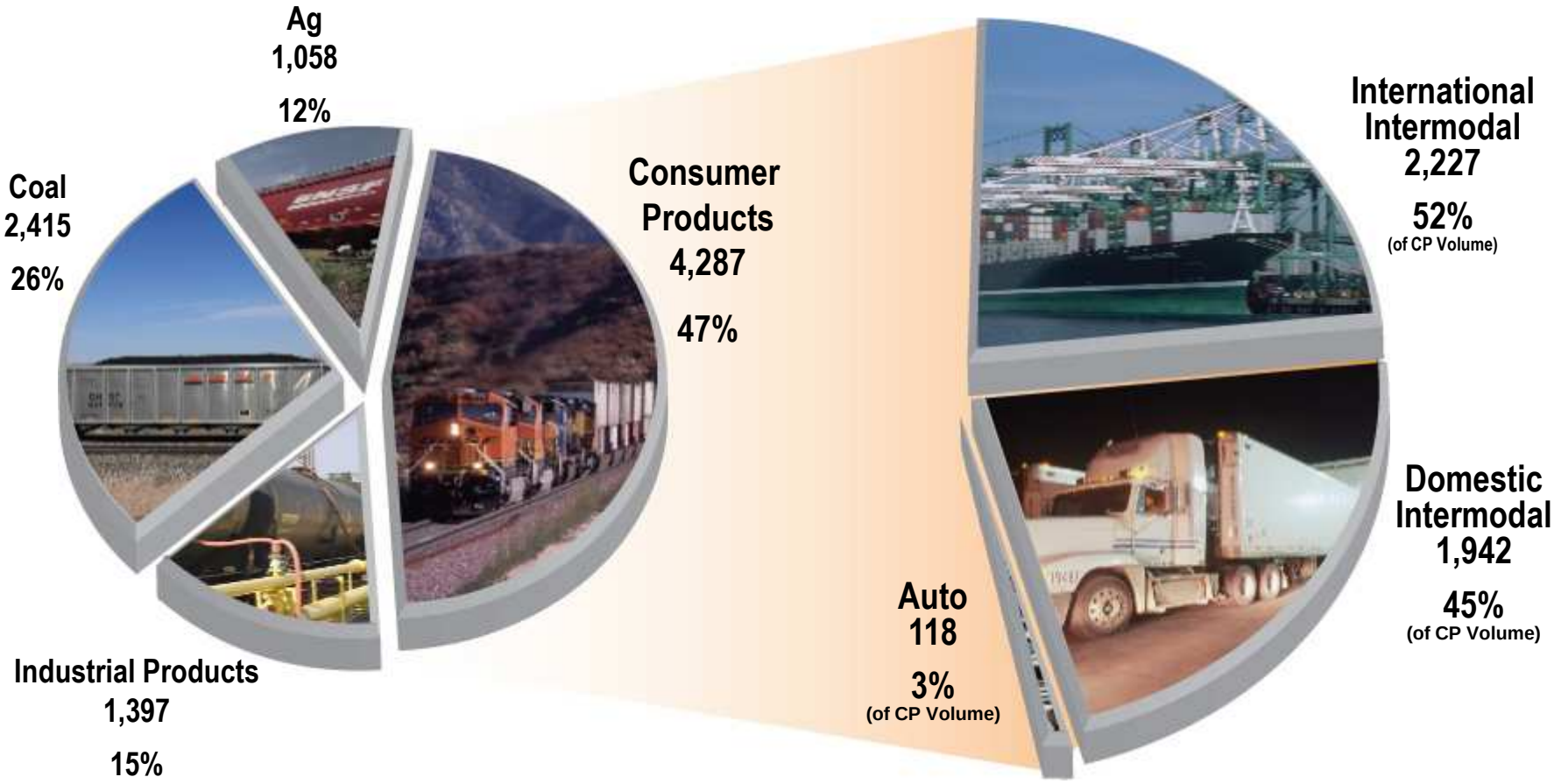


2010 Total BNSF Volume 9,157 +8.8%

BNSF Consumer Products Volume 2010 Full Year

Total units and % of total

Thousands

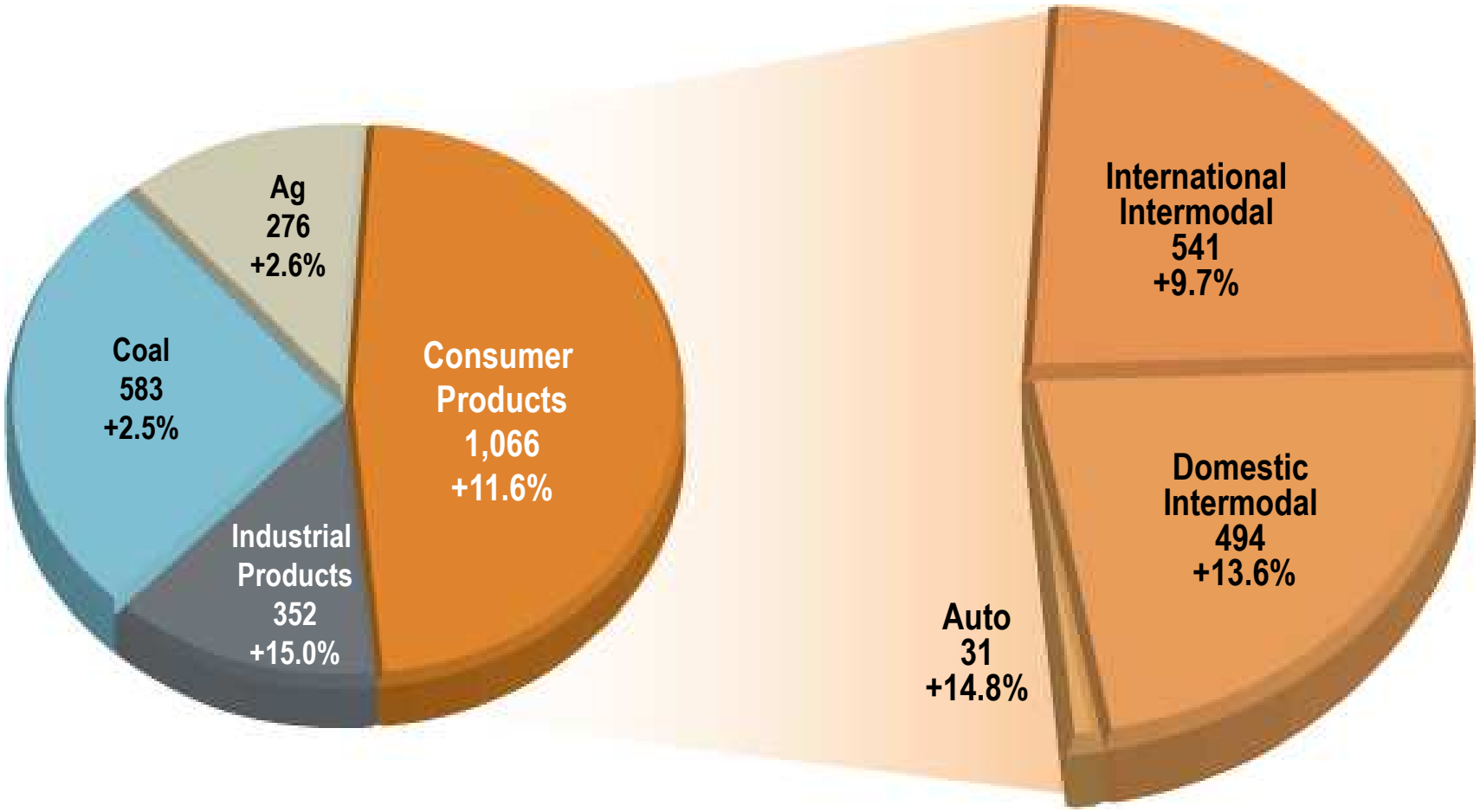


2010 Total BNSF Volume 9,157

BNSF Consumer Products Volume 1st Quarter 2011

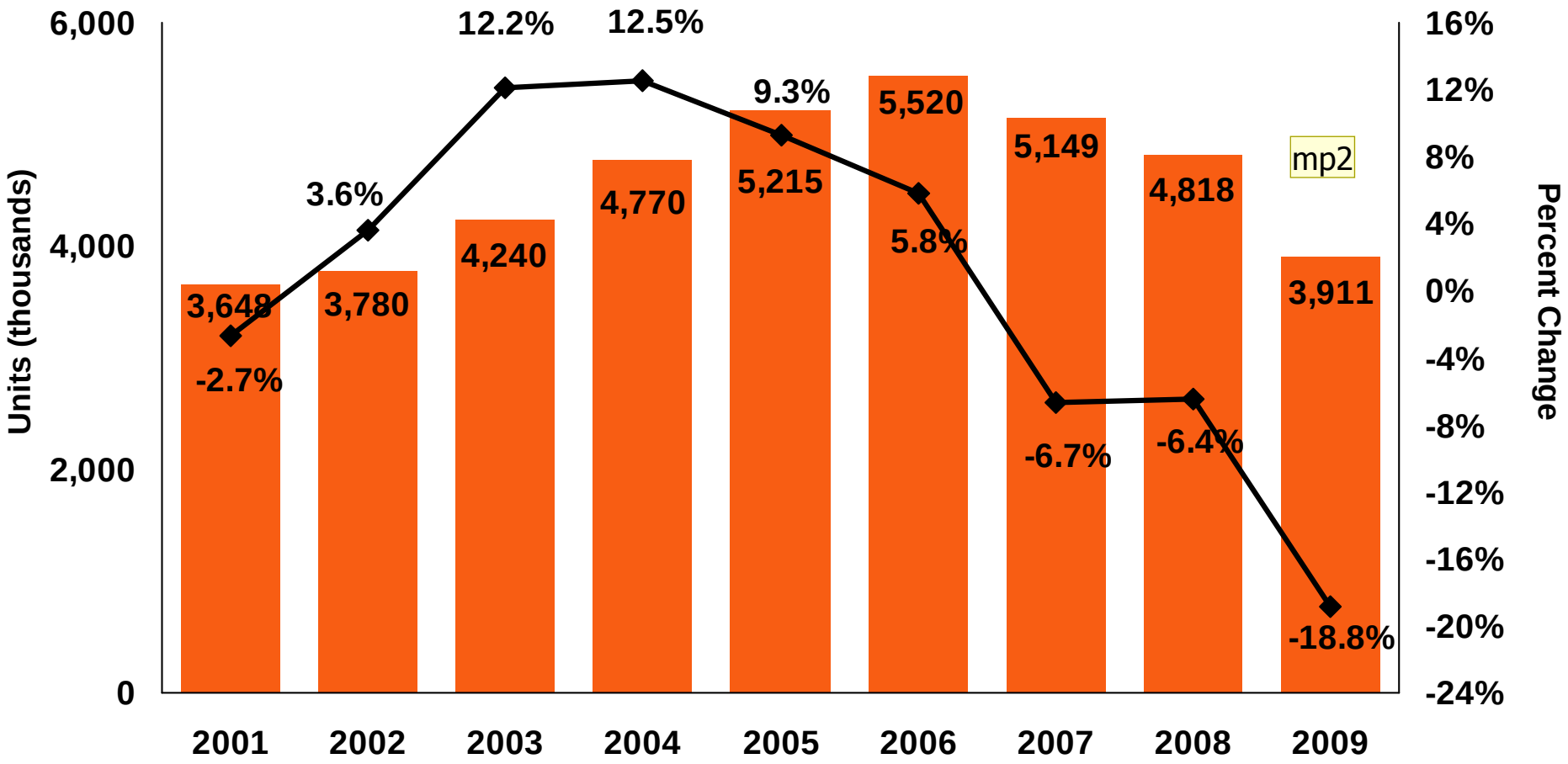
Total units and % change from 2010

Thousands



2011 Q1 Total BNSF Volume 2,277 +8.5%

Consumer Pdts Volume Growth Trends



Slide 10

mp2 seems that we'd want to include 2010 numbers in this chart.
b176887, 05/17/2011

Capacity Driving Growth

3rd new logistics park in 5 years – located 25 miles outside Kansas City



Logistics Park Kansas City – Edgerton, Kansas

Targeted for 2013

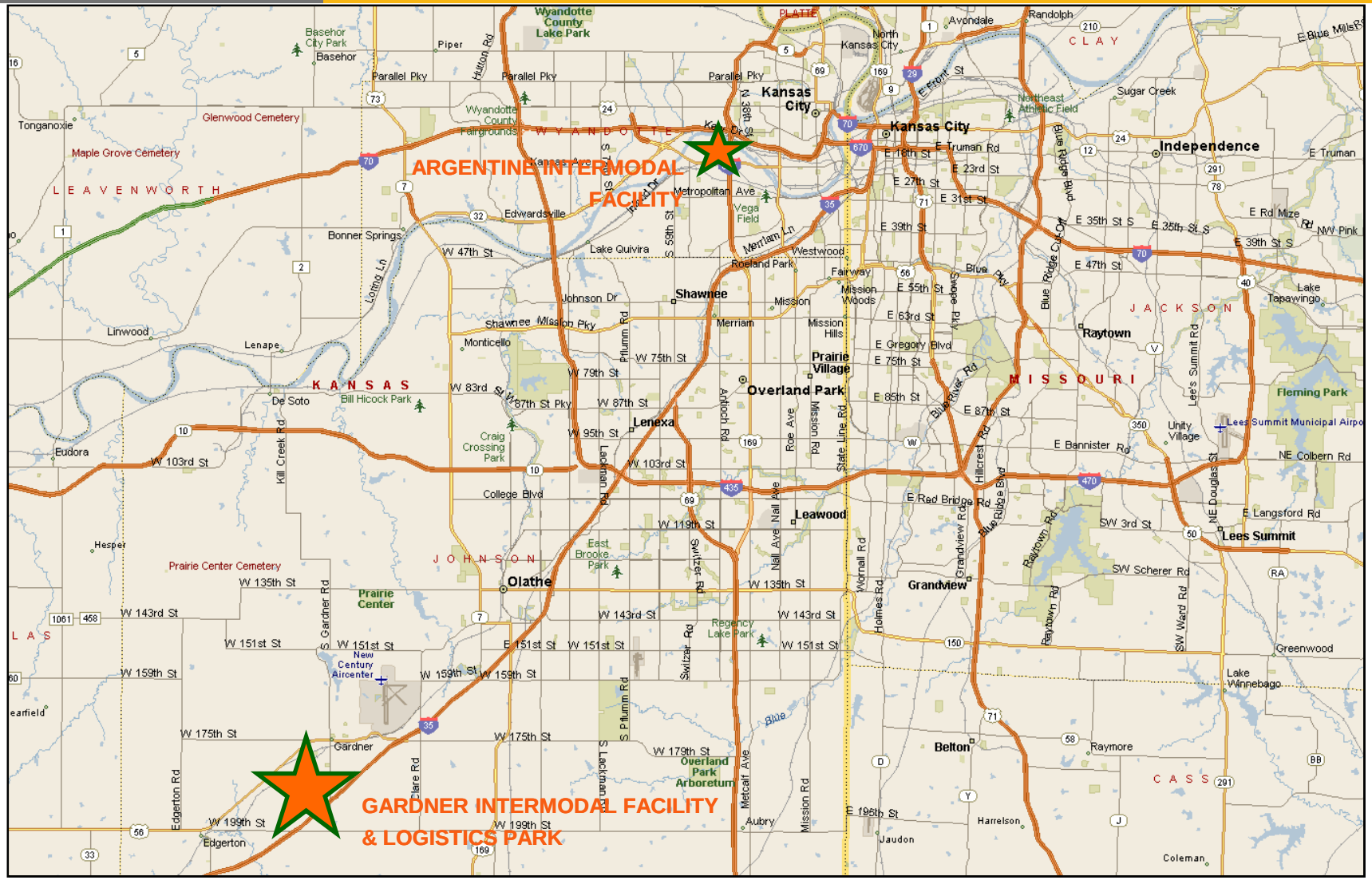
Design includes

- **Eight 8,000’ strip tracks under wide-span cranes**
- **Associated stacking area**
- **Initial capacity of 500,000 lifts**
- **Warehousing on adjacent parcels by TAG-KC.**

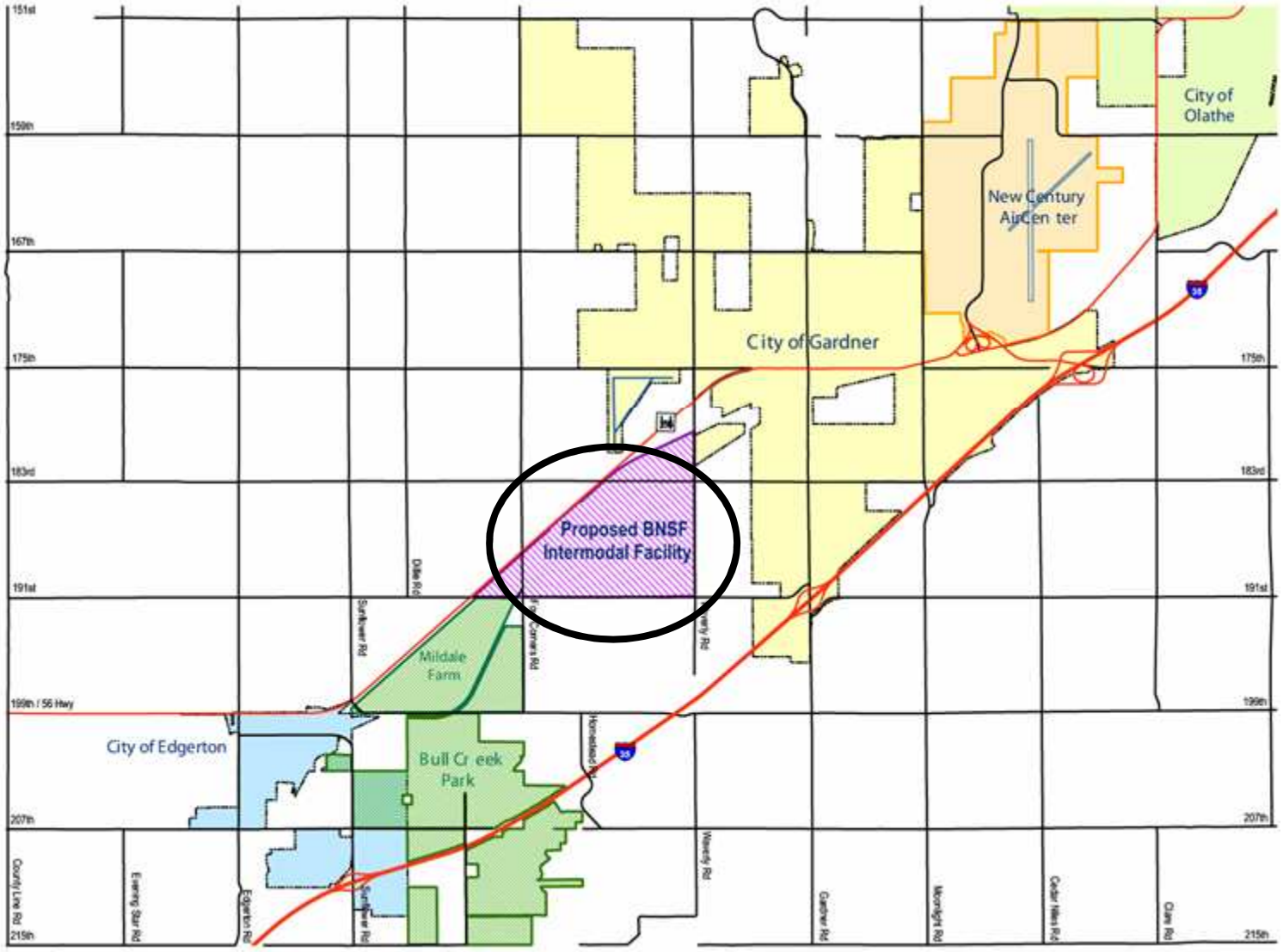
Kansas City Intermodal Facility and LPKC



Regional Site Location

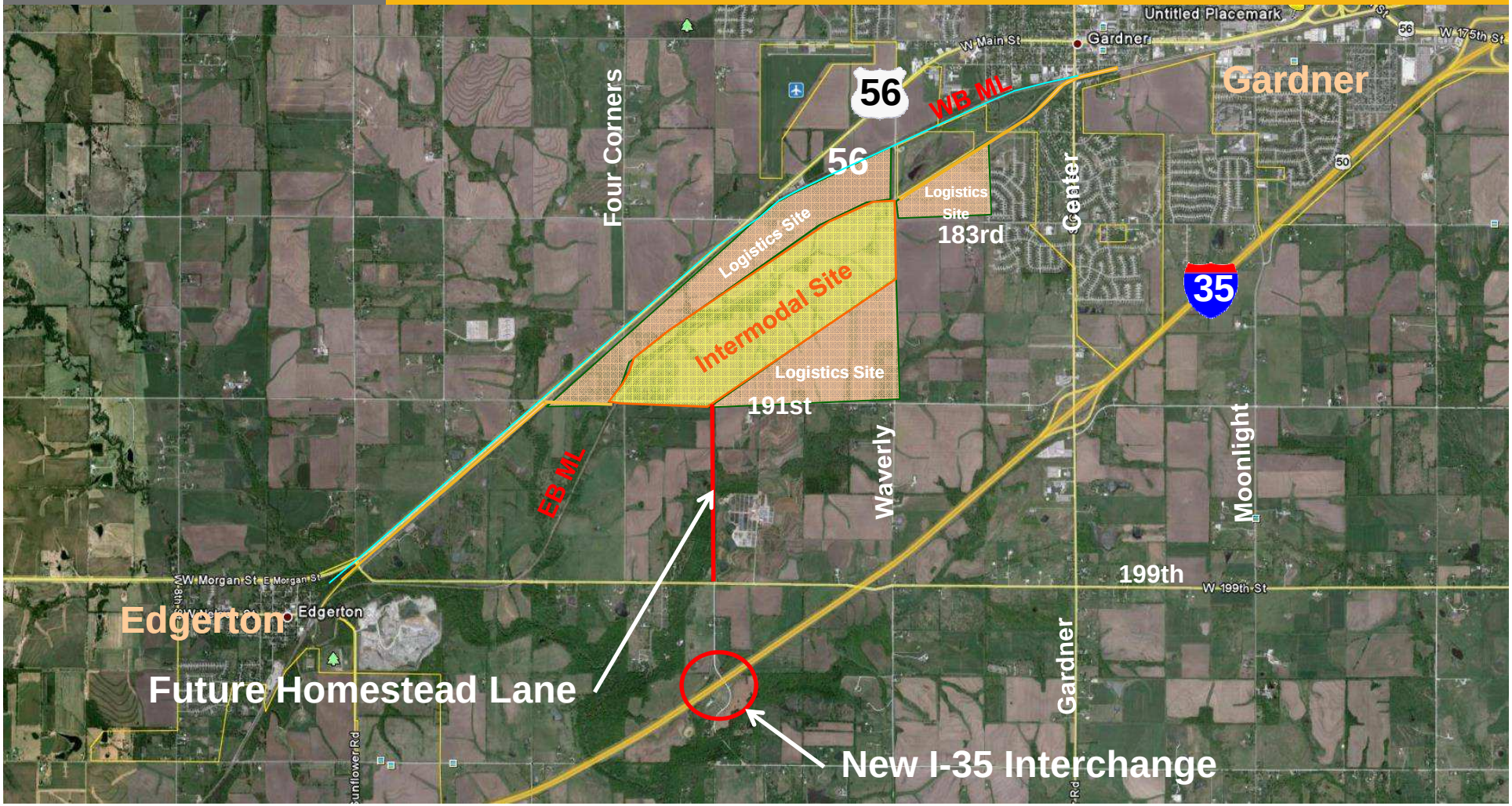


Project Area

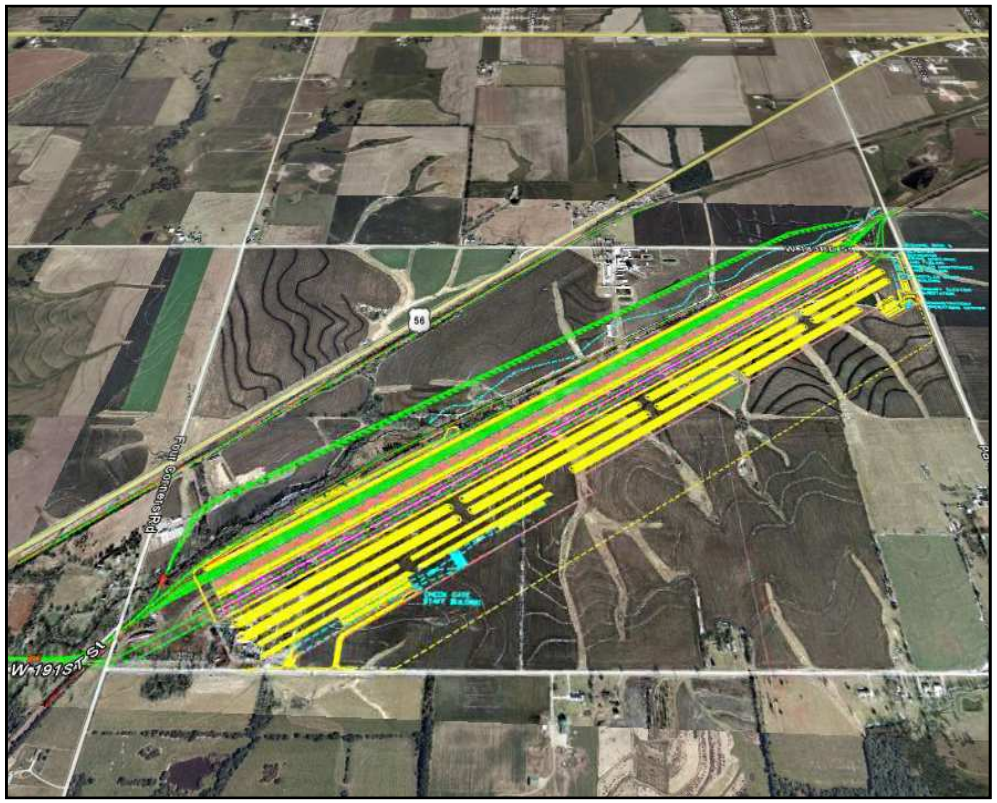


BNSF

Intermodal Facility



Kansas City Intermodal Facility



New facility targeted for late 2013

- Located 25 miles outside K.C.
- Warehousing developed on adjacent parcels by TAG-KC

Design includes

- Eight 8,000’ strip tracks under wide-span cranes (full build)
- Associated stacking area (1305 full build)
- Five wide span strip cranes
- Eight wide span strip cranes at full build

Initial capacity of 500,000 lifts

State-of-the-Art Technology

- **Global Positioning Systems**
- **Automated Gate Technology**
  - Digital cameras record and retain images of each truck passing in and out of the facility
- **Wide Span Cranes**
  - Customized operating system maximize efficiency
  - Zero emission electronic operations
- **Gate Kiosk Utilization**
  - Biometric fingerprint technology ensures security
  - Verification receipt











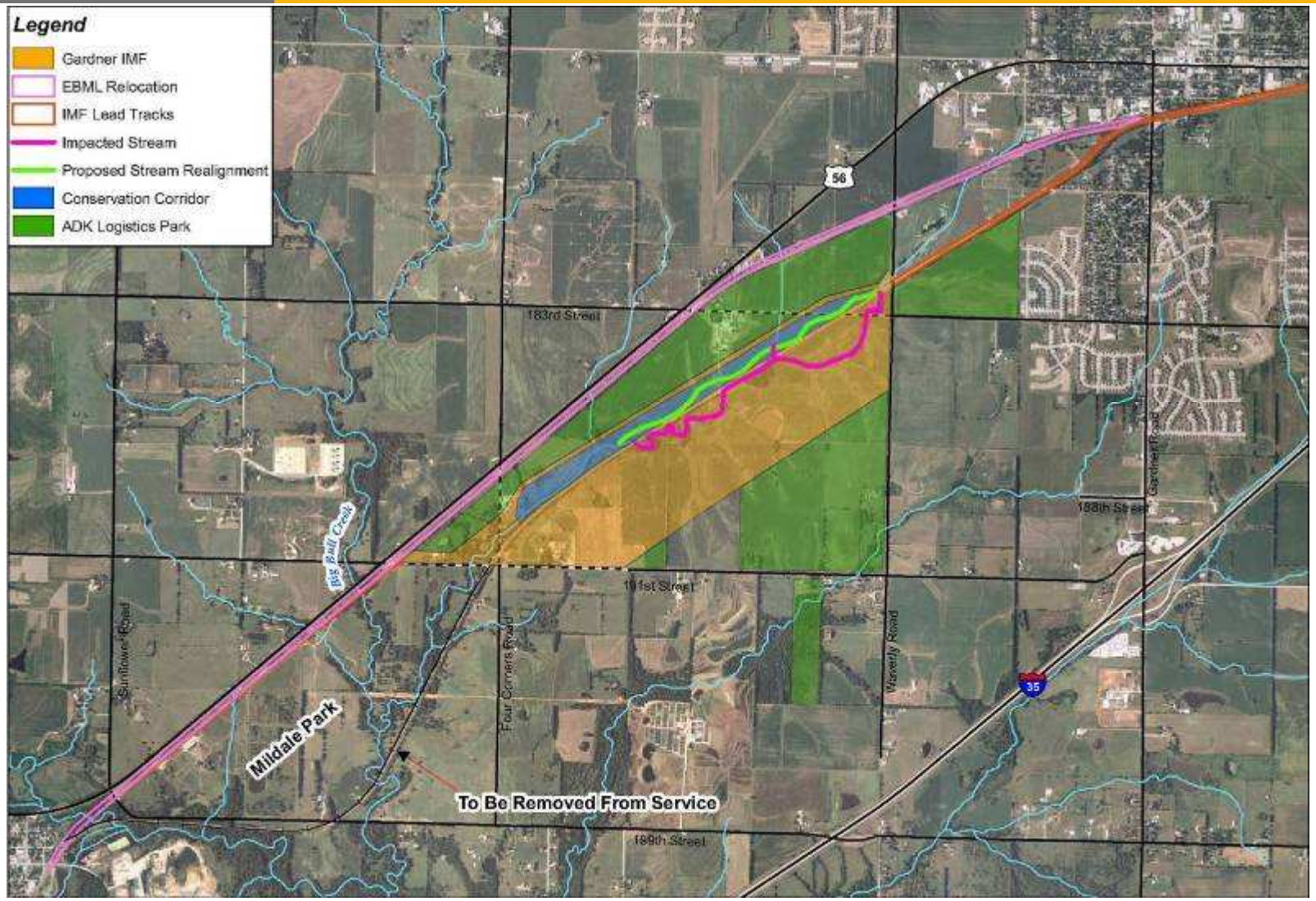
Increased Throughput

Few Emissions

Less Congestion

More Security

Environmental Clearance-404 Permit



Summary of Economic Impacts

- **Total fiscal impacts by jurisdiction (2007-2026)**
  - **$**1.7 billion to state of Kansas
    - $87.5 million annual average to state of Kansas
  - $1.4 billion to Johnson County (82% of total)
    - $72.2 million annual average to Johnson County
  - $69.2 million to city of Edgerton
    - $3.46 million annual average
- **Employment impacts (2007-2026)**
  - 13,230 (total direct/indirect) new jobs in state of Kansas
  - 12,180 new jobs in Johnson County
  - 7,471 direct new jobs in city of Edgerton

mp4

Slide 19

mp4 The Economic Impact slides could use a source attribution line
b176887, 05/17/2011

Summary of Economic Impacts

- **Wage impacts (2007-2026)**
  - **$**173 million in city of Edgerton
    - $8.7 million annual average
  - $6.6 billion in Johnson County
  - $7.7 billion in state of Kansas
- **Sales impacts (2007-2026)**
  - $30.2 billion in state of Kansas
    - $1.5 billion annual average

Pre-development Agreements and Legislation

- Annexation Agreement – Edgerton
- Zoning Agreement - Edgerton
- Kansas Intermodal Legislation – public infrastructure loans
- Development Agreement - Edgerton
- Mildale park agreement – JoCo Parks
- Finance Agreement – Edgerton
- Project Agreement - Edgerton
- Johnson County Interlocal agreements
- KCPL Line Relocation Agreements
- Conservation Corridor Agreement
- Development Agreement – The Allen Group (developer)
- Kansas $35MM Grant Legislation
- Grant agreement – Kansas Department of Transportation

The Legislation

- **Tax bill**
  - Adds $35MM to Highway Fund
  - Allows KDOT to transfer funds from Highway Fund
  - Created Intermodal Facility District
  - Intercepts state portion of utility taxes to Highway Fund
- **Transportation bill**
  - Allows KDOT to apply rail funds to Intermodal Facility District
- **Final passage late Tuesday afternoon, May 11**
- **$35MM**
  - Repaid by state portion of utility sales taxes
  - Grant funds available 3Q ‘10
- **Notice to proceed by 12/31/10**

Benefits of State Approach

- **Provides $35MM to incent project**
- **Obviates need for scarce federal funding**
  - Competitive-award probability/amount uncertain
  - Permitting issues
  - Provides flexible/phased construction schedule
- **Complements KDOT's T-Works strategy**
- **Positions state/region for future market growth**
- **Further strengthens partnership of BNSF/Kansas**
- **Provides national example of public private partnership**

KC-IMF Project Status

- **Notice to Proceed issued - 11/17/10**
- **Construction Mobilization - Jan/Feb/2011**
- **Construction Activities Commenced-3/14/11**
- **The Allen Group - KC**
  - Separate Logistics Park - Kansas City development
  - First Customer Location – DeLong Grain (5/5/11)
  - Significant Prospect Activity/Interest
- **KDOT Proceeding w New Homestead Lane I-35 Interchange**
  - First Diverging Diamond Interchange (DDI) in Kansas
  - Anticipated Similar Construction Schedule-3Q 2013
- **Lawsuit Decision in Favor of BNSF and The Corps**

KC-IMF Construction Activities

- TJL/BNSF Construction Trailers Established
- TJL Equipment Mobilized
- Clearing/Grubbing/Mulching
- Storm Water BMP's Established
  - Silt Fences
  - Check Dams
- Mildale Park
  - Removal/Relocation of Vinyl Fence
  - Access Roads
  - Propane Tanks/Service Lines Relocated
  - KCPL Removed Power Lines along 191st St.
  - Work on New Parking Lot
- Road Closures (183rd St. & 191st St. Crossings off 56 Hy.)
- Earthwork Excavation/Grading/Top Soil Removal
- Installation of Drainage Pipes/Concrete Box Culverts

Construction Mobilization-Jan. 2011

Looking north from 191st Street



Topsoil Removal to the south of 191st



Looking Southeast from 191st Street

Topsoil Removal to the south of 191st Street



Contractor Operations Site



Looking NW from 191st Street

Looking North from 191st St.



Looking Northeast from 191st Street



Looking Northwest from 191st Street



Looking West from Waverly Rd & 183rd Street



Looking West from Waverly Rd. south of 183rd Street



Mildale Park-Looking Southeast



Mildale Park Relocated Road



Mildale Park



Looking East

191st Street-Looking West from Four Corners Road

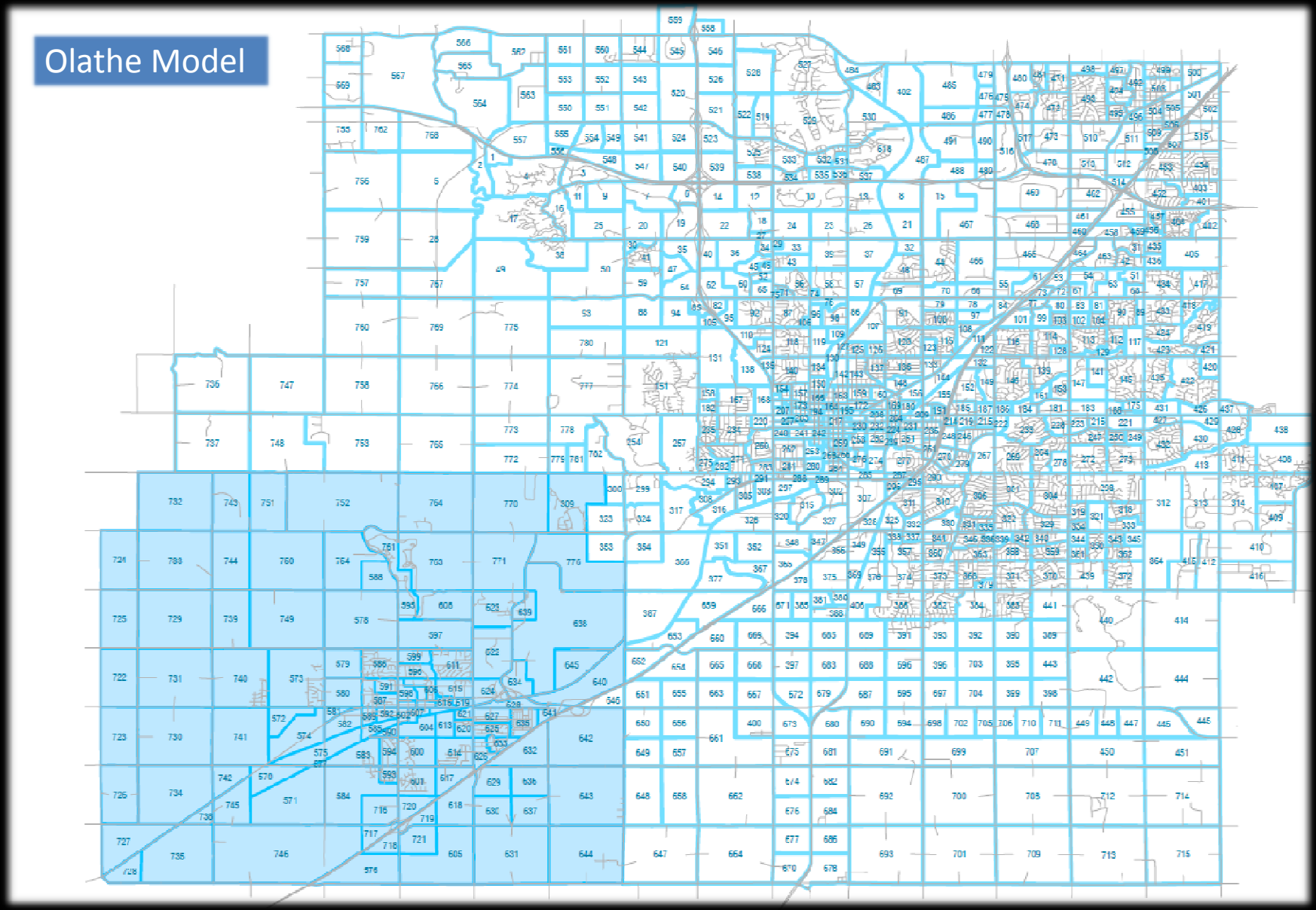



BNSF
RAILWAY

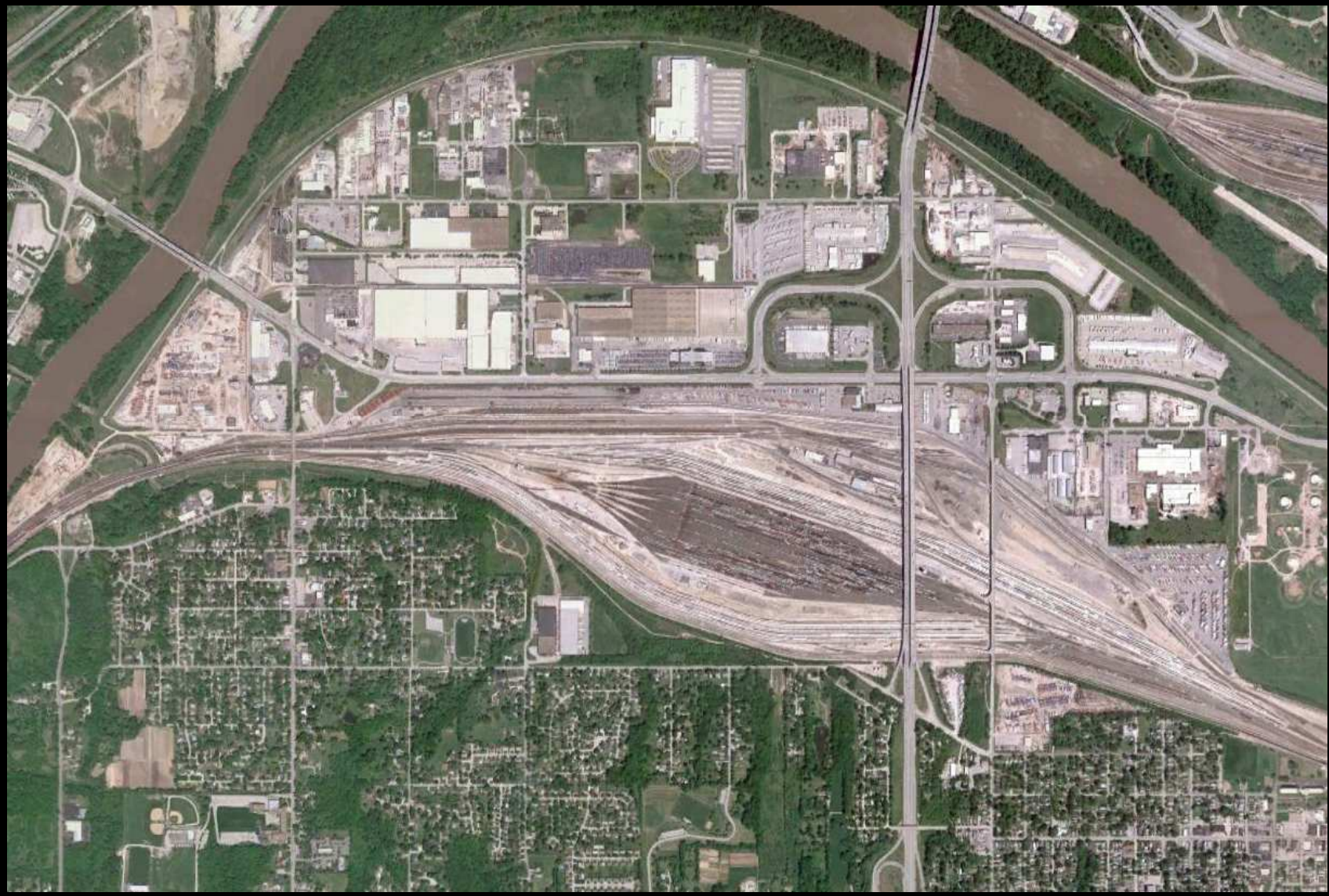
Some Traffic Impact Considerations for the BNSF Intermodal Facility

HDR
Christopher Kinzel, P.E.
KCITE | July 14, 2011

Travel Demand Modeling



Existing Argentine Yard

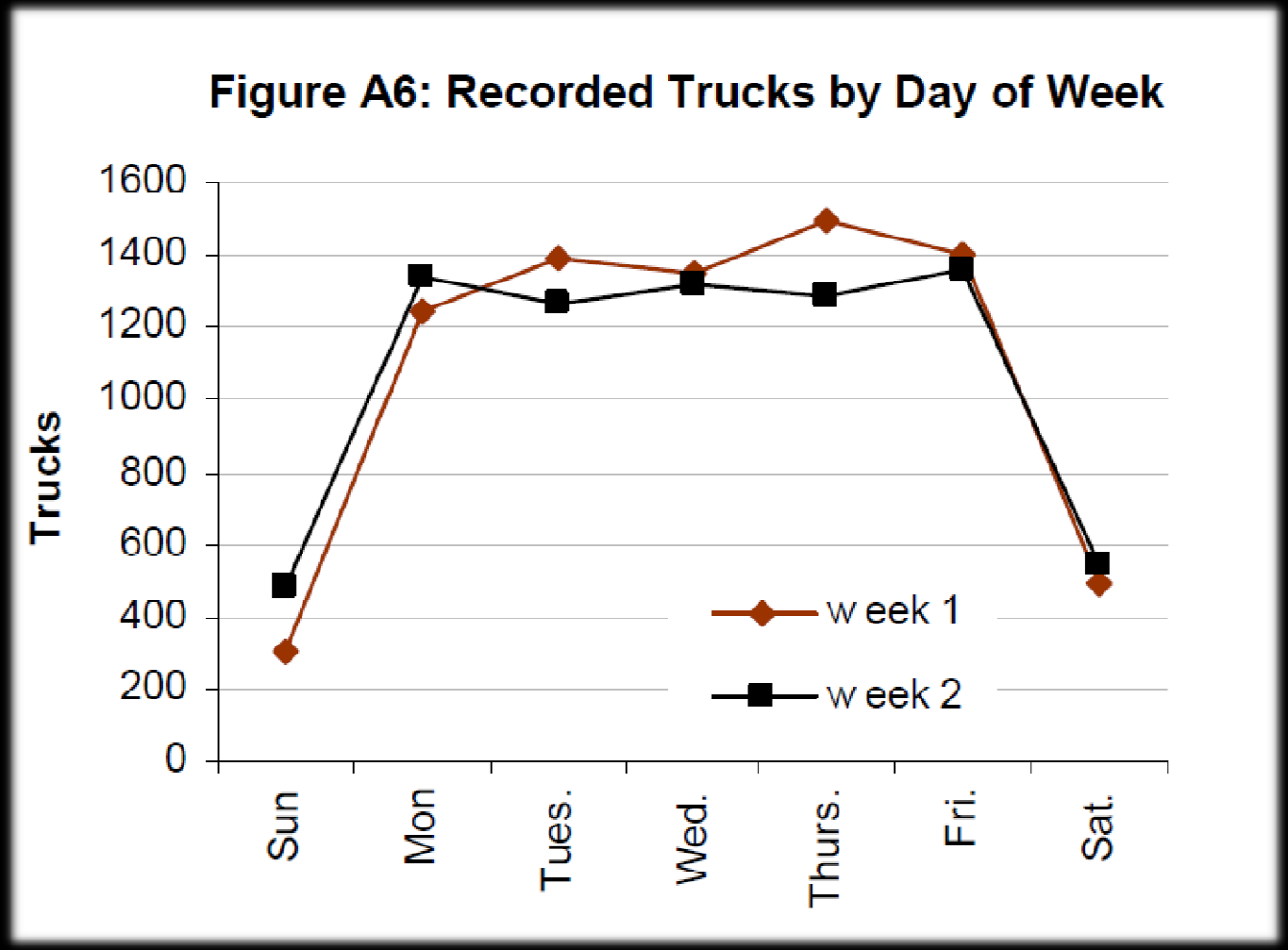


Trip Generation

Table A2: Three Months of Logged Matches at Argentine Yard Gate

	Trucks	Percent
Logged In-Out Match (Counted Twice)	28,132	28%
Logged Out Only (Bobtail In)	35,505	36%
Logged In Only (Bobtail Out)	35,172	36%
Total for 3 months	98,809	100%

Trip Generation



Trip Generation

Daily **Truck** Trips Per Million Annual Lifts = 3588

= 1.064 trips/lift x 1,000,000 lifts/yr x 1.231 / 365 days/yr

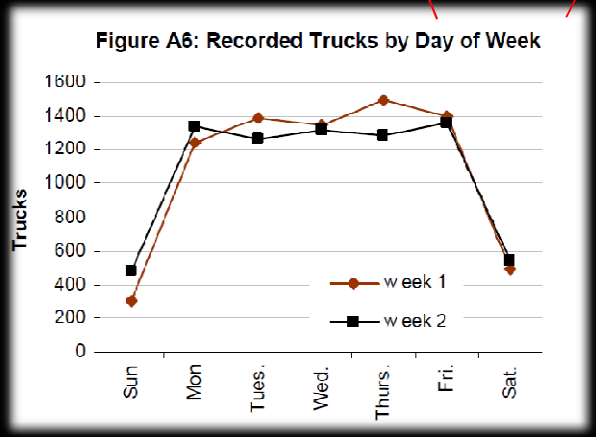
Daily **Bobtail** Trips Per Million Annual Lifts = 2566

= 0.761 trips/lift x 1,000,000 lifts/yr x 1.231 / 365 days/yr

Weekday factor

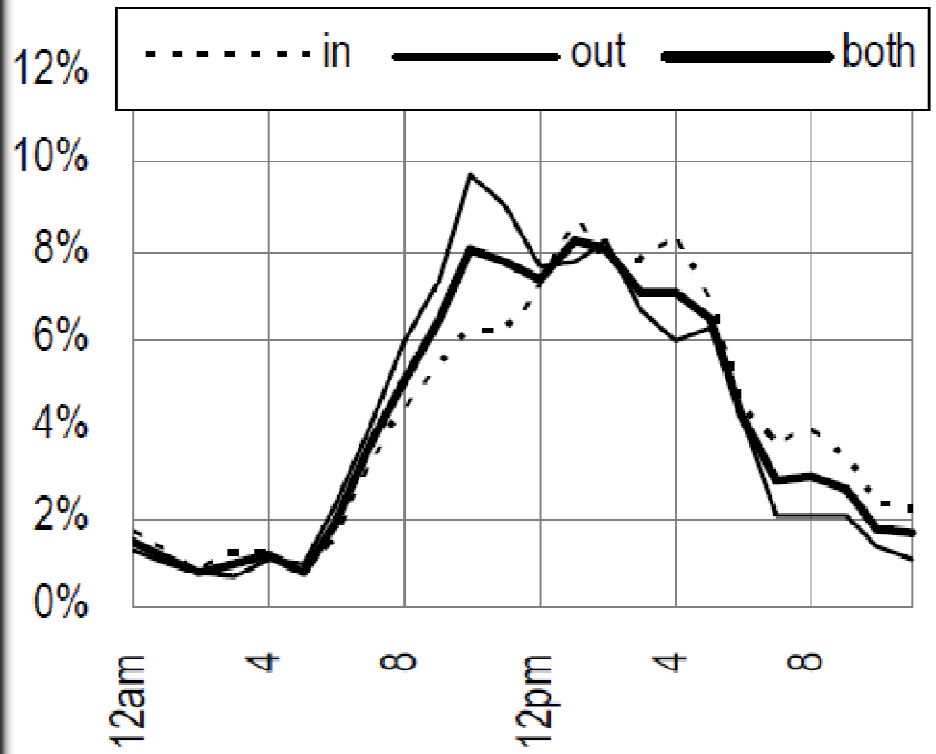
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Trip Generation

Figure A7: Hourly Truck Percentages on a Weekday

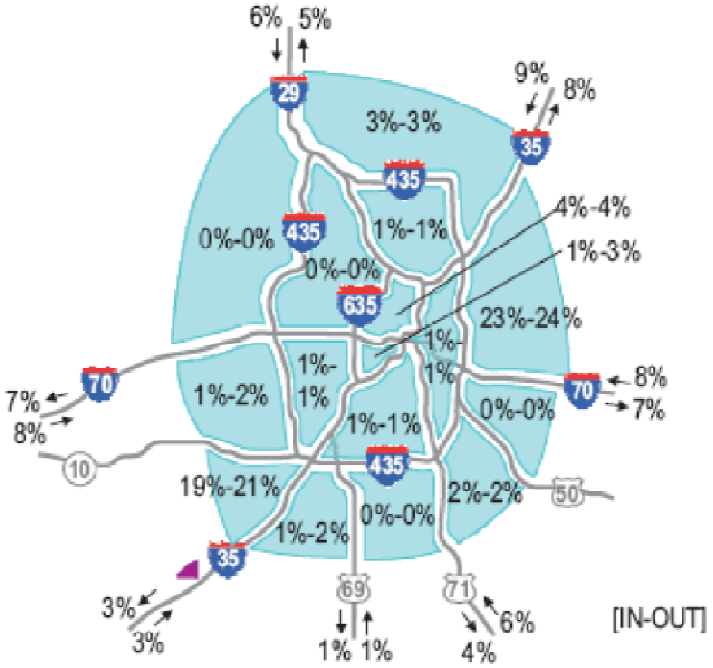


Trip Distribution

Figure A9: Sources of Data for Gardner IMF Truck Trip Distribution

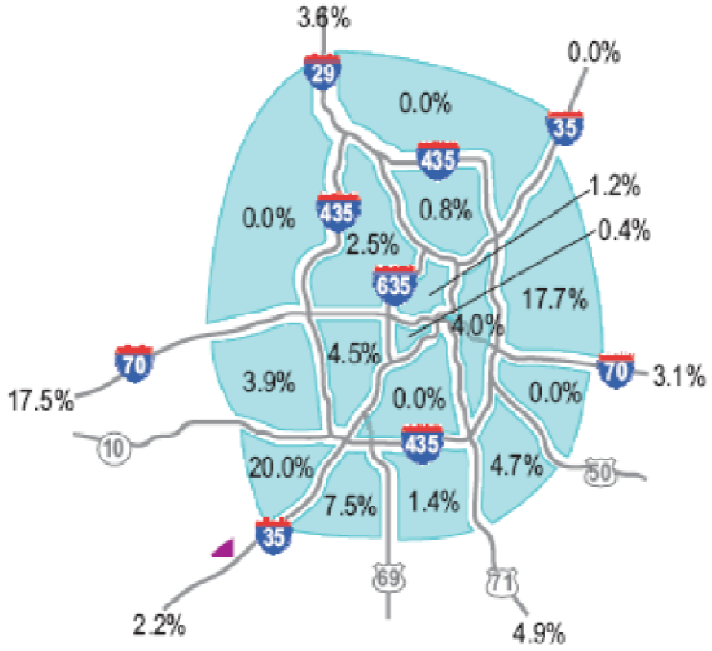
Argentine Yard: Top Shipping Destinations

source: BNSF survey

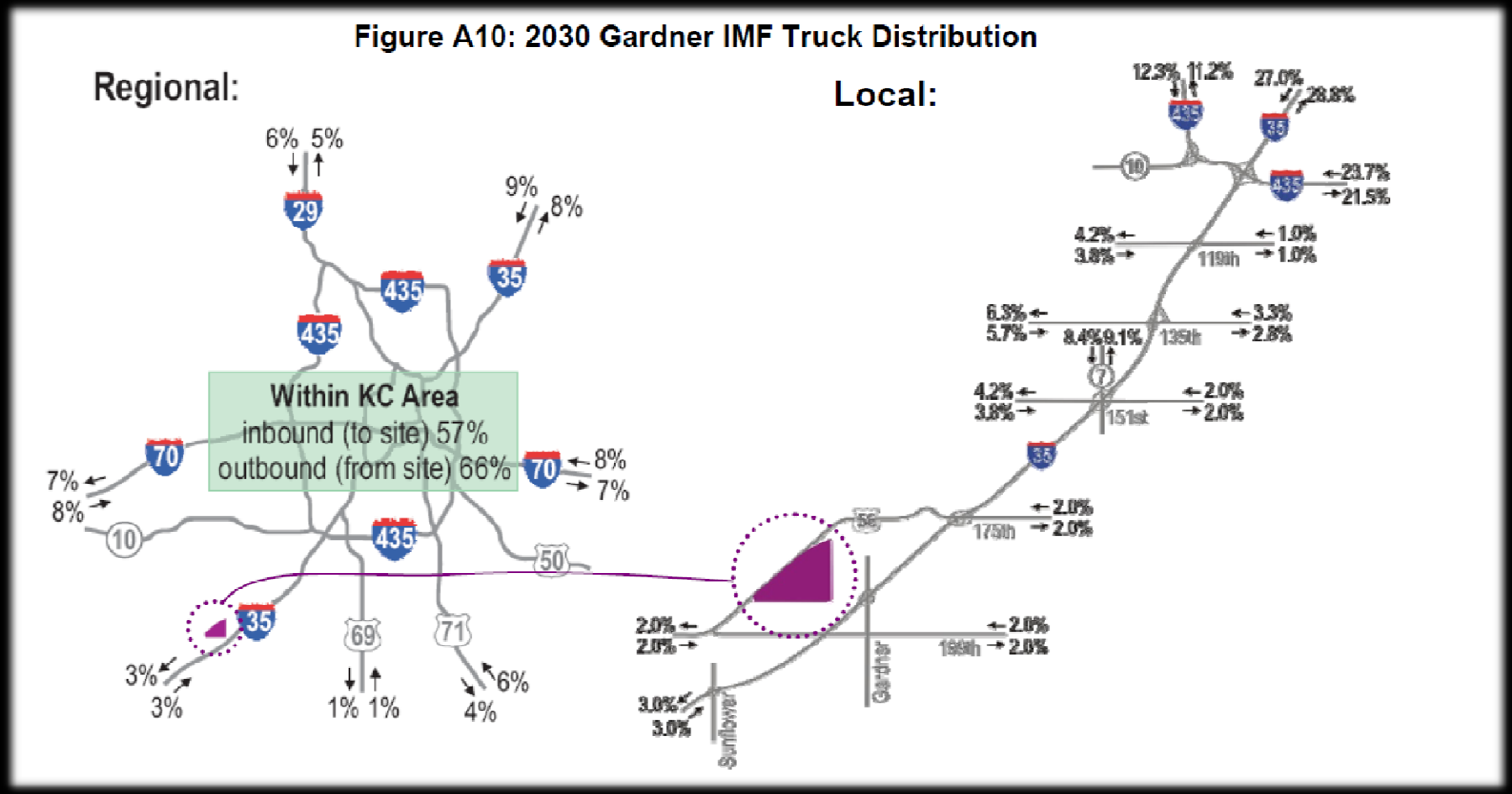


Kansas City Metro Area: Distribution Center Locations (by Sq. Ft.)

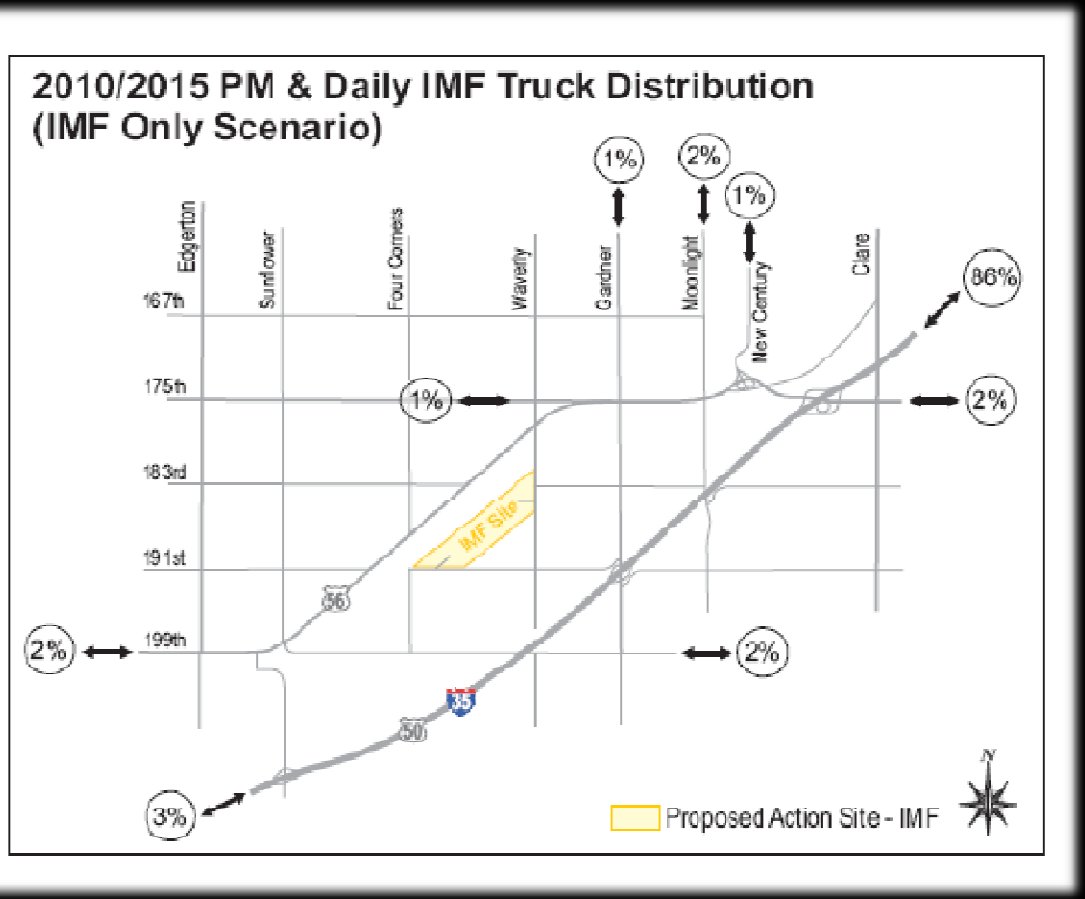
source: SmartPort, Greater KC Distribution Centers Report



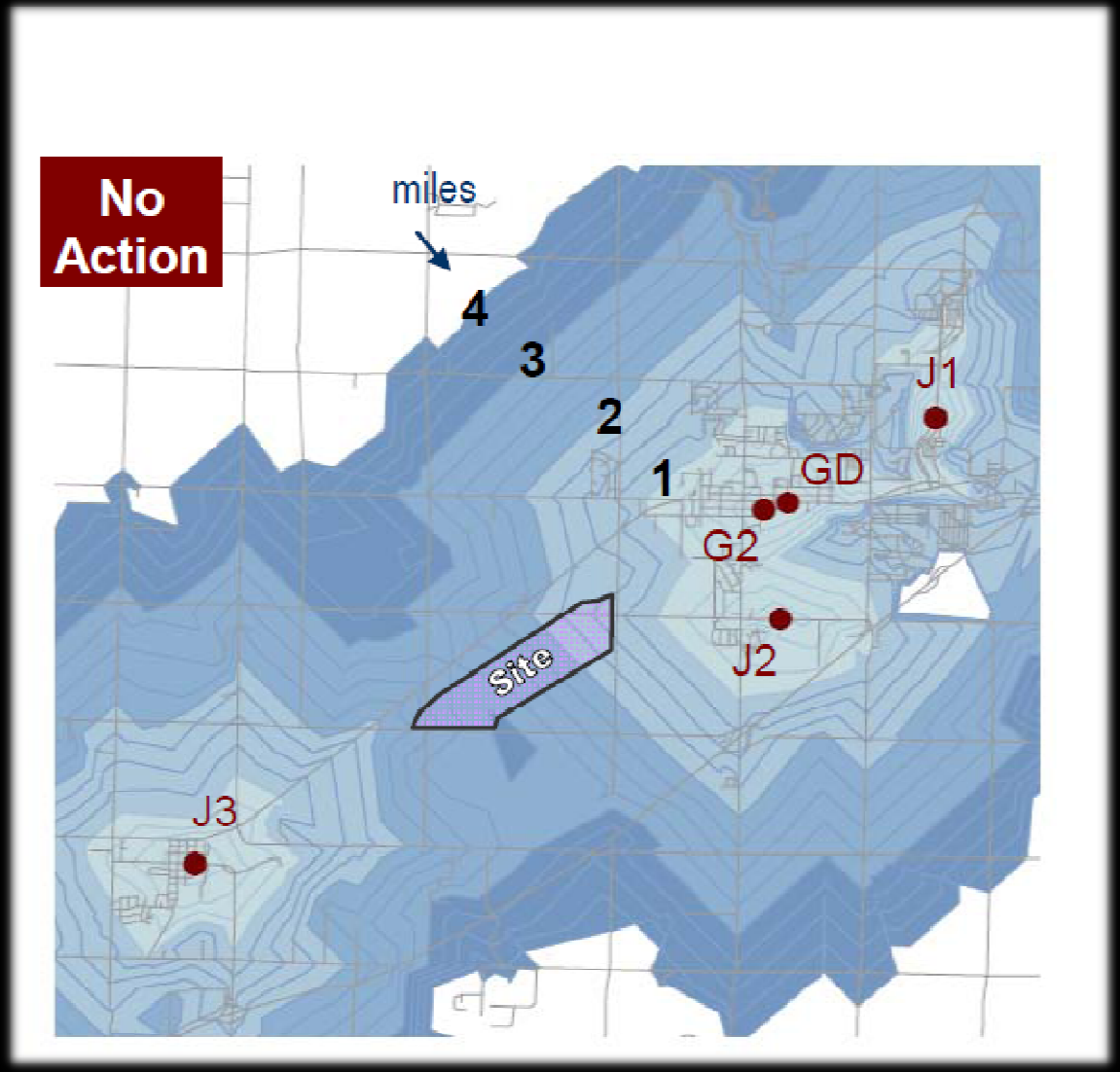
Trip Distribution



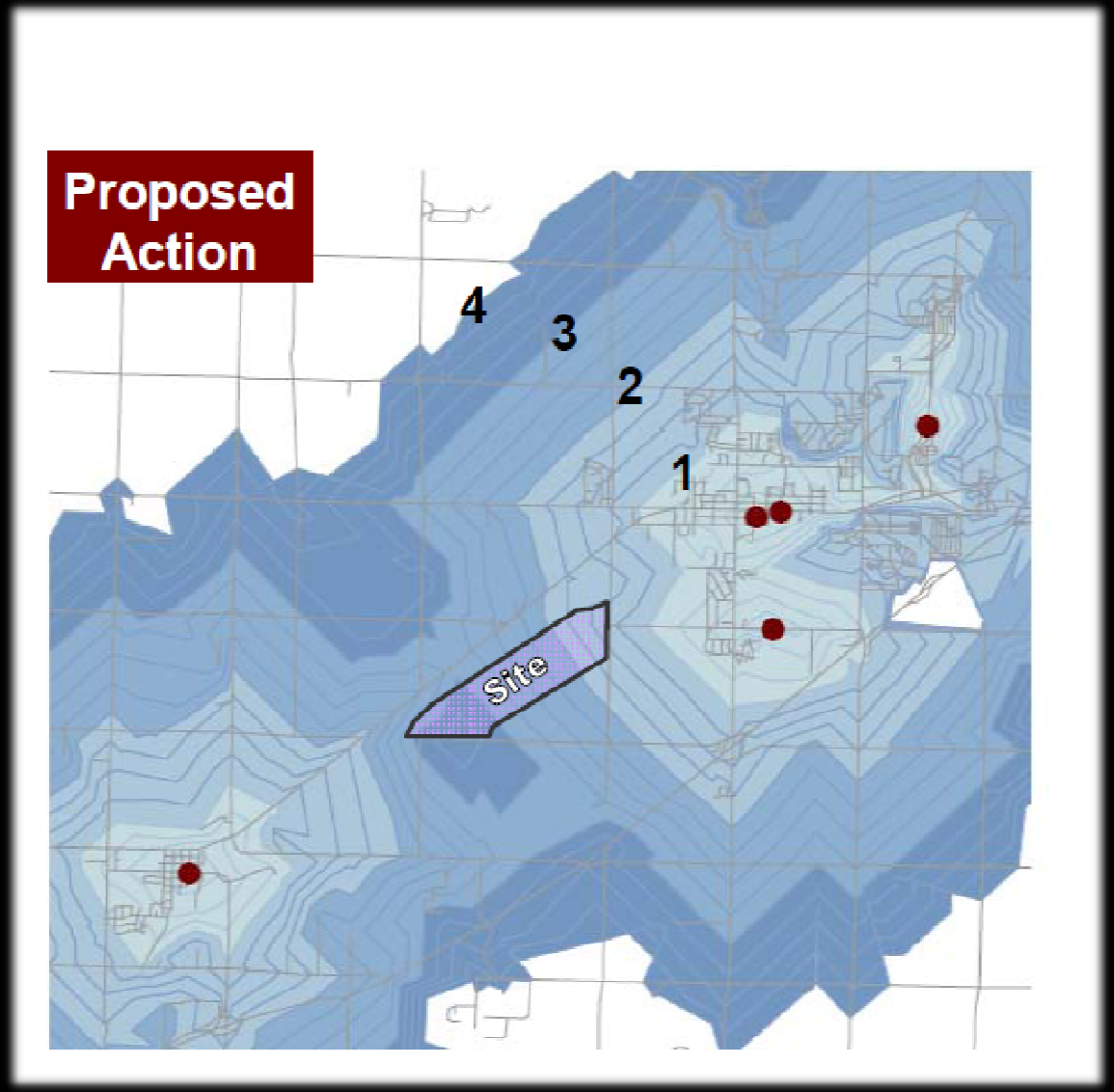
Trip Distribution



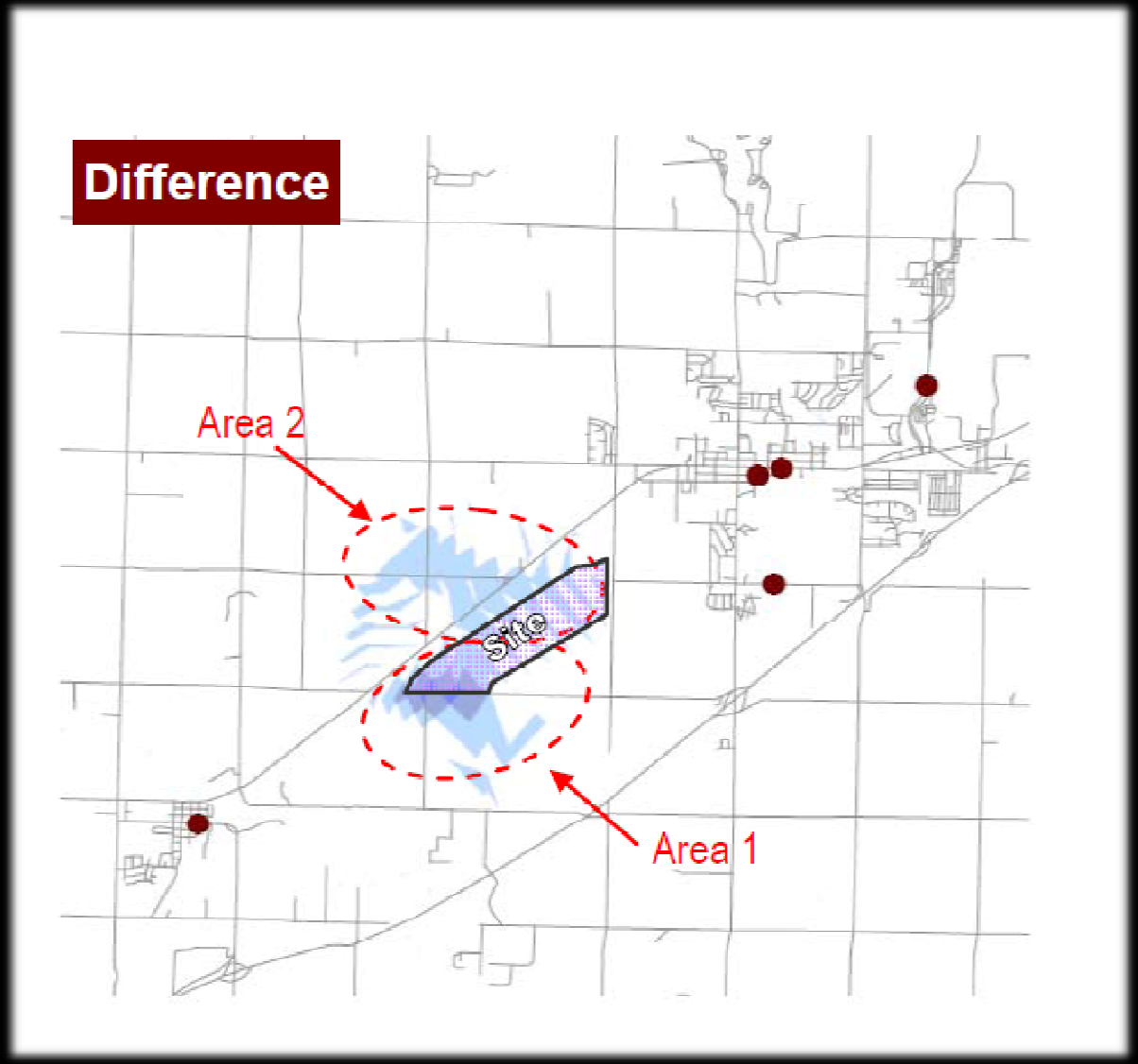
Emergency Response Distance



Emergency Response Distance



Emergency Response Distance



HDR

Christopher Kinzel, P.E.

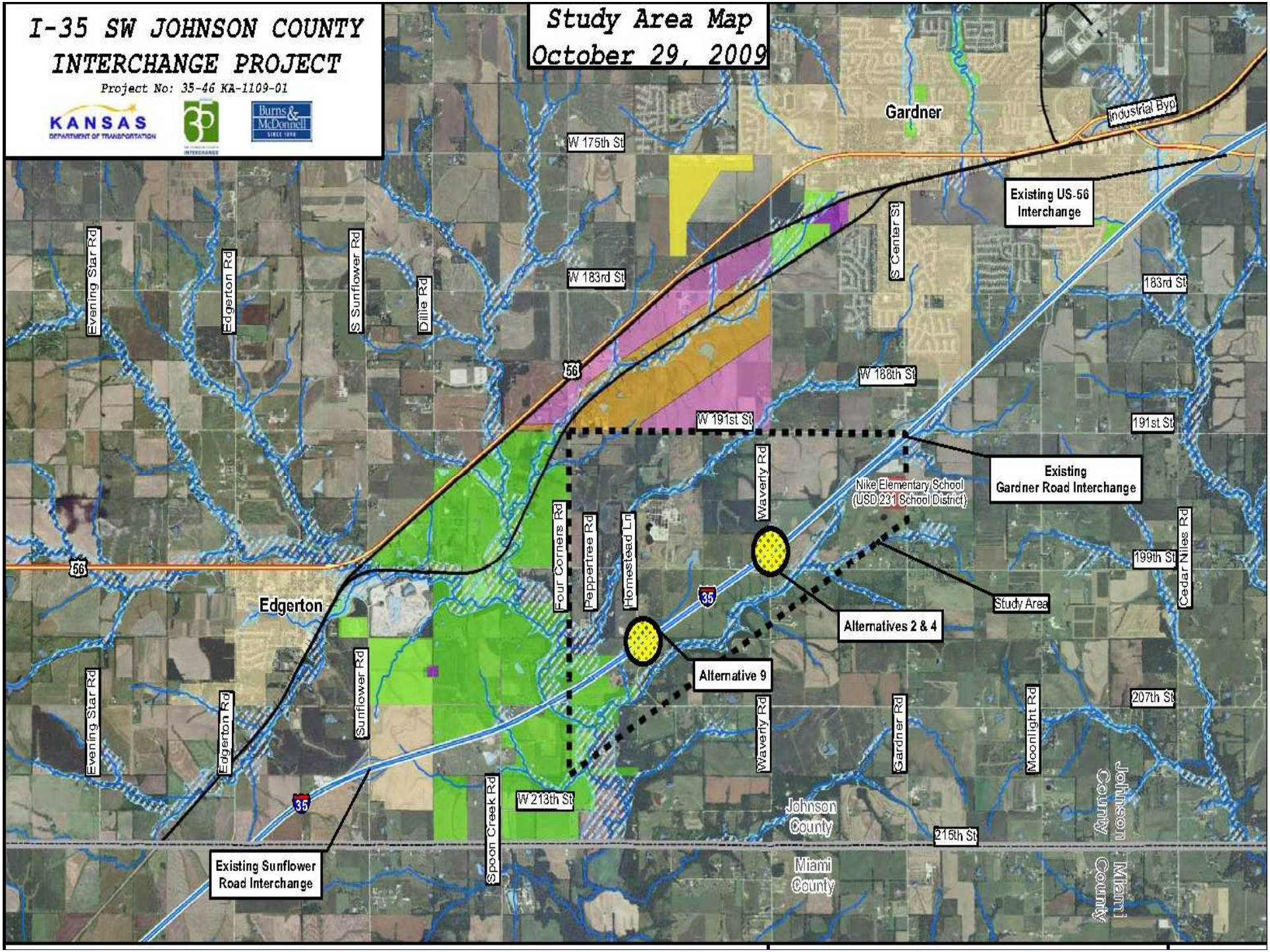
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Interstate I-35 Southwest Johnson County Interchange Addition

Location Study, EA, and Break in Access

Burns & McDonnell Selected August 2007 to:

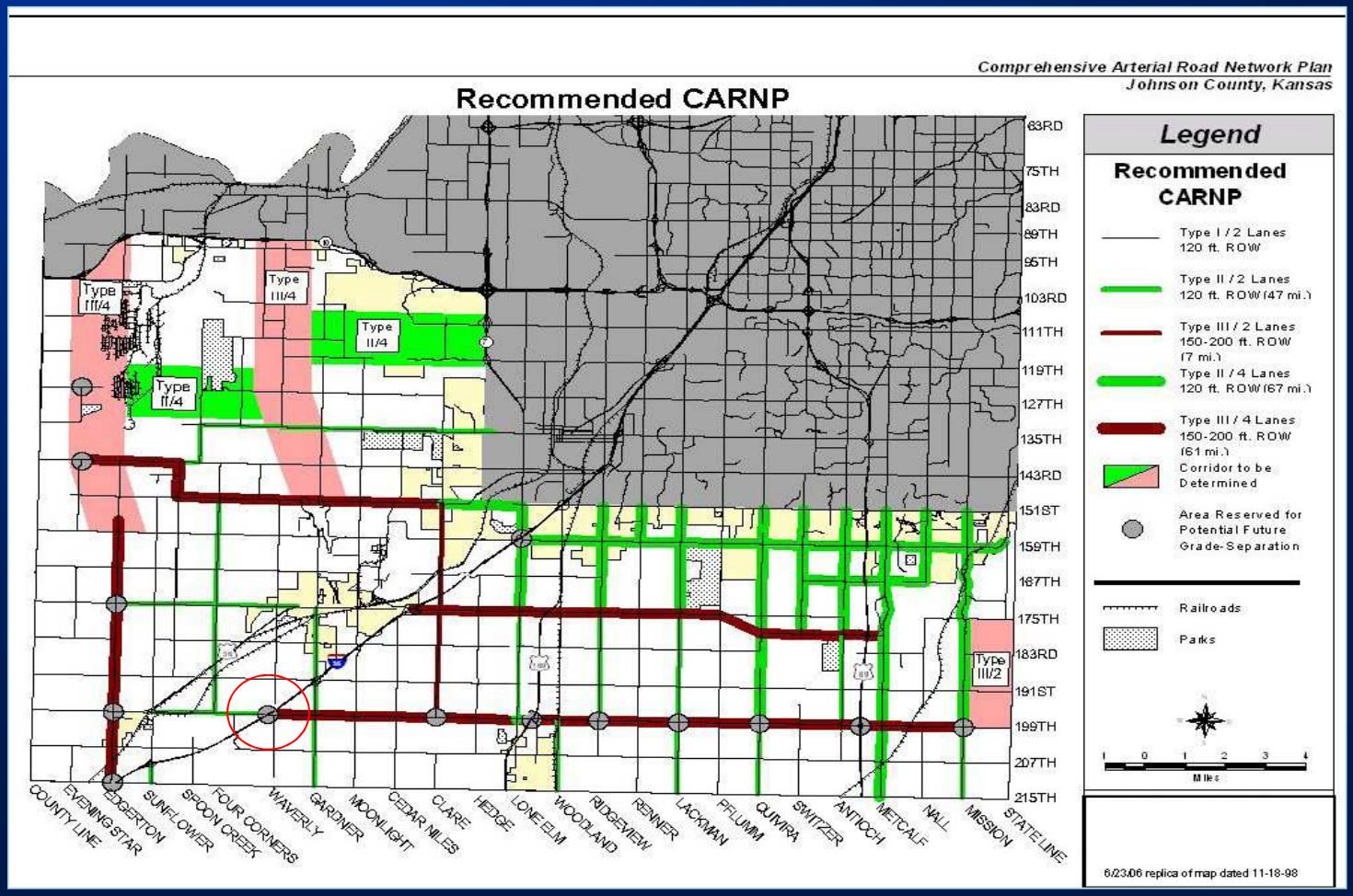
- *Complete Location Study and Determine Final Interchange Location*
- *Complete Environmental Assessment (EA)*
- *Complete Final Break in Interstate Access (BIA)*


I-35 SW JOHNSON COUNTY
INTERCHANGE PROJECT
Project No: 35-46 KA-1109-01
KANSAS
DEPARTMENT OF TRANSPORTATION
Burns & McDonnell
Study Area Map
October 29, 2009
Gardner
Industrial Byp
W 175th St
Existing US-56
Interchange
S Center St
Evening Star Rd
Edgerton Rd
S Sunflower Rd
Dillie Rd
W 183rd St
183rd St
56
W 188th St
W 191st St
191st St
Waverly Rd
Existing
Gardner Road Interchange
Nike Elementary School
(USD 231 School District)
Four Corners Rd
Peppertree Rd
Homestead Ln
199th St
Cedar Niles Rd
Study Area
Edgerton
35
Alternatives 2 & 4
Alternative 9
Sunflower Rd
Evening Star Rd
Edgerton Rd
Waverly Rd
Gardner Rd
Moonlight Rd
207th St
W 213th St
Spoon Creek Rd
Johnson
County
215th St
Miami
County
Johnson County
Miami County
Existing Sunflower
Road Interchange

Interstate I-35 Southwest Johnson County Interchange Addition

Location Study, EA, and Break in Access

Purpose and Need/Independent Utility:



I-35 SW JOHNSON COUNTY INTERCHANGE PROJECT

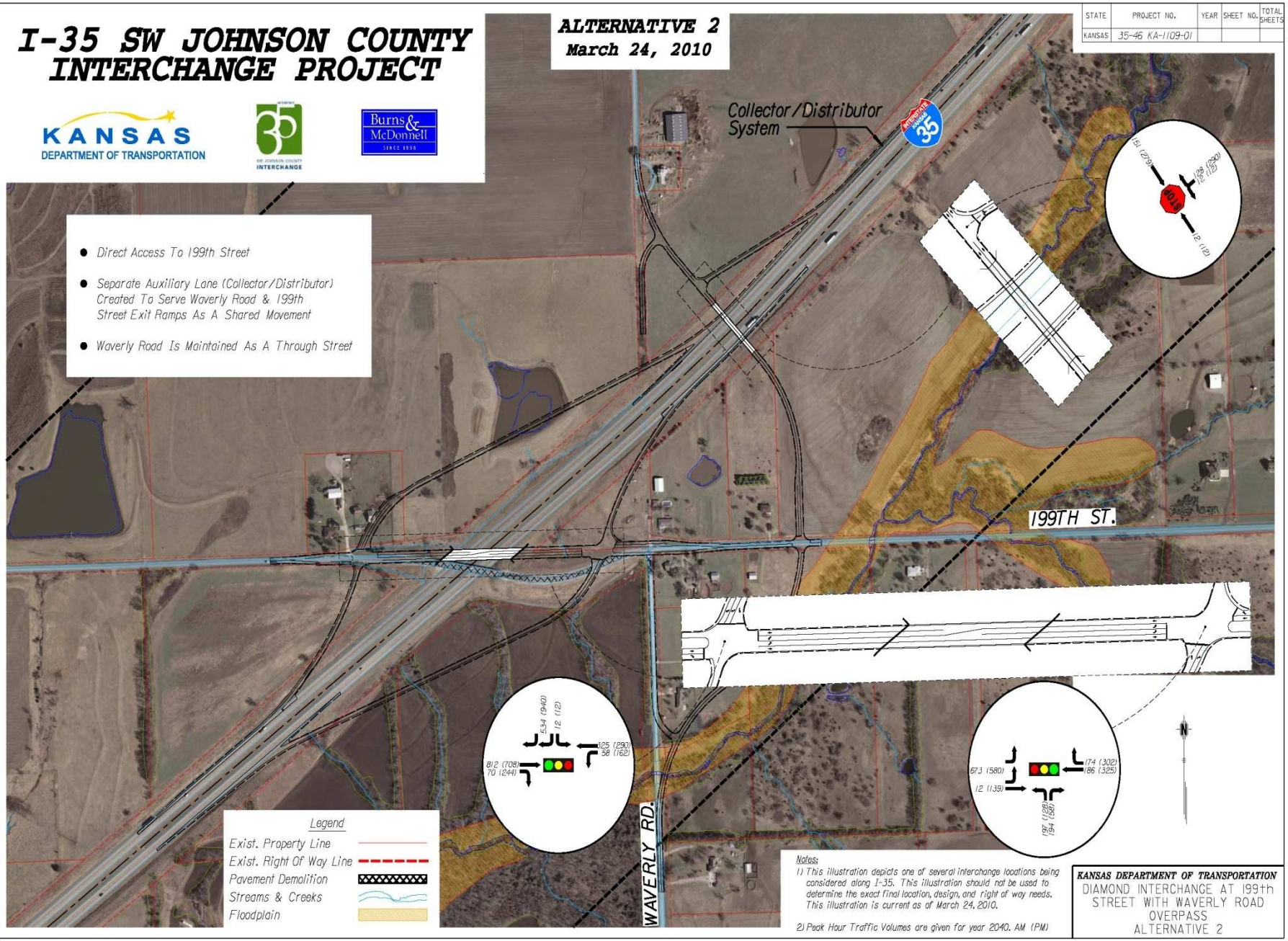
ALTERNATIVE 2
March 24, 2010

KANSAS DEPARTMENT OF TRANSPORTATION

SW JOHNSON COUNTY INTERCHANGE

Burns & McDonnell SINCE 1898

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	35-46 KA-1109-01			



- Direct Access To 199th Street
- Separate Auxiliary Lane (Collector/Distributor) Created To Serve Waverly Road & 199th Street Exit Ramps As A Shared Movement
- Waverly Road Is Maintained As A Through Street

Legend

- Exist. Property Line
- Exist. Right Of Way Line
- Pavement Demolition
- Streams & Creeks
- Floodplain

Notes:

1) This illustration depicts one of several interchange locations being considered along I-35. This illustration should not be used to determine the exact final location, design, and right of way needs. This illustration is current as of March 24, 2010.

2) Peak Hour Traffic Volumes are given for year 2040. AM (PM)

KANSAS DEPARTMENT OF TRANSPORTATION
DIAMOND INTERCHANGE AT 199th STREET WITH WAVERLY ROAD OVERPASS
ALTERNATIVE 2

DATE	BY	REFERENCES NOTED	REFERENCES CHECKED

Drawn By : $$USERNAME$$ Plotted : $$$$SYTIME$$$$$$
File : $$$$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$$

I-35 SW JOHNSON COUNTY INTERCHANGE PROJECT

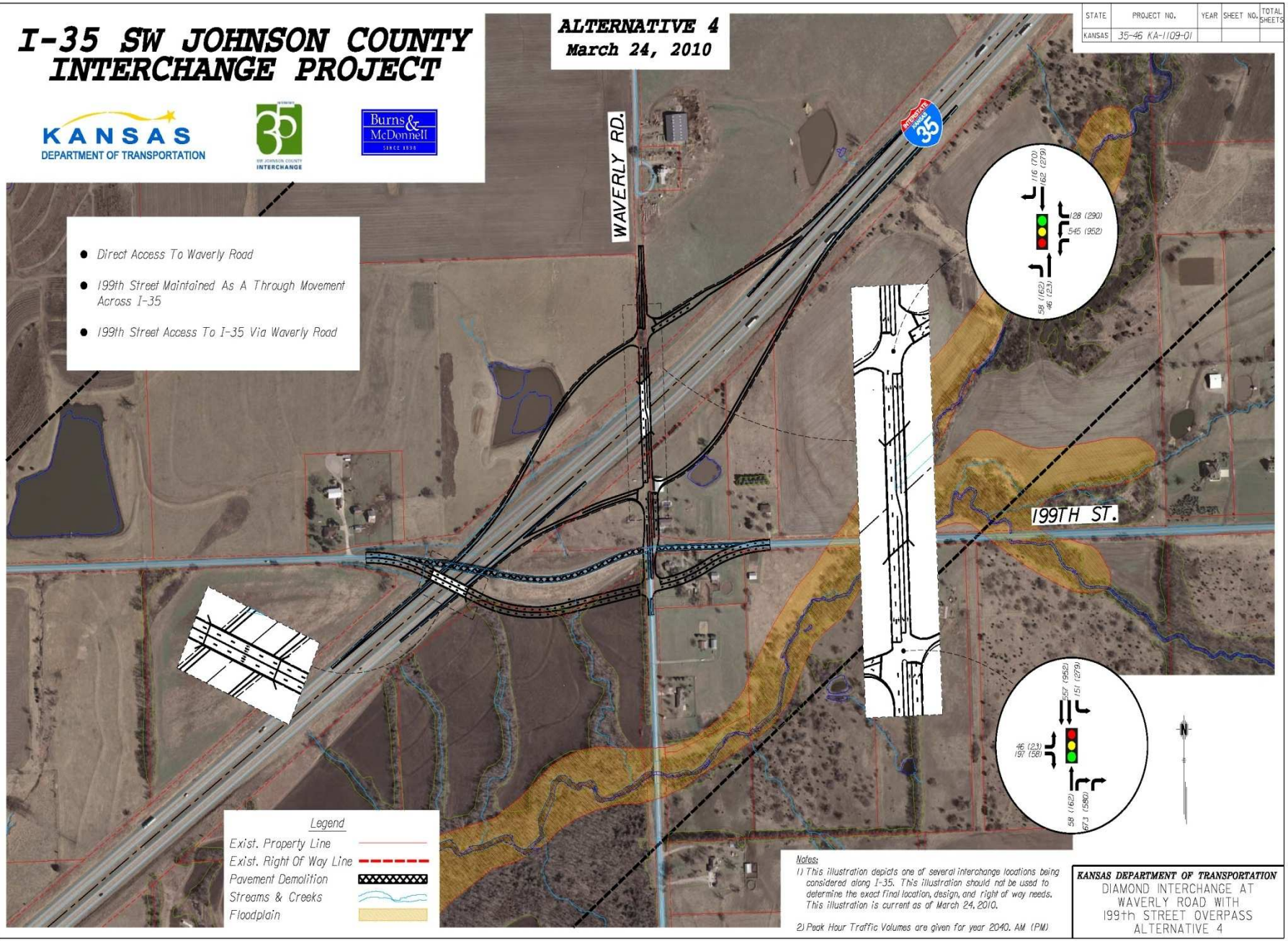
ALTERNATIVE 4
March 24, 2010

KANSAS DEPARTMENT OF TRANSPORTATION

SW JOHNSON COUNTY INTERCHANGE

Burns & McDonnell SINCE 1898

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	35-46 KA-1109-01			



- Direct Access To Waverly Road
- 199th Street Maintained As A Through Movement Across I-35
- 199th Street Access To I-35 Via Waverly Road

Legend
- Exist. Property Line
- Exist. Right Of Way Line
- Pavement Demolition
- Streams & Creeks
- Floodplain

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KANSAS DEPARTMENT OF TRANSPORTATION
DIAMOND INTERCHANGE AT WAVERLY ROAD WITH 199th STREET OVERPASS
ALTERNATIVE 4

DATE	BY	
		REFERENCES NOTED
		REFERENCES CHECKED

Drawn By : $$USERNAME$$ Plotted : $$$$$$YTIME$$$$$$
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I-35 SW JOHNSON COUNTY INTERCHANGE PROJECT

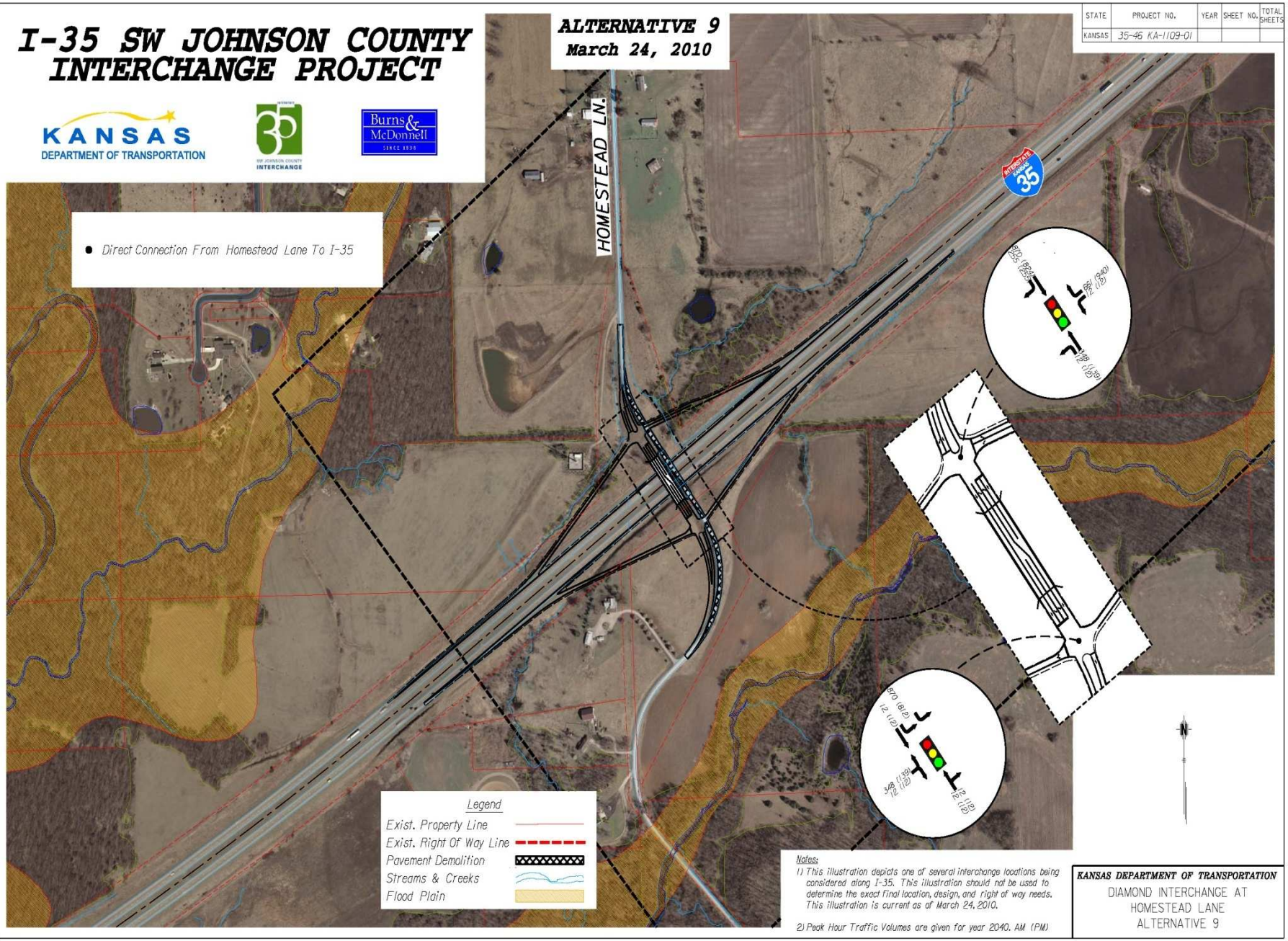
ALTERNATIVE 9
March 24, 2010

KANSAS DEPARTMENT OF TRANSPORTATION

SW JOHNSON COUNTY INTERCHANGE

Burns & McDonnell SINCE 1898

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	35-46 KA-1109-01			



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2) Peak Hour Traffic Volumes are given for year 2040. AM (PM)

KANSAS DEPARTMENT OF TRANSPORTATION
DIAMOND INTERCHANGE AT HOMESTEAD LANE
ALTERNATIVE 9

DATE	BY	REFERENCES NOTED
		REFERENCES CHECKED

Drawn By : $$USERNAME$$ Plotted : $$$$$$YTIME$$$$$$
File : $$$$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$$

Design Traffic – 2030 from BNSF EA

- *Three Components*
  - ✓ *BNSF Intermodal Facility (IMF) - Predom Trucks*
  - ✓ *Ancillary Development (7mill Sq Ft) - Mixed*
  - ✓ *Background Traffic (Diversion) – US 56/199th*
- *Distribution from BNSF EA (~85%N/15%S*

Interstate I-35 Southwest Johnson County Interchange Addition

Location Study, EA, and Break in Access

Table 3-24: 2030 Gardner IMF Operations plus Induced Development Trip Generation

		AM Peak Hour			PM Peak Hour		
	Daily	in	out	total	in	out	total
IMF							
Trucks	3,121	68	103	171	120	94	214
Bobtails	2,233	49	73	122	86	67	153
Non-Trucks	691	135	135	270	7	14	21
Total	6,045	252	311	563	213	175	388
Logistics Park							
Trucks	2,254	31	38	69	42	34	76
Non-Trucks	8,781	423	38	461	287	353	640
Total	11,035	454	76	530	329	387	716
IMF + Logistics Park							
Trucks	5,375	99	141	240	162	128	290
Bobtails	2,233	49	73	122	86	67	153
Non-Trucks	9,472	558	173	731	294	367	661
Total	17,080	706	387	1,093	542	562	1,104

Update Traffic to 2040

- *Min 20 year Planning Horizon from Opening*
- *2015 Opening of IMF and Interchange*
- *MARC recent update LRTP to 2040*

Reference to US56 Corridor

- *Assumed interchange at Waverly/199th*
  - *Common Intersection – US56/199th/Sunflower*

Comparison of US 56 to BNSF/EA

Turning Movement Comparison at 199th Street and U.S. 56							
		2030 EA		2030 EA w/1.5% Growth to 2040		2040 US 56 Study	
		AM	PM	AM	PM	AM	PM
EB	LT	10	5	12	6	10	10
	TH	110	190	128	221	390	190
	RT	300	370	348	429	320	390
WB	LT	0	5	0	6	30	50
	TH	60	170	70	197	120	370
	RT	10	10	12	12	10	10
NB	LT	270	370	313	429	310	390
	TH	70	30	81	35	50	30
	RT	10	10	12	12	40	40
SB	LT	5	5	6	6	10	10
	TH	90	40	104	46	30	70
	RT	10	5	12	6	10	10

Location Study

- *Determine Final Location and Complete EA*
- *Convened Technical Advisory Group (TAG)*
- *Staff Representation From:*
  - ✓ *KDOT (Design/Planning/Environmental)*
  - ✓ *FHWA*
  - ✓ *Cities of Gardner and Edgerton*
  - ✓ *Johnson County and Miami County*
  - ✓ *BNSF*
  - ✓ *Allen Group*

Alternatives Evaluation Matrix

I-35 SW Johnson County Interchange Project

35-46 KA-1109-01

Technical Advisory Group Meeting January 19, 2010

	EVALUATION CRITERIA	Alternative 2		Alternative 4		Alternative 9A (Extend Homestead north)		Alternative 9B (Along Exist Roads)			
		#/Value	Scoring	#/Value	Scoring	#/Value	Scoring	#/Value	Scoring		
SATISFY PURPOSE AND NEED	Access to Intermodal Facility and Logistics Park										*SATISFY PURPOSE AND NEED*
	Local CARNP Roadway System Access										
	Consistency with Regional Transportation Plans										
	SUBTOTALS		0		0		0		0		
	WEIGHTED SCORE SUBTOTALS		0		0		0		0	15	Weighting Factor
ENGINEERING CONSIDERATIONS	Local Road System Continuity Across I-35										
	Intermodal/Logistics Center Access to new Interchange										
	Number of turns (To and From)	5		4		2		8			
	Roadway length of travel to/from new Interchange	2.2 miles		2.2 miles		1.5 miles		2.4 miles			
	Length of Local Roadway Improvements Required to Serve Intermodal Facility	0.7 miles		0.7 miles		1.5 miles		1.9 miles			*ENGINEERING CONSIDERATIONS*
	Major Utility Impacts										
	SUBTOTALS		0		0		0		0		
	WEIGHTED SCORE SUBTOTALS		0		0		0		0	30	Weighting Factor
ENVIRONMENTAL CONSIDERATIONS	Floodplain Impacts										
	Number of crossings	1		0		1		1			
	Amount of floodplain filled	13.8 Ac		0		1.1 Ac		0			
	Number of Stream Crossings	2		4		1		2			
	Wetland Impacts										
	Prime Farmland Impacts										*ENVIRONMENTAL CONSIDERATIONS*
	Noise Impacts										
	Threatened and Endangered Species Impacts										
	Parkland Impacts										
	Potential Impacts to NRHP-Eligible Structures	0		0		1		0			
	SUBTOTALS		0		0		0		0		
	WEIGHTED SCORE SUBTOTALS		0		0		0		0	20	Weighting Factor
SOCIO ECONOMIC CONSIDERATIONS	**Interchange Only**										
	Estimated Interchange Cost	$16.1 M		$12.6 M		$7.7 M		$7.7 M			
	Approx Number of Affected Parcels (Interchange)	14		8		3		3			
	Approx Acres of Right of Way Required (Interchange)	41.1		20.3		2.8		2.8			
	Approx Potential Relocations (Interchange)	2		2		0		0			
	Local Roadway										*SOCIO ECONOMIC CONSIDERATIONS*
	Estimated Local Roadway Costs	$1.6 M		$1.6 M		$4.2 M		$5.2 M			
	Approx Number of Affected Parcels (Local Roadways)	15		15		8		14			
	Approx Acres of Right of Way Required (Local Roadways)	5.5		5.5		14.6		2.8			
	Approx Total Relocations (Local Roadways)	0		0		1		0			
	SUBTOTALS		0		0		0		0		
	WEIGHTED SCORE SUBTOTALS		0		0		0		0	35	Weighting Factor
TOTALS	WEIGHTED TOTAL RANKING		0		0		0		0	100	

Assigned comparative scoring level for each criterion; 10 = Most positive 1 = Least positive

Fields to be scored

April 2010 Homestead Lane Selected

- *Serves Immediate Needs for Traffic Service*
- *Lowest Cost*
- *Better Interchange Spacing*
- *Lesser Environmental Impacts*
- *Better Separates IMF and Logistics Park Traffic from local*

Traffic and Interchange Design Refinement

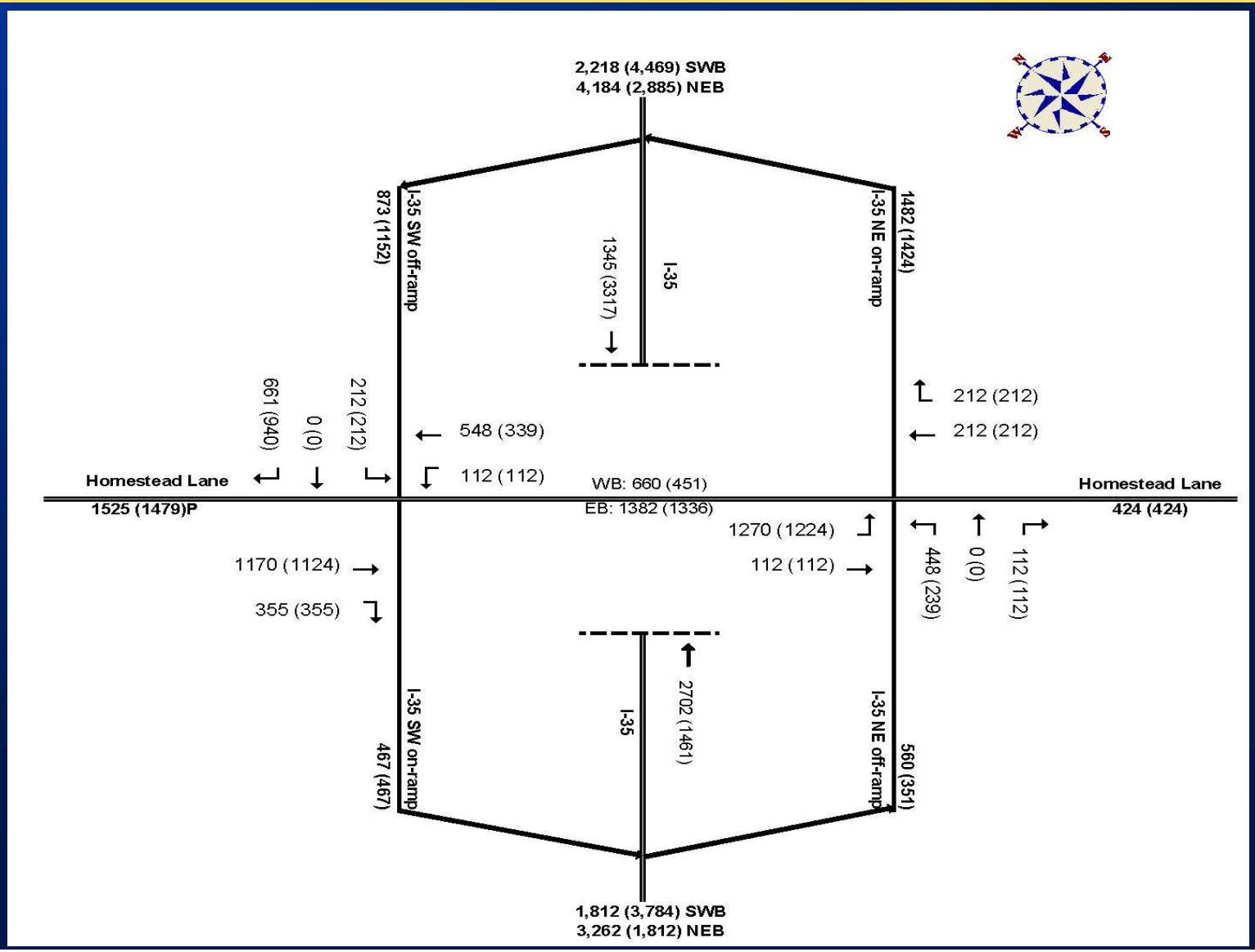
- *Consider potential development south of I-35*
- *Additional 400 trips at south leg of interchange*
- *ADT Design Volumes*

Homestead Lane north of 199th Street:	16,400 ADT
Homestead Lane south of 199th Street:	33,500 ADT
Homestead Land south of I-35:	5,600 ADT
199th Street east of Homestead Lane:	8,700 ADT
199th Street west of Homestead Lane:	13,500ADT

Burns & McDonnell SINCE 1898

Interstate I-35 Southwest Johnson County Interchange Addition

Location Study, EA, and Break in Access

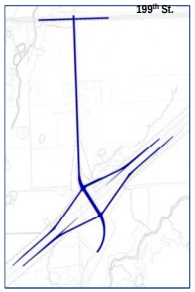


I-35 Homestead Lane Interchange
Project 35-46 KA-1109-02
Conceptual Interchange Designs

August 3, 2010

NOTE:
Estimates include improvements to and including the intersection of 199th Street & Homestead Lane.

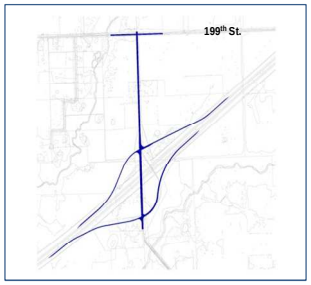
Standard Rural Diamond



- Original BIA conceptual design
- Follows existing grade separation alignment (Normal to I-35)
- No impact to gas transmission line in southeast quadrant
- Minimum right of way impacts compared to other alternatives
- Excessive left-turn volume at south ramp terminal cannot be handled by conventional diamond interchange phasing (LOS E/F at design year 2040). Potential breakdown in traffic operations shortly after opening.
- Queue spill back from south ramp terminal to north ramp terminal
- Construction Cost Estimate - $11,800,000

A

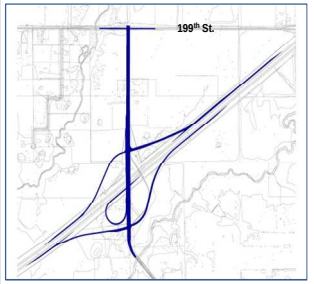
Expanded Diamond Interchange



- Realigns and straightens Homestead Lane but requires longer bridge
- Provides space for potential loop in southwest quadrant for heavy SB to NB left-turn movements
- Potential impact to gas transmission line in southeast quadrant
- Higher right of way impacts than rural diamond
- Excessive left-turn volume at south ramp terminal cannot be handled by conventional diamond interchange phasing (LOS E/F at design year 2040). Potential breakdown in traffic operations shortly after opening.
- Excessively heavy left-turn volume at south ramp terminal
- Construction Cost Estimate - $17,600,000

B

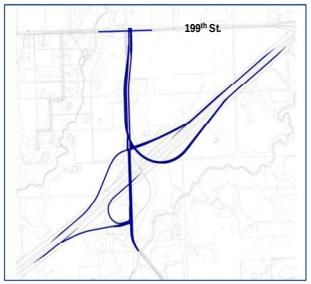
Expanded Diamond Interchange with Loop



- Same basic footprint as Expanded Diamond Interchange
- Loop ramp intended to serve SB to NB 35 truck traffic
- Seven lane bridge required over I-35
- Potential impact to gas transmission line in southeast quadrant
- Requires 5 touch points to the interstate
- Higher right of way impacts than rural diamond
- LOS D under design year 2040 traffic (Limited spare capacity at critical SB to NB movement)
- Unconventional design, operations, and special signing required.
- Construction Cost Estimate - $18,100,000

C

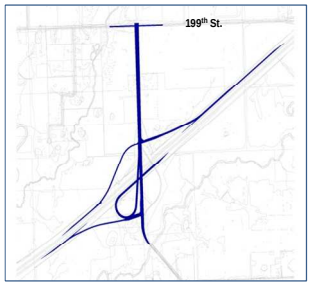
Diamond with Flyover Ramp



- LOS A/B operations under design year 2040 (Ample spare capacity)
- Loop ramp intended to serve Traffic from South of 199th Street
- Flyover intended to serve Traffic from North of 199th Street (Including EB and WB 199th Street)
- Requires 1,600–foot two-lane flyover bridge
- Requires 5 touch points to the interstate
- Minimal acceleration lane length available before the existing 199th Street overpass
- Construction Cost Estimate - $30,500,000

D

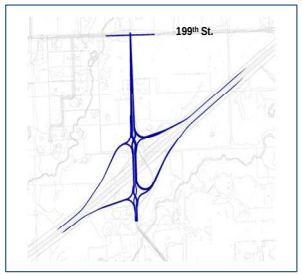
Diamond with Double Lane Loop Ramp



- Unconventional design with minimal available design criteria and operational precedence.
- Least right of way impacts except for standard rural diamond.
- Minimizes impacts to gas transmission line
- Assumed design volume of 1,200 vph matches current 2040 design volume. (no spare capacity). 80% loop capacity reached in 2020 (five years after opening)
- Requires separate bridge for suggested tapered offset to loop
- Construction Cost Estimate - $18,100,000

E

Diverging Diamond Interchange (DDI)

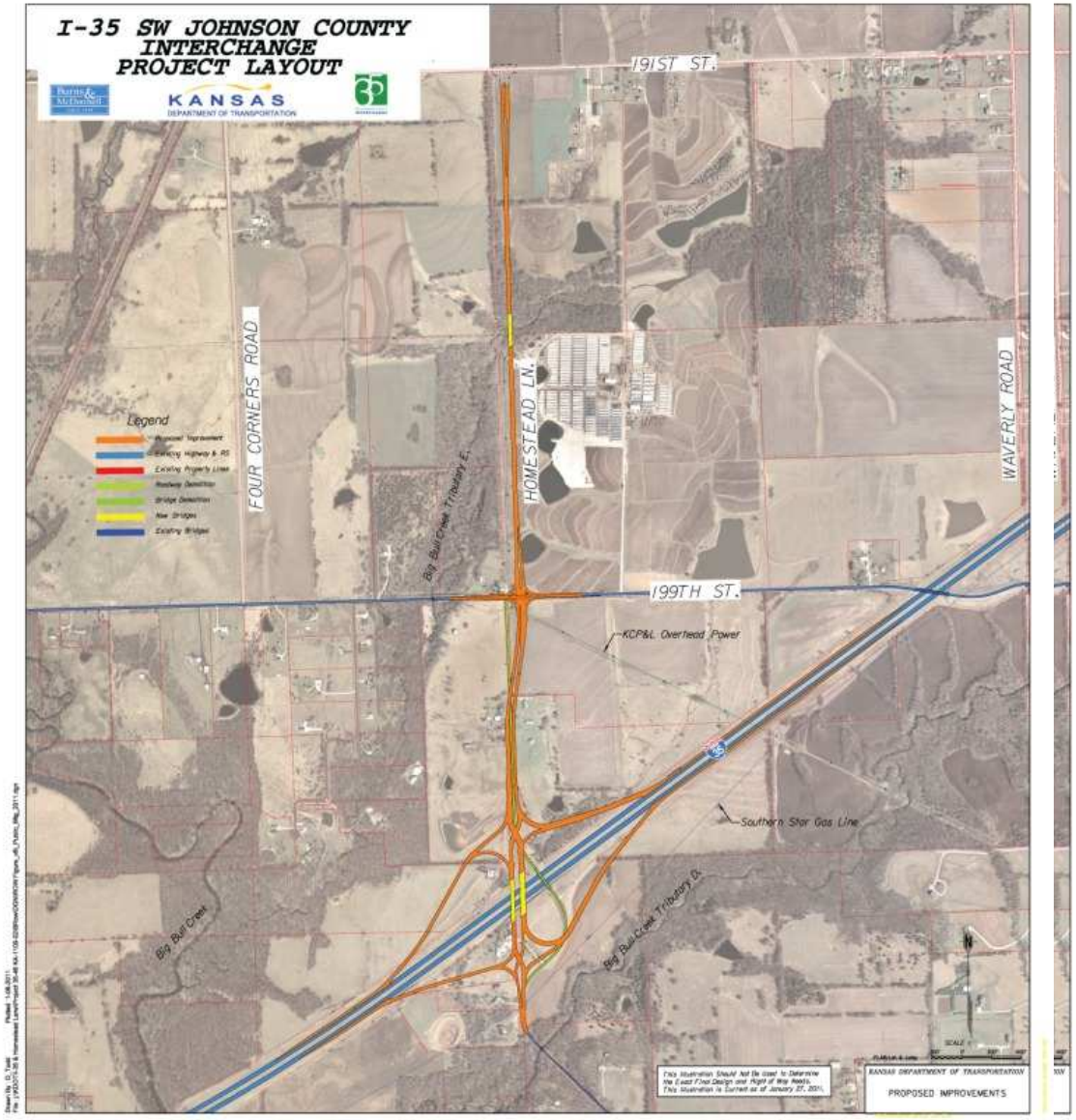


- Unconventional interchange design
- LOS A/B under design year 2040 (Ample spare capacity)
- Free left-turn movement after passing through and across two-phase signal at ramp terminal
- Minimizes impacts to gas and transmission line
- Slightly less right of way impacts in comparison with expanded diamond
- Separate independent bridge structures for northbound and southbound Homestead Lane
- Construction Cost Estimate - $19,100,000

F

Interstate I-35 Southwest Johnson County Interchange Addition

Location Study, EA, and Break in Access



- ✓ *Basis for EA*
- ✓ *Basis for BIA*
- ✓ *Homestead north of 199th and 191st Street byJohnson Cty*
- ✓ *Fall 2011 Letting*

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Interstate I-35 Southwest Johnson County Interchange Addition

Location Study, EA, and Break in Access

http://i35swjohnsoncointerchange.ksdot.org/

Questions??