

Design-build streamlines project delivery through a single contract between the owner (in this case KTA) and the design-build team. Combining the skills of designers and contractors at the project's onset allows for positive collaboration, which can result in faster project delivery, more efficient use of materials, and lower labor costs.

The Process and Schedule for Team Selection

The Partner Team determined that design-build would be the alternative delivery method used to deliver the project as quickly and efficiently as possible. After the grant award, the Partner Team quickly mobilized to develop the Request for Proposals (RFP) and initiate the process to select a design-build team. Once a team is selected, more details regarding schedule will be determined.

The design-build procurement process provides an opportunity for design-build teams to demonstrate their ability to meet the general project goals, requirements, and design engineering needs. The Project Partner Team is using a two-step process

for selection. The Request for Qualifications (RFQ) solicited Statement of Qualifications from interested teams. KTA evaluated which teams were best qualified to successfully deliver the project and published the shortlisted teams. The second step was to release a Request for Proposals (RFP) which provides guidance on the project requirements, while allowing for flexibility in the proposed designs. Shortlisted proposers will prepare design-build proposals according to the RFP which will be evaluated by the Project Partner Team to determine the best value for the scope.

TURNER DIAGONAL SCHEDULE																								
	2019							2020																
	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
Develop RFQ	●	●																						
Release RFQ			●																					
Publish Shortlist			●																					
Develop RFP	●	●	●	●																				
Execute BUILD Grant Agreement				●																				
Release RFP				●																				
Proposal Development / 1-on-1 Meetings				●	●	●																		
Design-Build Proposals Due					●																			
Select Design-Build Team					●																			
Execute D-B Contract						●																		
Design/Construction (Ant.)							●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Interchange Completion (Ant.)																								★

Stay Tuned

Information will be available on the partner websites including coverage from a web camera placed in the study area to show real-time progress of the project. Regular project updates will be sent to project stakeholders and through the media.

If you are interested in informational presentations or project updates, please contact Communications Manager for the Unified Government:

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TURNER DIAGONAL

Fall 2019

Project Background

Interstate 70 (I-70) at Turner Diagonal, sits at the crossroads of the country—about a two days drive from 85 percent of the US population. This location services 65,000 vehicles per day, 25 percent of which are trucks, and is very close to other major highways. It is a key link to a national freight corridor and serves as a primary route on the Kansas Statewide Freight Network. The current design of the Turner Diagonal Interchange no longer meets the needs of the community and the surrounding area.

The Unified Government of Wyandotte County and Kansas City, Kansas (UG) recognized the opportunity to enhance the economic vitality of the I-70 and Turner Diagonal Parkway area by modernizing and reducing the overall footprint of the Turner Diagonal Interchange. In doing so, 300 acres of land could be repurposed for economic development, and maintenance costs will be significantly reduced.

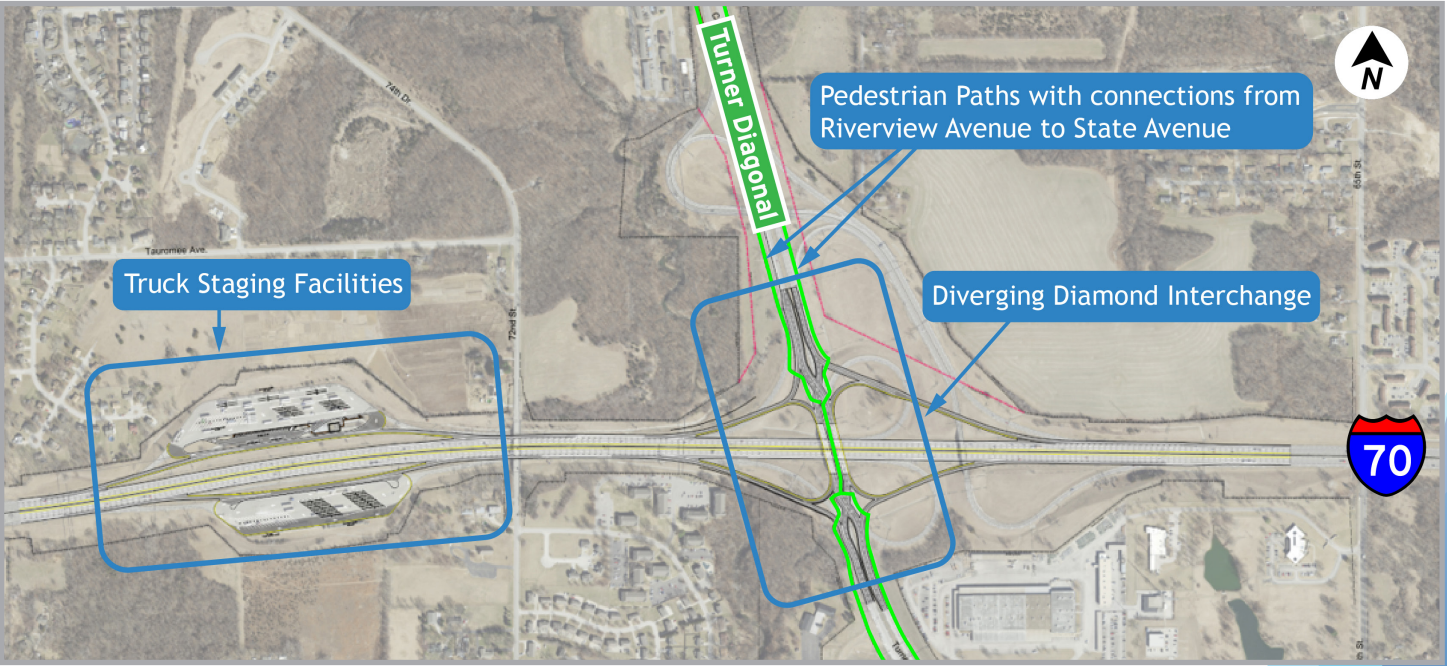
The Unified Government partnered with the Kansas Department of Transportation (KDOT), the Kansas Turnpike Authority (KTA), and North Point Development in determining solutions to address infrastructure and transportation needs consistent with the new vision for the Turner Diagonal corridor. The collaboration of the agencies and property owners is bringing innovation and efficiency to the project and serves as a model for advancing transportation projects across the state.

A proposed solution was identified through transportation studies and engineering analysis. The Unified Government sought funding for the project through a combination of sources from the project partners and federal grant programs. Because of their sustained commitment to the economic potential for this area, the Turner Diagonal Project was awarded a federal BUILD (Better Utilizing Investments to Leverage Development) grant for \$13 million, which makes up 46 percent of the project funding. The ability of the partnership to show a diverse funding stream was instrumental in receiving the federal grant. The remainder of the project costs will be funded by commitments from UG, KDOT, and North Point Development.

The federal grant application established the following expectations for the project:

- The interchange would be a Diverging Diamond Interchange (DDI).
- Alternative delivery, such as Design-Build, would be used to get the project completed quickly and efficiently.
- The project will address freight parking at the truck staging facilities west of the interchange.
- The project will be completed by November of 2020.

Project Layout and Schematic



Proposed Improvements

The existing interchange will be reconfigured allowing the release of nearly 50 acres of KTA and KDOT right-of-way and opening up 300 acres of land for economic development and job creation. The proposed improvements will include a diverging diamond interchange that reuses the existing bridges over I-70. The new interchange provide better access to businesses along Turner Diagonal and allow freight traffic to move efficiently through the corridor well past the infrastructure's 2040 design year. Diverging diamond interchanges are becoming a more common alternative to traditional interchange designs because they improve safety and operations, particularly for left turn movements and trucks. The Project will also add a new shared-use-path and sidewalk from Riverview Avenue through the new DDI and connect to existing sidewalks at State Avenue. The new pedestrian facilities will enhance mobility opportunities along Turner Diagonal, particularly as new developments are added.

Capacity on the I-70 corridor is already approaching 80 percent during peak hours, limiting the attraction for freight carriers to use this as a shipping route or destination. This innovative interchange design will allow the existing bridges to remain in place and provide the flexibility to add a lane in both directions on I-70 when the need arises without reconfiguring the proposed DDI.

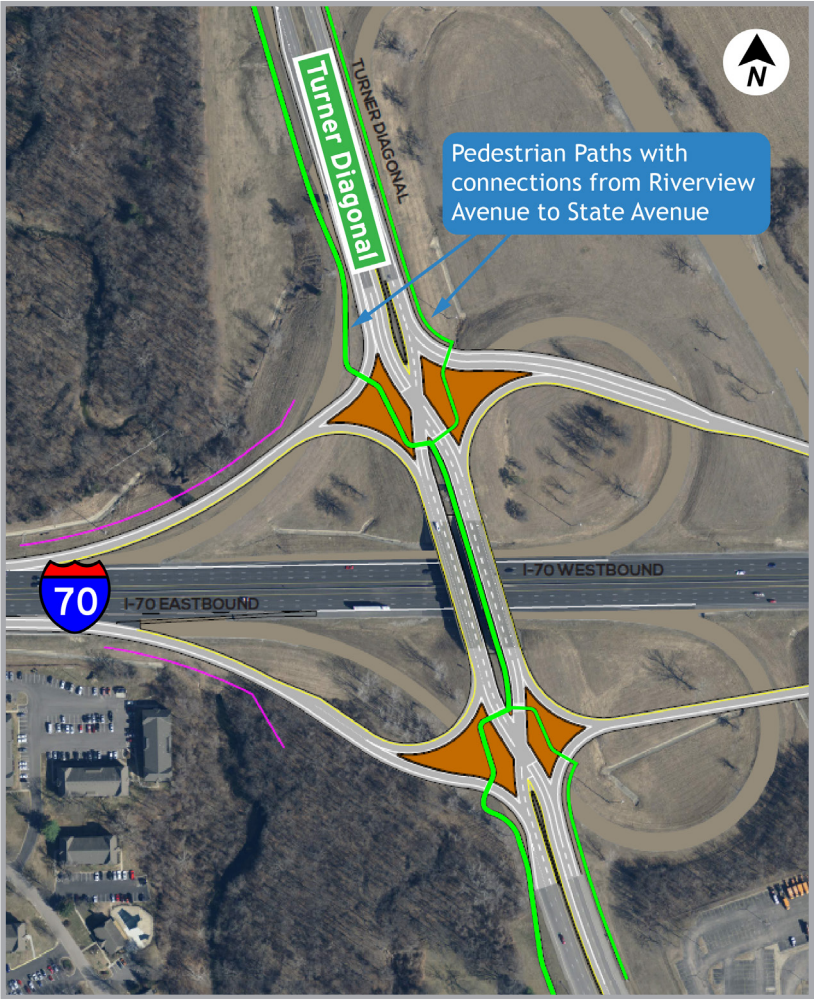
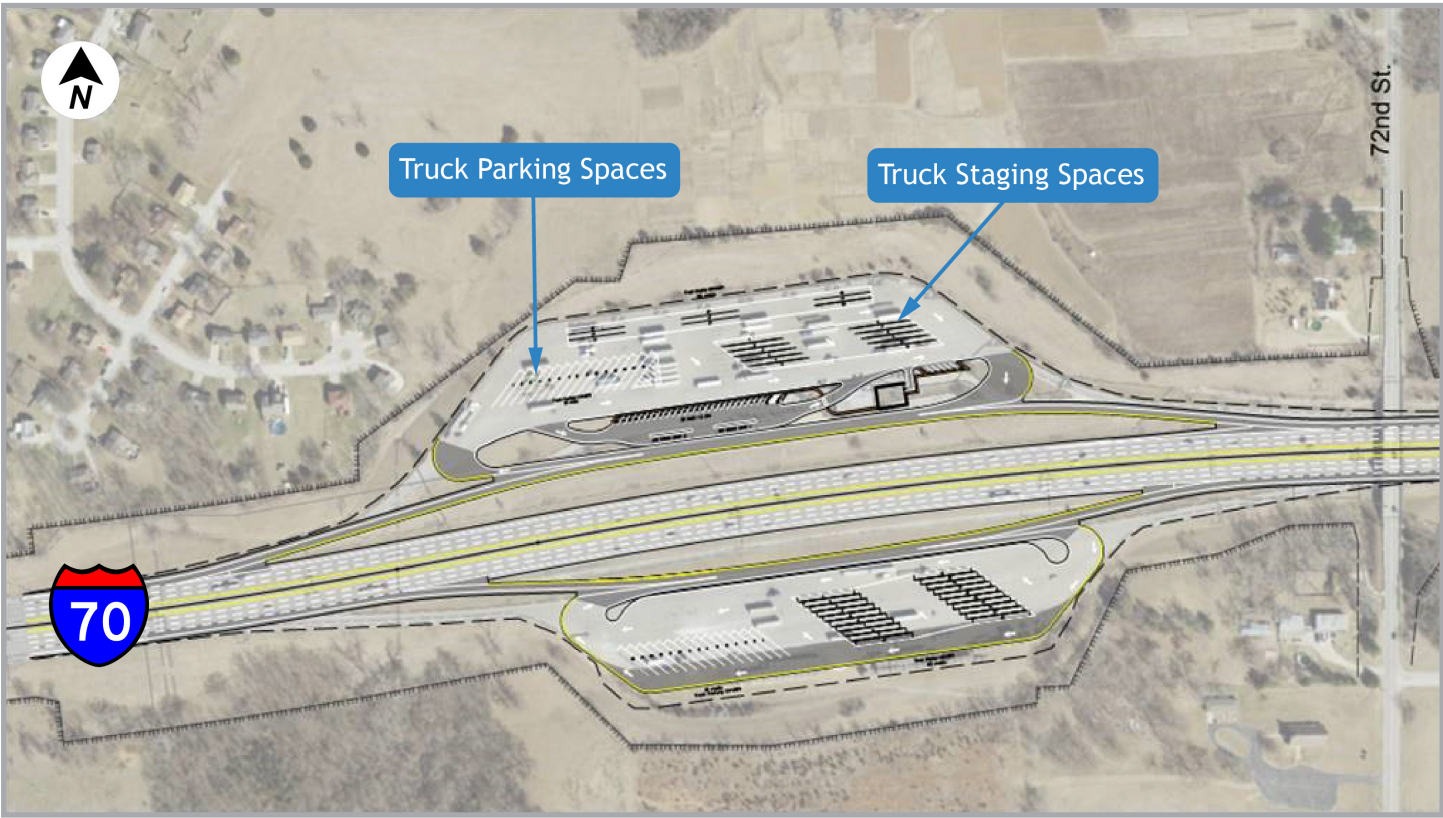


Diagram of diverging diamond interchange

Truck Staging Facility



Additional enhancements to the truck staging facility directly west of the interchange will provide modern services to freight carriers, their drivers, and customers.



Project Goals and Benefits

The Project Partner Team developed the following project goals:

- **Schedule** – Interchange open to traffic by October 16, 2020.
- **Budget** – Deliver the scope of work within the established budget.
- **Minimize closure durations/traffic impacts on:**
 - Turner Diagonal Ramps
 - Turner Diagonal
 - Truck Parking Facility
- **Reduce maintenance obligations** by removing excess infrastructure from the highway system
- **Relinquish** excess right-of-way to encourage private development.
- **Optimize the truck staging areas to enhance freight mobility in the region.**
- **Improve pedestrian access along Turner Diagonal.**

Residents of the region and visitors alike will benefit from the project in the following ways:

- **Modifying** existing interchange footprint opens land for new development.
- **Enhancing** economic development opportunities for 300 acres surrounding the interchange.
- **Linking** community places through safer bicycle and pedestrian connections.
- **Improving** truck/freight staging accommodations will support short and long-haul freight carriers.



Footprint for new interchange requires less land



Economic development opportunities to open up 300 acres



Enhance bicycle and pedestrian travel



Better accommodation for freight movement