

18th Street Public Meeting Summary

In-person and on-demand opportunities

July 2022

The Kansas Department of Transportation hosted an in-person public meeting on July 14, 2022, from 5:00 p.m. to 7:00 p.m. to discuss the 18th Street Bridge Replacement Project. The meeting was held at the Kansas City Kansas Public Library South Branch at 3104 Strong Ave., Kansas City, Kan. 66106. Prior to the public open house, there was a public official briefing from 4:00 p.m. to 5:00 p.m. In addition, an on-demand, virtual option was provided for those unable to attend the in-person meeting. The virtual materials were posted on the project website, www.18thstreetbridgekck.com, from July 15 to July 29, 2022. The purpose of this meeting was to raise awareness and provide information on the On-Alignment Alternative, gather input, and answer questions from the public.

The most notable input received from the public was the bike and pedestrian accommodations. Comments were received prior to the meeting and to respond, KDOT generated a specific [bike/pedestrian fact sheet](#) to address the concerns.

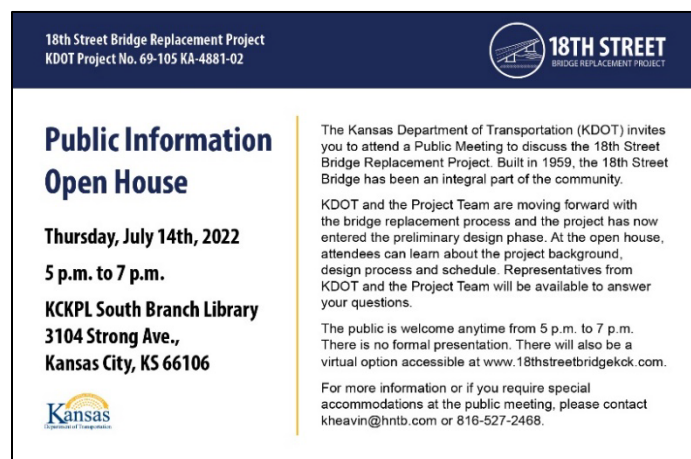
The key message is KDOT supports bike/pedestrian accommodations and works with communities to determine the right bike and pedestrian elements on all roadway and bridge projects. The intent is to incorporate bike and pedestrian facilities that are safer and serve the needs of the community.

The 18th Street Expressway is a freeway which carries over 30,000 vehicles per day and has a posted speed of 55 mph. Since this is a higher-speed, high-volume roadway, there are safety concerns with providing bike and pedestrian facilities directly on 18th Street. For this reason, KDOT recommends to not include bike and pedestrian facilities on 18th Street but rather, continue working with the Unified Government, Mid-America Regional Council and other community partners to determine meaningful improvements on the routes identified in the current city-wide master plan developed by the Unified Government of Wyandotte County/Kansas City, Kansas.


Meeting Invitations

To promote the public meeting opportunities, KDOT sent out a press release as well as created an electronic invitation that was posted to KDOT social media, including [Facebook](#) and [Twitter](#). Both notices were sent to the PIMA database of over 400 stakeholders.

Spanish versions of the press release and the invitation were included with the distribution emails.



18th Street Bridge Replacement Project
KDOT Project No. 69-105 KA-4881-02



Public Information Open House


Thursday, July 14th, 2022
5 p.m. to 7 p.m.
KCKPL South Branch Library
3104 Strong Ave.,
Kansas City, KS 66106

The Kansas Department of Transportation (KDOT) invites you to attend a Public Meeting to discuss the 18th Street Bridge Replacement Project. Built in 1959, the 18th Street Bridge has been an integral part of the community.

KDOT and the Project Team are moving forward with the bridge replacement process and the project has now entered the preliminary design phase. At the open house, attendees can learn about the project background, design process and schedule. Representatives from KDOT and the Project Team will be available to answer your questions.

The public is welcome anytime from 5 p.m. to 7 p.m. There is no formal presentation. There will also be a virtual option accessible at www.18thstreetbridgekck.com.

For more information or if you require special accommodations at the public meeting, please contact kheavin@hntb.com or 816-527-2468.



The Unified Government also assisted in promoting the public meeting by [publishing the press release in The Wyandotte Daily](#). This is a news and information website that serves the Unified Government community with daily news.

In-Person Meeting

The in-person meeting welcomed 23 attendees, in addition to 30 virtual attendees, including one attendee that signed into the Spanish on-demand virtual meeting. The in-person meeting 23 participants signed into the 18th Street Bridge Replacement Project public meeting. Attendees were provided two factsheets. One highlighted [potential bike/pedestrian improvements](#) while the other [overviewed the project \(the project factsheet was also available in Spanish\)](#). Additionally, participants were encouraged to talk with members of KDOT and provide additional comments online.

Meeting Exhibits

[Nine informational boards](#) were set up for the public meeting, including [three in Spanish](#).

The first set of three boards provided a project overview, explained the purpose of the project, provided existing conditions of the bridge, and highlighted the various activities that took place during the 2019 18th Street Bridge Replacement Study. One board described the process that the Study followed to determine the Preferred Alternative.

Three boards, in English and Spanish, were dedicated to the selected alternative of the bridge, why the On-Alignment Alternative was selected, and the project moving forward.



Key factors that determined this to be the best alignment include that this design:

- Minimizes the project footprint
- Limits impacts to adjacent properties
- Protects environmental resources
- Provides the highest return on investment.



The Project Benefits board highlighted the planned improvements and additional opportunities to make the 18th Street corridor safe and efficient for motorists.

The benefits of the new bridge include:

- Four 12-foot lanes
- 10-foot-wide exterior shoulders
- 6-foot-wide interior shoulders

In addition, KDOT will add further investments in the corridor and will improve adjacent bridges, roadway pavement, and roadside benefits to maximize the benefits of the road closure.

The final exhibit provided a schedule or and next steps. In addition to the project schedule, the board provided information on how to get in touch with the project team and directed guests to visit the project website. The project website can be accessed at www.18thstreetbridgekck.com.

On-Demand Virtual Opportunity

The [on-demand meeting](#) utilized KDOT's Public Information Management Application (PIMA) so individuals were able to sign into the virtual meeting. Thirty (30) people signed into the meeting, including one individual signed into the Spanish meeting.

The exhibits were posted using ArcGIS Story Map and covered the same materials as provided at the in-person public meeting.

Comments

The project received 81 comments left both online as well as through the online meeting comments forms. As noted previously, the key concerns are regarding the bike and pedestrian accommodations. Additional comment topics included:

- Schedule and how long the construction will take
- Aesthetics
- Bus/Transit opportunities

A full list of comments is included on the following pages and are documented verbatim.

Date	Topic	Message
7/28/2022	Bike/Ped	The future alternative showing a protected bike lane needs to be implemented in the initial phase. Specifically the roadway needs to drain separately from the bike/ped lanes. The implementation shown in the future phase plan causes constant debris and broken glass across the bike/ped lanes. You can witness this same situation at the existing bike/ped crossings at the Heart of America bridge and US69 bridge. We should not continue building single mode bridges.
7/28/2022	Bike/Ped	Please put bike/ped lane in. Modern bridges include all access points. Also, it could be a tourist attraction to see the eagles on the island.
7/28/2022	Schedule	how will it take for the construction of the new bridgw take?
7/28/2022	Bike/Ped, Safety	looks good to me. if you have bike/ped lanes they should be fenced off from car traffic. which means that they will have to grt off at every exit and reenter . safety is the reason this should be implemented--bike people do not do defensive drivingt--they do not follow traffic regulations -- i do believe there should be ped/bike lanes because withprices going up more people will in fuuture walking or using bikes and they should have access to the long stretches of fenced lanes-- i know this will cost xtra but i believe kck can come up with the money since we have the money to give benefits to undocumented illegals
7/28/2022	Road Design	Wanting to watch the previous meeting
7/21/2022	Bike/Ped	This route serves as one of the few direct links between the Armourdale and Argentine areas of KCK, communities which have a higher concentration of households without access to a car. Without protected space, pedestrians and bicyclists will still cross the river on the new bridge, but they will be in greater danger of being struck by drivers. The design of this bridge MUST take into consideration ALL people that it will serve, and it MUST include protected space for pedestrian and bicycle traffic.
7/20/2022	Bike/Ped	It is not clear if this new replacement would address the need for pedestrian and bike crossing in this area. As a teacher who works with students near the bridge, I have witnessed countless incidents of young people and families struggling with transportation across this corridor without a car.
7/18/2022	Bike/Ped, Road Design	This design needs a protected sidewalk like on the 7th St bridge-- people walk and bike on the shoulder of 18th to get to work and it's super dangerous!
7/16/2022	Access, Bike/Ped	Can any Bike/Ped details be added to this meeting please. Or highlighted? I don't see them and MANY people use this bridge inappropriately and unsafely now. I'd like to see this taken into consideration. It was during the initial public meetings.
7/15/2022	Bike/Ped	Does the new bridge have bike and pedestrian lanes?

7/15/2022	Access, Bike/Ped, Environmental Concerns	I cannot support any project that does not include bike/ped infrastructure on the bridge. Suggesting that active transit users go elsewhere is absurd. This kind of car-centric planning is a big part of why our metro is such a pain to navigate and we dearly need to reduce the number of car trips. Put a protected lane on the bridge for active transit users.
7/15/2022	Access, Bike/Ped, Safety	needed path bike and Walkway
7/14/2022	Bike/Ped	I would like to see the final design include a shared use path of some sort across the full length of the bridge to accommodate people who walk, roll, and bike in the area. Argentine and Armourdale both have considerable numbers of households without access to a car, and those people rely on bike/ped accommodations as a result. They deserve to have a safe choice to use the bridge and move between those two neighborhoods and the broader Wyandotte County area. Incorporating multimodal elements would also align with Section 11206 of the Bipartisan Infrastructure Law which outlines how states should do more to prioritize safe and accessible transportation options. I ask that staff working on this project also refer to the January 14, 2022 memo on Bridge Formula Program Implementation Guidance from FHWA Associate Administrator Hari Kalla which includes language about considering bike/ped accommodations on bridge replacement projects. My bottom line is this: people who live, work, and play in the area deserve safe transportation choice beyond driving alone. Making such an accommodation on the 18th Street Bridge Replacement can improve connectivity, health, safety, and the environment for the people of this area and the region as a whole.
7/14/2022	Bike/Ped, Local Bridges, Right of way	Every new bridge should include bike/ped access. What would be a mildly annoying detour in a car can be a three hour runaround by bike. Currently the safe way to get from eastern KCK to northern Johnson County involves snaking through Argentine, taking 12th and 14th and ultimately 34th. 18th Street expressway should include a sheltered bike lane like the Heart of America bridge has.
7/14/2022	Road Design	We are not concerned about appearance; we want it to be well-lit and safe.
7/14/2022		I would like to see lights on the bridge, higher fencing, bike paths. Make the entrance ramp off EB I-70 to SB 69 better. It is very bad, especially during rush hour. The merging lane is very short.
7/14/2022		I think a bike lane would be amazing- perhaps a bike lane underneath. I understand that planning is expensive and time consuming. We are glad the bridge is being replaced.

7/14/2022	Road Design	I would encourage staff to consider more aesthetic considerations both to the bridge top as it crosses the river and to the underside of the bridges at Metropolitan Avenue and Ruby Avenue. There are lots of pedestrians that walk under the bridges on Metropolitan and Ruby. The bridge as currently designed does not have any artistic or aesthetic upgrades it seems on the renderings. What upgrades are being considered for the bridges that take into consideration the users views of the bridges?
7/14/2022	Access, Bike/Ped, Safety	KDOT needs to develop a department/resource to help relocate homeless people from encampments on KDOT right-of-way. Social Worker or something. Also, would really like to see a good pedestrian/bike right of way for new 18th street bridge replacement.
7/14/2022		I think the bridge is going to be fine. The length of time I am concerned about, but that is construction. If it is two years, that is ok. The detour route is one thing we are concerned about.
7/14/2022	Bike/Ped, Local Bridges, Schedule	<p>1) I am disappointed that this main transportation corridor will be closed for two years. One of the original options presented would have kept the current bridge open, and build a parallel structure as a replacement. Citing cost concerns about that plan ignores the fact that the USERS of the bridge will be absorbing these costs, instead of placing the costs onto the community as a whole, as major infrastructure projects of this type should. Can Wyandotte County residents really absorb those costs in favor of the wider community?</p> <p>2) This plan makes vague references to 'maybe in the future the UG will reclassify this roadway to allow for the modification of shoulders to pedestrian/bike lanes.' Pushing this design decision to an unrealistic future (do we really think that traffic loads/speeds will decrease to that extent?) ignores the real needs of residents now. Rethink this decision, and redesign the project now to allow for changing transportation patterns, and to encourage the development of lower impact transportation modes.</p> <p>In all, I feel that community input has been ignored in favor of institutional processes.</p>

<p>7/14/2022</p>	<p>Access, Bike/Ped, Other</p>	<p>I am concerned with the lack of a mass transit/HOV lane in this proposal. I understand that the bike paths/shared usage path will be a future development on the shoulder OR will be maintained by local trail funds, but the reality is that the maintenance of those paths is dependent on the yearly local funds and with current proposed budget cuts, parks and recs are usually the first targets to get cut, meaning those bike/shared trails are most likely not going to be maintained adequately enough to make up the for not having the expanded lack of shared use paths.</p> <p>to [quote]bridge the gap[quote] between missing shared use and the two planned lanes, there is the propensity to slightly widen the shoulder and modify it to a lane that can accommodate busses to bypass the other two lanes of traffic.</p> <p>I understand that the studies did not result in demonstrating an official need for more than what is currently proposed, however, I question if those studies are already outdated and if their demographics were really representative of the needs of mass transit. Did anybody respond to the poll who has no car at all and only utilizes mass transit or bike/shared uses? Or, were they all responders who only utilized mass transit or bikes out of joyriding rather than necessity? The younger generation is VERY pro mass-transit and shared usage, particularly as other costs such as housing/student loans/medical costs/etc are increasing. The generation of the 18 year olds who are finishing high school right now and choosing not to drive or own vehicles are those who will be paying for this bridge and its future repairs. If we build a bridge with the intent to accommodate mass transit/busses, it provides a method for mass transit to be incorporated. We cannot accommodate a faster bus lane or travel path if we do not build for it. If we keep growing, and the largest population of persons is younger, we need to plan for those needs.</p> <p>This bridge looks like its just a one for one swap of whats there already without improvement. If I'm going to be spending my money on this bridge for the next 50 years, there better be improvements. Make mass transit as sexy as our superbowl rings and whataburgers.</p>
<p>7/13/2022</p>	<p>Access, Bike/Ped, Safety</p>	<p>For safety of non-motorized commuters, with the 18th street bridge being replaced, there should be bike/pedestrian lanes added.</p>
<p>7/12/2022</p>	<p>Access, Bike/Ped, Safety</p>	<p>I see a lot of pedestrians and bicycles on this bridge. Please include a dedicated bike/ pedestrian path along the bridge. This a main connector between Argentine and the rest of KCK and provides access to the Armourdale Levee Trail. Currently cyclists have to ride through the industrial area on the 12th Street bridge which is quite dangerous. Not including a bike/pedestrian lane would be a mistake. Thank you!</p>

7/11/2022	Bike/Ped, Road Design, Safety	I would like to place a public comment in favor of including wide bike/pedestrian lanes on the new 18th st bridge. I live in KCMO 64127 and work in KCK. It is actually not too far to bike to work which I have always wanted to do, but the bridges between are too scary to traverse (at my comfort level). Designing the bridge with LESS pedestrian access would be very disappointing, and designing it with thorough bike & pedestrian paths would be really positive. Additionally, I work at a outreach center which serves people who commute via bike or walking between the cities all the time. This is particularly a struggle for those who are newly housed after experiencing homelessness and work on one end, but have new housing in another. I say this is a particular struggle because folks in this situation -which we see often- have to make the trek to work on time. Traversing via bridges makes the commute about half as long vs going through the turf of the West bottoms via bike. Building the 18th St bridge with well designed pedestrian and bike paths would be immensely positive to a big part of our community. If this is NOT the place to contribute public comment, please let me know and I will submit it through proper channels. Thank you.
7/11/2022	Bike/Ped	We need Dedicated Bike Lanes!
7/11/2022	Access, Bike/Ped, Economic Development	Please consider pedestrian and bike traffic rather than further excluding more marginalized communities.
7/11/2022	Access, Bike/Ped, Safety	The way we build our communities can either connect people or divide people, and a bridge with no sidewalk or bike path divides people. Without protected space, pedestrians and bicyclists will still cross the river on the new bridge, but they will be in greater danger of being struck by drivers.
7/10/2022	Bike/Ped, Road Design, Safety	This road is a major connector between Argentine and the rest of Kansas City, KS to the north. Not having a designated bike/pedestrian lane is short sighted and a safety hazard.
7/10/2022	Access, Bike/Ped, Safety	Bike and pedestrian access and safety are needed for this bridge. It connects communities and a biking and pedestrian solution would be helpful to the residents of the area. Close by is a levy trail that people use for biking and walking, so it would be good for the bridge project to include a bike and pedestrian lane.
7/10/2022	Access, Bike/Ped, Safety	The new bridge should provide pedestrian and bicycle paths with access to the levee trails.

7/10/2022	Road Design	I'm 4th generation WyCo growing up the '60s I knowing the 18th bridge since it had tollbooths at the south end. I still use it frequently, weekly. It appears to me to still be well-maintained and functionally adequate. Under any future scenario it should remain as an automobile and truck bridge, and a high-speed bridge at that. It does not need a bicycle lane as VERY FEW local residents actually ride bikes. We already have too many bike lanes with little to no usage.
7/9/2022	Bike/Ped	Make bike accessible
7/9/2022	Bike/Ped, Local Bridges, Safety	Much needed protected bike lane is needed.
7/9/2022	Bike/Ped, Safety	I work for the KCKPS. I rode my bike to work nearly all of last year including during many winter days. Getting across the river is the single biggest deterrent from people riding, using scooters, walking, and other forms of none car travel in Kansas City, Kansas.
7/8/2022	Bike/Ped	Any new bridges should make space for pedestrians/bikes. I frequently walk across the 7th St Bridge-which would be impassable without the lane. People need more transportation options and I think with the growth of e-bikes and scooters we will definitely want to build with multiple modes of transport in mind.
7/8/2022	Access, Bike/Ped, Environmental Concerns	It is important that the new bridge have a separate bike pedestrian lane. Our community needs to have mobility options and anything we can do to increase biking will be helpful for our environment. Additionally, communities with healthy infrastructure, including bike/ped infrastructure, are more economically viable.
7/8/2022	Access, Bike/Ped, Economic Development	Including pedestrian and bicycle traffic components to this project are vital for the neighborhood.
7/8/2022	Access, Bike/Ped, Safety	We live in Roeland Park and would love to be able to use the 18th street corridor to travel to armourdale and the Kansas River levee trail
7/8/2022	Access, Bike/Ped, Safety	We need bike lanes
7/8/2022	Access, Bike/Ped, Safety	Please design this bridge with bike and pedestrian crossing in mind. There are only so many places that you can cross the River. This bridge not having the correct bike/ped infrastructure will endanger those who choose to use it to cross the River. What are the plans to account for bike/ped traffic?

7/8/2022	Access, Bike/Ped, Safety	Like it or not, this bridge is frequented by pedestrians all the time. There needs to be access for people to safely cross.
7/8/2022	Bike/Ped	Please include bike/ped access
7/8/2022	Access, Bike/Ped, Safety	Please make it safe for anyone who want to get from one part of KCK to another!
7/8/2022	Bike/Ped, Local Bridges, Road Design	My understanding is that 18th Street Bridge is being redesigned without bicycle/pedestrian accommodations in mind. I'm an avid cyclist and ride 18th street, and I sometimes feel frightened because of the traffic. Please reconsider adding bicycle/pedestrian accommodations.
7/8/2022	Bike/Ped	We should be bike conscious as a region.
7/8/2022	Bike/Ped, Road Design, Safety	I hope there's a place for bikes, jogging, etc across 18th St Bridge just like Highway 9 in MO
7/8/2022	Bike/Ped	Pedestrian and bicycle lanes should be added.
7/8/2022	Bike/Ped, Safety	Bicycles and pedestrians should feel comfortable using our bridges and pathways, will this redesign include bike/ped?
7/8/2022	Bike/Ped	Please design bike lanes for the 18th Street Bridge Replacement. There are very few safe crossings, which impedes bicycle travel. This prevents many poor, underserved minority populations from traveling outside of their homes to jobs, stores, etc. This also continues to divide communities as the only safe way to travel is to invest thousands of dollars a year in automobile travel, indicating a bias that roads are not designed for moving people but automobiles. Cycling lanes and encouraging cycling will save people money on travel, KDOT on repairs, and other drivers on traffic.
7/8/2022	Economic Development	The 18th street bridge needs bike and pedestrian accommodations. Many times I have seen people walking across the bridge and it is not safe for bikes or pedestrians. Just a little bit of a shoulder would help immensely. Not just cars live in this universe. Protect vulnerable road users, too. This bridge could be a nice tourist attraction, and place to walk and look at the River. There are sometimes eagles on that island. It would make money as a tourist attraction, to walk the bridge and look for eagles. People walk across the Golden Gate bridge a lot like that.

7/8/2022	Bike/Ped, Road Design, Safety	Please include a protected bike lane on the 18th Street bridge. People use bikes to get to work. Why do you keep ignoring this fact? They can't do it without a protected lane. There is a protected lane in my neighborhood and bicyclists use it frequently every day all year round. If this bridge is using federal tax money, then it would be neglectful to not include bicycles. Thanks for letting me comment.
7/8/2022	Bike/Ped	Design infrastructure for people, not just for cars.
7/8/2022	Bike/Ped, Safety	I see people walking on that bridge all the time.
7/8/2022	Bike/Ped, Environmental Concerns	No bike access? Is that even legal? Legal or not, it's not very smart.
7/8/2022	Bike/Ped, Environmental Concerns, Safety	Please ensure climate action and bicycle and pedestrian considerations are included in this project. The regional climate plan has a goal of reducing VMT by providing safe and accessible walking, biking, and transit connections. This current design does not align with these goals. In addition, there needs to be a safe way for community members that do not have cars to cross this bridge. It is irresponsible to use our Kansas taxpayer dollars on projects that only benefit automobile drivers and trucks. All KDOT projects should include pedestrian and bicycle access and considerations for safety of people who rely on active-transportation and micro-mobility. There are also significant greenhouse gas impacts and air quality impacts which directly relate to environmental justice and health concerns for the neighboring communities and homes.
7/8/2022	Bike/Ped, Local Bridges, Safety	As an avid bicycle rider it seems a shame to exclude this group from the design. During the pandemic our numbers have grown significantly and many are less experienced making your consideration more important.
7/8/2022	Bike/Ped, Road Design, Safety	Please include pedestrian and bike lanes where cyclists and pedestrians aren't jammed together but still protected from traffic. Please include multimodal space!
7/7/2022	Bike/Ped, Economic Development, Safety	Please include bike/ped needs in the design of this project. I visit Kansas and this area frequently. Not everyone drives a car (including me), so this will continue causing barriers for me and everyone else that walks/bikes/uses wheelchairs/etc.
7/7/2022	Bike/Ped, Road Design, Safety	Please consider pedestrians and cyclists when planning the 18th Street Bridge Replacement. Keep our community safe and accessible to more than just cars.
7/7/2022	Bike/Ped, Road Design, Safety	All bridges and roadways should be designed with pedestrian access and safety as a priority. Why isn't there a bike path or sidewalk available on the 18th St. bridge design??

7/7/2022	Bike/Ped, Road Design, Safety	Hello, As a resident that lives in the Argentine and crosses the 18th St Expressway Bridge over the Kansas River multiple times/day, I find it somewhat concerning that the new bridge design doesn't include some sort of pedestrian/bike access. While I understand there is a pedestrian/bike bridge just to the East on 12th street, I see pedestrians and bikers crossing on the 18th St bridge regularly. I know there's been multiple incidents between cars and pedestrians in the past years due to this issue. I understand that you have a budget that you have to design to (20+ years of construction experience) but with the footprint that a bridge already consumes, finding a 6'-8' lane for bikes and pedestrians can't be that expensive. There's not a good way to put a dollar value on human life, right? Why not work towards the future and include multiple forms of public access/egress to cross on this highway. The worst that can happen is you design to that standard and figure out the dollars and cents at a later date. I'm sure there's plenty of grant money available for projects like this that include pedestrian access. Thanks for your time, A Super Concerned Citizen That's Enjoys Biking
7/7/2022	Bike/Ped	Please provide bike and pedestrian infrastructure too.
7/7/2022	Access, Bike/Ped, Road Design	So far, all descriptions of the planned design only mention motorists. What are the planned improvements for active transit? If you've got room for 32 feet of shoulders, it seems like there should be room for a protected bike/ped lane.
7/7/2022	Access, Bike/Ped, Safety	As a bicycle commuter, I would appreciate a pedestrian/multi modal option to cross the bridge safely.
7/7/2022	Bike/Ped, Road Design, Safety	Please provide bicycle and pedestrian infrastructure at this crossing. The connection between neighborhoods, and the Levee trail is important.
7/7/2022	Bike/Ped	Please include bike/pedestrian access on this project.
7/7/2022	Bike/Ped, Road Design, Safety	As someone who has biked this area many times in the past, I think it's important to remember and include protected and separated bicycle and pedestrian accommodations in any design considerations. Thank you!
7/7/2022	Bike/Ped, Economic Development, Environmental Concerns	My wife and I have been traveling quite a bit, and have been amazed at the steps other cities have taken to encourage safe access for bicycle and pedestrian traffic, which promote healthy exercise and a cleaner environment. I cannot understand why you would not take that into consideration in planning for this bridge.

7/7/2022	Bike/Ped, Economic Development, Environmental Concerns	My wife and I have been traveling quite a bit, and have been amazed at the steps other cities have taken to encourage safe access for bicycle and pedestrian traffic, which promote healthy exercise and a cleaner environment. I cannot understand why you would not take that into consideration in planning for this bridge.
7/7/2022	Access, Bike/Ped, Safety	need lanes for pedestrians, cyclists, skateboarders, wheelchairs
7/7/2022	Access, Bike/Ped, Road Design	Please look into accommodating cyclists and pedestrians when replacing this bridge. Make the city more walkable
7/7/2022	Access, Bike/Ped, Economic Development	More people are looking to have active transportation by walking, biking and scooters for commuting and recreation. To have access to the 18th St bridge instead of lengthier routes would be such a great incentive for more people to get out of their cars. Or it would be beneficial to those who don't even own a car. By adding bike/ped access, the Levee trail would probably get more use as well. See the bridge they built in Stillwater, MN (St Croix Crossing) that has bike/ped access on Hwy 36. You can cross from MN to WI (or vice versa) without being in a car. I believe it increased their tourism as well.
7/7/2022	Access, Bike/Ped, Right of way	As someone who rides a bike between KCMO and KCK on a weekly basis, improvements to bicycle and pedestrian accommodations in the area are super important to me and I hope they're considered in this project.
7/7/2022	Bike/Ped	I'm sure that bicycle inclusion will be included in the plans, BUT if not, I hope that you will!
7/7/2022	Bike/Ped	As a bike rider who travels throughout the metro, I am shocked that a new bridge plan does not allow for pedestrians and cyclists.
7/7/2022	Bike/Ped, Local Bridges, Road Design	This is a critical time to include bike and pedestrians access to this important connection from Johnson to Wyandotte county. There have been far too many people injured because they do not have safe passage on roadways. Failure to include accommodation does not mean people won't be present on the road. It just means they will be injured or killed.
7/7/2022	Access, Bike/Ped, Safety	I am a resident of northeast Johnson County. The 18th Street bridge provides a main connector between Roeland Park and downtown KCK. The idea that there is really no plan to make bike & pedestrian access/safety a priority with the rebuild of this bridge seems short sighted. It also reinforces a historical lack of investment in communities where residents are less likely to own reliable vehicles. Please reconsider the design of this rebuild. There is likely sufficient funding available in the federal infrastructure funds recently made available. Thank you.

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Julie Lorenz, Secretary

Laura Kelly, Governor

IMMEDIATE RELEASE

July 8, 2022

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KDOT to host public information open house for 18th Street bridge replacement project

The Kansas Department of Transportation (KDOT) is hosting a public information open house for the 18th Street bridge replacement project on Thursday, July 14, 2022. The public is invited to attend the open house style meeting anytime between 5 p.m. and 7 p.m. at the South Branch Kansas City, Kansas Public Library at 3104 Strong Avenue, Kansas City, Kansas 66106.

Since 2019, KDOT has been working to identify a plan to improve the safety and longevity of the U.S. 69/18th Street bridge and the project is moving forward into the preliminary design phase.

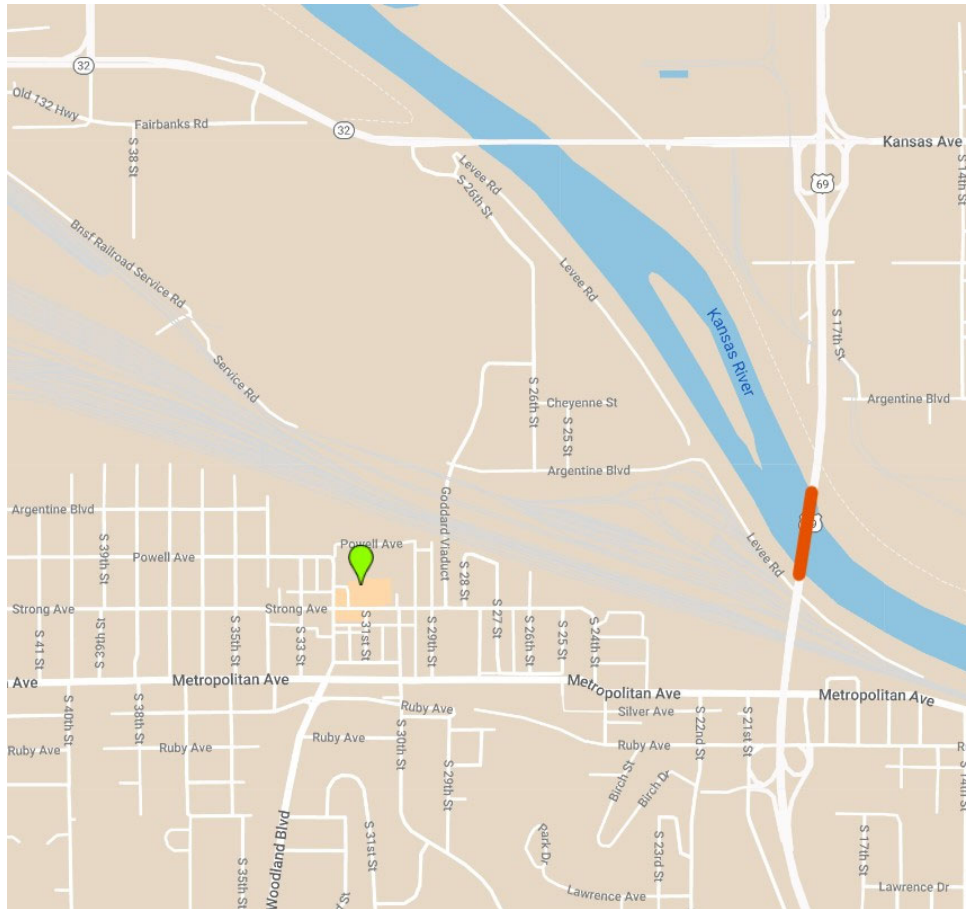
At the open house, attendees can learn about the project background, design process and schedule. KDOT and project team members will be available to answer questions. There will not be a formal presentation.

In addition to the public information open house, KDOT has launched a project website at www.18thstreetbridgekck.com. For those unable to attend the in-person meeting, KDOT will host an on-demand virtual public meeting on the project website. People can attend this virtual open house at their convenience, view meeting materials, and provide questions and comments through an online form that goes directly to the project team for review and response. The virtual informational open house will be available July 15 – 29. The content will be the same both online and in-person.

The public can visit the website to learn more about the project, sign up for project updates and view the virtual public meeting.

If you need special assistance or accommodations for the meetings, would like to request a hard copy version or would like to discuss with a project team member, please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Map below shows project location in orange and meeting location in green.



###

This information can be made available in alternative accessible formats upon request. For information about obtaining an alternative format, contact the KDOT Office of Public Affairs, 700 SW Harrison St., 2nd Fl. West, Topeka, KS 66603-3754 or phone 785-296-3585 (Voice) / 7-1-1 (Hearing Impaired).

Click below to connect to KDOT's Social Networks:



Kansas City Metro Office
1290 S. Enterprise
Olathe, KS 66061-5355



phone: 913-942-3100
fax: 913-782-5914
www.ksdot.org

Julie Lorenz, Secretary

Laura Kelly, Governor

PARA PUBLICACIÓN INMEDIATA

8 de julio 2022

Para organizaciones noticieras contacten a:

Kelly Kultala

785-207-0715

Kelly.Kultala@ks.gov

KDOT organizará la casa abierta de información pública para el proyecto de reemplazo del puente de 18th Street

El Departamento de Transporte de Kansas (KDOT) está organizando una reunión pública de información para el proyecto de reemplazo del puente de la calle 18 el jueves 14 de julio de 2022.

Se invita al público a asistir a la reunión en cualquier momento entre las 5:00 p. y 19:00 en la Biblioteca Pública de South Branch Kansas City, Kansas en 3104 Strong Avenue, Kansas City, Kansas 66106.

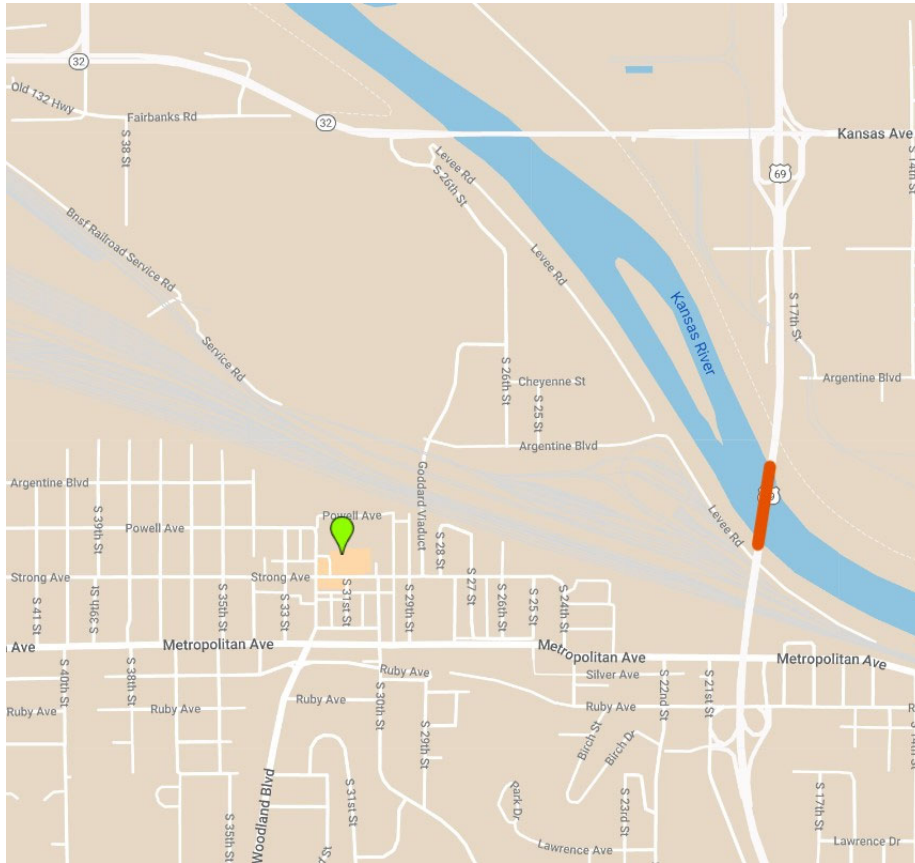
Desde 2019, KDOT ha estado trabajando para identificar un plan para mejorar la seguridad y la longevidad del puente de la calle 18 y el proyecto avanza hacia la fase de diseño preliminar. En la reunión pública, los participantes pueden conocer los antecedentes del proyecto, el proceso de diseño y el cronograma. KDOT y los miembros del equipo del proyecto estarán disponibles para responder preguntas. No habrá una presentación formal.

Además de eventos de información pública, KDOT ha lanzado un sitio web del proyecto en www.18thstreetbridgekck.com. Para aquellos que no puedan asistir a la reunión en persona, KDOT organizará una reunión pública virtual a pedido en el sitio web del proyecto. Las personas pueden asistir a esta jornada de puertas abiertas virtual a su conveniencia, ver los materiales de la reunión y proporcionar preguntas y comentarios a través de un formulario en línea que va directamente al equipo del proyecto para su revisión y respuesta. La casa abierta informativa virtual estará disponible del 15 al 29 de julio. El contenido será el mismo tanto en línea como en persona.

El público puede visitar el sitio web para obtener más información sobre el proyecto, registrarse para recibir actualizaciones del proyecto y ver la reunión pública virtual.

Si necesita asistencia especial o adaptaciones para las reuniones, desea solicitar una versión impresa o desea hablar con un miembro del equipo del proyecto, comuníquese con Kelsey Heavin al 816-527-2468 o kheavin@hntb.com.

El siguiente mapa muestra la ubicación del proyecto en anaranjado y en verde enseña la ubicación donde se conducirá la junta.



###

Esta información puede estar disponible en formatos alternativos accesibles a pedido. Para obtener información sobre cómo obtener un formato alternativo, comuníquese con la División de Comunicaciones de KDOT, 700 SW Harrison St., 2nd Fl West, Topeka, KS 66603-3754 o llame al 785-296-3585 (Voz)/Discapacidad auditiva: 7-1-1.

Síguenos en nuestras redes sociales para mantenerse informado:



18th Street Bridge Replacement Study

Purpose and Goals



Project Area

The study limits are along 18th Street Expressway (US-69) from Steele Road interchange to Kansas Avenue (K-32) in Kansas City, Kansas and Wyandotte County.

The 18th Street Bridge over the Kansas River is one of the few remaining deck truss bridges on the state highway system. Built in 1959, the bridge has undergone numerous rehabilitations over its 60-year life and it is nearing the end of its service life.

In the summer of 2017, a bridge inspection revealed the bridge was in deteriorating condition and in need of repairs. While the bridge was never considered unsafe, it was important to address existing corrosion and prevent further deterioration. Repair plans were developed and the bridge was closed to traffic in April of 2018. Work included significant repairs to the existing steel truss.

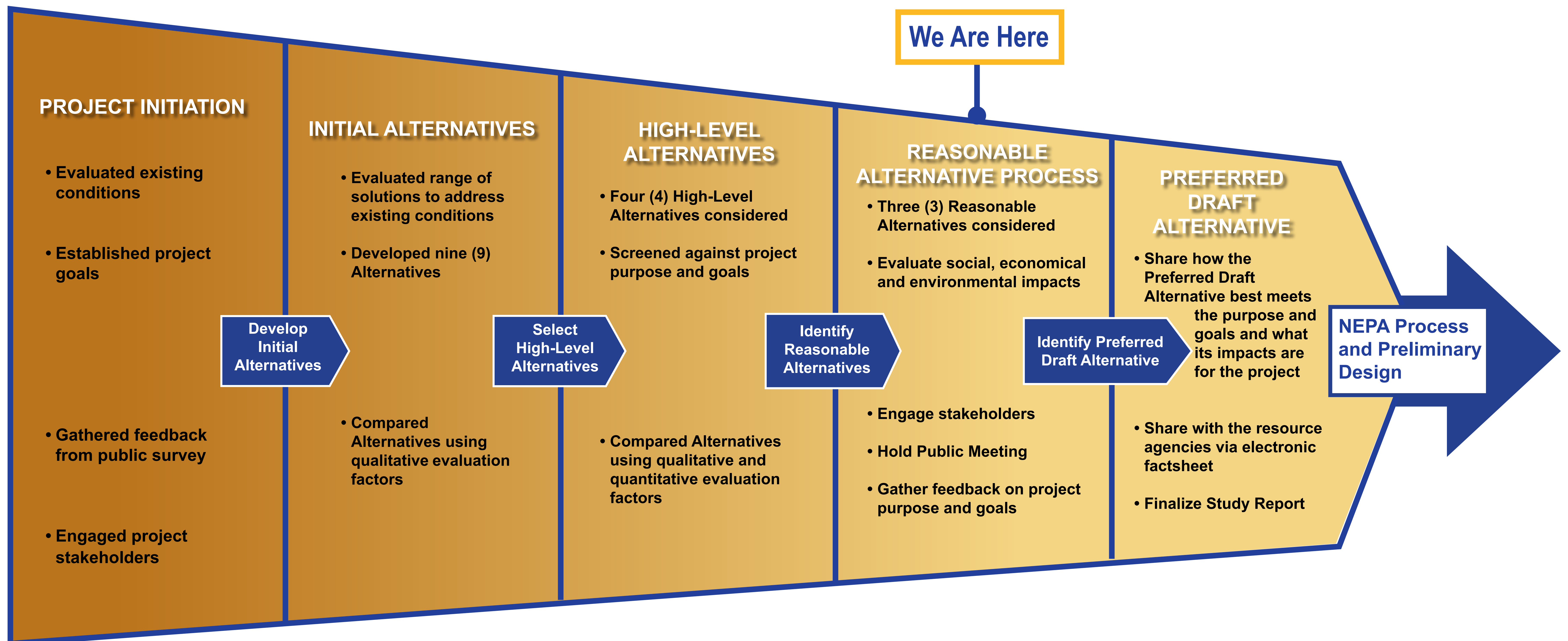
Repairs were completed and the bridge reopened to traffic in December of 2018. It is estimated that the repairs will extend the service life of the bridge 5 to 10 years. The purpose of the study is to determine a solution for replacement of the bridge since continued maintenance of the structure is no longer cost effective.

Goals of the Study:

- *Evaluate alternatives and identify a Preferred Draft Alternative Bridge Replacement for the long-term.*
- *Develop options to maintain the river crossing and enhance safety for all travelers through the 18th Street Corridor.*
- *Engage the public and understand the needs and concerns of the Unified Government.*

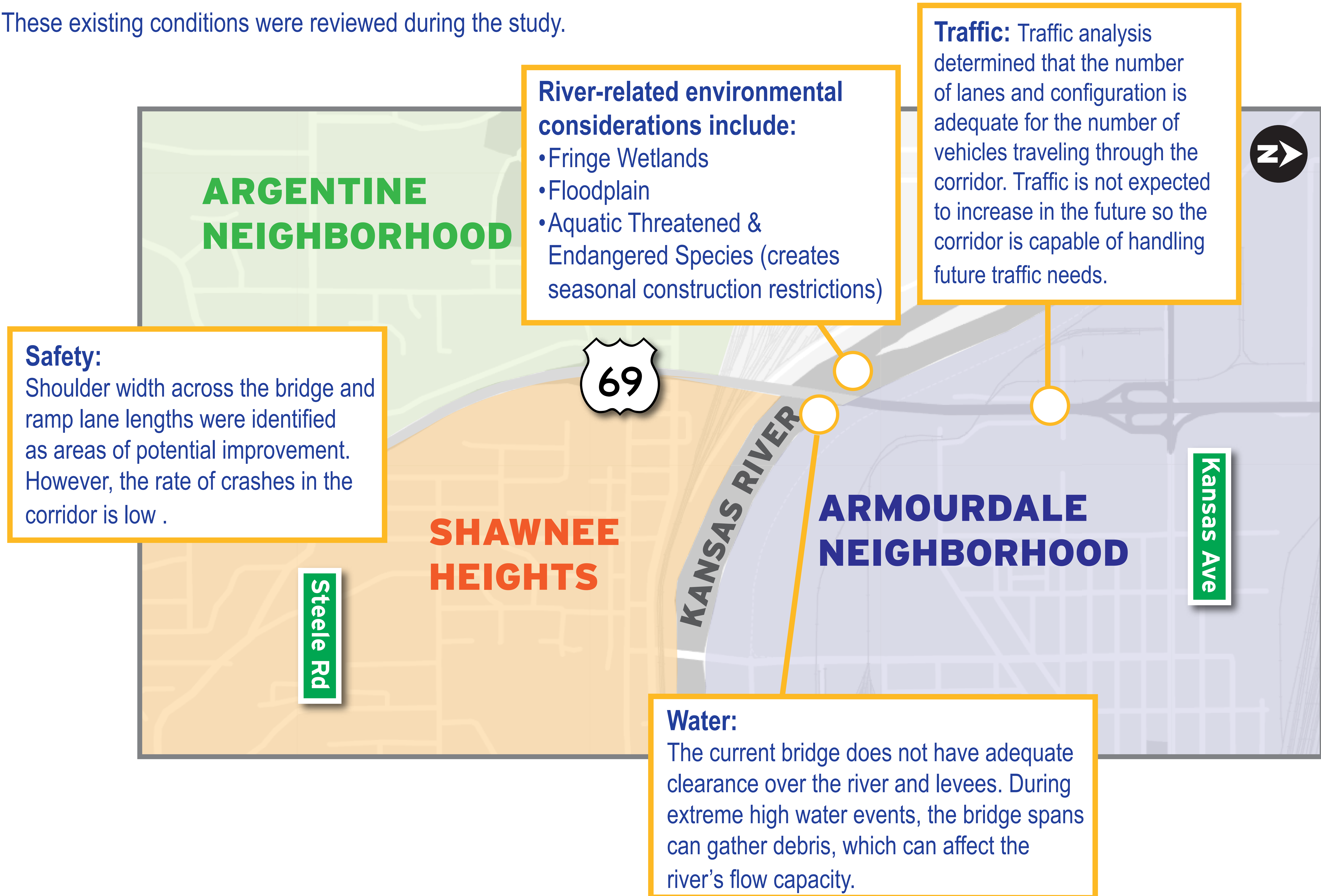
Study Process

The study process to develop a Preferred Draft Alternative starts with gathering and evaluating information for the study area, soliciting input from project stakeholders, and establishing project goals. A range of initial alternatives are developed to address the goals of the project. Each of the alternatives are compared and evaluated using qualitative and quantitative factors. The alternatives that best meet the goals of the study are carried forward for additional screening and evaluation.




Existing Conditions

These existing conditions were reviewed during the study.




Existing Bridge Considerations

A review of site conditions at the existing bridge identified challenges and constraints for a replacement bridge. These include the Kansas River and its levees, BNSF Railway tracks, existing bridge foundations, and several major utilities.



The bridge is currently four (4) 12-foot lanes with narrow shoulders measuring two to three feet wide.



The 18th Street Bridge has undergone numerous rehabilitations over its 60-year life - continued rehabilitation is no longer cost-effective to maintain this structure.

Kansas River levees and existing pier foundations limit replacement bridge pier locations.

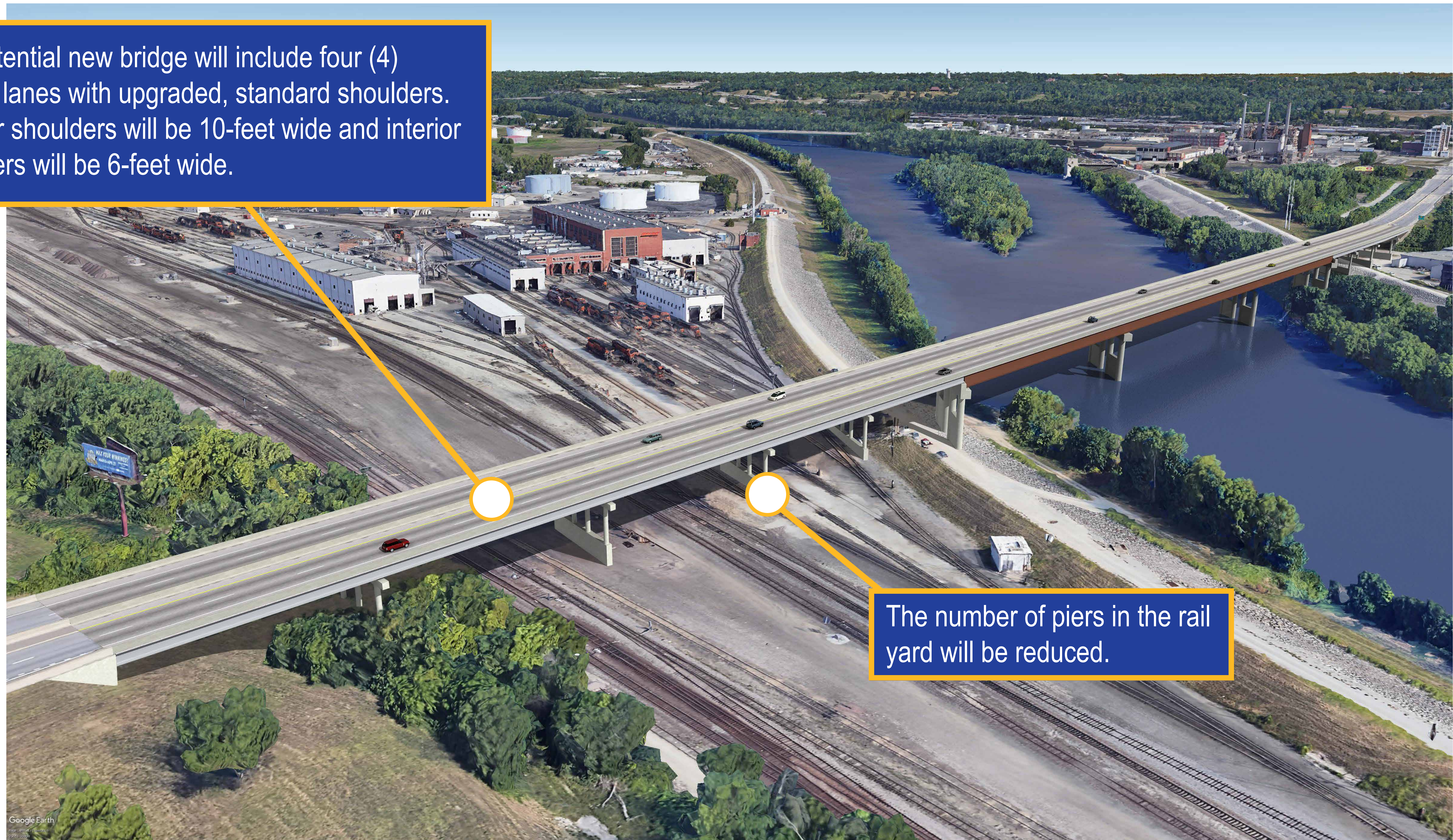


Replacement bridge piers must avoid railroad tracks and facilities.

Draft Replacement Bridge

The image below is a draft illustration of what the replacement bridge and corridor may look like once the project is complete.

The potential new bridge will include four (4) 12-foot lanes with upgraded, standard shoulders. Exterior shoulders will be 10-foot wide and interior shoulders will be 6-foot wide.



The number of piers in the rail yard will be reduced.

Public Involvement - We Are Listening

Key Stakeholder interviews have been conducted to understand the needs and concerns of the City, area organizations and residents. Groups we have spoken to include:

- Unified Government Elected Officials
- Unified Government Staff
- Chamber of Commerce and Economic Development
- Area Businesses

Understanding public concerns is also important to KDOT. A survey was conducted early 2019 and nearly 500 completed the survey.

“Provide advance knowledge of what is going to happen and when!”

“The 18th Street Bridge is a major route through the County and is vital to businesses and residents.”

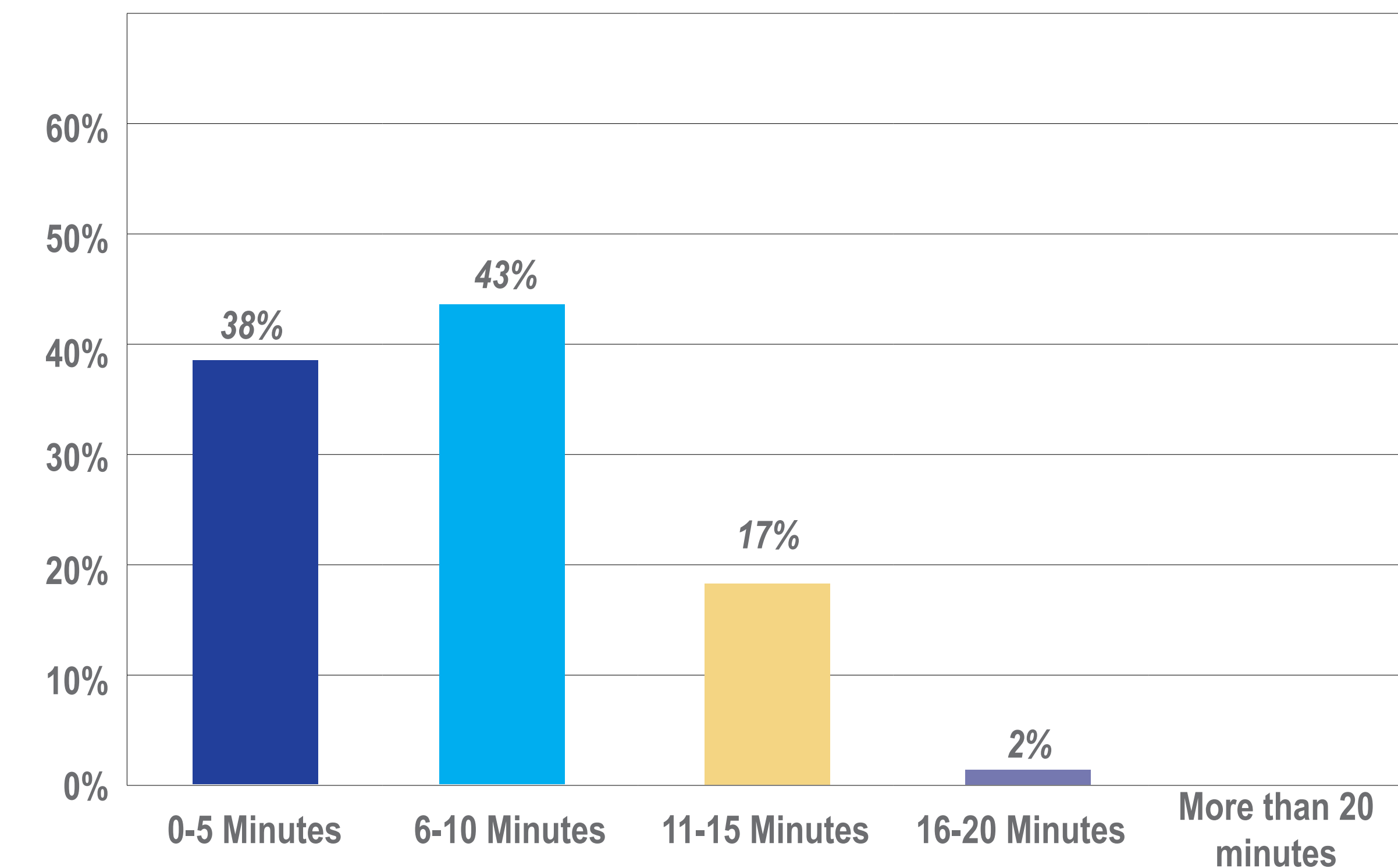
“If you are going to do it, get it done as fast and safely as possible.”

Key improvements the public would like to see include:

- Better lighting
- Improved safety
- Wider shoulders
- Safer pedestrian accommodations
- Improved ramps

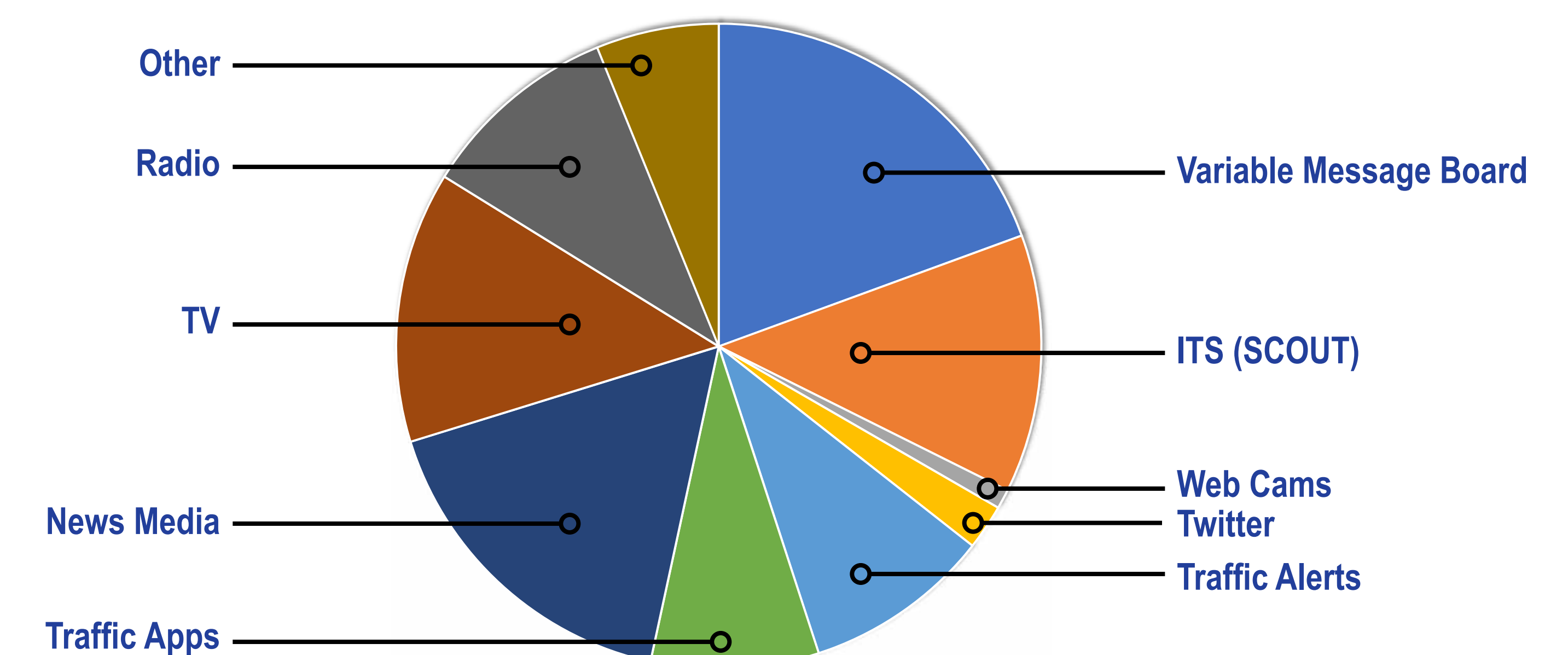
Drivers indicated that a delay of 6-10 minutes during construction was acceptable for the work to get done safely and efficiently.

During construction what is acceptable traffic delay?



Variable message boards, news media/tv and Intelligent Transportation System (ITS) signs are the top three ways people get information regarding traffic, detours and construction.

How do you get your information about traffic, detours and construction?



“Other” includes: Facebook, Nextdoor, Wyandotte County Newsletter

Initial Alternatives

Multiple factors were considered and weighed at a high level to screen and compare the Initial Alternatives. Below is a table that shows how each option was rated by category.

18th St. Expressway Bridge Replacement Initial Alternatives

Alternative	Description of Alternative	Disruption to Traffic on 18th Street	Construction Schedule	River Bridge Cost	Adjacent Infrastructure Cost	Utility Impacts	Right of Way Impacts
	No-Build Permanent closure or removal of 18th Street Bridge.	●	●	●	●	◐	●
1	On-Alignment Requires closure of 18th Street during construction. Minimizes impacts to adjacent properties and environment.	●	◐	◐	●	●	◐
2	Full East Shift Construct river bridge adjacent while not disturbing existing. Maintain traffic throughout construction, head-to-head for 1 season.	●	◐	●	●	◐	●
3	Full West Shift Construct river bridge adjacent while not disturbing existing. Maintain traffic throughout construction, head-to-head for 1 season.	●	◐	●	●	●	●
4	Overlapped East Shift Maintain traffic throughout construction, but reduce shift by adding a phase to construction for separate NB and SB river bridge.	◐	◐	◐	●	◐	●
5	Overlapped West Shift Maintain traffic throughout construction, but reduce shift by adding a phase to construction for separate NB and SB river bridge.	◐	◐	●	◐	●	◐
6	Partial East Shift Move river unit completely out of conflict with existing river unit. Maintain traffic throughout construction. Reduce shift in critical areas by phasing demolition of approach spans.	●	◐	◐	◐	◐	●
7	Partial West Shift Move river unit completely out of conflict with existing river unit. Maintain traffic throughout construction. Reduce shift in critical areas by phasing demolition of approach spans.	●	◐	◐	◐	●	◐
8	Minimal East Shift Place alignment as tight to existing as possible while still allowing for MOT. Demo NB North and South approach spans of river bridge first, allowing for construction of the NB portion of River bridge.	◐	●	●	◐	◐	◐
9	Minimal West Shift Place alignment as tight to existing as possible while still allowing for MOT. Demo SB North and South approach spans of river bridge first, allowing for construction of the SB portion of River bridge.	◐	●	●	◐	●	◐

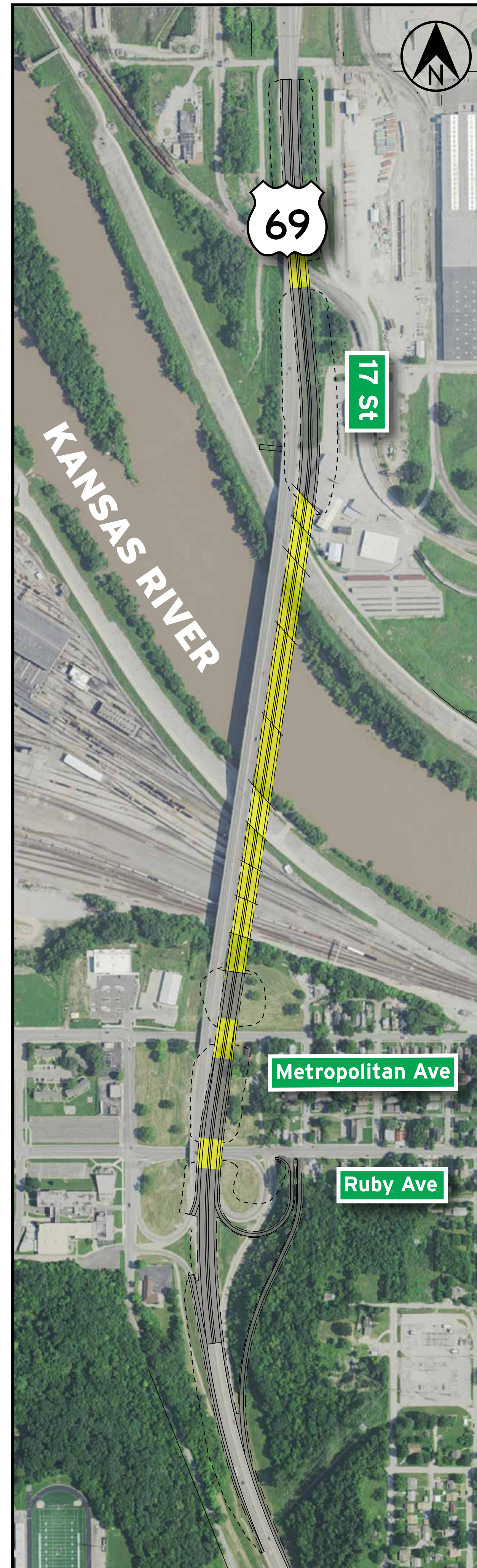
- Significant Negative
- ◐ Slight Negative
- ◑ Neutral
- ◐ Slight Positive
- Significant Positive

Initial Alternatives: On Alignment and East Shift Examples

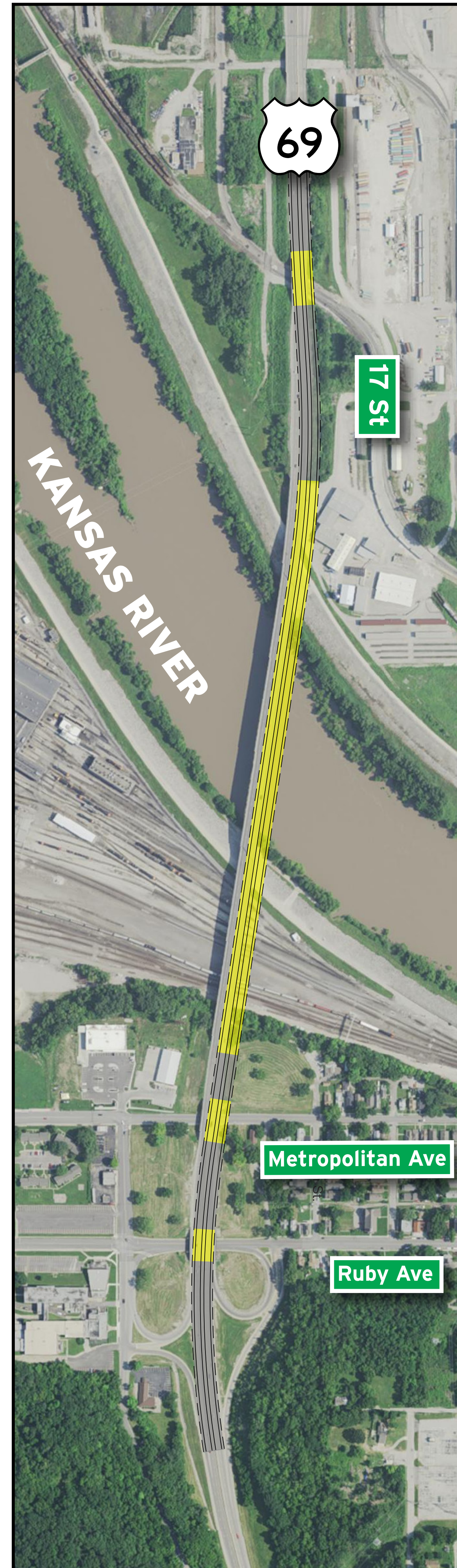
Alternative 1,
On-Alignment:



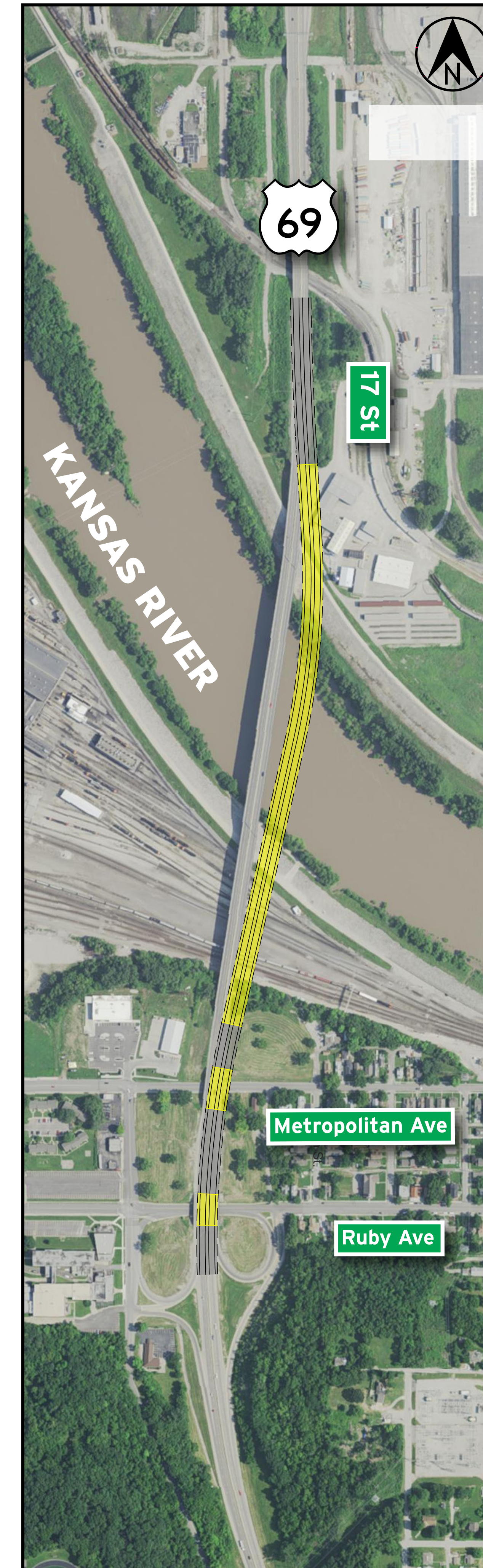
Alternative 2,
Full East Shift:



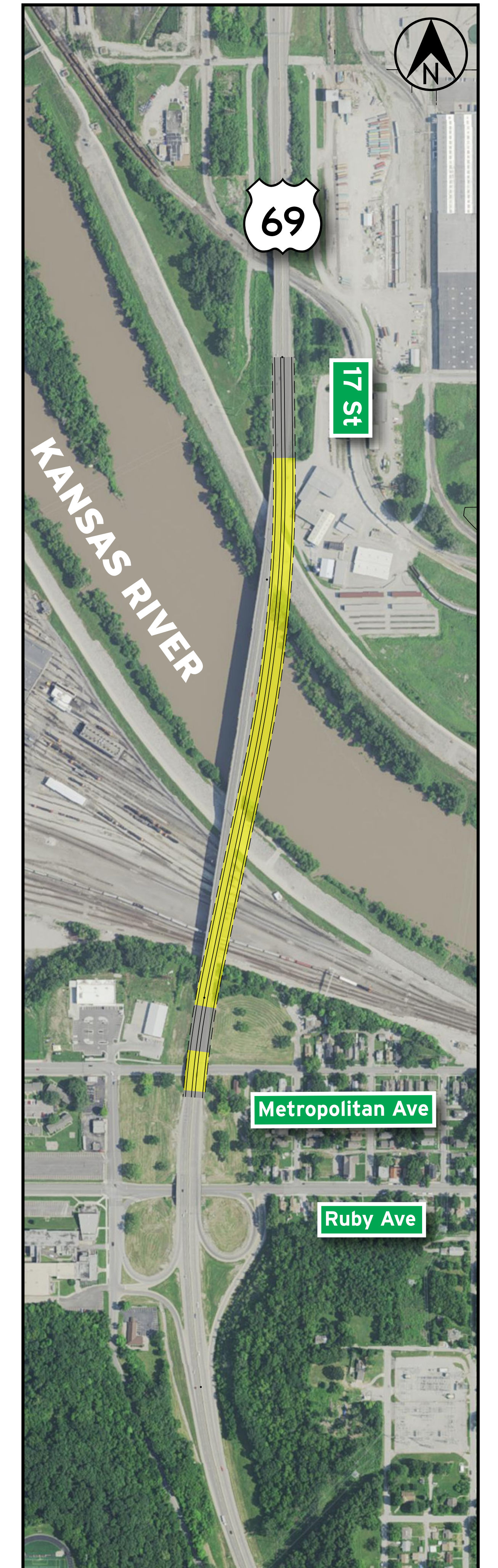
Alternative 4,
Overlapped East Shift:



Alternative 6,
Partial East Shift:

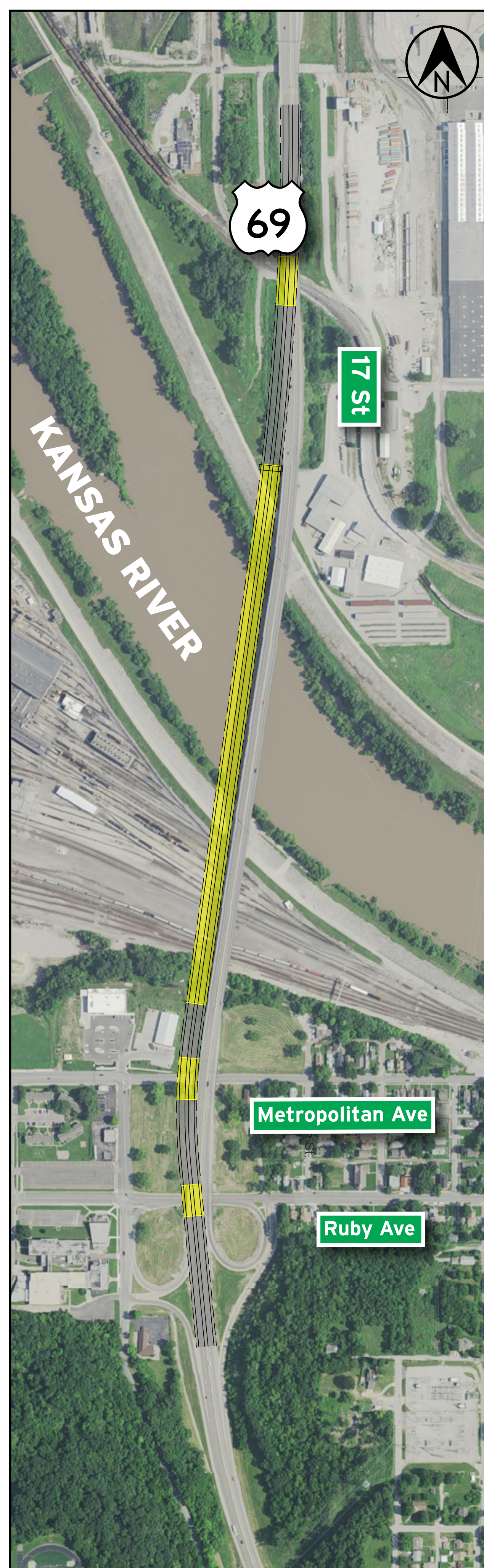


Alternative 8,
Minimal East Shift:

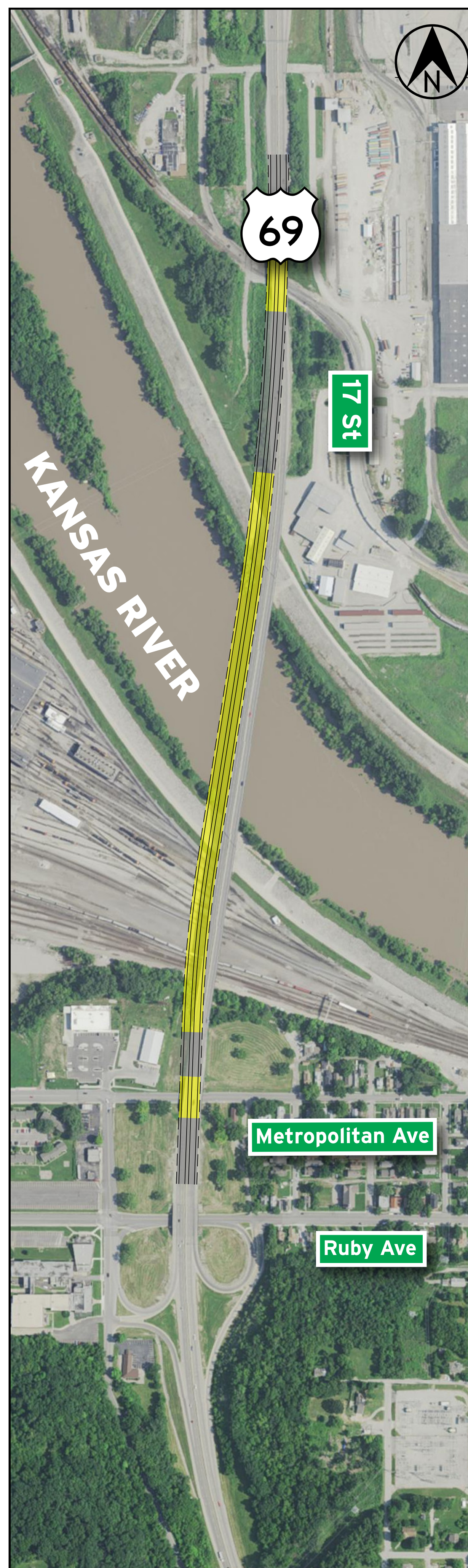


Initial Alternatives: West Shift Alignment Examples

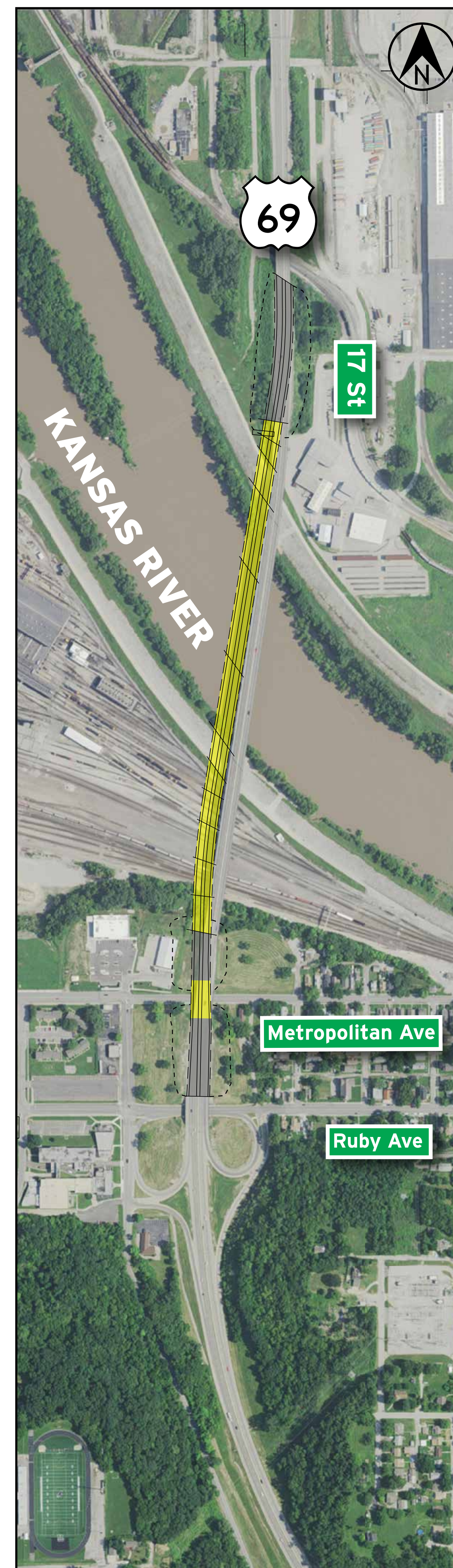
Alternative 3,
Full West Shift:



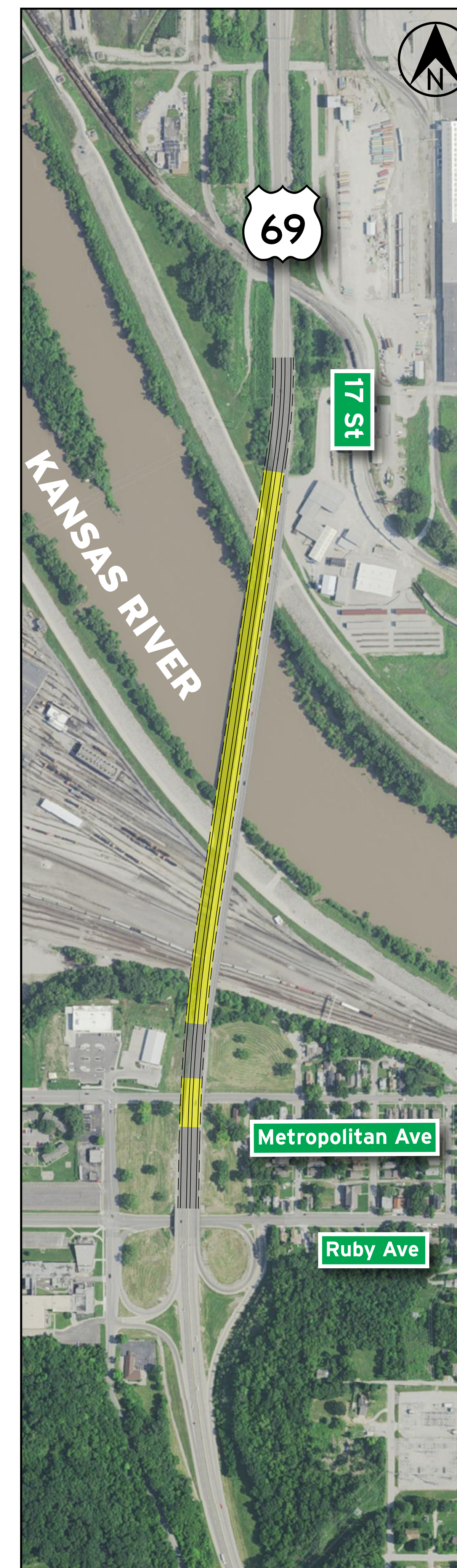
Alternative 5,
Overlapped West Shift:



Alternative 7,
Partial West Shift:



Alternative 9,
Minimal West Shift:



Evaluation of Reasonable Alternatives

Based on key criteria and how well the alternatives meet the goals of the study, the most feasible options were identified and narrowed down to three alternatives.

Maintenance of Traffic (MOT) and Safety

A key factor in evaluating the Reasonable Alternatives is Maintenance of Traffic (MOT). MOT identifies how each alternative may impact safety and travel times during construction. Considerations include predicting if the rate of crashes will increase, and if crashes do happen how it will impact the travel time for commuters. Lack of lanes or reduced shoulder width during construction, is also a negative impact because there is no where to go if a car breaks down.

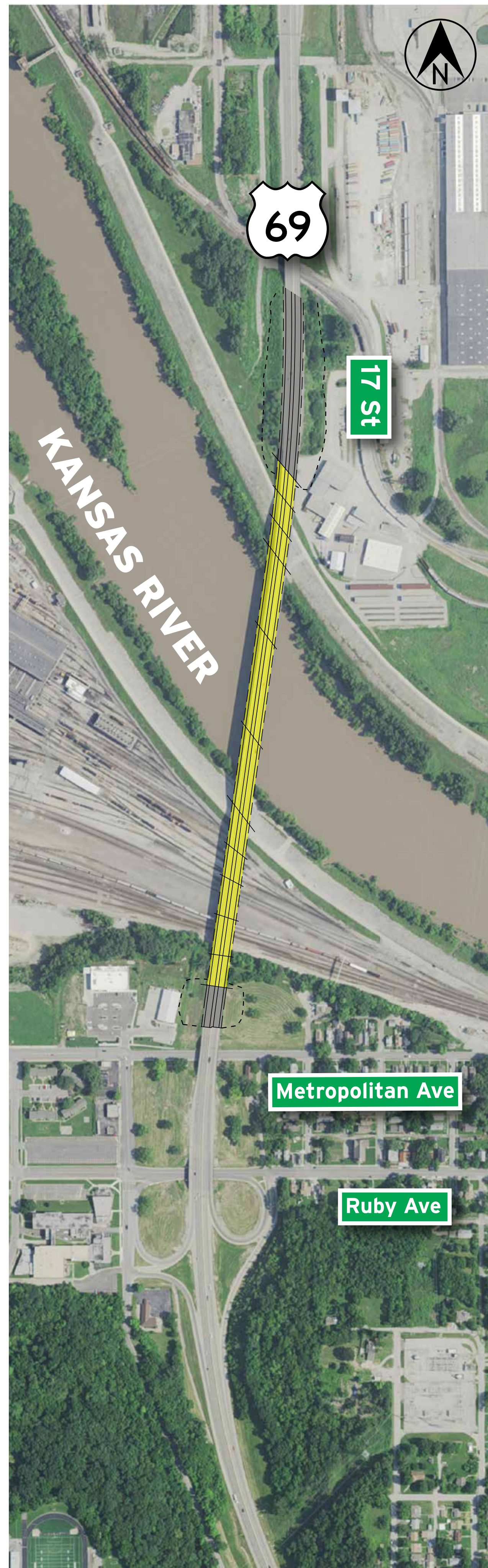
18th St. Expressway Bridge Replacement Reasonable Alternatives

Alternative		Description of Alternative	Construction Cost	Adjacent Improvements	Maintenance of Traffic (MOT) and Safety	Environmental Impacts	Utility Impacts	Right of Way Impacts
1	On-Alignment	Requires closure of 18th Street during construction. Minimizes impacts to adjacent properties and environment.	●	◐	◑	◑	●	●
2	Full East Shift	Requires closure of 18th Street during construction. Minimizes impacts to adjacent properties and environment.	◑	●	◑	●	◑	●
7	Partial West Shift	Move river unit completely out of conflict with existing river unit. Maintain traffic throughout construction. Reduce shift in critical areas by phasing demolition of approach spans.	◑	◑	●	◑	◑	◑

- Significant Negative
- ◐ Slight Negative
- ◑ Neutral
- ◑ Slight Positive
- Significant Positive

Reasonable Alternatives

The figures below are the most feasible options being considered and demonstrate the shift of the bridge location.



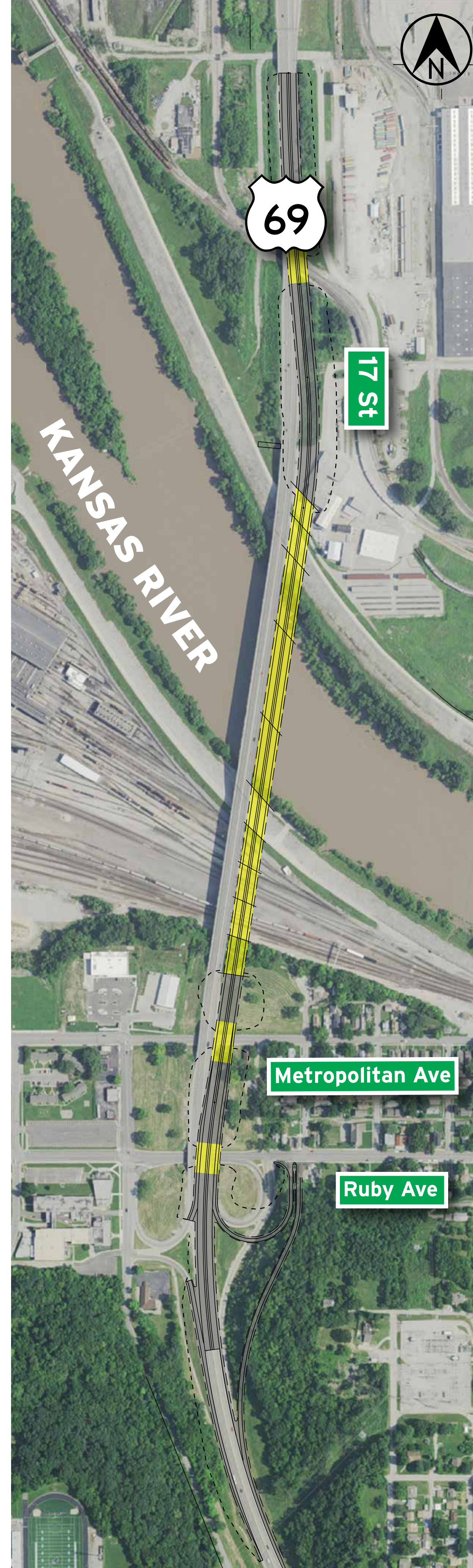
Alternative 1, On-Alignment:

Pros

- Minimizes required improvements
- Lowest cost alternative
- Limits impacts to adjacent properties
- Limits environmental impacts

Cons

- Requires full closure of 18th Street during construction



Alternative 2, Full East Shift:

Pros

- Ability to maintain traffic during construction along 18th Street
- Improved river bridge configuration

Cons

- Requires additional improvements along corridor
- Significant impacts to adjacent properties
- Safety and travel time concerns during construction should incidents occur in work zone



Alternative 7, Partial West Shift:

Pros

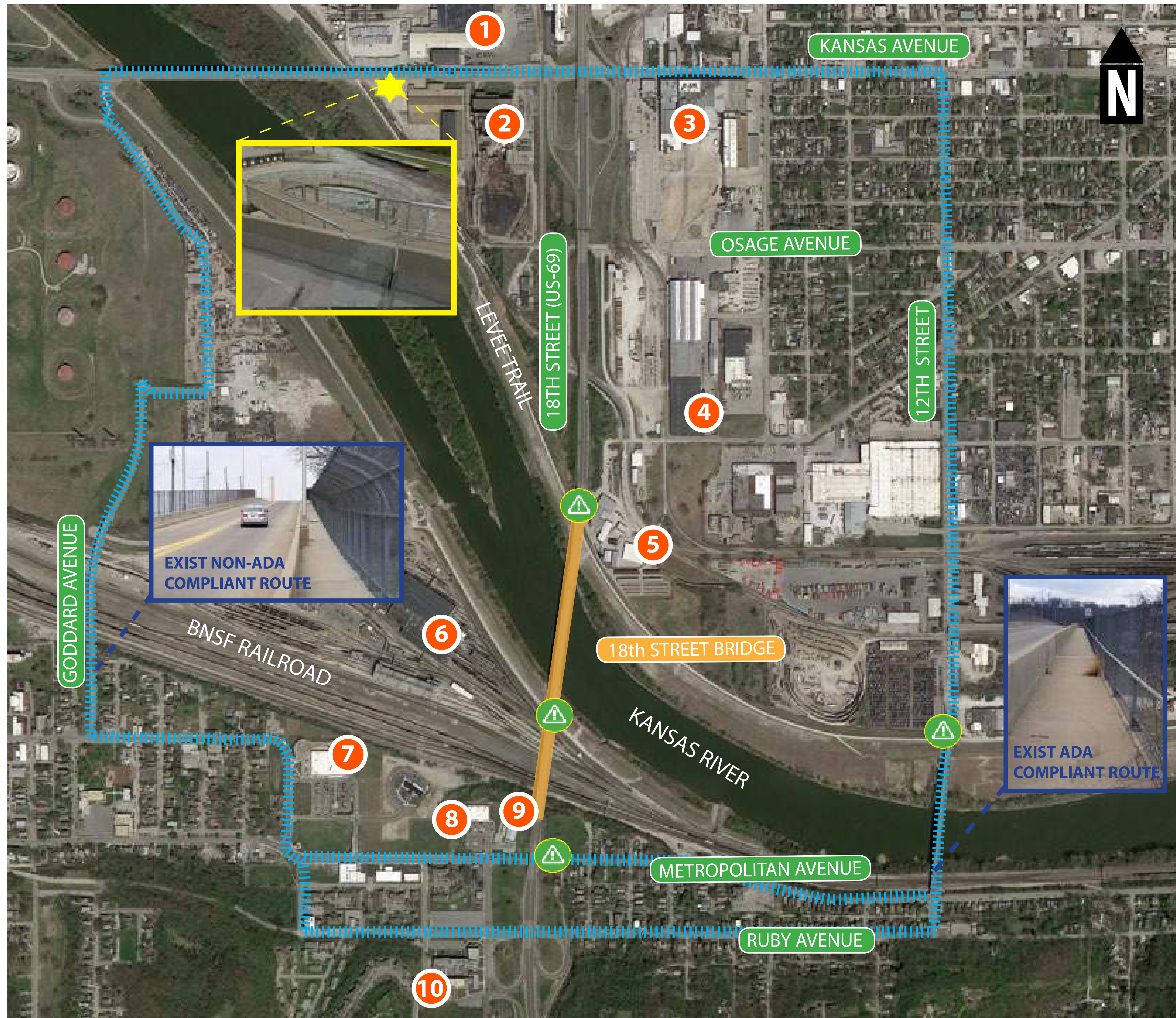
- Ability to maintain traffic during construction along 18th Street
- Lower impacts to adjacent properties

Cons

- Requires additional improvements along corridor
- Most challenging river bridge configuration
- Safety and travel time concerns during construction should incidents occur in work zone

Potential Bicycle and Pedestrian Improvements

KDOT will be working with the UG to identify improvements to bicycle and pedestrian accommodations in the area considering the Mid-America Regional (MARC) policies and the Unified Government's Master Plan.



LEGEND

Potential 18th Street Bike / Pedestrian Route

- Existing Master Plan Bike / Pedestrian Route
- Vertical Separation Between 18th Street and Local Sidewalk Network
- Existing Spiral Ramp

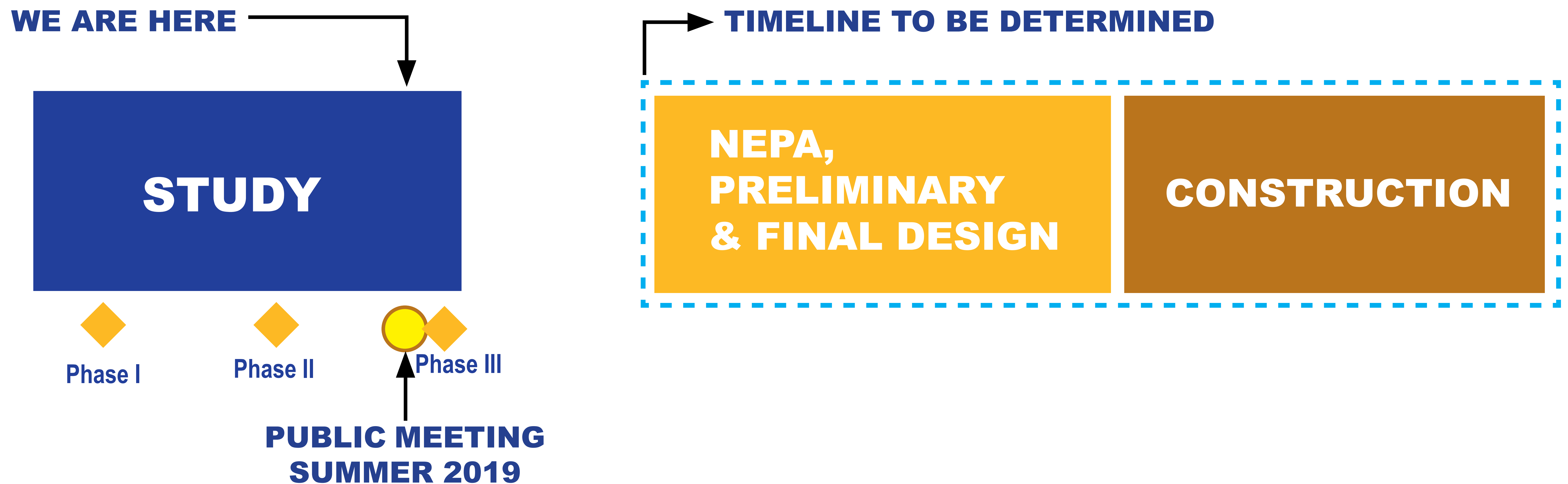
Key Businesses

1. Proctor & Gamble	6. BNSF Rail Yard
2. Temple - Inland	7. Walmart
3. VVF	8. Save A Lot
4. Trans Coastal Supply	9. Dollar General
5. KC Hardwood	10. Argentine Middle School

Next Steps

The 18th Street Bridge Replacement Study project kicked off in November of 2018 and a Preferred Alternative will be recommended by fall of 2019. A final public information fact sheet will be provided to the community and will identify the Preferred Draft Alternative and benefits.

No funding has been identified for further design or construction of this project at this time. Once funding is identified, the project will move into the National Environmental Policy Act (NEPA) process, preliminary and final design.



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Descripción del Proyecto



18TH STREET
BRIDGE REPLACEMENT PROJECT



El puente de la calle 18 sobre el río Kansas se construyó en 1959 y ha sido una parte fundamental de la comunidad durante más de 60 años. A lo largo de su vida, el puente ha sido objeto de numerosas rehabilitaciones y reparaciones, sin embargo, el puente se acerca al final de su vida útil. Después de considerarlo, el equipo del proyecto decidió reemplazar completamente el puente para mejorar las condiciones de viaje y la seguridad a través del corredor de la calle 18.

Objetivos del proyecto:

- Mantener el cruce del río
- Mejorar la seguridad de los automovilistas a lo largo del Corredor de la Calle 18



Área del proyecto



Condiciones Existentes



18TH STREET
BRIDGE REPLACEMENT PROJECT



Estas condiciones existentes fueron revisadas durante el estudio:

ARGENTINE NEIGHBORHOOD

La seguridad:

Con los 28 pies existentes dado que los anchos de las calzadas son un problema de seguridad, los anchos de los arcenes a lo largo del puente y los carriles de las rampas se identificaron como áreas de mejora potencial.

Las consideraciones ambientales relacionadas con el río incluyen:

- Humedales marginales
- Llanura de inundación
- Especies acuáticas amenazadas y en peligro de extinción (crea restricciones de construcción estacionales) (creates seasonal construction restrictions)

Tráfico:

Análisis de tráfico determinado que el número de carriles y configuración sea adecuado al número de vehículos que circulan por el corredor. No se espera que el tráfico aumente considerablemente en el futuro, por lo que el corredor es capaz de manejar futuras necesidades de tráfico.

SHAWNEE HEIGHTS

ARMOURDALE NEIGHBORHOOD

Agua:

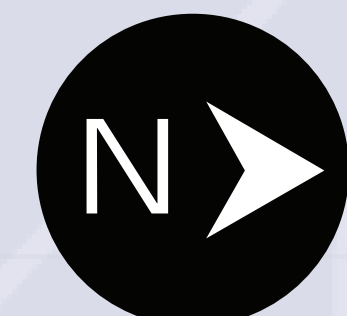
El puente actual no tiene la vertical adecuada despeje sobre el río y los diques. Durante eventos extremos de marea alta, los tramos del puente pueden acumular escombros, lo que puede afectar la capacidad de flujo del río.

Steele Rd

Kansas Ave



KANSAS RIVER

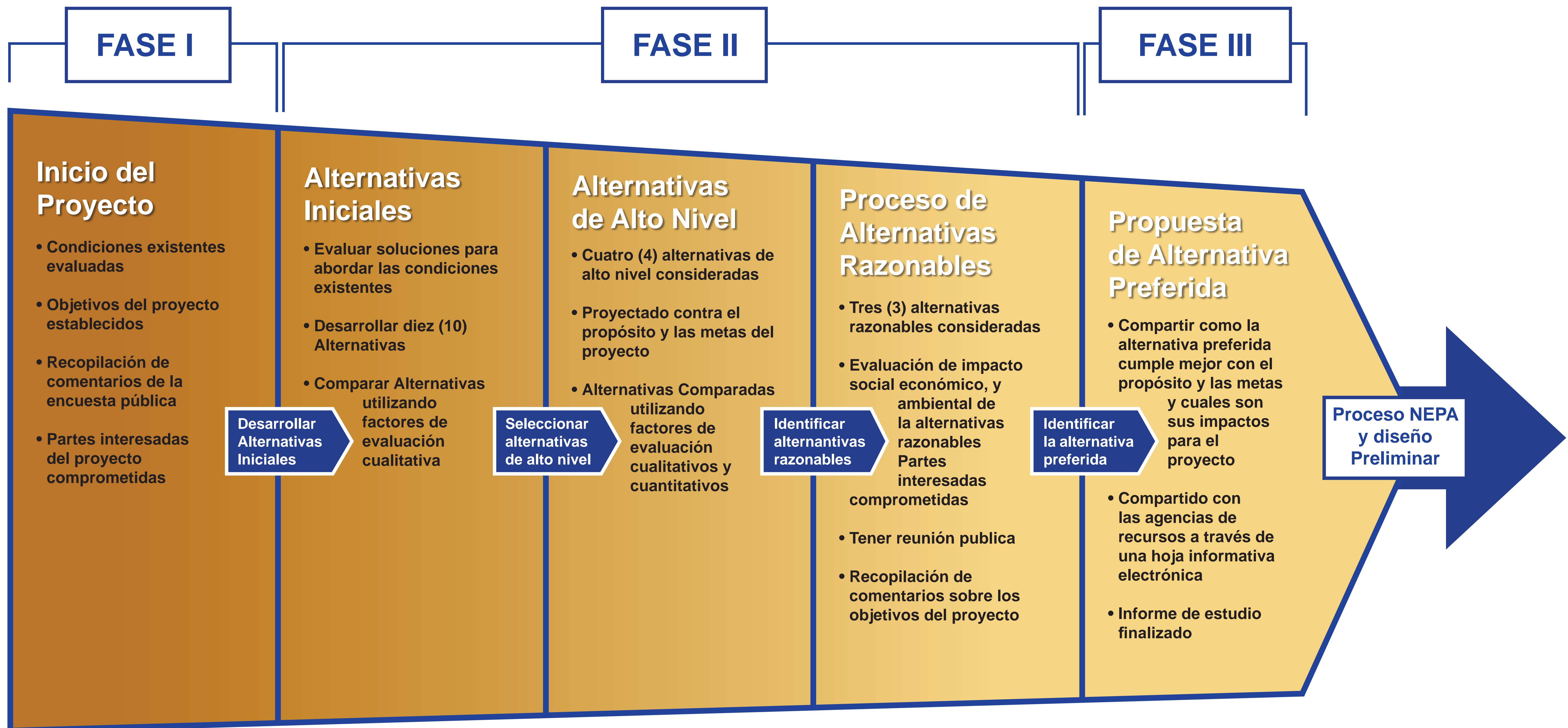


Proceso de Estudio



Como llegamos aquí

En 2019, KDOT realizó un estudio para evaluar varias alternativas de alineación e identificar una alternativa preferida que cumpliera mejor con los objetivos de su proyecto. El proceso evaluó muchas alternativas basadas en factores que incluyen la seguridad, el tráfico, los impactos en el río y la llanura aluvial y la opinión pública. La Alternativa de Alineación fue seleccionada como la Alternativa Preferida para satisfacer mejor las metas del proyecto y las necesidades del público.



Alternativa Preferida



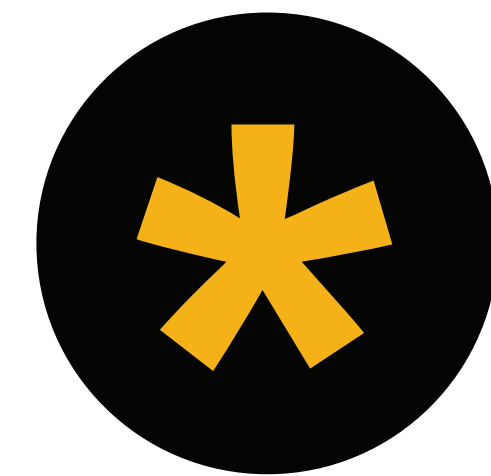
18TH STREET
BRIDGE REPLACEMENT PROJECT



ALTERNATIVA PREFERIDA: EN ALINEACION



La Alternativa de alineación fue seleccionada como la alternativa de proyecto preferida y actualmente se encuentra en la fase de diseño preliminar. Esta alternativa...



Minimiza la huella del proyecto



Limita los impactos a las propiedades adyacentes



Protege los recursos ambientales Proporciona



El mayor retorno de la inversión

Este proyecto requerirá el cierre completo del puente de la calle 18 durante dos temporadas de construcción y se anticipa que estará cerrado durante aproximadamente 2 años, a partir del 2025. Esto permitirá que la construcción se complete de manera eficiente y segura tanto para los trabajadores como para los viajeros. KDOT ya ha identificado varios desvíos de bajo impacto que resultarán en retrasos mínimos en los viajes y una alta confiabilidad en los viajes durante la construcción.

Beneficios del Proyecto



18TH STREET
BRIDGE REPLACEMENT PROJECT



Este proyecto reemplazará la estructura en deterioro y proporcionará un puente eficiente, seguro y de alta calidad que respaldará la actividad continua a lo largo de la calle 18 en los años venideros.

Beneficios del nuevo puente incluir:

- Cuatro carriles de 12 pies
- Hombros exteriores de 10 pies de ancho
- Hombros interiores de 6 pies de ancho

KDOT también estará trabajando para mejorar los puentes adyacentes, el pavimento de la vía y los elementos de seguridad vial para maximizar los beneficios del cierre de la vía.



Rendering

Calendario/Próximos Pasos



18TH STREET
BRIDGE REPLACEMENT PROJECT



El diseño preliminar comenzó en 2021 y concluirá a fines de 2022 con un proceso de diseño final a seguir. La construcción está programada tentativamente para comenzar en 2025.

	2022	2023	2024	2025
Diseño preliminar				
Diseño final				
Actividades de Derecho de Vía				
Compromiso público				
Comienza la construcción (aproximada)				

MANTÉNGASE COMPROMETIDO

A medida que avance el proyecto, habrá oportunidades para que el público permanezca informado y reciba actualizaciones del proyecto. Regístrese para recibir actualizaciones del proyecto en www.18thstreetbridgekck.com.



CONTACTOS DEL PROYECTO:

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18th Street Bridge Replacement

Fact Sheet | Summer 2022

KDOT Project No. 69-105 KA-4881-02



18TH STREET
BRIDGE REPLACEMENT PROJECT

PROJECT OVERVIEW

The U.S. 69 (18th Street) Bridge over the Kansas River is one of the few remaining deck truss bridges on the state highway system. Built in 1959, the bridge has undergone numerous rehabilitations over its 60-year life and is nearing the need for a new bridge design.

In 2019, KDOT completed a study that evaluated alternatives to identify a preferred alternative to replace the bridge for the long-term. The study team developed bridge alternatives with the key goals being to maintain the river crossing and improve safety for motorists through the 18th Street Corridor.



The 18th Street Bridge, built in 1959, is nearing the end of its service life.



STUDY PROCESS

The study process evaluated and compared the alternatives using qualitative and quantitative factors to identify the alternative that best met the project goals. In addition, a public engagement process, including a community survey, was conducted to gather public input on the alternatives under consideration. The team identified the final preferred alternative as the option that best met the goals and evaluation criteria of the study.

PREFERRED ALTERNATIVE

Alternative 1, the On-Alignment Alternative, was determined to be the most feasible option as it best meets the project goals and evaluation factors. The key factors that differentiated this alternative were cost, impacts to adjacent properties, environmental considerations, maintenance of traffic and safety during construction. This alternative focuses on the bridge replacement and limits impacts along the corridor. It minimizes encroachment on adjacent properties and protects sensitive environmental resources.

The On-Alignment Alternative will utilize a full closure of 18th Street to construct the new bridge. This approach will allow for construction to be completed in the safest manner for both construction staff and travelers. KDOT analyzed detours to accommodate the full closure, and several low impact detours were determined to be viable options for travelers. The analysis indicated that travelers can expect minimal travel delay and high trip reliability during construction. More information will be provided as the project progresses.

The On-Alignment Alternative was selected because it:



Minimizes Project Footprint



Protects Environmental Resources



Limits Impacts to Adjacent Properties



Provides Highest Return on Investment

PROJECT BENEFITS

The new bridge will provide a safer river crossing. Potential improvements include four 12-foot lanes with upgraded, standard shoulders. Exterior shoulders will be 10-feet wide and interior shoulders will be 6-feet wide. The new bridge addresses the existing, aging structure providing a new, high-quality bridge that will serve the needs of the traveling public long into the future.

In addition, KDOT will be implementing improvements to some of the adjacent bridges, roadway pavement, and roadside safety elements to make additional investments in the corridor and take advantage of the full closure.



This image is an example exhibit of what the bridge could look like upon completion.

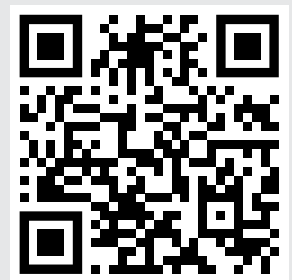
SCHEDULE AND NEXT STEP

The Project Team is moving forward on the 18th Street Bridge Replacement Project with the On-Alignment Alternative. Preliminary design started in 2021 and will conclude by the end of 2022 with a final design process to follow. Construction is tentatively set to begin in 2025. As the project moves forward, the team will meet with the public to provide project updates. Below is an overview of the schedule.

	2022	2023	2024	2025
Preliminary Design	■			
Final Design		■		
Right-of-Way Activities		■		
Public Engagement	▲	▲		▲
Potential Construction Begin				★

STAY ENGAGED AT WWW.18THSTREETBRIDGEKCK.COM

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Reconstrucción de Puente de calle 18th

Hoja de Hechos | Verano 2022

KDOT Project No. 69-105 KA-4881-02



18TH STREET

BRIDGE REPLACEMENT PROJECT

DESCRIPCIÓN DEL PROYECTO

El puente U.S. 69 (18th Street) sobre el río Kansas es uno de los pocos puentes de armadura de cubierta que quedan en el sistema de carreteras estatales. Construido en 1959, el puente ha sido objeto de numerosas rehabilitaciones durante sus 60 años de vida y se acerca la necesidad de un nuevo diseño de puente.

En 2019, KDOT completó un estudio que evaluó alternativas para identificar una alternativa preferida para reemplazar el puente a largo plazo. El equipo de estudio desarrolló alternativas de puentes con los objetivos clave de mantener el cruce del río y mejorar la seguridad de los viajeros a través del Corredor de la Calle 18.



El puente de la calle 18, construido en 1959, se acerca al final de su vida útil.

ALTERNATIVA PREFERIDA: EN ALINEACION



PROCESO DE ESTUDIO

El proceso del estudio evaluó y comparó las alternativas utilizando factores cualitativos y cuantitativos para identificar la alternativa que mejor cumplía con los objetivos del proyecto. Además, se llevó a cabo un proceso de participación pública, que incluyó una encuesta comunitaria, para recopilar opiniones públicas sobre las alternativas en consideración. El equipo identificó la alternativa preferida final como la opción que mejor cumplía con los objetivos y criterios de evaluación del estudio.

ALTERNATIVA PREFERIDA

Se determinó que la Alternativa 1, la Alternativa de Alineación, es la opción más factible ya que cumple mejor con los objetivos del proyecto y los factores de evaluación. Los factores clave que diferenciaron esta alternativa fueron el costo, los impactos en las propiedades adyacentes, las consideraciones ambientales, el mantenimiento del tráfico y la seguridad durante la construcción. Esta alternativa se enfoca en el reemplazo del puente y limita los impactos a lo largo del corredor. Minimiza la invasión de propiedades adyacentes y protege los recursos ambientales sensibles.

La Alternativa de alineación utilizará un cierre total de la calle 18 para construir el nuevo puente. Este enfoque permitirá que la construcción se complete de la manera más segura tanto para el personal de construcción como para los viajeros. KDOT analizó los desvíos para adaptarse al cierre total y se determinó que varios desvíos de bajo impacto eran opciones viables para los viajeros. El análisis indicó que los viajeros pueden esperar un retraso mínimo en el viaje y una alta confiabilidad en el viaje durante la construcción. Se proporcionará más información a medida que avance el proyecto.

La alternativa de alineación fue seleccionada porque:



Minimiza la Huella del Proyecto



Protégé los Recursos Ambientales



Limita el Impacto a las Propiedades Adyacentes



Proporciona el Mayor Retorno de Inversión

BENEFICIOS DEL PROYECTO

El nuevo puente proporcionará un cruce de río más seguro. Las posibles mejoras incluyen cuatro carriles de 12 pies con arcenes estándar mejorados. Los arcenes exteriores tendrán 10 pies de ancho y los arcenes interiores tendrán 6 pies de ancho. El nuevo puente se ocupa de la estructura antigua existente y proporciona un puente nuevo de alta calidad que atenderá las necesidades del público viajero en el futuro.

Además, KDOT implementará mejoría en algunos de los puentes adyacentes, el pavimento de las carreteras y los elementos de seguridad en las carreteras para realizar inversiones adicionales en el corredor y aprovechar el cierre total.



Esta imagen es una exhibición de ejemplo de cómo podría verse el puente una vez terminado.

HORARIO Y PRÓXIMO PASO

El Equipo del Proyecto está avanzando en el Proyecto de Reemplazo del Puente de la Calle 18 con la Alternativa de Alineación. El proyecto se inició en 2021 y actualmente se encuentra en la fase de diseño preliminar. A medida que avanza el proyecto, el equipo se reunirá con el público para proporcionar actualizaciones del proyecto. A continuación, se muestra una descripción general del horario.

	2022	2023	2024	2025
Diseño Preliminar	■			
Diseño Final		■	■	
Actividades de servidumbre de paso		■	■	
Compromiso Público	▲	▲		▲
Comienza la Construcción (potencialmente)				★

MANTENTE COMPROMETIDO EN WWW.18THSTREETBRIDGEKCK.COM

El Equipo del Proyecto ha creado un sitio web para proporcionar la información más actualizada sobre el Proyecto. A medida que el proyecto avance, habrá oportunidades para reunirse con el equipo del proyecto y brindar comentarios y hacer preguntas. Manténgase involucrado y aprenda más sobre el Proyecto de Reemplazo del Puente de la Calle 18 registrándose para recibir actualizaciones sobre el Proyecto y los próximos eventos en www.18thstreetbridgekck.com.



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18th Street Bridge Replacement

Bicycle & Pedestrian Accommodations Fact Sheet | Summer 2022

KDOT Project No. 69-105 KA-4881-02



18TH STREET

BRIDGE REPLACEMENT PROJECT

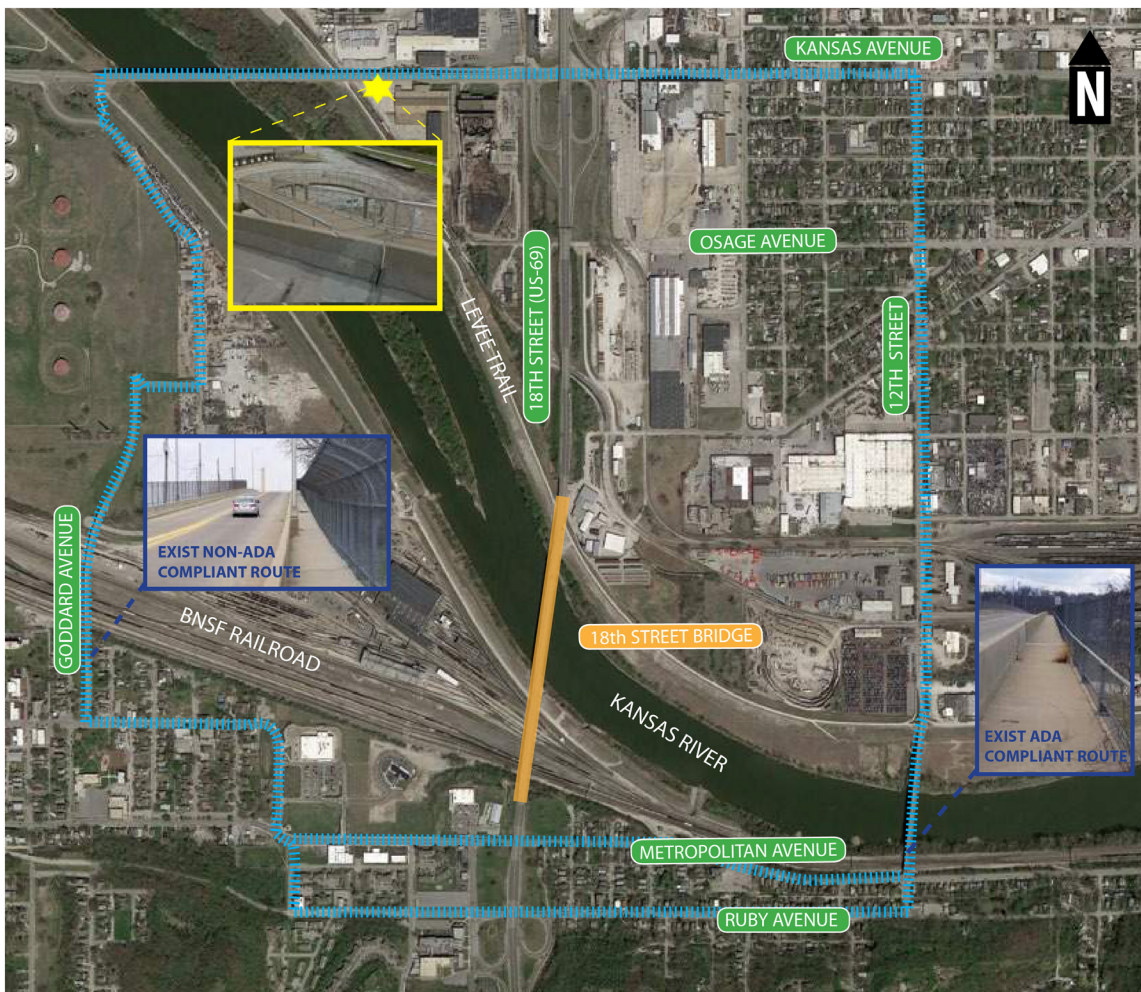
SAFE BIKE AND PEDESTRIAN FACILITIES ARE A PRIORITY FOR KDOT

The Kansas Department of Transportation works with communities to determine the right bike and pedestrian elements on all roadway and bridge projects. The intent is to incorporate bike and pedestrian facilities that are safe and serve the needs of the community. With this objective, KDOT evaluated alternatives for bike and pedestrian facilities as part of the 18th St. Bridge Replacement Study.

BIKE/PEDESTRIAN ALTERNATIVES

Evaluation of alternatives begins with understanding the currently adopted, locally developed bike and pedestrian master plan. The map below illustrates the bike and pedestrian routes identified in current plan. Note that a route is not identified on 18th Street itself. Instead, routes are identified for 12th Street and Kansas Avenue. As part of the 18th Street Bridge Replacement Project, KDOT is willing to work with the community to improve the planned routes in the area, if desired.

Another alternative is to provide a shared use path on 18th Street itself. However, the 18th Street Expressway is a freeway which carries over 30,000 vehicles per day and has a posted speed of 55 mph. Since this is a higher-speed, high-volume roadway, there are safety concerns with providing bike and pedestrian facilities directly on 18th Street. For this reason, KDOT recommends to not include bike and pedestrian facilities on 18th Street but rather, continue working with the Unified Government to determine meaningful improvements on the routes identified in the current master plan.



LEGEND

- Potential 18th Street Bike / Pedestrian Route
- Existing Master Plan Bike / Pedestrian Route
- Existing Spiral Ramp

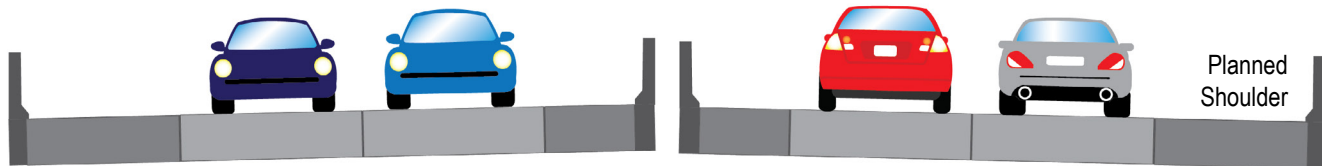
Source: 18th Street Bridge Study, 2020



A FLEXIBLE SOLUTION

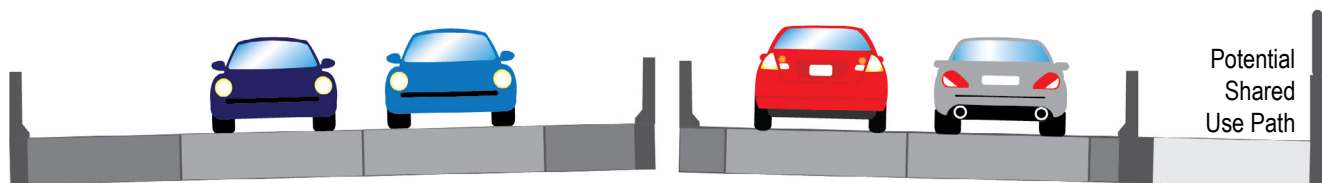
As noted, the 18th Street Expressway is a freeway. And, at this time, there have been no studies or plan recommending to change the existing roadway classification. However, KDOT recognizes that the needs of communities can evolve. For this reason, the proposed replacement bridge is being designed to accommodate both the freeway section today, and a potential future arterial (lower speed) street section in the future which could include bike and pedestrian paths (see example roadway sections below). If there is interest by the community or future studies that determine that a different facility type better serves the needs of all users, the bridge can be modified to incorporate bike and pedestrian facilities at that time.

Current Planned Typical Section



(Graphic representation only. Not to scale.)

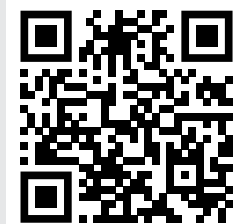
Potential Future Use Typical Section



(Graphic representation only. Not to scale.)

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