

18th Street Bridge Replacement Study

KDOT Project No. 69-105 KA-4881 01

PURPOSE OF THE STUDY

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 approximately 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 INCLUDE:

- **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.

PREFERRED DRAFT ALTERNATIVE – ON ALIGNMENT

Through a review of several alternatives, the On-Alignment Alternative has been identified as the Preferred Draft Alternative. It is the most feasible option based on key factors and how well it enhances safety for all travelers through the 18th Street Corridor. (A graphic of the Study Process is on the back) The benefits of this Alternative include:

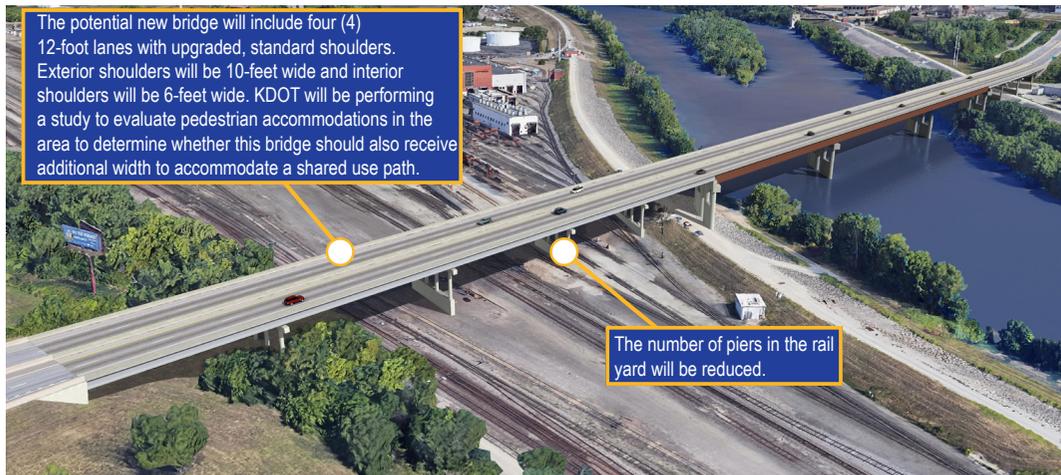
- Minimizes required improvements
- Cost effective
- Limits impacts to adjacent properties
- Limits environmental impacts

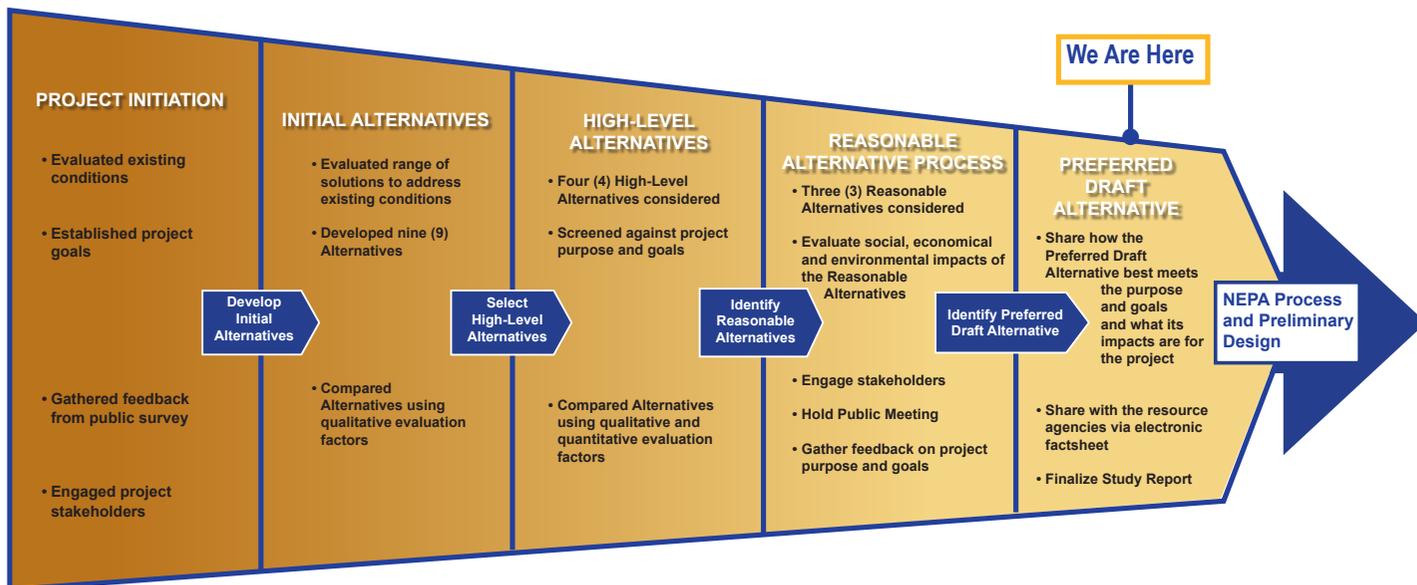
In the evaluation of alternatives, one key factor carefully considered was Maintenance of Traffic (MOT). The MOT assessment determined

which alternative best mitigated mobility, safety, environmental, and community impacts to the construction work zone.

Through the study process it was determined that the On-Alignment Alternative provided the best balance of all factors considered and best met the goals of the study and the concerns of the project stakeholders. Other alternatives saw significant impacts to driver safety and reduced mobility.

The On-Alignment Alternative will require a full bridge closure during construction. As the project develops, KDOT will provide a traffic management plan that includes traffic detours and utilizes convenient adjacent river crossings.





STUDY PROCESS

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

PUBLIC MEETING

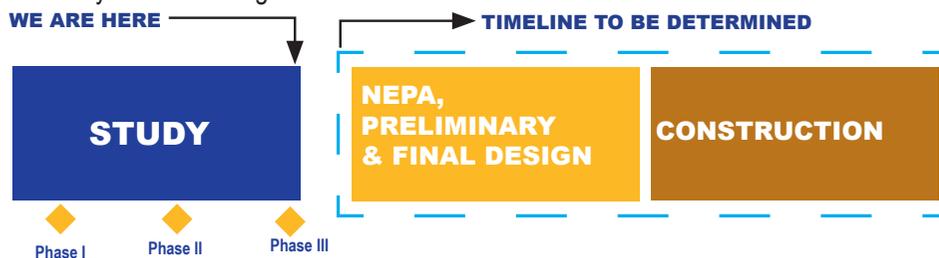
KDOT hosted a public information meeting for the 18th Street Bridge Replacement Study on Thursday, August 8, 2019. The public was invited to attend the open house style meeting at Joe E. Amayo Argentine Recreation Center. The purpose of the meeting was to share information on the study, the alternatives being considered and allow the public to ask questions and provide input.

KDOT gathered input from 35 attendees, including two U.G. Commissioners. The key theme discussed was safety with considerations for more access points for pedestrian/bicycle crossings across the river, the 18th street closure, and the overall project area to be extended further into other locations, specifically to I-70. KDOT used the local input to guide the selection for the On-Alignment Alternative.



NEXT STEPS

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 preliminary and final design.



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