

# WELCOME!

Thank you for participating in our online public meeting for the K-10/23<sup>rd</sup> Street Bridge Replacement project.

We hope you will offer comments at the end of this presentation. The comment period ends August 6, 2010.

To advance through this presentation, use the blue arrow boxes located at the bottom of each slide. At any time, click on the **Comments** box to send your questions or comments to the project team.

July 2010

KDOT Project No. 10-23 KA-0685-01



# Project Background

KDOT has been working on design alternatives to replace the existing bridge on K-10/23<sup>rd</sup> Street, between Barker and Haskell Avenue.

The original bridge was built in 1931 and widened in 1971.



Comments



# Project Background

Although structurally adequate to carry today's traffic, the bridge's condition is being monitored and KDOT is planning for its replacement. A new structure will improve safety, address capacity, and provide for pedestrian connectivity, while meeting the needs of adjoining landowners.



Comments



# Project Background

Opportunities to minimize impacts to traffic on 23<sup>rd</sup> Street during construction are also being considered.



[Comments](#)



# Stakeholder Engagement

KDOT hosted a stakeholder workshop and a public meeting in 2008 and has been working with property owners and stakeholders throughout the process to discuss impacts, construction, access



and other issues regarding the use of the bridge and 23<sup>rd</sup> Street.



Comments



# Community Concerns

Property owners adjacent to the project voiced their concerns:

- Access to 23<sup>rd</sup> Street during construction;
- Keeping vehicular access under the bridge; and
- Improving sight distance along the corridor.



Comments

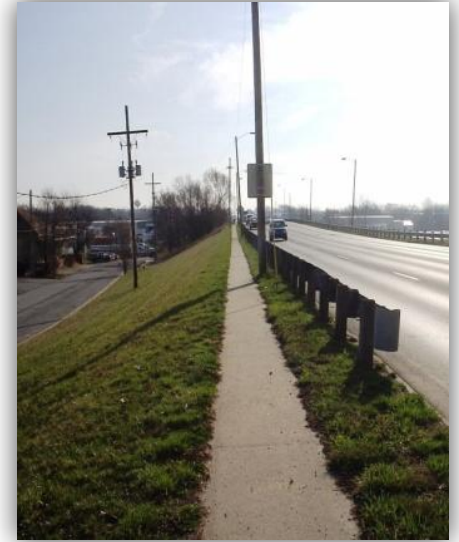


# Community Concerns

Other concerns include:

- Safety
- Pedestrian Connectivity
- Landscaping improvements

(opportunities for improvement along the corridor are being considered within this KDOT project, or in the future.)



Comments



# Design Alternatives

During the evaluation process, the team studied three alternative design concepts. KDOT and the City of Lawrence collaboratively selected the preferred alternative to carry forward into the final design phase for engineers to evaluate in more detail.

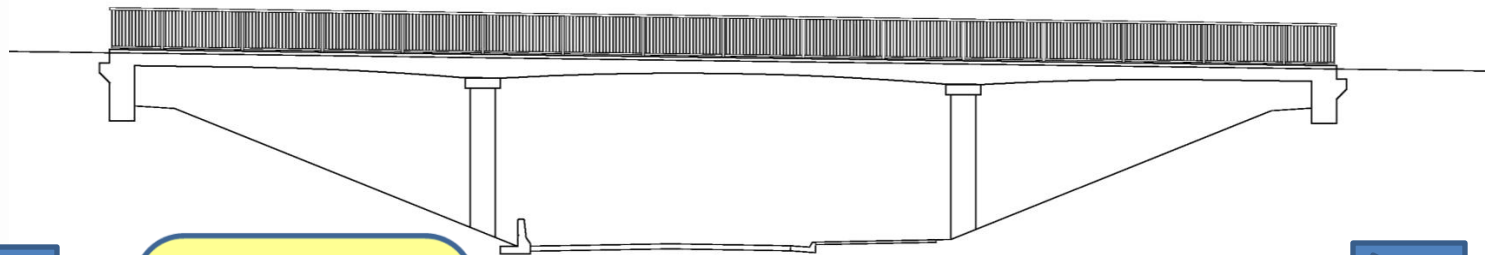


Comments



# Concepts Considered

- Pedestrian-only box
- CONSPAN structure
- Open Span Bridge



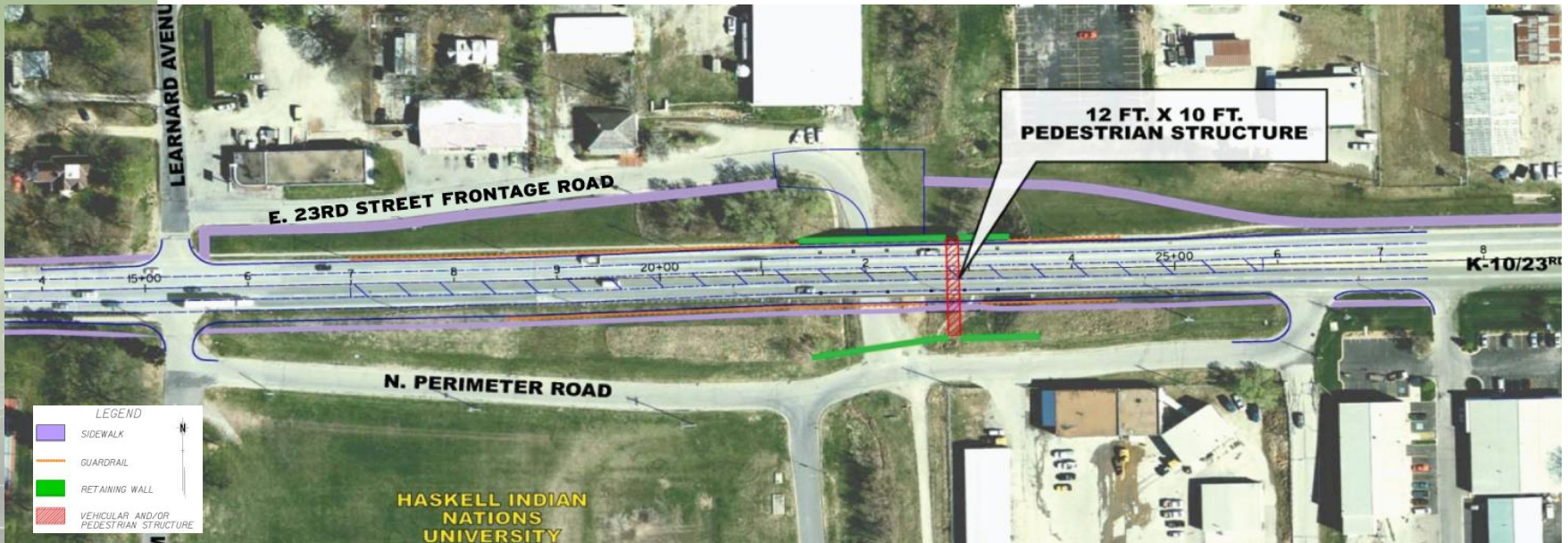
Comments



# Design Concepts

## Pedestrian-only box structure (not selected)

- This structure would accommodate pedestrian traffic only, and would not provide significant sight distance improvement.*



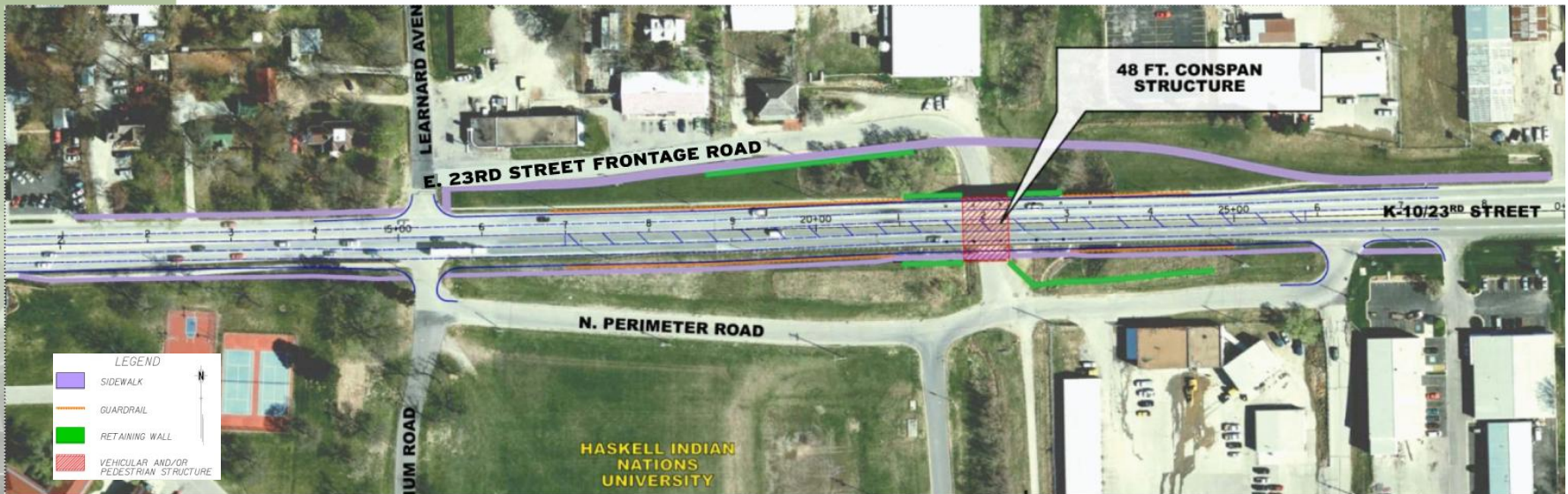
Comments

# Design Concepts

## CONSPAN structure

(not selected)

- This structure would accommodate both vehicular and pedestrian traffic, but would not allow for significant lowering of 23<sup>rd</sup> Street at the bridge or significant sight distance improvement.*



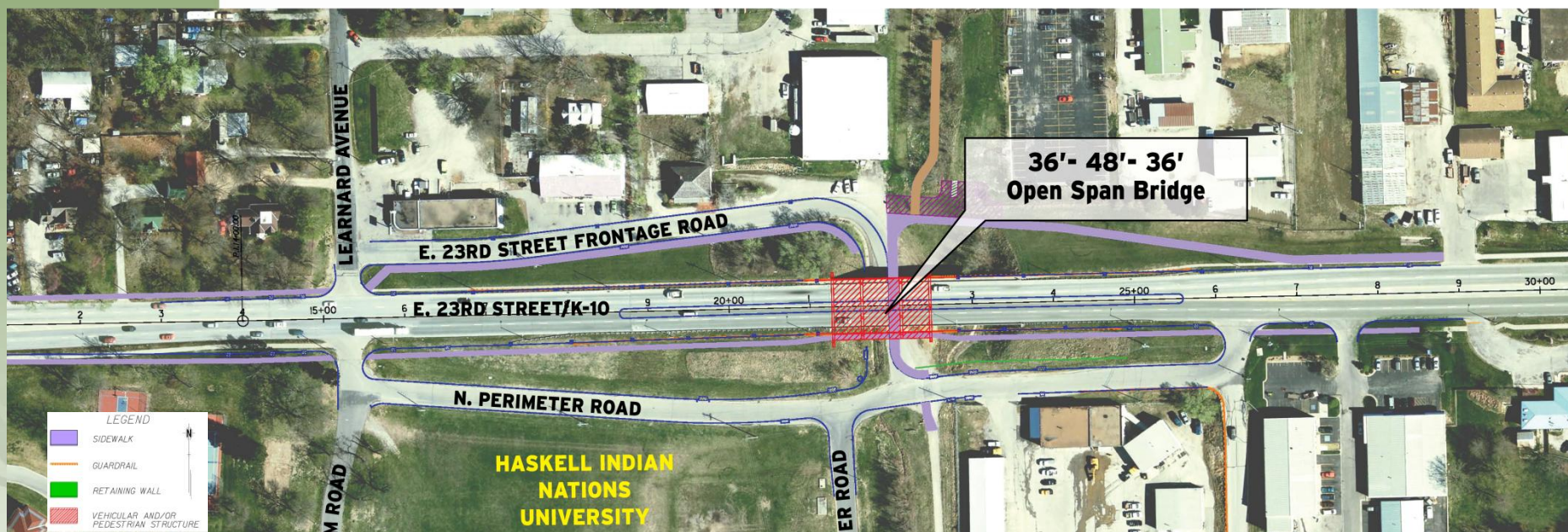
Comments



# Design Concepts

## Open Span Bridge

(selected)



Comments



# Recommended Design

## *Open Span Bridge*

- Most cost effective structure that accommodates both vehicular and pedestrian traffic under 23<sup>rd</sup> Street.
- Lowers roadway approximately 8 feet at bridge.
- Improves sight distance along 23<sup>rd</sup> Street.
- Alternative with best sight lines beneath structure.
- Four-lanes of traffic through the work zone during construction.



Comments

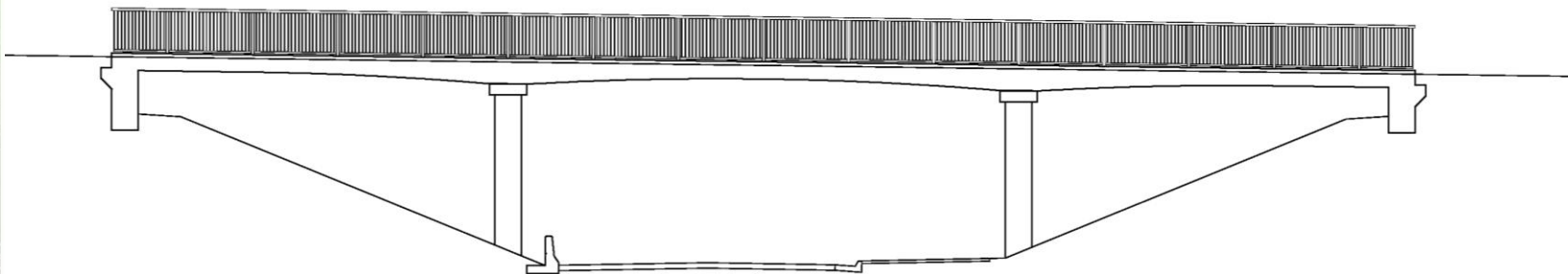


# Recommended Design

## Elevation View

- The open span bridge will pass over E. 23<sup>rd</sup> Street Frontage Road and the pedestrian trail connecting the existing Haskell Rail Trail to the Burroughs Creek Rail Trail currently being constructed to the north.*

*Looking North at ground-level*



Comments



# Recommended Design

The existing sidewalk on the north side of 23<sup>rd</sup> Street. will be moved adjacent to the E. 23<sup>rd</sup> Street Frontage Road and will connect to the rail trail.

23<sup>rd</sup> Street will be lowered to improve sight distance allowing users to better see oncoming traffic.

The Burroughs Creek Rail Trail currently under construction follows the abandoned railroad line. It will connect with the Haskell Rail Trail south of the bridge.

36'- 48'- 36'  
Open Span Bridge

A sidewalk will be added to the south side of the bridge.

Vehicular and pedestrian access will be maintained underneath the bridge.

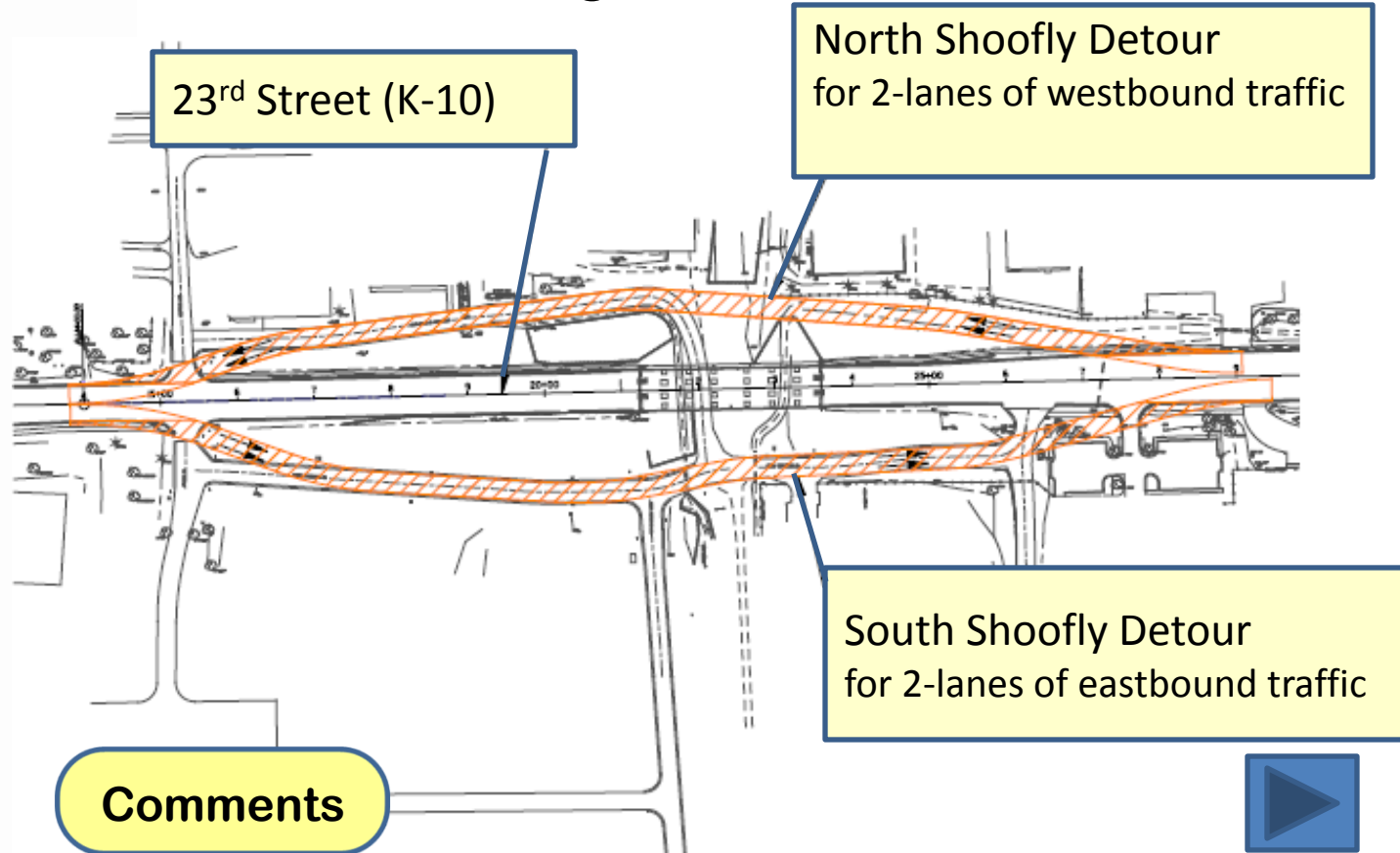


Comments

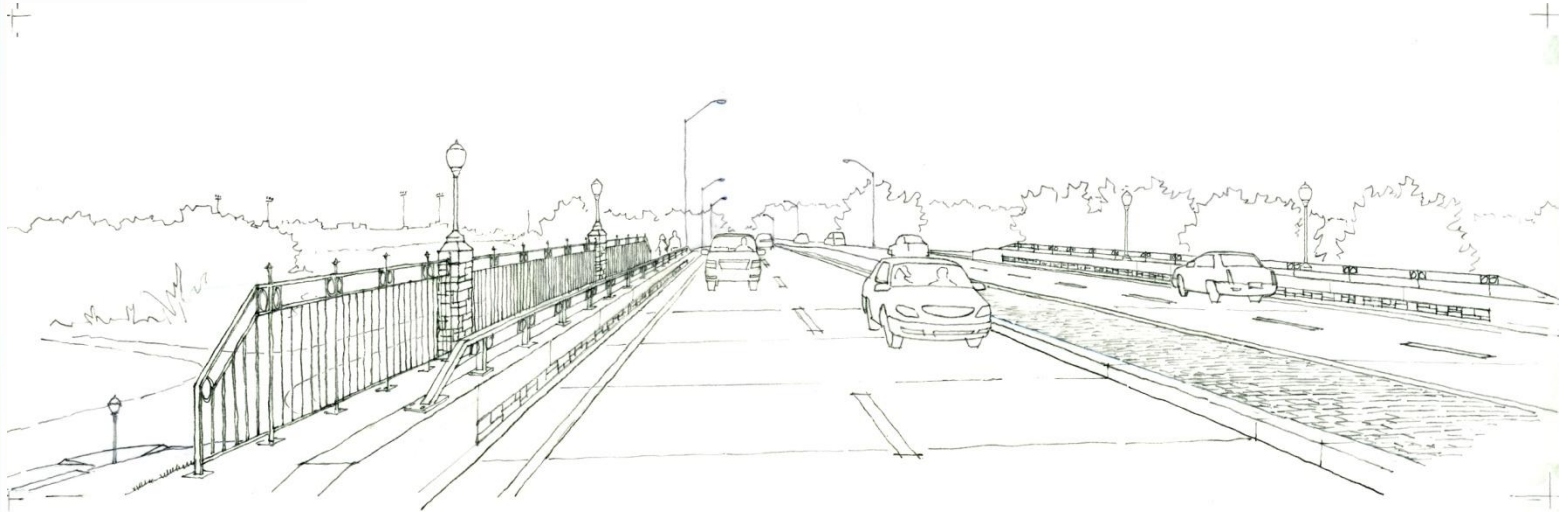
SCALE  
50' 0 50' 100'

# Maintenance of Traffic During Construction

- Two-lanes of traffic will be maintained in each direction during construction.



# Bridge Aesthetic Concept



The bridge concept includes a black painted decorative fence adjacent to the sidewalk with a shorter version repeated on the corral rails. The concrete posts outside the sidewalk, and the corral rails, will have a stained ashlar stone formliner treatment. Decorative acorn lights will be located on each side of the bridge.

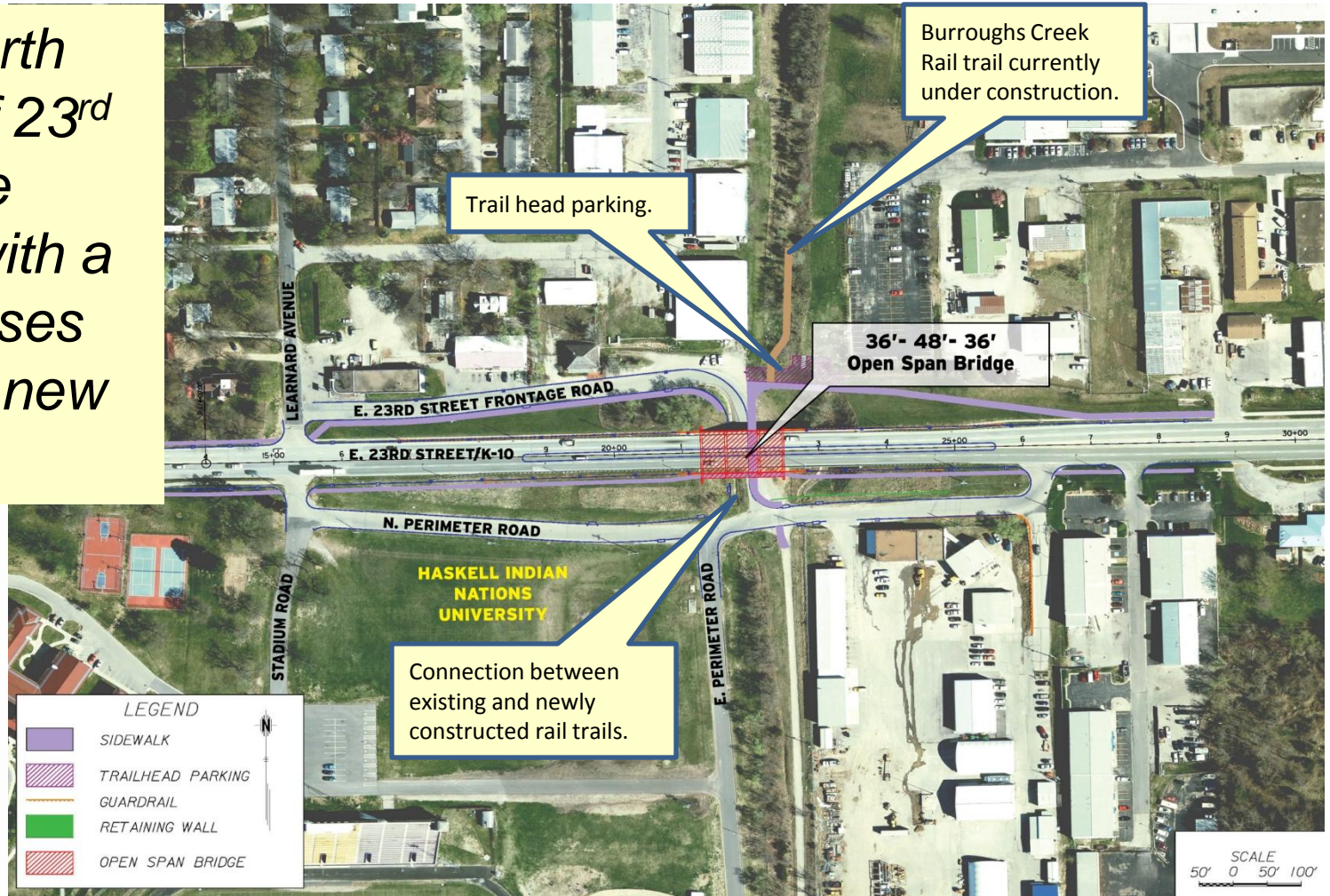


**Comments**



# Rails to Trails Connectivity

*The trails north and south of 23<sup>rd</sup> Street will be connected with a trail that passes beneath the new bridge.*



Comments

# Next Steps

- The right-of-way process will begin in August 2010.
- Final design and plans completed in 2011.
- Let for construction in January 2012.
- Project construction to begin in spring of 2012 and will be completed by the end of 2012.
- Estimated construction cost \$4.6 million.



Comments



# THANK YOU!

- We need your input! Please send comments through the link below OR
- Mail to: K-10 Bridge Replacement Project  
C/o HNTB Corporation  
715 Kirk Drive  
Kansas City, MO 64105

Email/Call: Robyn Arthur, 816-527-2457  
[publiccomments@hntb.com](mailto:publiccomments@hntb.com)

[Insert “K-10 Bridge” into subject line]



Comments