WELCOME!

Thank you for participating in our online public meeting for the K-10/23rd 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 and/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-10/23rd Street located between Barker and Haskell Avenue. The original bridge was built in 1931 and widened in 1971.
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.
Project Background

Opportunities to minimize impacts to traffic on K-10/23rd Street during construction are also being considered.
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 K-10/23rd Street.
Community Concerns

Property owners adjacent to the project voiced their concerns:

– Access to K-10/23rd Street during construction;

– Keeping vehicular access under the bridge; and

– Improving sight distance along the corridor.
Community Concerns

Other concerns include:

• Safety
• Pedestrian Connectivity
• Landscaping Improvements

(Opportunities for improvement along the corridor are being considered within this KDOT project and/or in the future.)
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.
Concepts Considered

• Pedestrian-only Box

• CONSPAN Structure

• Open Span Bridge
Design Concepts
Pedestrian-only Box Structure
(Not Selected)

• This structure would accommodate pedestrian traffic only and would not provide significant sight distance improvement.
Design Concepts
CONSPAN Structure
(Not Selected)

• This structure would accommodate both vehicular and pedestrian traffic, but would not allow for significant lowering of K-10/23rd Street at the bridge or significant sight distance improvement.
Design Concepts
Open Span Bridge
(Selected)
Recommended Design

*Open Span Bridge*

- Most cost effective structure that accommodates both vehicular and pedestrian traffic under K-10/23rd Street.
- Lowers roadway approximately 8 feet at bridge.
- Improves sight distance along K-10/23rd Street.
- Alternative with best sight lines beneath structure.
- Four-lanes of traffic through the work zone during construction.
Recommended Design

Elevation View

- The open span bridge will pass over E. 23rd Street Frontage Road and the pedestrian trail connecting the existing Haskell Rail Trail to the recently constructed Burroughs Creek Rail Trail.

Looking north at ground-level
The existing sidewalk on the north side of K-10/23rd Street will be moved adjacent to the E. K-10/23rd Street Frontage Road and will connect to the rail trail.

K-10/23rd Street will be lowered to improve sight distance allowing users to better see oncoming traffic.

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

Vehicular and pedestrian access will be maintained underneath the bridge.

The recently constructed Burroughs Creek Rail Trail follows the abandoned railroad line and connects with the Haskell Rail Trail south of the bridge.

Haskell Rail Trail

The recently constructed Burroughs Creek Rail Trail follows the abandoned railroad line and connects with the Haskell Rail Trail south of the bridge.
Maintenance of Traffic During Construction

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

- 23rd Street (K-10)
- North Shoofly Detour for two-lanes of westbound traffic
- South Shoofly Detour for two-lanes of eastbound traffic
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.
The trails north and south of K-10/23rd Street will be connected with a trail that passes beneath the new bridge.

Burroughs Creek Rail Trail.

Trail head parking.

36'-48'-36' Open Span Bridge

Connection between existing and newly constructed rail trails.
Next Steps

- The right-of-way process will begin in August 2010.
- Final design 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.
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

E-mail/Call: Robyn Arthur, 816-527-2457
  publiccomments@hntb.com
  [Insert “K-10 Bridge” into subject line]