

## KDOT Hosts Summer Open Houses & Online Survey



In July, the Kansas Department of Transportation (KDOT) hosted a second set of public open houses to update the public on the progress of the Route 92 Centennial Bridge Study and gather additional feedback regarding the future of the bridge.

The open houses were held the evenings of July 21, 2015 at the Platte County Community Center and July 23, 2015 at the Riverfront Community Center in Leavenworth. Approximately 65 citizens attended the open houses. KDOT presented the latest information on the following major elements:

- ✓ Travel Aspects
- ✓ Corridor Screening
- ✓ Bridge Design
- ✓ Assessment Review
- ✓ Alternatives
- ✓ Roadway Approaches

For more information on the Route 92 Centennial Bridge Study, contact:

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[www.ksdot.org/kcmetro](http://www.ksdot.org/kcmetro)  
#Rt92CentennialBridge  
Kansas Department of  
Transportation-Northeast Kansas

Materials presented at the open houses can be accessed at [www.ksdot.org/kcmetro](http://www.ksdot.org/kcmetro) in the "Kansas City Area Projects & Studies" section.

Approximately 50 attendees at the open houses completed a general feedback survey provided by KDOT. KDOT hosted an online survey on the KC Metro Area website where 290 additional surveys were completed. Some key takeaways from the open houses and survey are:

- ⊕ 74% of open house attendees and 69% of those who completed an online survey indicated they prefer the proposed replacement bridge be located adjacent (slightly north or south) to the current bridge. From an engineering perspective, KDOT has determined that constructing a replacement bridge just north of the current bridge is the best option as it will have less impact to surrounding properties.
- ⊕ When asked, a total of 30% indicated it is very important and 25% deemed it somewhat important that the new bridge include bicycle and pedestrian access. Survey participants indicated that safety is the number one reason that bicycle and pedestrian access should be included.

#### Open House #1

January 14 and 15, 2015  
140 attendees  
88 comment forms

#### Open House #2

July 21 and 23, 2015  
65 attendees  
50 survey forms

#### Open-ended Comment Forms

- Tolling
- Bicycle/Pedestrian Access
- Bridge

#### Targeted Survey Questions

- Demographics
- Bridge Travel
- Location
- Bicycle/Pedestrian Access
- Aesthetic Enhancements
- Funding of Aesthetics

# Frequently Asked Questions

## Why a new bridge?

While the current Centennial Bridge remains safe for travel now, the aging bridge was built in 1955 for the transportation needs at that time and has been identified by the Kansas Department of Transportation (KDOT) as functionally obsolete. This simply means that the bridge design is outdated for current travel needs, lacking features such as shoulders, adequate lanes and a median. The Route 92 Centennial Bridge Study was initiated by KDOT to develop an implementation plan for a future bridge replacement. A new bridge is not expected to be under construction until 2020, or after.

Until then, KDOT will continue to make periodic investments to the maintenance and upkeep of the bridge to ensure safety for the traveling public.

## What will happen to the current Centennial Bridge if a new bridge is constructed?

The current Centennial Bridge was built and named for the founding of the City of Leavenworth's 100th anniversary, and is a recognizable icon in the region. Consequently, there is interest in the design of a new bridge. Before any decisions are made, KDOT will carefully consider the historic significance of the bridge and surrounding properties. Use of the current bridge for vehicular traffic is limited because of its functional obsolescence. Consequently, the new bridge would replace the existing bridge. While the existing bridge could be converted to a non-motorized facility, local funds would need to be identified for operations and maintenance. It is proposed to keep the existing bridge open during construction of the new bridge.

## Why is a four-lane bridge being proposed?

When making decisions on what, where and when to invest in transportation and infrastructure, it is important to plan for future as well as present needs. KDOT estimates that travel over the Centennial Bridge has increased 2.7% each year for the last 25 years. In the next 25 years, or by 2040, travel volumes are projected to increase to over 20,000 vehicles per day. Constructing the replacement bridge with future transportation needs in mind is a cost-effective investment for many, many years down the road.

## Where will the new bridge be located?

Public comments indicate that an overwhelming number of current bridge users prefer the replacement bridge be located adjacent to the current bridge. Additionally, from an engineering perspective, infrastructure is already in place and construction in the current location would have less impact to surrounding properties. KDOT determined that the most logical option, causing the least impact, is to construct the new bridge just immediately north of the current bridge. The current Centennial Bridge would remain open to traffic during the construction of the replacement bridge.

## Why is tolling being considered to fund the construction of the bridge replacement?

In today's fiscal uncertainty for funding infrastructure, it is prudent to explore a variety of funding sources. Tolling is one such funding mechanism that could allow the bridge replacement to be built sooner rather than waiting later for typical funding availability. KDOT

is exploring whether tolling is a viable option in funding all or part of construction, and subsequent operation and maintenance, of a replacement bridge. It is worth noting that the current bridge was partially funded by tolling.

## Will aesthetic enhancements be constructed on the replacement bridge?

KDOT's priorities are the safety and functionality of the structure, with the local government entities being responsible for the funding of aesthetic enhancements. KDOT has determined that the most cost effective and efficient replacement for the Centennial Bridge is a haunched-plate steel girder bridge that will include four lanes, two in each direction, with inside and outside shoulders. A 10-foot shared use path on one side of the bridge with a concrete barrier to shield bicyclists and pedestrians from vehicular traffic is currently included in the bridge design. KDOT will continue to work with the local governments on both sides of the state line to make sure that here is a plan for a logical terminus for a shared use path. Aesthetic enhancements such as lighting, landscaping, and decorative treatments of fencing and structure may be constructed by KDOT, though funding of these enhancements will need to be a commitment of local governments.

