

Public Engagement

To fully understand the use, issues and opinions within the study area, the Study Team developed a comprehensive public engagement program to provide opportunities at points throughout the study process for stakeholders and members of the public to provide input and help shape the direction of the study.

Through all the activities and input received, the top issues included:

- Access—to downtown KCK, Fairfax Industrial District and the Central Industrial District, as well as accommodating access to the river for recreational purposes.
- Safety—improving conditions on the roadway by flattening sharp curves and reducing conflict points
- Economic Development—enhancing opportunities for economic development or redevelopment.
- Construction Management and Communication—communicating during construction is critical.
- Quality of Life—evaluating noise impacts, bicycle/pedestrian enhancements and aesthetics for the community.

Aesthetics

In support of the spirit and vision of the KCK Downtown Master Plan, an aesthetics plan will be developed as projects proceed into their preliminary design phase. KDOT will work closely with the Unified Government leaders to develop the aesthetic plan that enhances the area. A goal of the aesthetic plan will be to provide first-class aesthetics that compliment the history of the area and provide enhanced views from multiple locations.

Aesthetic elements could include:

- Gateway elements
- Landscaping
- Preservation of green space
- Aesthetic lighting
- Concrete enhancements (color, texture, patterns, etc.)

Next Steps

This concept study is concluded. KDOT is moving forward with phase 1 final design of the westbound bridge from State Line to west of the River. Construction on this bridge is anticipated to begin in the fall of 2016. KDOT will keep you informed of future meetings and construction impacts.

Pedestrians/Bicyclists Access

Future expansions/connections to existing pedestrian/bicycle pathways are in various stages of development. These include potential connections to the MetroGreen trail system and Kaw Point Riverfront Park. Relocation of the pedestrian/bicyclist pathway, currently present on the bottom deck of the existing eastbound river truss, will be required at the time of, or prior to, replacement of this truss.

Potential design solutions for the relocation of this pathway as part of future final design process include:

- A trail suspended beneath the replacement eastbound river crossing.
- A separate pedestrian/bicyclist structure across the river.
- Potential use of the existing James Street bridge for the addition of a pedestrian/bicycle path.
- Potential use of the abandoned Kansas City Southern railroad truss just south of the James Street crossing for a pedestrian/bicyclist trail crossing.



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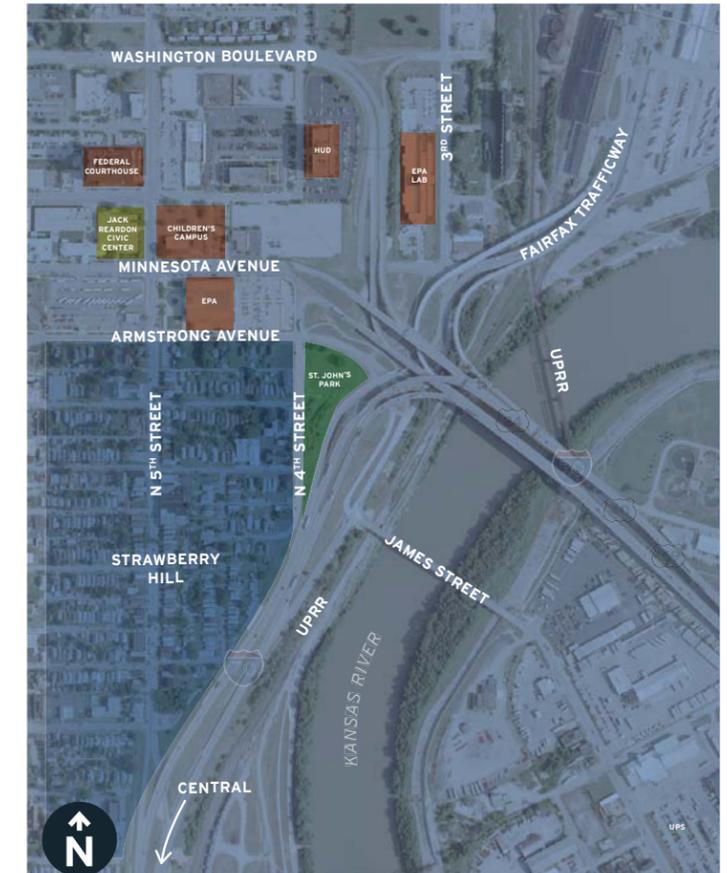
Study Overview

August 2012

The Lewis and Clark Viaduct provides a vital link for I-70 across the Kansas River and was the first roadway to connect the cities of Kansas City, Kansas and Kansas City, Missouri. The Kansas Department of Transportation's (KDOT's) number one priority is to maintain the infrastructure while managing the state's transportation investment wisely and making the most of tax-payer dollars. With portions of the viaduct built as early as 1907, annual maintenance and repair costs on the nine aging bridge structures continue to increase.

In the Spring of 2011, KDOT established a Study Team consisting of the Federal Highway Administration, Unified Government of Wyandotte County & Kansas City, Kansas, Mid-America Regional Council and Missouri Department of Transportation to evaluate the condition of each of the nine aging bridges that make up the viaduct and develop a priority phasing plan for rehabilitation and/or replacement of the existing bridges. Additionally, the Study Team used this opportunity to evaluate the feasibility of including other roadway improvements in conjunction with the proposed plan to improve bridges.

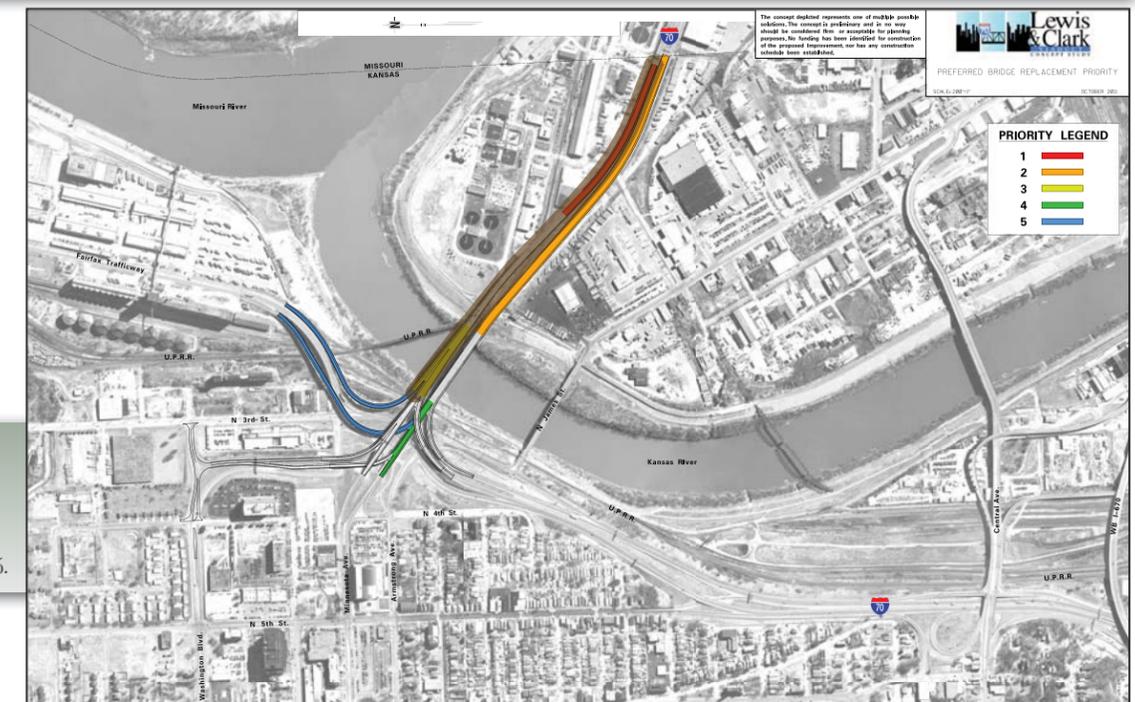
During the study process, the Study Team completed bridge inspections, conducted public outreach, evaluated existing and future traffic conditions and developed several improvement concepts to address driver concerns and the traffic flow along the viaduct and into the surrounding community.



Existing Bridges

The biennial maintenance inspections of the nine bridges that make up the Lewis and Clark Viaduct were conducted in April and May 2011. Bridge improvements were prioritized based on need for rehabilitation/replacement.

KDOT is moving forward with final design of the westbound bridge from the State Line to just west of the Kansas River. Construction is anticipated to begin in the fall of 2016.



Preferred Concept

Upon completion of extensive stakeholder and public engagement activities, the concepts were evaluated relative to their engineering qualities and comments received. The evaluation concluded that Concept 1B best meets the overall study goals and project purpose with the following:

- Good engineering, such as flattened curves;
- Better operational qualities, such as maintenance of two lanes of traffic in each direction on I-70;
- Better safety features, such as wider shoulders;
- Greater flexibility for phased construction;
- Similar access into and out of the area;
- Opportunities for increased park/recreational areas overlooking the Kansas River;
- Support as the more desirable concept by local stakeholders and the public.

Other Concepts Evaluated

Seven potential concepts were developed, evaluated and eliminated for various reasons, which included engineering, access, property impact, traffic operation, constructability, and cost issues.

KCK Downtown Master Plan

Feedback from Unified Government leadership during the November 2011 public meeting led to the Study Team further evaluating a proposed I-70 realignment identified in the KCK Downtown Master Plan.

Through a period of evaluation and collaborative discussion, the Study Team ultimately eliminated this concept. However, the Unified Government leadership felt strongly that in order for the study to be successful, the preferred concept needed to embody the vision and spirit of the Master Plan components.

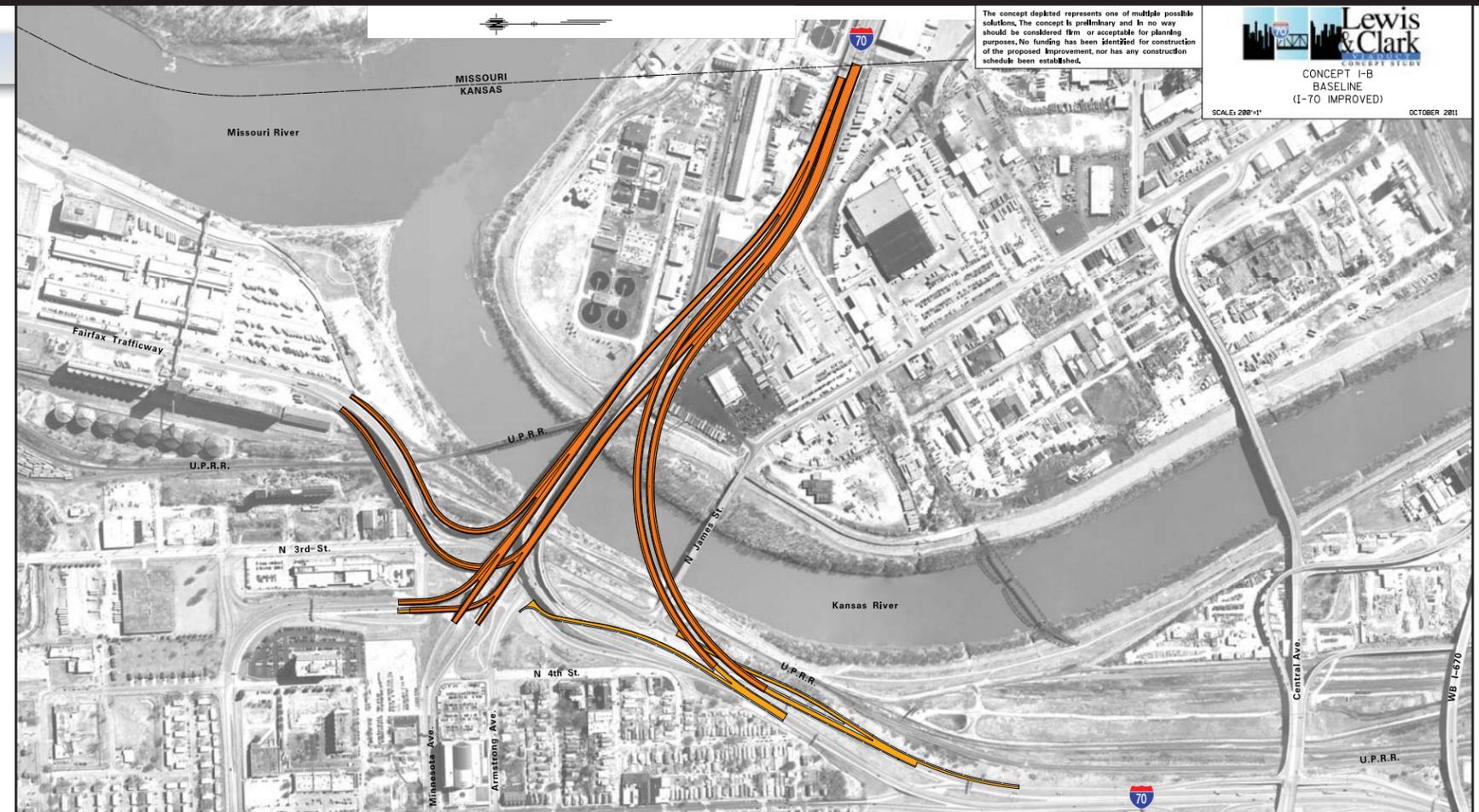
Evaluation of the Master Plan concept revealed the following:

Pros

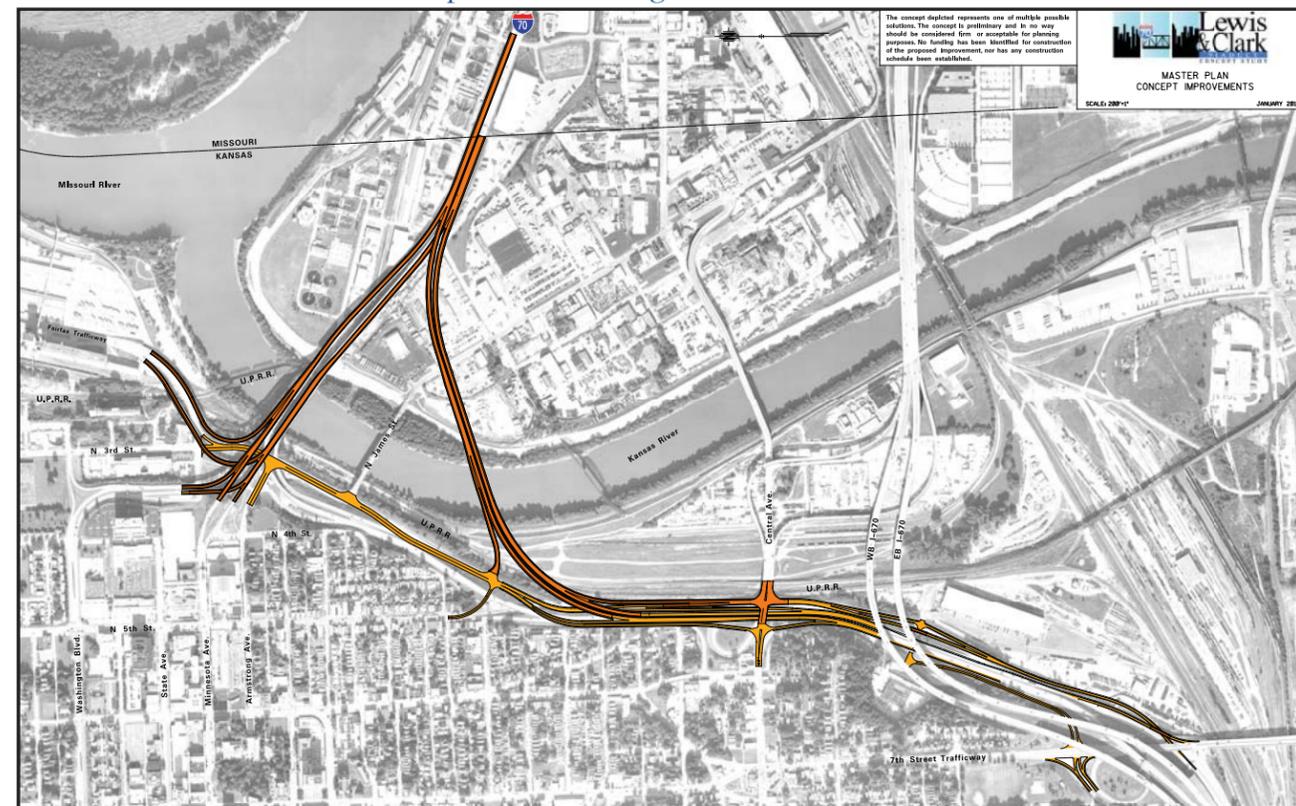
- Consistent with Master Plan goals
- Increases open space west of Fairfax/James Street Connection
- Improves existing weaving locations (5th Street/Pacific Avenue)
- Simplifies multi-modal connectivity (bike/ped)
- Improves access from Central Industrial District (CID) to westbound I-70

Cons

- Requires reconstruction into Missouri
- Significant impact to existing development in the CID
- Impacts property west of the river
- Longer distance for Fairfax/CID to travel from westbound I-70
- Split access to Pacific Avenue Interchange
- Long bridges required over Union Pacific rail yard
- New retaining walls required
- Limited ability to phase construction
- Potential for greater environmental impacts
- Cost



KCK Downtown Master Plan Proposed I-70 Realignment



KCK Downtown Master Plan—Fairfax ramps are replaced in the same location with no modifications to curves. Shoulders and/or lanes will be made wider where possible. I-70 curves are improved and moved to the south to improved potential access to the river. Access to/from I-70 is modified at Armstrong Avenue, James Street, 5th Street, Central Avenue, Pacific Avenue, and 7th Street. Concept 5B – \$\$\$+