

# 18th Street Bridge Replacement

Bicycle & Pedestrian Accommodations Fact Sheet | Fall 2023

KDOT Project No. 69-105 KA-4881-02

PUB #: KA.4881.02.FA.2023.09.01



## 18TH STREET

BRIDGE REPLACEMENT PROJECT

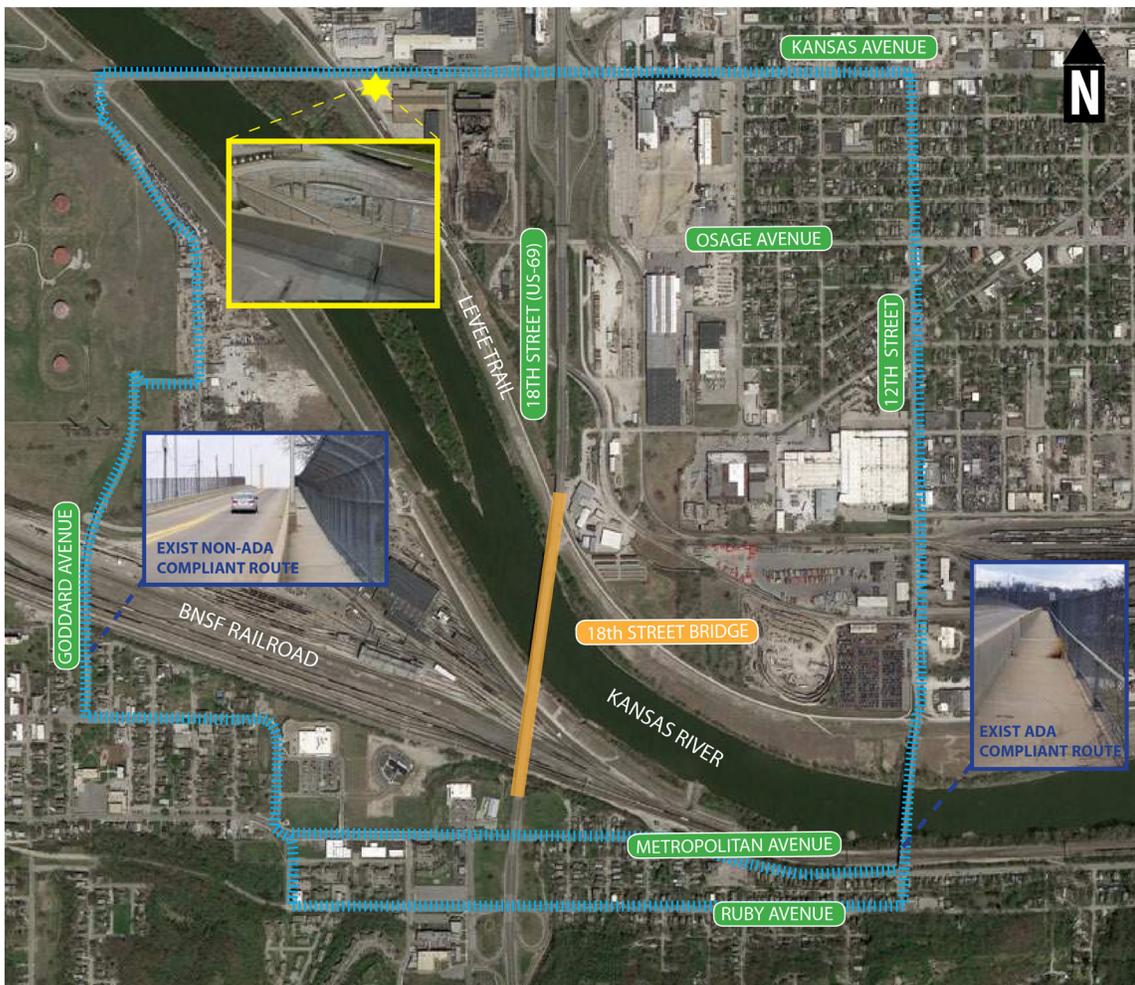
## SAFE BIKE AND PEDESTRIAN FACILITIES ARE A PRIORITY FOR KDOT

The Kansas Department of Transportation (KDOT) works with communities to determine the right bike and pedestrian elements on all roadway and bridge projects. The intent is to incorporate bike and pedestrian facilities that are safe and serve the needs of the community. With this objective, KDOT evaluated alternatives for bike and pedestrian facilities as part of the 18th Street Bridge Replacement Study.

## BIKE/PEDESTRIAN ALTERNATIVES

Evaluation of alternatives begins with understanding the currently adopted, locally developed bike and pedestrian master plan. The map below illustrates the bike and pedestrian routes identified in current plan. Note that a route is not identified on 18th Street itself. Instead, routes are identified for 12th Street and Kansas Avenue.

Another alternative is to provide a shared use path on 18th Street itself. However, the 18th Street Expressway is a freeway that carries over 30,000 vehicles per day has a posted speed of 55 mph. Since this is a higher-speed, high-volume roadway, there are safety concerns with providing bike and pedestrian facilities directly on 18th Street. For this reason, KDOT recommends to not include bike and pedestrian facilities on 18th Street but rather, continue working with the Unified Government to determine meaningful improvements on the routes identified in the current master plan.



### LEGEND

- Potential 18th Street Bike / Pedestrian Route
- Existing Master Plan Bike / Pedestrian Route
- Existing Spiral Ramp

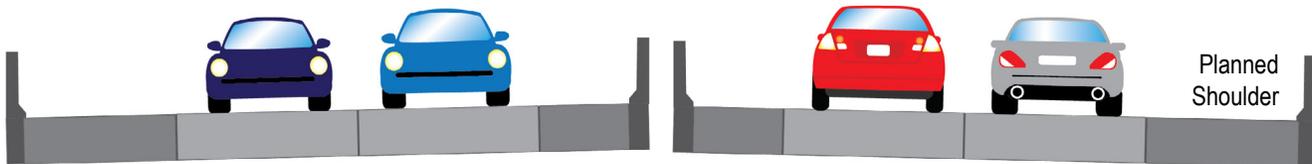
Source: 18th Street Bridge Study, 2020



## A FLEXIBLE SOLUTION

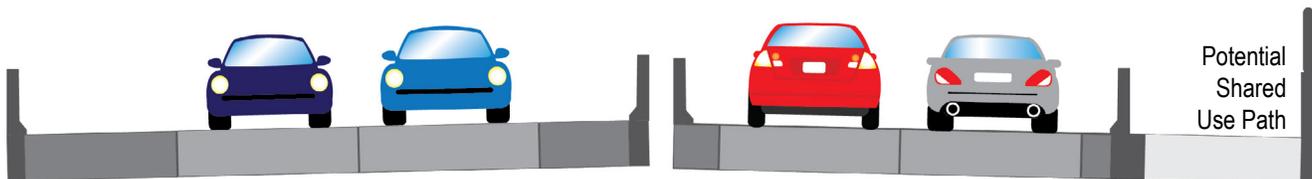
As noted, the 18th Street Expressway is a freeway. And, at this time, there have been no studies or plans recommending to change the existing roadway classification. However, KDOT recognizes that the needs of communities can evolve. For this reason, the proposed replacement bridge is being designed to accommodate both the freeway section today, and a potential future arterial (lower speed) street section in the future which could include bike and pedestrian paths (see example roadway sections below). If future studies that determine that a different facility type better serves the needs of all users, the bridge can be modified to incorporate bike and pedestrian facilities at that time.

### Current Planned Typical Section



*(Graphic representation only. Not to scale.)*

### Potential Future Use Typical Section



*(Graphic representation only. Not to scale.)*

## STAY ENGAGED AT [18THSTREETBRIDGEKCK.KSDOT.GOV](http://18thstreetbridgekck.ksdot.gov)

The Project Team has created a website to provide the most up to date information about the Project. As the project moves forward, there will be opportunities to meet with the Project Team and provide comments and ask questions. Stay engaged and learn more about the 18th Street Bridge Replacement Project by signing up to receive updates about the Project and upcoming events at [18thstreetbridgekck.ksdot.gov](http://18thstreetbridgekck.ksdot.gov).



### PROJECT CONTACTS:

**Steve Bass, PE**  
KDOT Project Manager  
(785) 296-3840  
[stephen.bass@ks.gov](mailto:stephen.bass@ks.gov)

**Delaney Tholen**  
KDOT Public Affairs  
(785) 296-0192  
[delaney.tholen@ks.gov](mailto:delaney.tholen@ks.gov)

**Brian Hash, PE**  
Project Manager  
(913) 312-4895  
[bhash@hntb.com](mailto:bhash@hntb.com)

