Waverly Road Option 1

Scope
- 3 Lane Road with two way left turn lanes throughout
- Maintain 183rd Street Alignment
- 5' sidewalks & 5' greenspace each side of roadway
- 10' sidewalk on East side over bridge

Pros
- Similar to existing configuration
- Less length of road to build on 183rd Street

Cons
- Taller fill & more retaining walls
- No adverse travel to 56 highway
- Blocks development parcels
- Utility impacts along 183rd
- Elevated intersection between 183rd Street & Waverly
- Steeper grade at WD #7
- Intersection safety concerns
- Reduced frontage for immediate development potential

Legend
- Bridge
- Paved Roadway
- Gravel Roadway
- Curb
- Sidewalk
- Grass
- Retaining Wall
- Future Intermodal Lead Track
- BNSF Transcontinental Tracks
- Rail Served Warehousing Access Road
- Intermodal Lead Tracks
- Intermodal Lead Tracks
- BNSF Intermodal Facility
- Conservation Corridor Access Road (Gated Entrance)
- Bridge over Railroad
- Intermodal Parkway
- Waverly Road
- 183th Street
- KCP&L Wetland (City of Gardner)
Waverly Bridge

**Scope**
- 6 Span Bridge
- Concrete Superstructure
- 3 Lanes plus Pedestrian Facilities
- Lighting & Fence
- Quicker Construction
- Minimize Environmental Impacts
- Less Permitting
- Lower Cost
- Allows for future Crane Delivery
- Accommodate Future Lead Tracks
- Less Impact to NCP&L Parcel at Northeast Corner

**Features**
- Intermodal Lead Tracks
- Straddle Bent
- Retaining Wall
- 10' Sidewalk over Bridge
- 3 Lanes plus Pedestrian Facilities
- Concrete Superstructure
- 6 Span Bridge
- 10' Sidewalk
- NU70 GIRDER TYPICAL SECTION WITH STAY-IN-PLACE FORMS

**Brances**
- Abutment
- Pier
- Pier
- Pier
- Retaining Wall
- BNSF Intermodal Facility

**Adjacent Streets**
- 185th Street
- Waverly Road
- 114th Street

**Designs**
- Block Control
- Shoulder
- Lane
- Turn Lane
- Sidewalk
- Black Coated Fence
- 2.0% Grade

**Materials**
- Black Coated Fence
- 3 Lanes plus Pedestrian Facilities
- Concrete Superstructure
- 6 Span Bridge

**Innovations**
- Less Impact to NCP&L Parcel at Northeast Corner
- Quicker Construction
- Minimize Environmental Impacts
- Less Permitting
- Lower Cost
- Allows for future Crane Delivery
- Accommodate Future Lead Tracks