

10/14/2024



FINAL REPORT  
PLANNING SUSTAINABLE PLACES

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De Soto, Kansas

Kimley»Horn



## Contents

Project Management Team.....	2
Consultant Team .....	2
Introduction.....	3
Existing Conditions .....	4
Corridor Characteristics .....	4
Crash Analysis.....	5
Intersection Crash History.....	6
83 <sup>rd</sup> Street & Lexington Avenue.....	6
Lexington Avenue & Commerce Drive/K-10 Westbound Ramps.....	6
Pedestrian and Bike Facilities.....	7
Bike Level of Stress .....	8
Right-of-Way Constraints.....	9
Engagement Process .....	10
Stakeholder Meetings.....	10
Public Open House and Online Public Meeting.....	10
Initial Concepts Summary .....	10
Public Survey Results .....	11
82 <sup>nd</sup> Street Concept .....	12
Vertical Alignment Concerns.....	12
Preferred Alternative.....	13
Potential Complete Streets Policy Statement .....	17
Complete Streets Policy Statement.....	17
Cost Estimates.....	17
Implementation .....	17
Appendix A	
Appendix B	
Appendix C	
Appendix D	

## PROJECT MANAGEMENT TEAM

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- Mike Brungardt // *City of De Soto*
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- Jeff McKerrow // *Kimley-Horn*
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# 83<sup>RD</sup> AND LEXINGTON CORRIDOR STUDY

## Introduction

*Kimley-Horn and Associates, Inc.*, in partnership with *Venice Communications*, has prepared the following report as part of the 83<sup>rd</sup> and Lexington Corridor Study in De Soto, Kansas. The project was driven by the City of De Soto, in coordination with the Mid-America Regional Council (MARC), to equitably engage the community along the 83<sup>rd</sup> and Lexington corridor and develop a suite of potential infrastructure investments that will maximize the benefit to the community.

Significant change has occurred in the City of De Soto, Kansas, in a relatively short period driven by the development of a major Panasonic battery manufacturing plant and numerous supporting businesses underway at the old Sunflower Army Ammunition Plant, which is being redeveloped as the Astra Enterprise Park.

This project is largely funded by MARC's Planning Sustainable Places program which partners with local communities to advance projects by integrating transportation, land use planning, and project development actions to promote vibrant places with a mixture of housing, jobs, services, and recreation connected with a robust multimodal transportation system supporting healthy living and natural environments.

The study area includes the 83<sup>rd</sup> Street and Lexington Avenue corridor, from K-10 to the eastern city limits in De Soto, Kansas, shown on Exhibit 1.



Exhibit 1 - Study Area

## Existing Conditions

### CORRIDOR CHARACTERISTICS

Kimley-Horn complied Average Annual Daily Traffic (AADT) projections along the corridor for 2022 using Replica, an online model platform with a detailed “synthetic population” model of existing travel patterns and land use. The 2022 ADTs for the corridor range between 4,000-7,000 vehicles per day and are shown on Exhibit 2.

Exhibit 3 illustrates the 2050 AADT Projections, which were pulled from the MARC Travel Demand Forecast Model. The projected volumes along the corridor range from 7,000-13,000 vehicles per day. Based on the Replica model, the heavy vehicle percentages for the corridor are 9% at the K-10 interchange and vary between 3-5% throughout the rest of the corridor.

The posted speed limit along the corridor is 35 miles per hour (mph) west of Waverly Road and 45 mph east of Waverly Road. Exhibit 4 shows the free flow speeds along the corridor.



Exhibit 3 - 2050 AADT Projections (MARC)



Exhibit 2 - 2022 AADT Projections

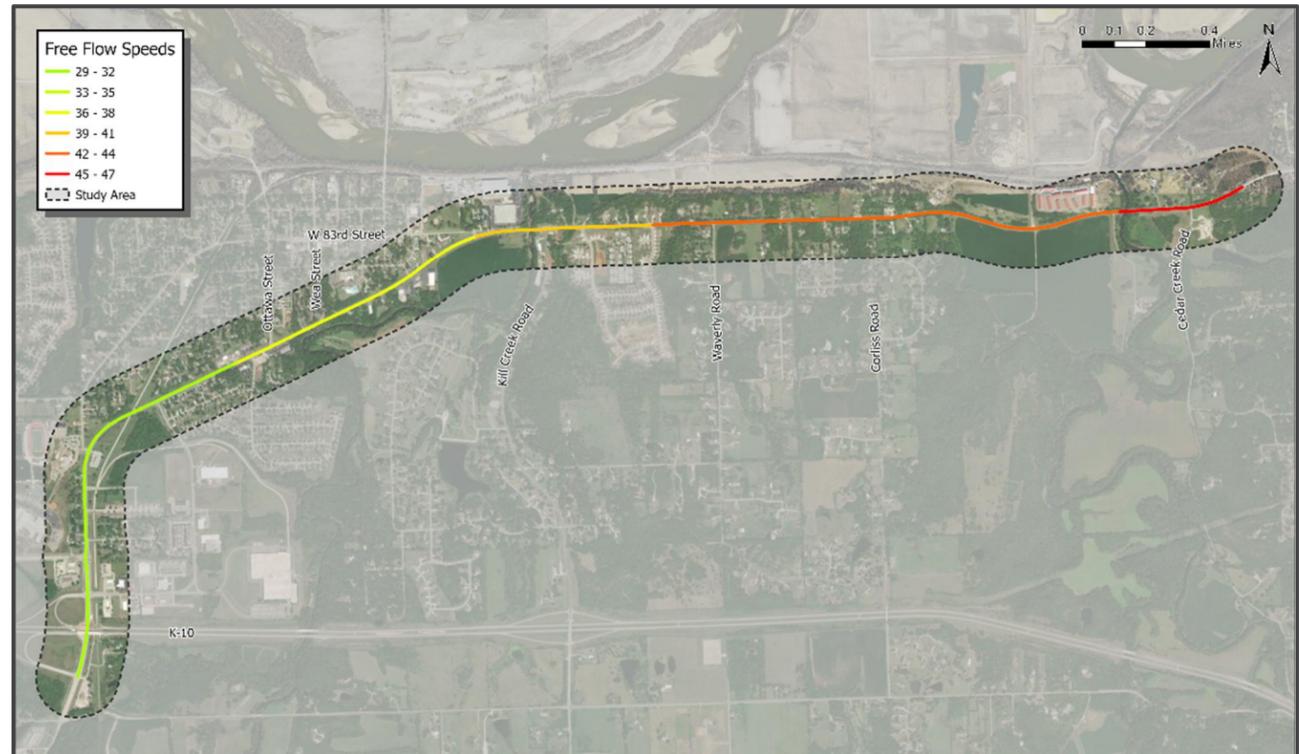


Exhibit 4 - Free-Flow Speeds (Replica)

## CRASH ANALYSIS

The Kansas Department of Transportation (KDOT) provided crash reports for the 83rd and Lexington corridor. From January 1, 2018, to December 31, 2022, a total of 104 crashes were reported. Exhibit 5 is a heat map of crashes along the corridor.

The breakdown of crash involvement (vehicles, animals, bicycles, etc.) is shown on Exhibit 6. A majority of the crashes that occurred involved collisions with other vehicles. The highest crash types involving collisions with other vehicles were rear end and angle crashes, shown on Exhibit 7. Angle crashes are of concern because they are one of the most severe types of intersection crashes.

Table 1: Crash Severity

Crash Severity	Number of Crashes
Fatality	1
Injury	26
Property Damage Only (PDO)	77
Total	104

Table 1 indicates that a majority of crashes resulted in property damage only with one fatality crash and 26 crashes that resulted in an injury.

Exhibit 8 illustrates the crashes by severity per year, indicating a rise in the overall number of crashes. *It is important to note that the data set for 2023 was not completed at the time the crash analysis was completed.* Thus, the number of crashes shown for 2023 is not a good comparison point for the other years shown.



Exhibit 5 - Heat Crash Map (KDOT)

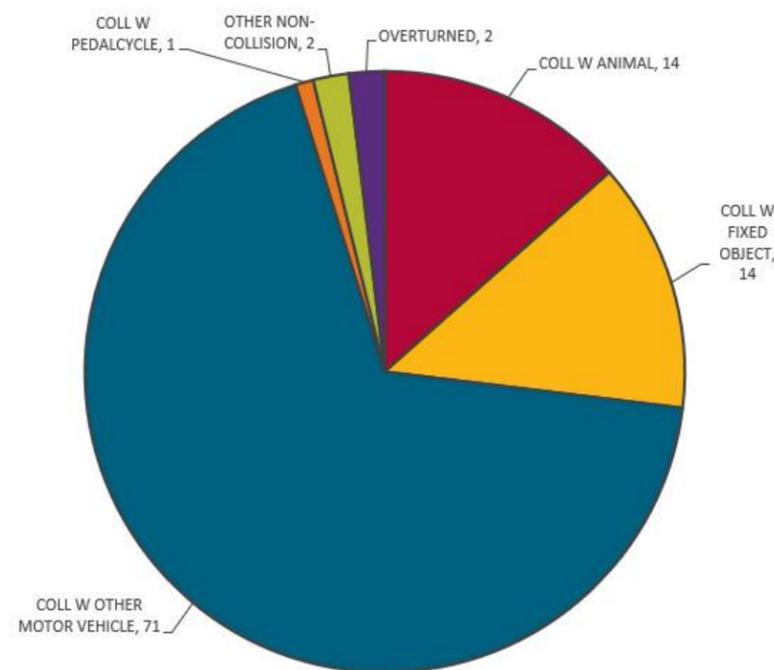


Exhibit 6 - Crash Involvement

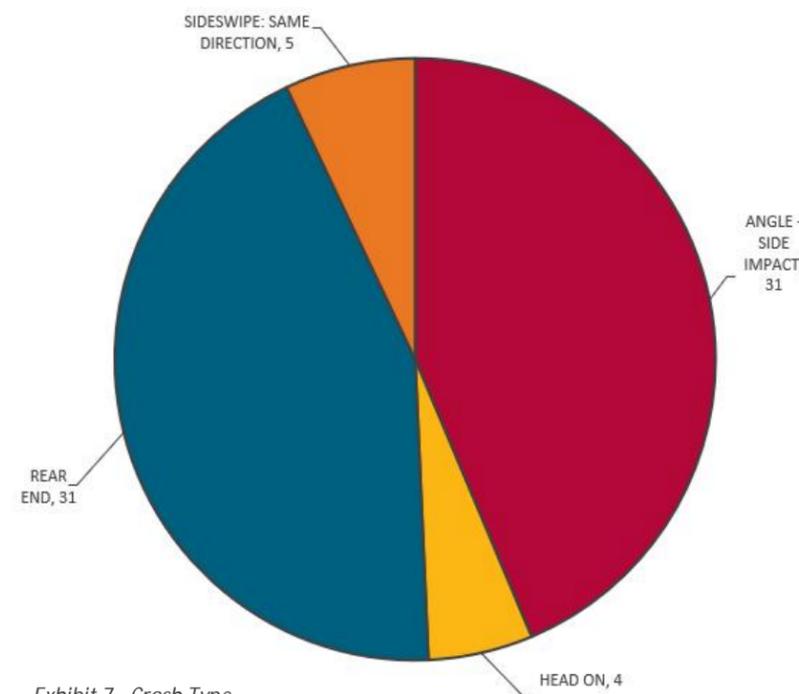


Exhibit 7 - Crash Type

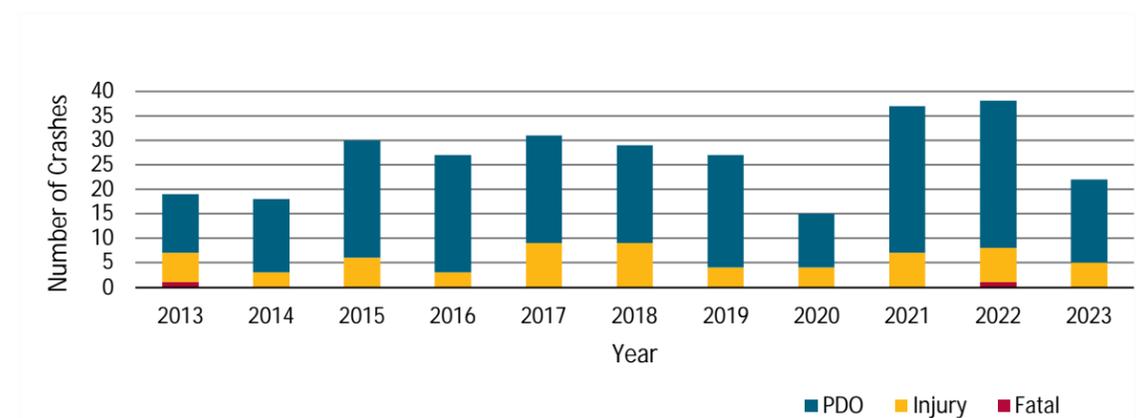


Exhibit 8 - Crashes by Severity by Year

## INTERSECTION CRASH HISTORY

### 83<sup>rd</sup> Street & Lexington Avenue

At 83<sup>rd</sup> Street & Lexington Avenue, twelve total crashes were reported. A majority of the crashes that occurred there were angle crashes. Of those crashes, 2 resulted in injuries, while the remaining 10 resulted in property damage only. Both injury crashes were angle crashes that took place during the day with clear, dry weather conditions. The crash reports indicate that for both injury crashes, a vehicle was making a left-turn movement onto 83<sup>rd</sup> Street and collided with a vehicle that was traveling westbound.



Exhibit 9 - 83rd Street and Lexington Avenue Crashes

### Lexington Avenue & Commerce Drive/K-10 Westbound Ramps

At 83<sup>rd</sup> Street & Lexington Avenue, sixteen total crashes were reported. Most of the crashes that occurred there were angle crashes. Of those crashes, 3 resulted in injuries, while the remaining 10 resulted in property damage only. All three injury crashes were angle crashes. Two took place during the day and one took place at dusk with clear, dry weather conditions. The crash reports indicate that for all three injury crashes, a vehicle was making a left-turn movement onto Commerce Drive and collided with a vehicle that was traveling northbound.



Exhibit 10 - Lexington Avenue and Commerce Drive / K-10 Ramp Crashes

## PEDESTRIAN AND BIKE FACILITIES

There are numerous bicycle and pedestrian facilities along the corridor that range from sidewalks to shared-use paths that link residential areas to commercial zones, parks and schools.

Exhibit 11 shows the existing pedestrian and bicycle facilities along the corridor from K-10 to the railroad bridge. An 8-foot trail runs the entirety of this section of the corridor. There is a total of four crossings of Lexington Avenue through this section, with the longest crossing gap being 1,500 feet. All crossings accompany some form of traffic control.

Exhibit 12 shows the existing pedestrian and bicycle facilities along the corridor from the railroad bridge to Kill Creek Road. The 8-foot trail continues along the entirety of this section of the corridor, except for the bridge over Kill Creek. There are two crossings of Lexington Avenue through this section, with the longest crossing gap being 4,500 feet. Both crossings occur at locations without traffic control.

Exhibit 13 shows the existing pedestrian and bicycle facilities along the corridor from the railroad bridge to Kill Creek Road. The trail and sidewalk facilities run between Kill Creek Road and Laramie Street. No pedestrian or bike facilities exist east of Laramie Street. There are two crossings of Lexington Avenue through this section, with the longest crossing gap being 4,500 feet. Both crossings occur at locations without traffic control.



Exhibit 11 - Pedestrian and Bicycle Facilities - K-10 to Railroad Bridge



Exhibit 12 - Pedestrian and Bicycle Facilities - Railroad Bridge to Kill Creek Road



Exhibit 13 - Bicycle and Pedestrian Facilities - Kill Creek Road to Eastern City Limits

## BIKE LEVEL OF STRESS

Bike level of stress is a quantitative measure that indicates the level of comfort, safety and stress felt by bicyclists. Facilities are scored on a scale from 1 to 4, with ratings of 1 indicating low stress and ratings of 4 indicating high stress. The level of stress rating is based on several roadway conditions, including the number of travel lanes and speed of the roadway. Simply put, the higher the traffic speeds and higher the traffic volumes, the less comfortable, or more stressful, it is to ride a bicycle either in mixed traffic or adjacent to it. The vast majority of bicycle users find a Bike Level of Stress of “2” or lower to be comfortable.

Table 2 shows the estimated level of stress rating for various bike infrastructure based on the existing cross section and speed throughout the corridor. Based on the current speeds and traffic volumes, buffered bike lanes, separated bike lanes, and/or multi-use trails would be needed to provide a comfortable stress level for the majority of bikers.

*Table 2: Estimated Bike Level of Stress for Various Bike Facility Types*

Bike Facility	West of Waverly Road 35 mph speed limit	East of Waverly Road 45 mph speed limit
Sharrows (Mixed Traffic)	4	4
Unprotected Bike Lanes	3	4
Buffered Bike Lanes	2	2
Separated Bike Lanes	2	2
Multi-Use Trail	1	2

Buffered bike lanes are facilities in which there is a physical separation, typically provided through pavement markings, between a designated bicycle lane and a vehicular travel lane. Separated bike lanes include physical barriers between the two. Given the physical barriers, separated bike lanes often require a higher level of maintenance, including snow removal and sweeping, than buffered bike lanes.

## RIGHT-OF-WAY CONSTRAINTS

Exhibit 14 illustrates the varying right-of-way (ROW) width along the corridor. From K-10 to the railroad bridge, the ROW is approximately 110 feet. From the railroad bridge to Kill Creek Road, the ROW is to approximately 130 feet. From east of Kill Creek Road to the City limits, the ROW is approximately 80 feet.

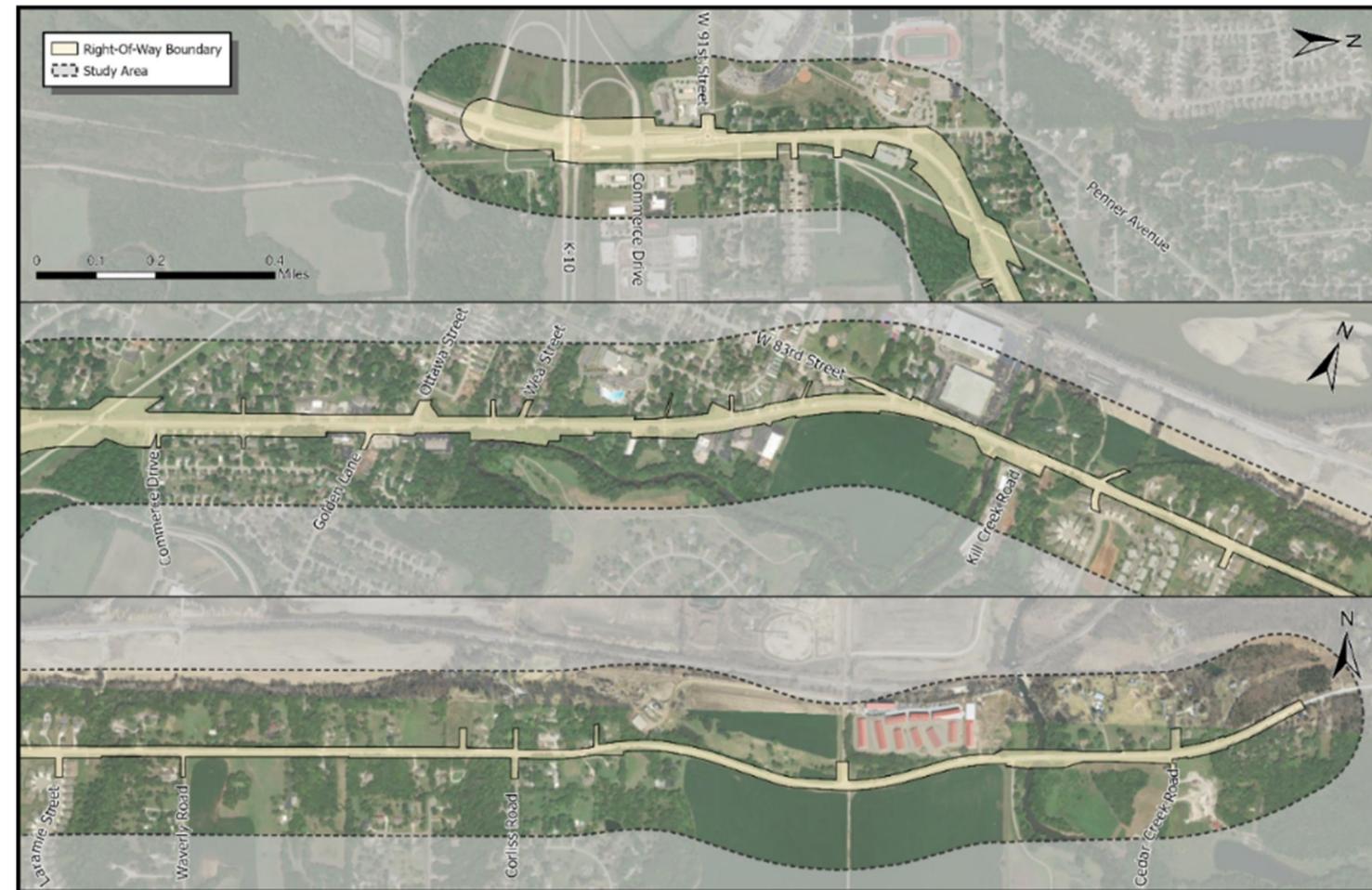


Exhibit 14 - Existing Right-of-Way

## Engagement Process

The purpose of public engagement for this project was to:

- Engage to gather refreshed information from the public about their interest, concerns, and ideas.
- Learn by processing public input and trends into concrete criteria and prioritize.
- Create the vision by unveiling the final recommended 83<sup>rd</sup> and Lexington Street Corridor Study.

A robust and equitable public engagement process that emphasized listening sessions with underrepresented stakeholders was implemented as part of the project. Public open house workshops were held to share goals of the project with the community and gather feedback before developing final recommendations for the corridor. Members of the community who were not able to attend the in-person public open house meetings had the ability to make comments using the PublicCoordinate online survey component and comment forms.

## STAKEHOLDER MEETINGS

Three in-person stakeholder meetings were held at De Soto City Hall on February 7<sup>th</sup>, 2024, with 17 participants in total who attended. During these meetings, the project purpose was reiterated, and stakeholders were allowed to give feedback on two preliminary concept layouts that were prepared for the entirety of the corridor.

The following summarizes the major themes echoed by stakeholders across the meetings:

- Desire for the corridor to become a resilient facility supporting the growth of downtown De Soto.
- Support for increasing capacity along the corridor to encourage new development.
- Importance of integrating the corridor with surrounding communities.

## PUBLIC OPEN HOUSE AND ONLINE PUBLIC MEETING

A public open house was held at De Soto City Hall on February 7<sup>th</sup>, 2024, where approximately 70 people from the community attended. During this meeting, stations were set up providing an introduction and background on the project purpose. Several project boards were set up that illustrated potential improvements at various points along the corridor. Participants could comment on the concepts using post-its, and the post-it comments were compiled and reviewed.

At this same time and through February 23<sup>rd</sup>, an online virtual public meeting was available. This open house allowed stakeholders and the general public to review the initial concept layouts through the use of Public Coordinate. The online interactive web map allowed users to virtually add comments along the corridor for both concept layouts.

## Initial Concepts Summary

Two concept layouts were presented at the in-person and online meetings. One option was a three-lane roadway that consisted of two travel lanes and a center turn lane. The cross-section of the three-lane option is shown on Exhibit 15. The second option was a four-lane divided roadway with a wide, landscaped median, referred to as a “boulevard” option, is shown on Exhibit 16.

A traffic signal was shown at the Lexington Avenue & Penner Avenue intersection on both concept plans. Roundabouts were shown at the following intersections for the three-lane option. Traffic signals were shown at the intersections for the boulevard option.

- 83<sup>rd</sup> Street & Lexington Avenue
- 83<sup>rd</sup> Street & Kill Creek Road
- 83<sup>rd</sup> Street & Waverly Road
- 83<sup>rd</sup> Street & Corliss Road
- 83<sup>rd</sup> Street & Cedar Creek Road

The initial concepts shown at the public meeting, and online, are included in [Appendix A](#) and [B](#).



Exhibit 15 - Three-Lane Option

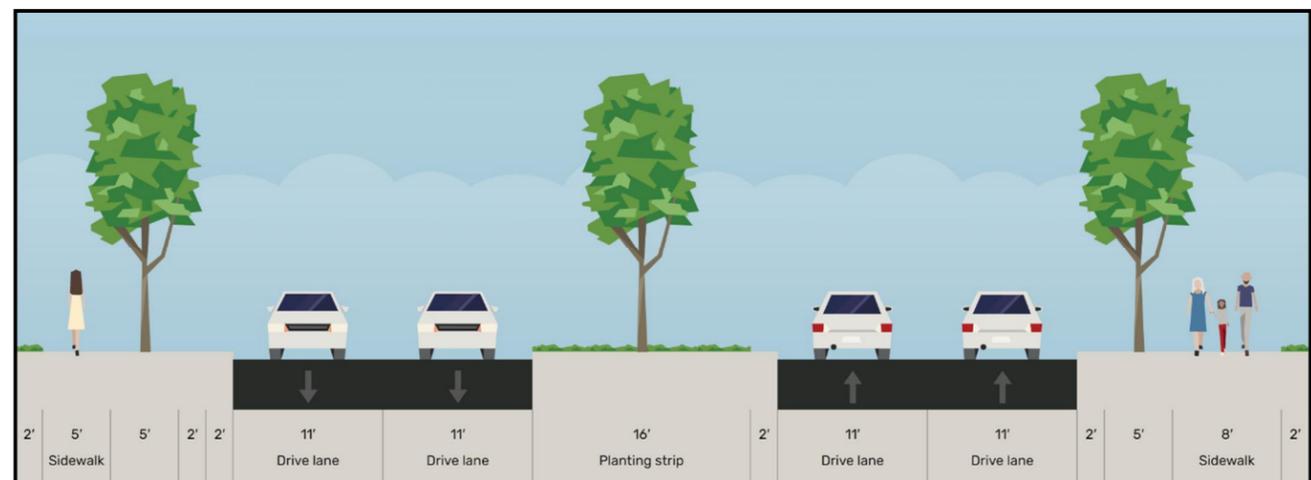


Exhibit 16 - Boulevard Option

## INITIAL PUBLIC SURVEY RESULTS

A survey was included within the PublicCoordinate project website, and 119 total responses were received. Respondents were asked to indicate their preference throughout the corridor based on the 3-lane and boulevard sections, as well as to indicate their preference and general acceptance for bicycle facilities, sidewalks, and intersection controls (specifically the use of roundabouts versus traffic signals). Exhibits 17-22 show responses to various questions from the survey.

The preference of roundabouts versus traffic signals was fairly evenly divided, with a slight preference for roundabouts. The majority of respondents liked or loved the existing bicycle/pedestrian accommodations on the corridor, and that percentage increased with the proposed concepts.

Given the length and diversity of the corridor, respondents were asked their preference for three segments separately – K-10 to the railroad bridge, the railroad bridge to Kill Creek Road, and Kill Creek Road to the Eastern City Limits. There was a slight preference for the boulevard section close to K-10, but a decreasing interest in that wider section the further east you traveled.

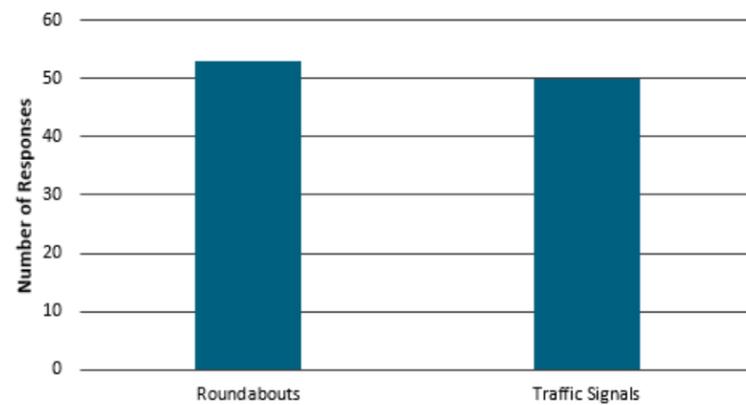


Exhibit 17 - Preference on traffic control

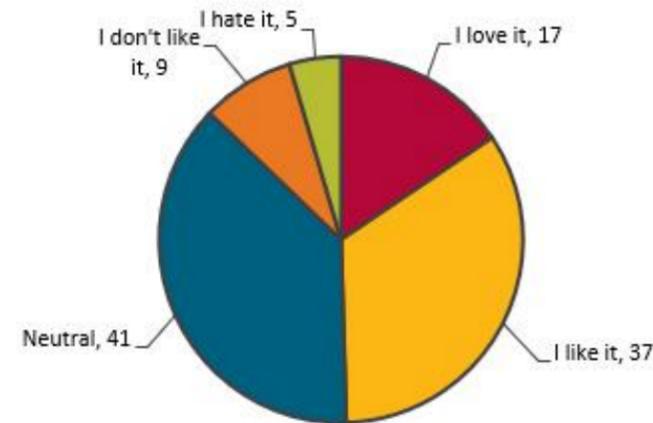


Exhibit 18 - View of Existing Bike/Ped Facilities

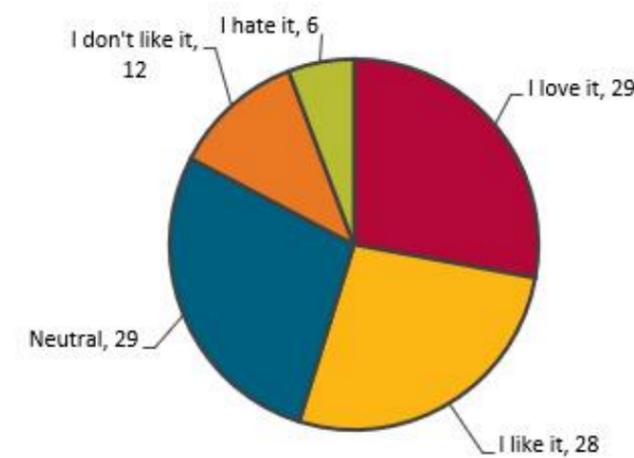


Exhibit 19 - View of Proposed Bike/Ped Facilities

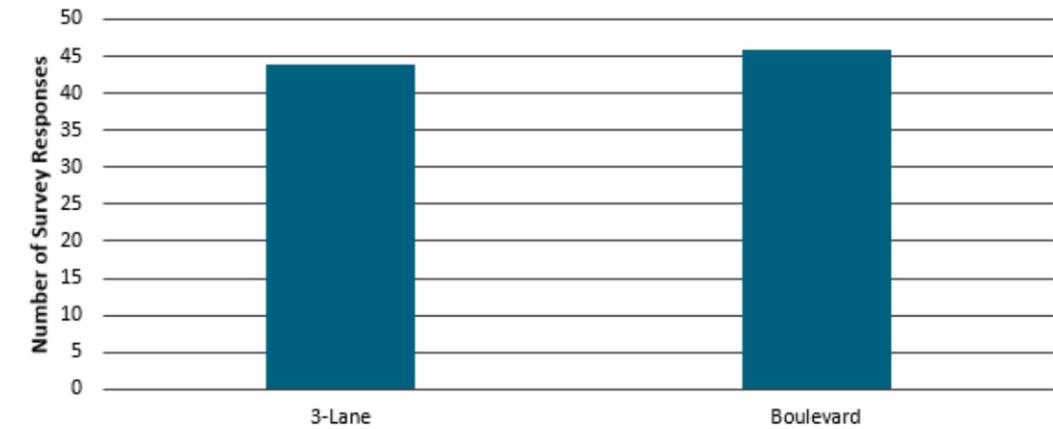


Exhibit 20 - Initial Preference - K-10 to Railroad Bridge

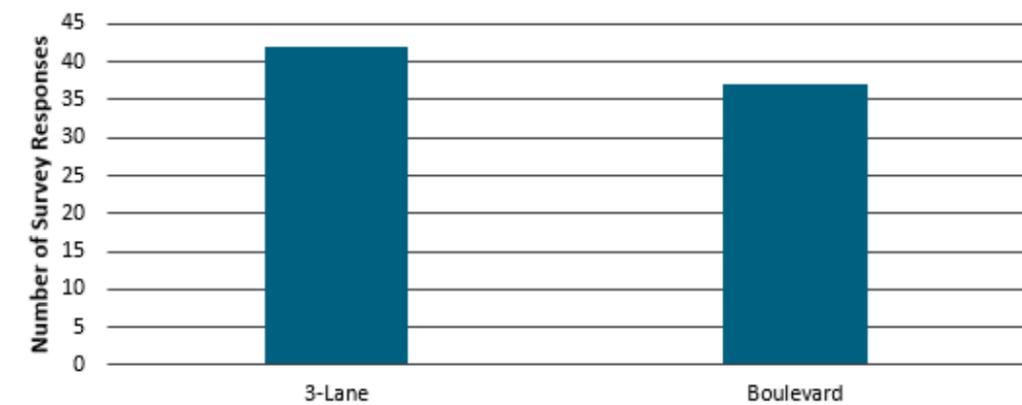


Exhibit 21 - Initial Preference - Railroad Bridge to Kill Creek Road

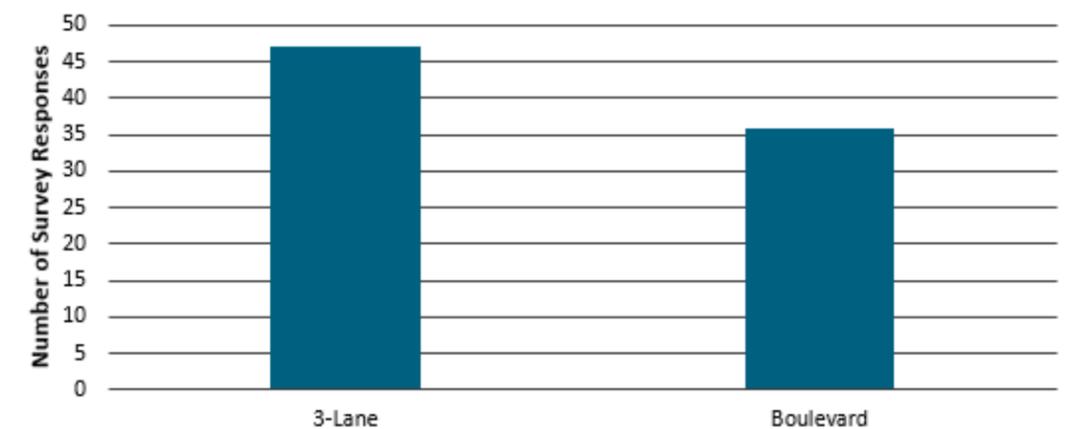


Exhibit 22 - Initial Preference - Kill Creek Road to Eastern City Limit

## 82<sup>ND</sup> STREET CONCEPT

A proposal for the relocation of 82<sup>nd</sup> Street was introduced by a resident of De Soto at the public meeting on February 7<sup>th</sup>, 2024. Concept of the relocation was drafted and is shown on Exhibit 23. One limitation to the relocation of 82<sup>nd</sup> Street is the existing right-of-way, which is approximately 40 feet. To increase the right-of-way along the corridor, several properties would need to be acquired, including existing homes. Additionally, most of the 82<sup>nd</sup> Street corridor falls within the 100-year flood zone. It is for these reasons that the relocation of 82<sup>nd</sup> Street was not pursued further.

## VERTICAL ALIGNMENT CONCERNS

83<sup>rd</sup> Street, once a KDOT highway, has a rolling terrain, particularly east of Kill Creek Road, that creates challenges with sight distance and access to adjacent properties. While the scale of this project does not afford the ability to conduct topographical surveys, Johnson County was able to provide high-level terrain mapping to approximate sight distances and grades.

Based on the available information, it does not appear that the intersection of Laramie Street provides a desirable intersection sight distance for drivers turning off of Laramie Street onto 83<sup>rd</sup> Street. The rolling terrain of 83<sup>rd</sup> Street provides similar challenges to some of the driveways on the north side of 83<sup>rd</sup> Street in the vicinity of Laramie Street as well. Some of these driveways appear to be constructed with steeper grades than current design standards, which only exacerbates the concern. Further design work based on actual survey work, combined with utility relocations, may provide a solution to keep the driveways in their current location.

While additional design work will need to be completed, 83<sup>rd</sup> Street may need to be lowered if adequate sight distance cannot be achieved immediately west of Laramie Street. One potential solution would be to construct a short "frontage road" that combines access for four properties and create a more standard intersection at Laramie Street, such as is shown on Exhibit 24. Worth noting, these lots were platted with an access easement at the front of their lot, providing joint access between properties for a configuration of just this nature. Issues of maintenance, including snow removal, may need to be resolved in the future.



Exhibit 23 - 82nd Street Alignment Concept

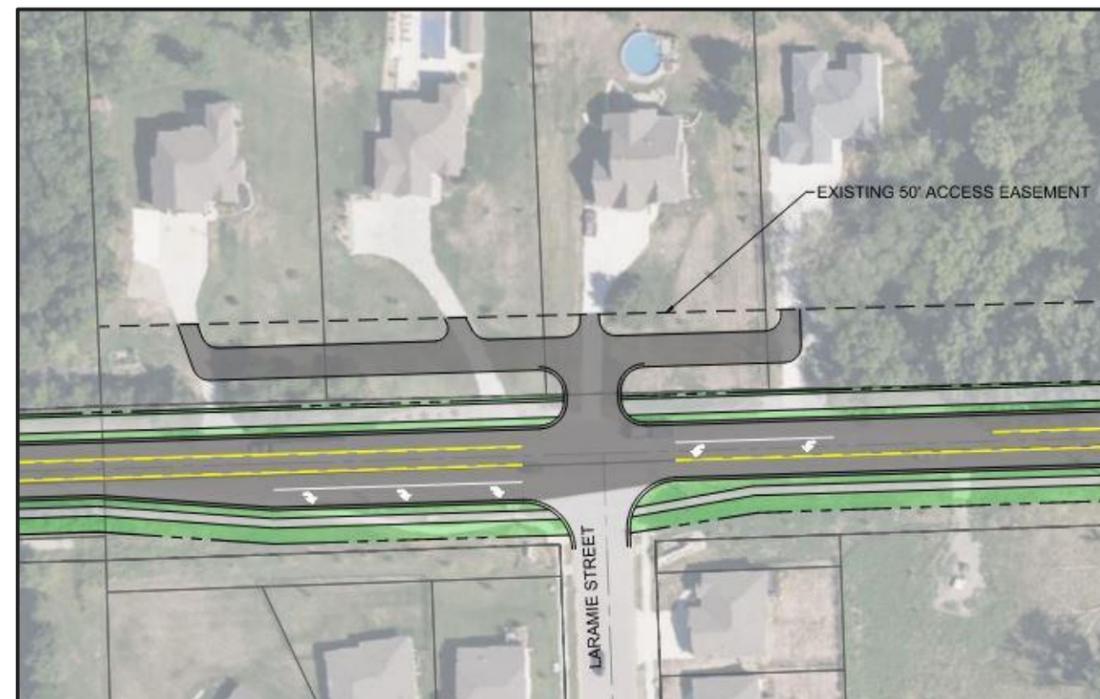


Exhibit 24 - Potential Driveway Combination

## Development of Preferred Alternative

After public input was gathered and the feedback was compiled and summarized, a preferred alternative for the corridor was drafted. The concept plan for the corridor is included in [Appendix C](#). The plan includes widening the existing roundabout at Lexington Avenue and 91<sup>st</sup> Street to accommodate two southbound lanes. From the roundabout at 91<sup>st</sup> Street to the railroad bridge, a Boulevard cross-section is shown along the corridor. A three-lane cross-section is shown from Commerce Drive to Carress Street, where 83<sup>rd</sup> Street then narrows to a two-lane roadway with a 2-foot striped buffer between 4.5-foot bike lanes. This cross-section, shown on Exhibit 25, continues through to Ravenswood Lane. The three-lane concept is introduced east of Ravenswood Lane to ensure consistency where the eastern City limits meet the City of Lenexa.

Roundabouts are shown at the following intersections:

- 83<sup>rd</sup> Street & Lexington Avenue
- 83<sup>rd</sup> Street & Kill Creek Road
- 83<sup>rd</sup> Street & Waverly Road

The concept plan incorporates the proposed improvements at the 83<sup>rd</sup> Street and Gardner Road intersection. The intersection at 83<sup>rd</sup> Street and Cedar Creek Road remains stop-controlled with the addition of left-turn lanes.

Details of the preferred alternative are included in [Appendix C](#).

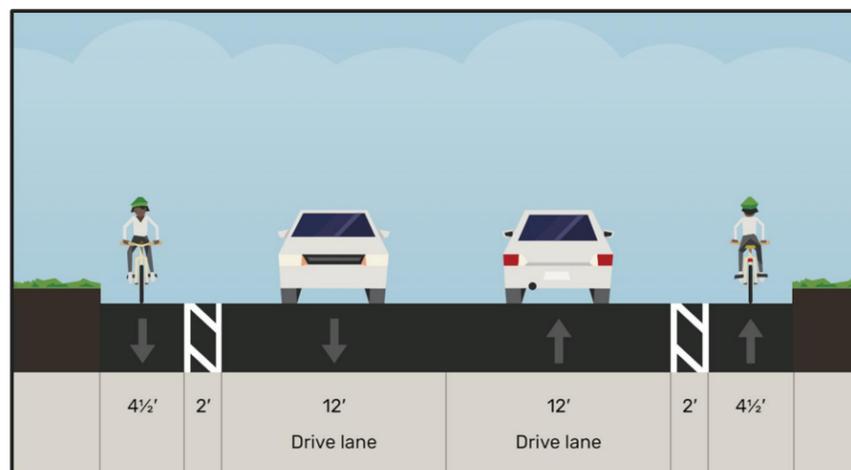


Exhibit 25 – Rural Cross Section

## Public Input

A second public open house was held on June 12<sup>th</sup>, 2024. During this meeting, stations were set up that summarized the feedback from the first public meeting and illustrated potential improvements at several intersections along the corridor. Additionally, there were roll plots of the entire corridor showing the preferred alternative concept. Participants could comment on the roll plots using post-its, which were collected and compiled after the meeting. An online virtual public meeting was held through July 8<sup>th</sup>, which allowed stakeholders and the public to review the draft of the preferred alternative concept and add comments along the corridor.

A total of 30 people attended the meeting in person, and approximately 50 comments were made on the PublicCoordinate website. Nine comments were made regarding bike lanes, most of which supported bike lanes along the entire corridor. There were 15 comments that mentioned roundabouts. Similarly to the results of the first public open house, the public's opinion on roundabouts was evenly split. Most of the people who commented on the proposed sidewalk/trail layout wished to see less of an emphasis on this type of improvement. Several people mentioned having concerns about the Lexington Avenue and Penner Avenue intersection.

Exhibits 26 and 27 show the three-lane and boulevard options with buffered bike lanes.

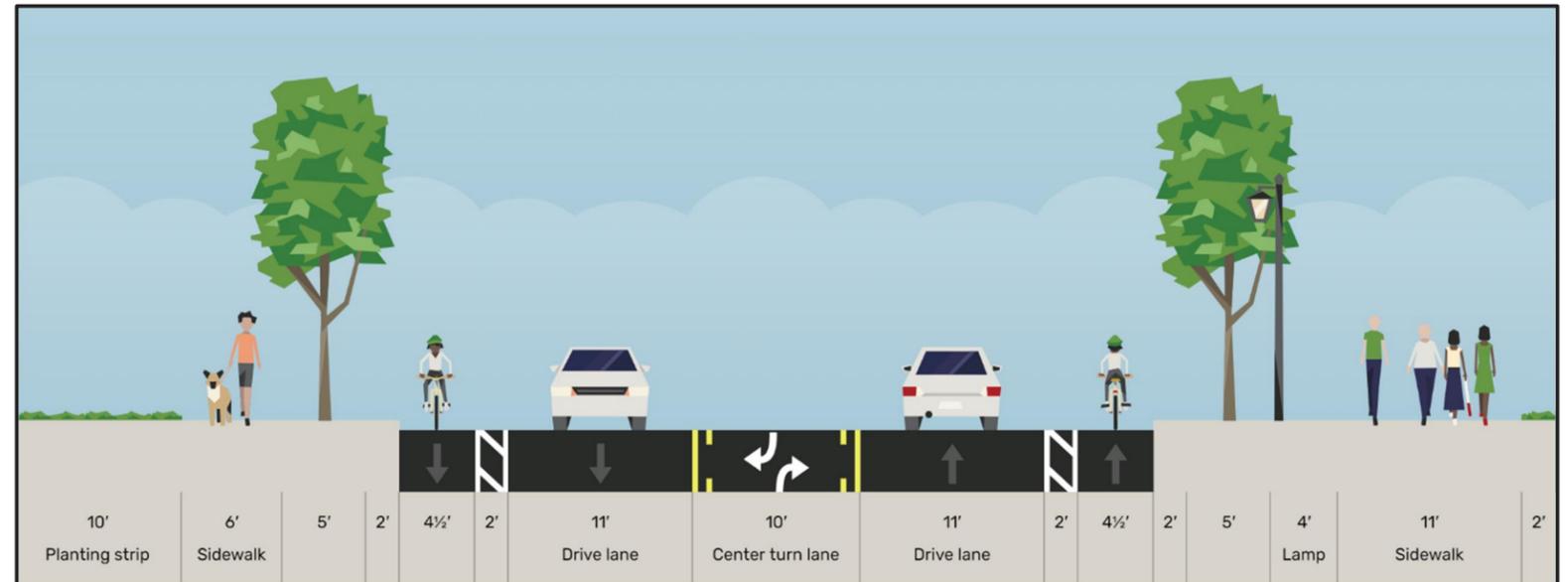


Exhibit 26: Three-Lane Option with Bike Lanes

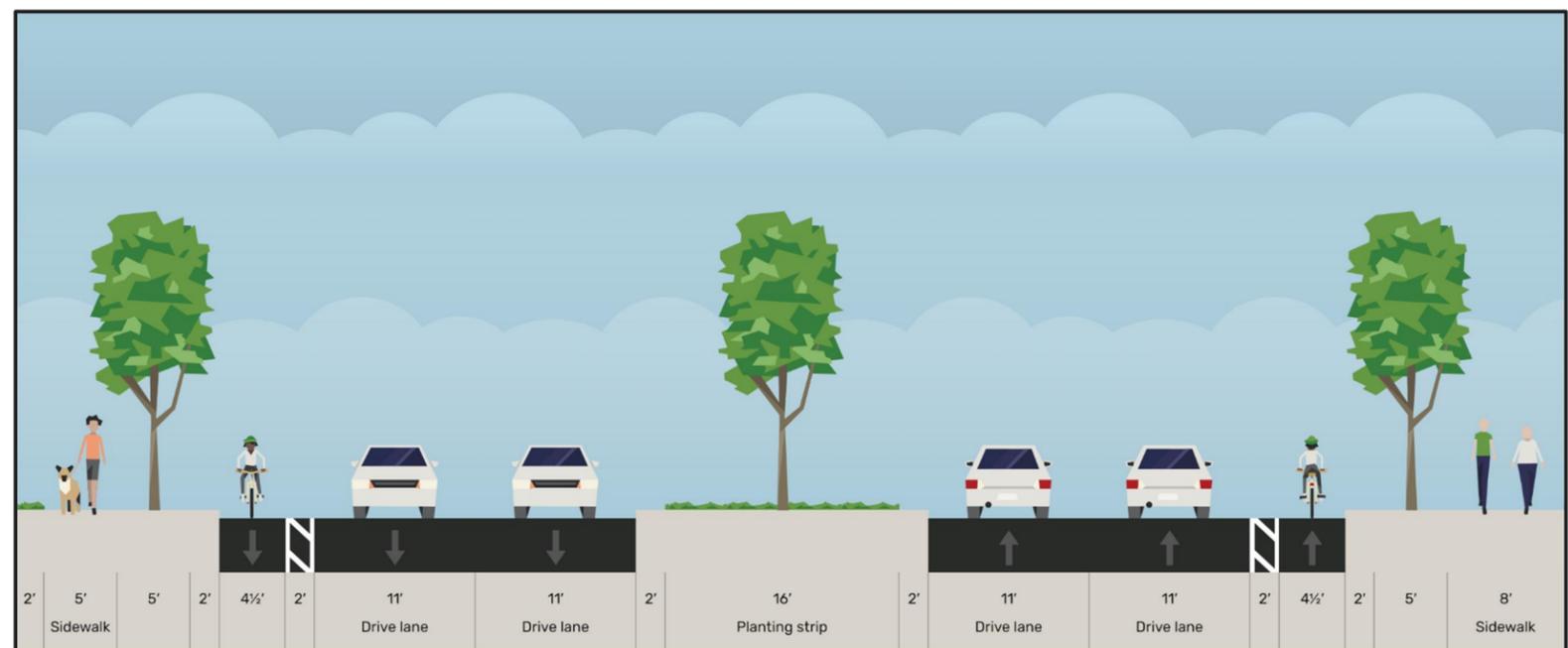


Exhibit 27: Boulevard Option with Bike Lanes

## Council Feedback / Direction

A City Council meeting was held on July 18<sup>th</sup>, 2024. Public feedback from the first two public open house meetings was reviewed, and several items were brought up to the Council.

Several discussion points are listed below:

- Buffered bike lanes along the entire corridor are ideal.
- A roundabout at the 83<sup>rd</sup> Street and Waverly Road intersection is preferred; however, design work should be advanced to confirm feasibility.
- The City Council is divided on the idea of a roundabout at the intersection of 83<sup>rd</sup> Street and Kill Creek Road. Design work should be advanced to confirm feasibility.
- It would not be cost effective to relocate 82<sup>nd</sup> Street. It was mentioned that 82<sup>nd</sup> Street could potentially become a bike route, however, the route would not serve adjacent communities. It was determined that options for 82<sup>nd</sup> Street should continue to be refined. Underground utility relocation and potential driveway impacts will need to be further explored.
- There is concern about the north leg of the roundabout at 83<sup>rd</sup> Street and Lexington Avenue intersection being sized to accommodate trucks with trailers that may access the feed store. Therefore, the north leg of the proposed roundabout was widened and is shown on Exhibit 28.

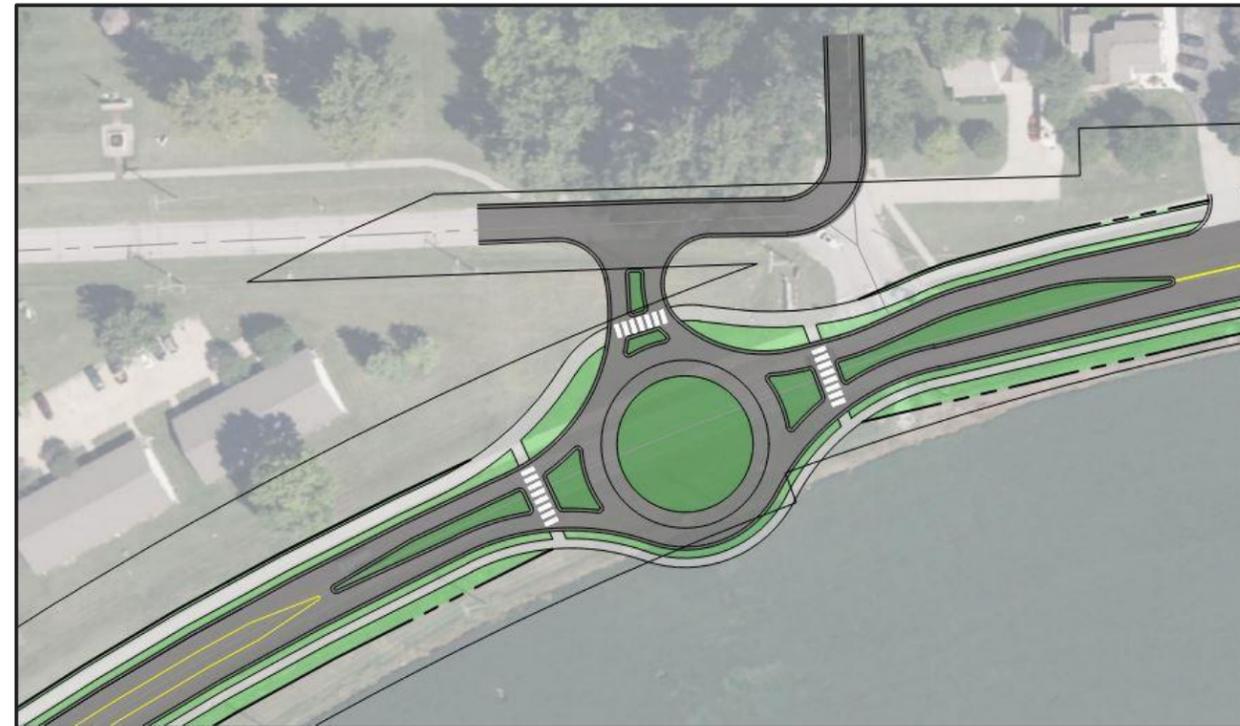


Exhibit 28 - 83<sup>rd</sup> Street & Lexington Avenue

## LEXINGTON AVENUE & PENNER AVENUE

At the Lexington Avenue and Penner Avenue intersection, there are concerns regarding vehicle queues and delay during school arrival and dismissal times. Two concepts have been developed that illustrate potential modifications to the intersection and are shown on Exhibits 29 through 31. Two concepts involve installing a traffic signal at the intersection. The third concept includes constructing a multi-lane roundabout. Further discussion between school and City staff is needed before a final recommendation can be made.

There are significant elevation differences between Penner Avenue and Lexington Avenue north of the existing intersection. To accommodate the options shown on Exhibit 30 and 31 it will likely require Lexington Avenue to be raised, with steeper grades immediately west of the railroad underpass.

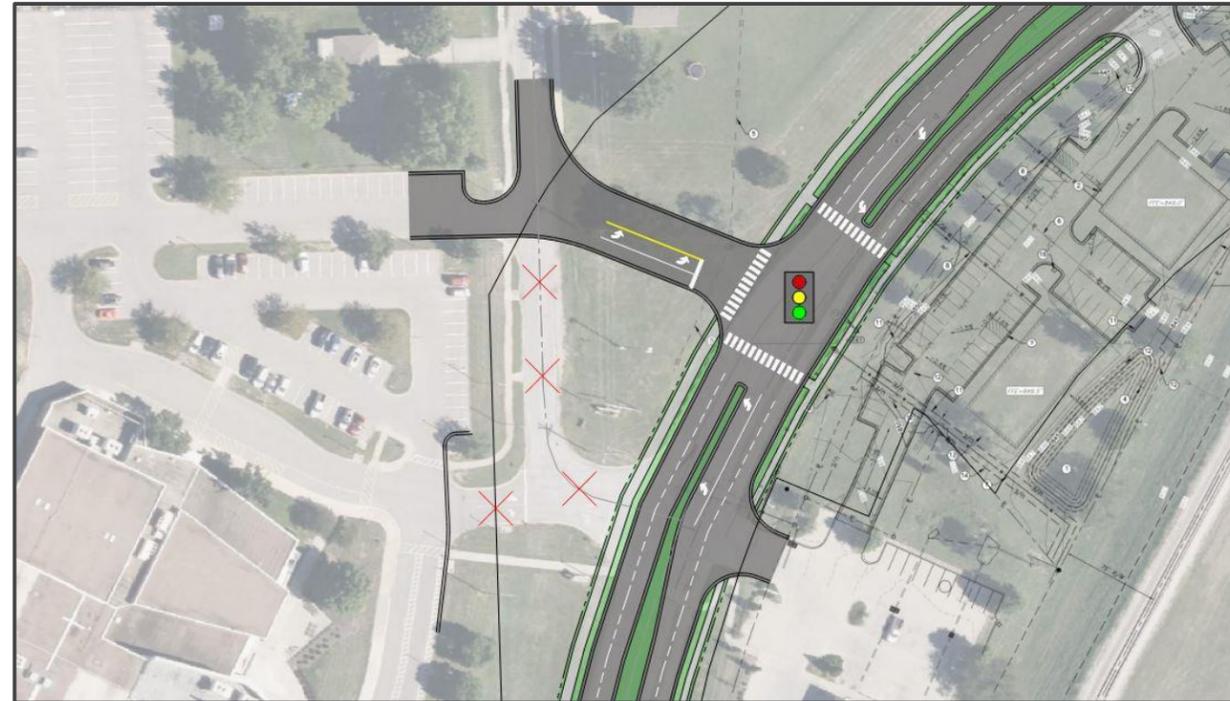


Exhibit 30 - Lexington Avenue & Penner Avenue

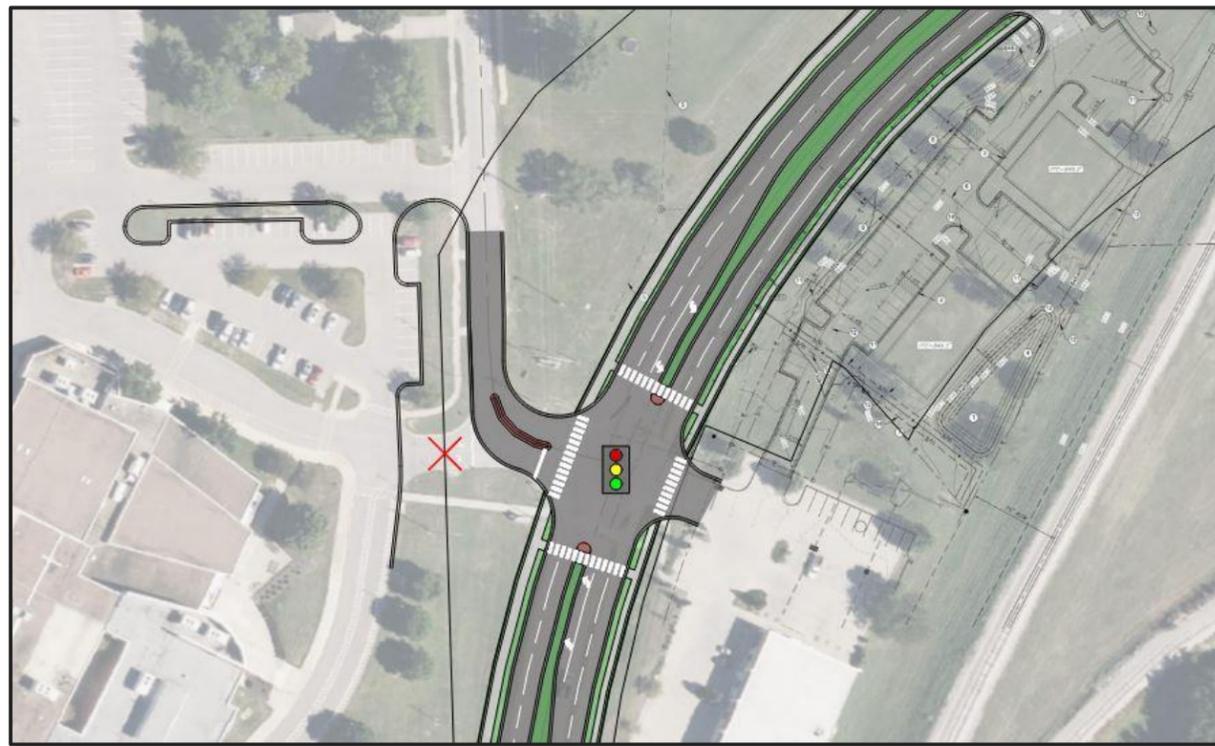


Exhibit 29 - Lexington Avenue & Penner Avenue

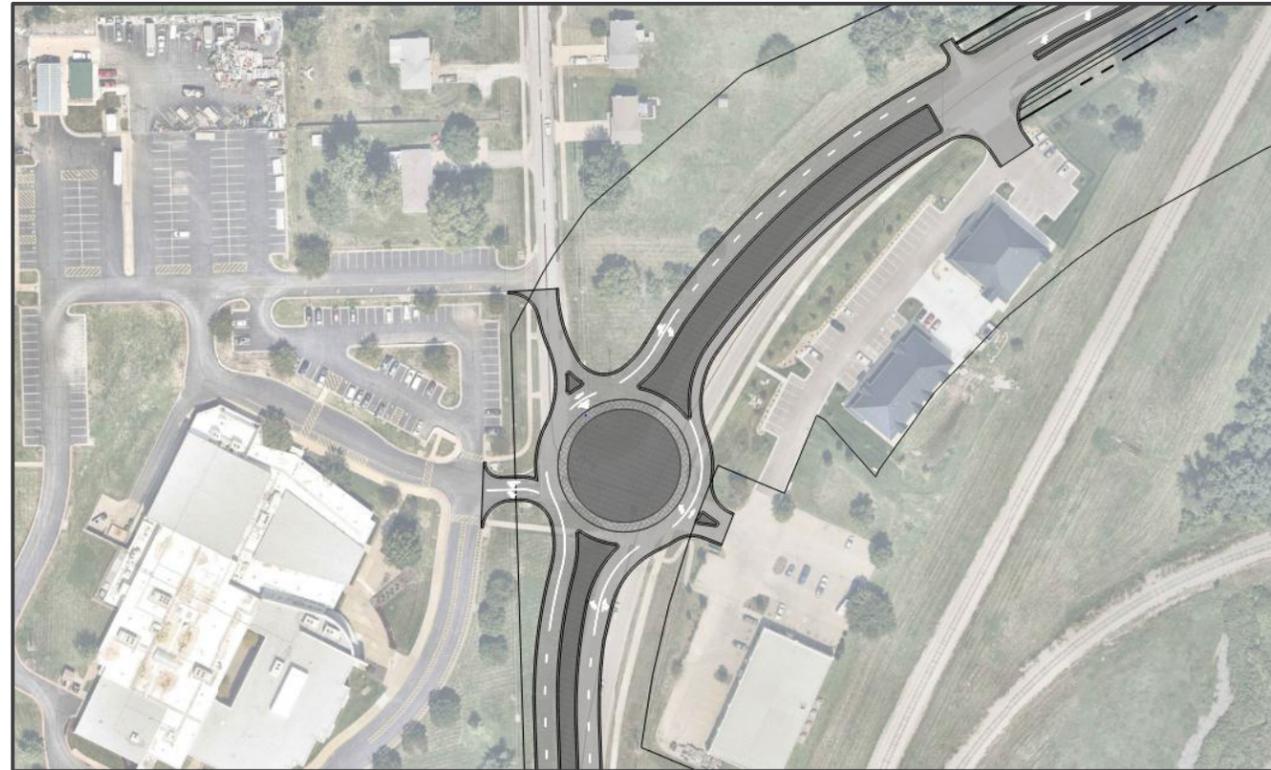


Exhibit 31 - Lexington Avenue & Penner Avenue

## Complete Streets Policy Statement

The concepts presented for 83<sup>rd</sup> and Lexington corridor represent a “Complete Street” approach, which is to say a vision for a corridor that includes all potential users of a corridor. By taking into consideration bicycles and pedestrians in the design, the facility begins to satisfy regional priorities which come to play in the pursuit of federal funds for the ultimate construction.

To further enhance the city’s position for federal funds, it is generally looked favorably upon communities that have adopted a Complete Streets Policy. While these policies can take a variety of forms and adopted through resolutions or formal ordinances, they emphasize a community’s commitment to considering all users. That is not to say every roadway or street has to have sidewalks and bicycle facilities, rather that careful consideration is taken to consider what facilities should be accommodated on a roadway given the needs of the community, budget implications, and constructability issues. A potential Complete Street Policy Statement is included for consideration in **Exhibit 32**.

## Cost Estimates

Cost estimates for the preferred alternative were developed at a conceptual level, using costing techniques developed by KDOT for their Local Consult meetings with inflation costs added in. It is important to note that these costs are conceptual in nature and likely conservative. More detailed engineering studies will be necessary to further refine the costs. **Table 4** includes the conceptual cost estimates for construction only. Utility relocation, right-of-way acquisition, engineering, and construction services could add an additional 25% - 30% in addition to these costs.

Table 4: Conceptual Cost Estimates

Segment	Conceptual Construction Cost Estimate
K-10 to Railroad	\$14.4 million
Railroad to Kill Creek	\$21.7 million
Kill Creek to City Limits	\$20.0 million
<b>Total</b>	<b>\$56.1 million</b>

A further breakdown of these costs is included in **Appendix D**. While these segments reflect the larger costs, it is possible to further divide the projects. For instance, roundabout intersection and trails could be constructed separately in anticipated of the larger segments being constructed in the future.

### Potential Complete Streets Policy Statement

The City of De Soto is dedicated to a transportation network that promotes accessibility and connectivity for all users, including pedestrians, bicyclists, motorists, and public transportation riders of all ages and abilities. The City’s Complete Streets policy shall prioritize safety while accommodating the needs of all modes of transportation. This will be achieved by incorporating Complete Streets principles into planning, design, construction, and maintenance of transportation infrastructure. This includes considering the needs of pedestrians and bicyclists in the design of sidewalks, crosswalks, bike lanes, and shared-use paths. By prioritizing these principles, the City of De Soto aims to provide a transportation system that is safe, equitable, and sustainable for all members of the community.

Exhibit 32 - Complete Streets Policy Statement

## Implementation

The completion of the 83<sup>rd</sup> and Lexington Corridor Study represents the first step in re-envisioning this corridor, but there are several steps remaining before the project is complete. The first of which, it is recommended that the City adopt a Complete Streets Policy statement, by ordinance or resolution, similar to what is included on **Exhibit 32**.

The next logical step towards project implementation is to conduct a **Preliminary Engineering Study**. At nearly 4.5 miles in length, it is unlikely the project would be constructed all at once. A Preliminary Engineering Study would advance the concepts, looking in much more depth at the existing infrastructure, right-of-way, and easements than could be accommodating in this planning stage. With more detailed information, more reliable cost estimates can also be development to help the city identify potential funding sources and to consider the ultimate **Project Phasing** for construction.

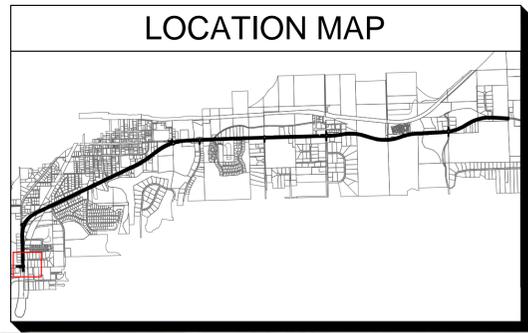
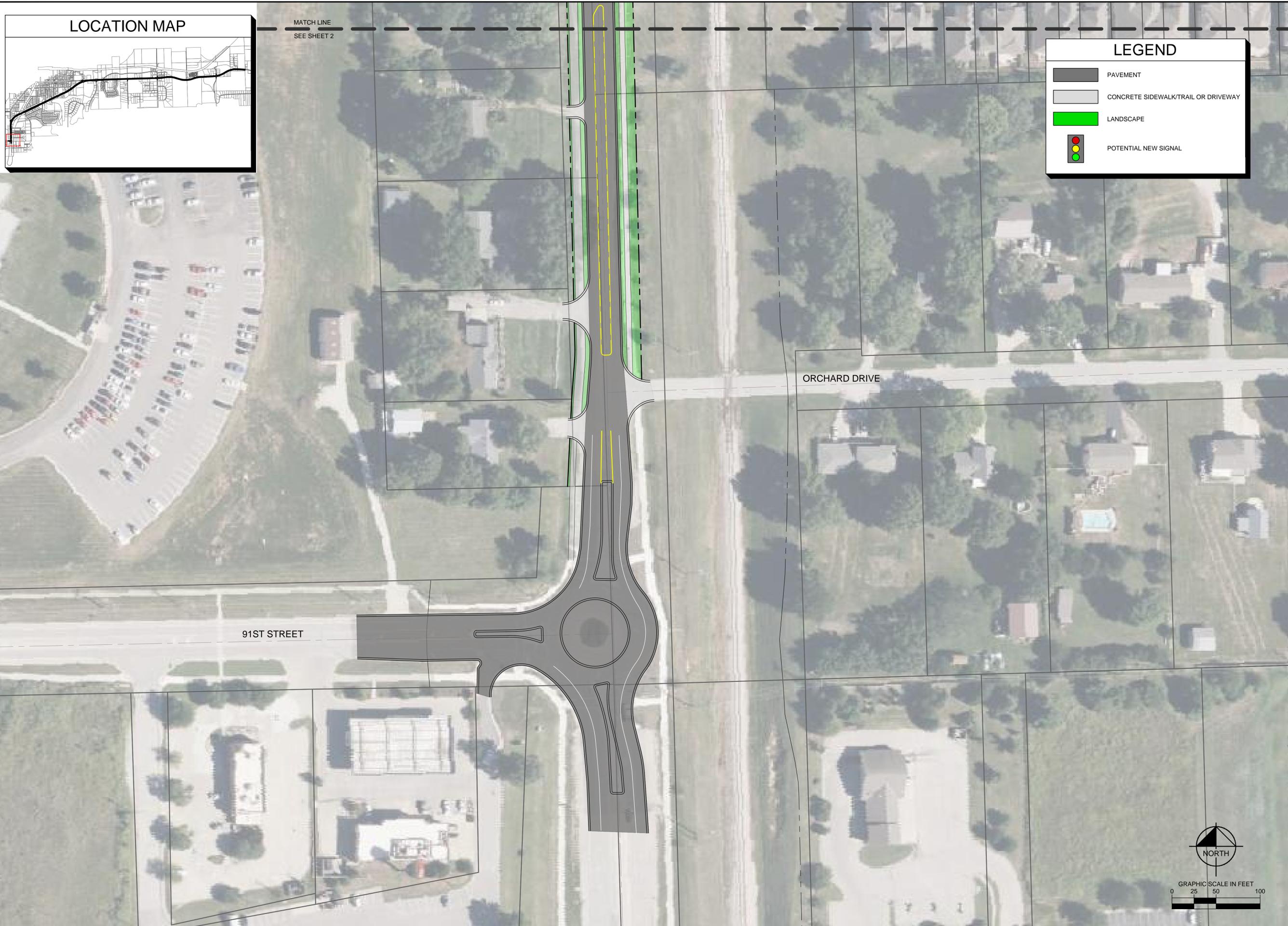
With the completion of a Preliminary Engineering Study, the City will have confirmed project phasing and be in position to compete for federal and state funding to help offset the cost of these improvements. For example, KDOT has a cost-share program than can provide up to \$1 million in additional funding with a 15% local match, with applications for this funding annually accepted from approximately mid-February to mid-March.

The Build Kansas Matching Fund (Build Kansas Fund) can also provide up to \$200 million in state funding to be applied for federal competitive grants provided by the Bipartisan Infrastructure Law. Many of these grants have minimum matches of up to 20%, although greater matches are often used for these highly competitive grants. As an example, it is not uncommon for the successful RAISE grant to provide non-federal funding that covers closer to 50% of the project cost.

## Appendix A

### 3-Lane Concept

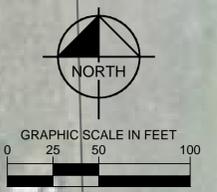
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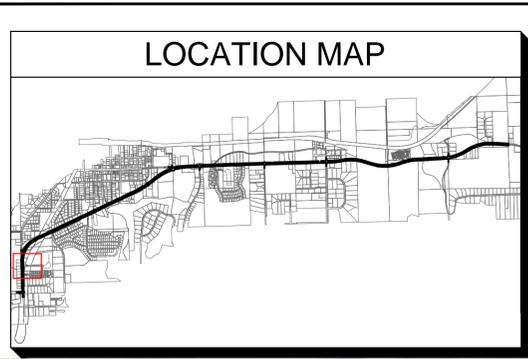
### LEGEND

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



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<small>DESIGNED BY</small>	<small>DRAWN BY</small>	<small>CHECKED BY</small>	<small>DATE</small>													
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LOCATION MAP

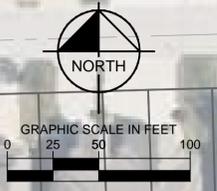
MATCH LINE  
SEE SHEET 3

**LEGEND**

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



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 DATE: \_\_\_\_\_

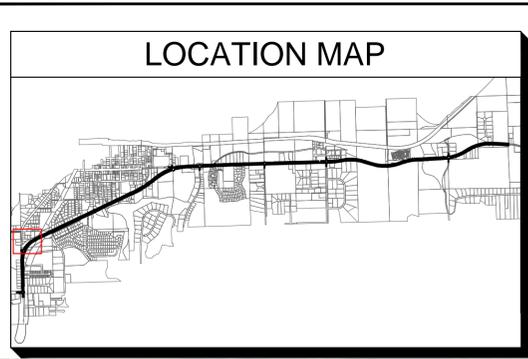
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DATE	AS SHOWN
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DRAWN BY	

**3-LANE CONCEPT**

**83RD STREET &  
 LEXINGTON AVENUE  
 CORRIDOR STUDY  
 DE SOTO, KS**

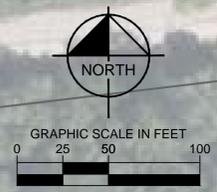
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### LEGEND

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- LANDSCAPE
- POTENTIAL NEW SIGNAL



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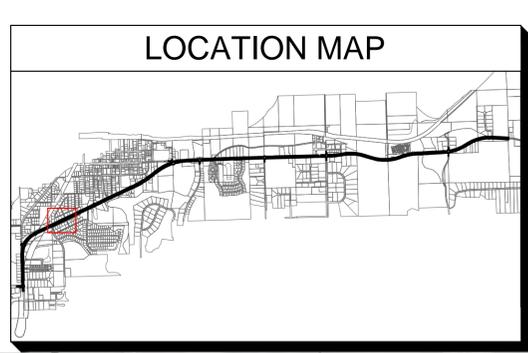
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MATCH LINE  
SEE SHEET 3

COMMERCE DRIVE

THORP STREET

SCOTT STREET

MATCH LINE  
SEE SHEET 5

LEGEND	
	PAVEMENT
	CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
	LANDSCAPE
	POTENTIAL NEW SIGNAL

NORTH

GRAPHIC SCALE IN FEET  
0 25 50 100

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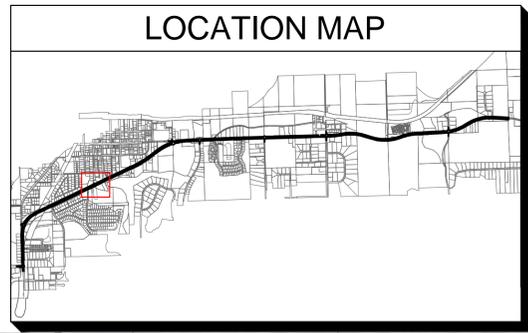
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LICENSED PROFESSIONAL	

**3-LANE CONCEPT**

**83RD STREET &  
LEXINGTON AVENUE  
CORRIDOR STUDY  
DE SOTO, KS**

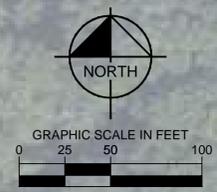
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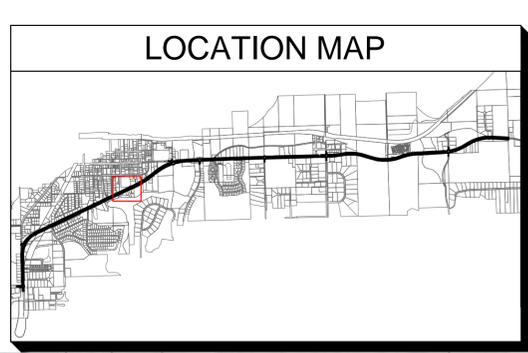
**LEGEND**

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



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No.	DATE	BY												

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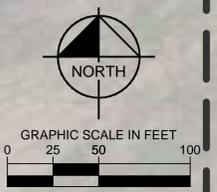
**LEGEND**

-  PAVEMENT
-  CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
-  LANDSCAPE
-  POTENTIAL NEW SIGNAL

MATCH LINE  
SEE SHEET 5

WEA STREET

MATCH LINE  
SEE SHEET 7



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DATE	AS SHOWN	DESIGNED BY	CHECKED BY
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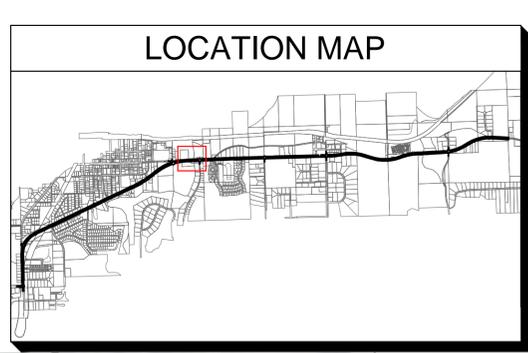
**3-LANE CONCEPT**

**83RD STREET & LEXINGTON AVENUE  
CORRIDOR STUDY  
DE SOTO, KS**

SHEET NUMBER  
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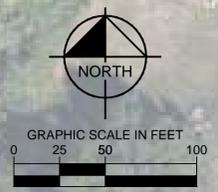


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**LEGEND**

- PAVEMENT
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- LANDSCAPE
- POTENTIAL NEW SIGNAL

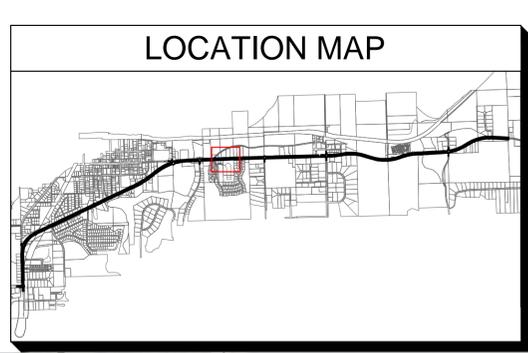


MATCH LINE  
SEE SHEET 7

MATCH LINE  
SEE SHEET 9

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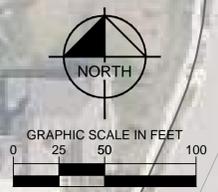
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MATCH LINE  
SEE SHEET 8

VALLEY  
SPRING DRIVE

LARAMIE STREET



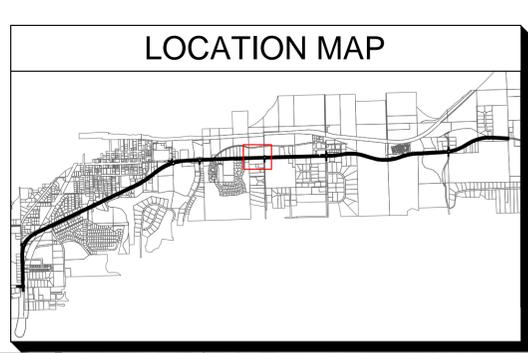
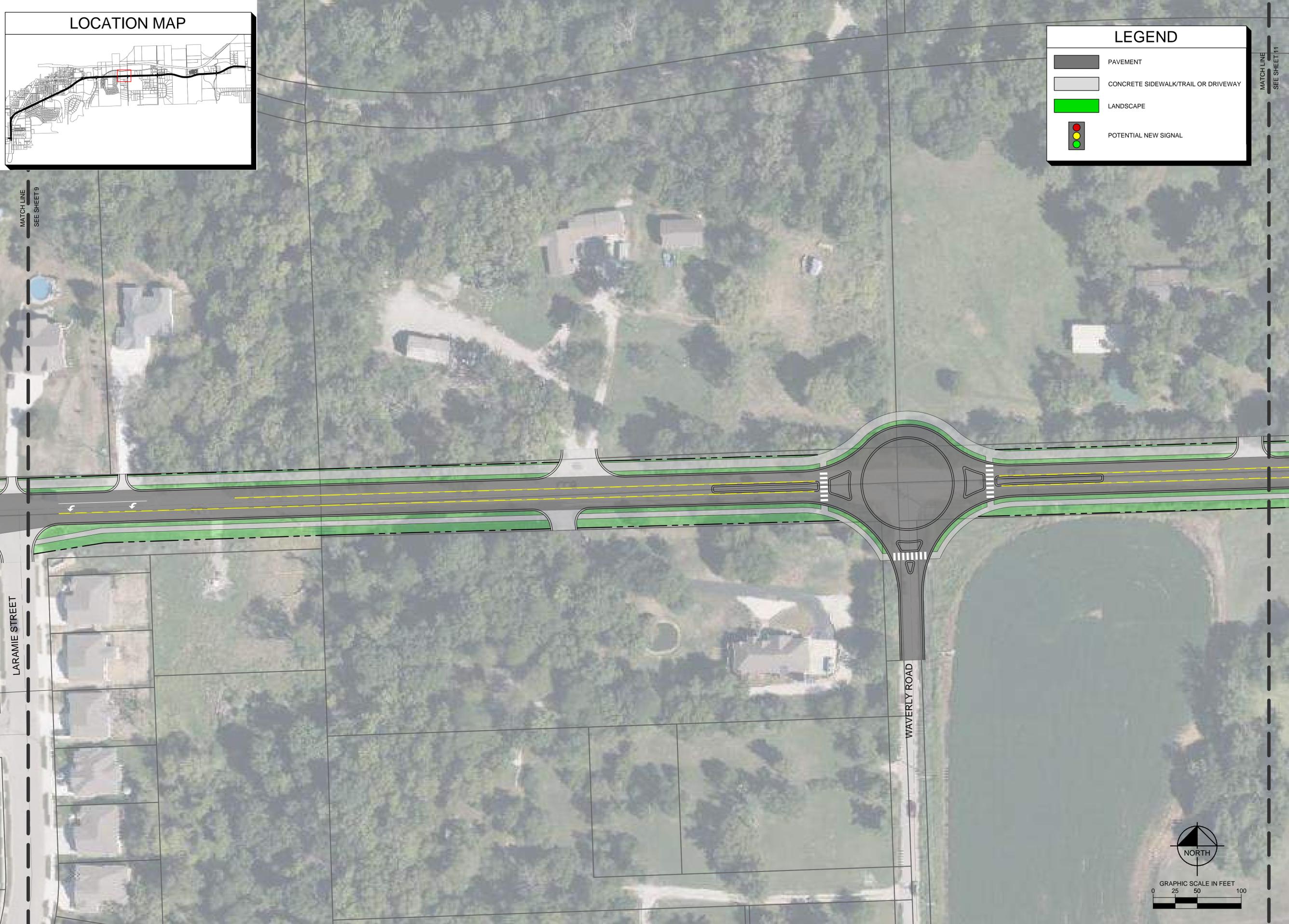
**LEGEND**

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL

MATCH LINE  
SEE SHEET 10

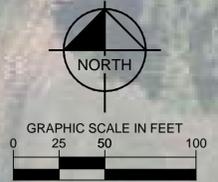
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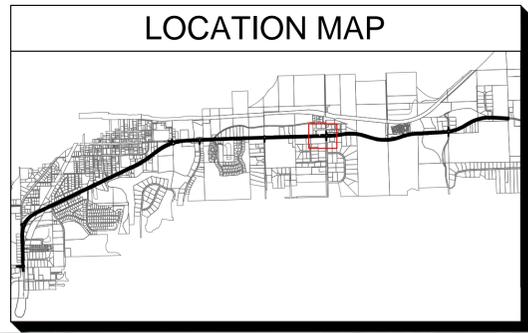
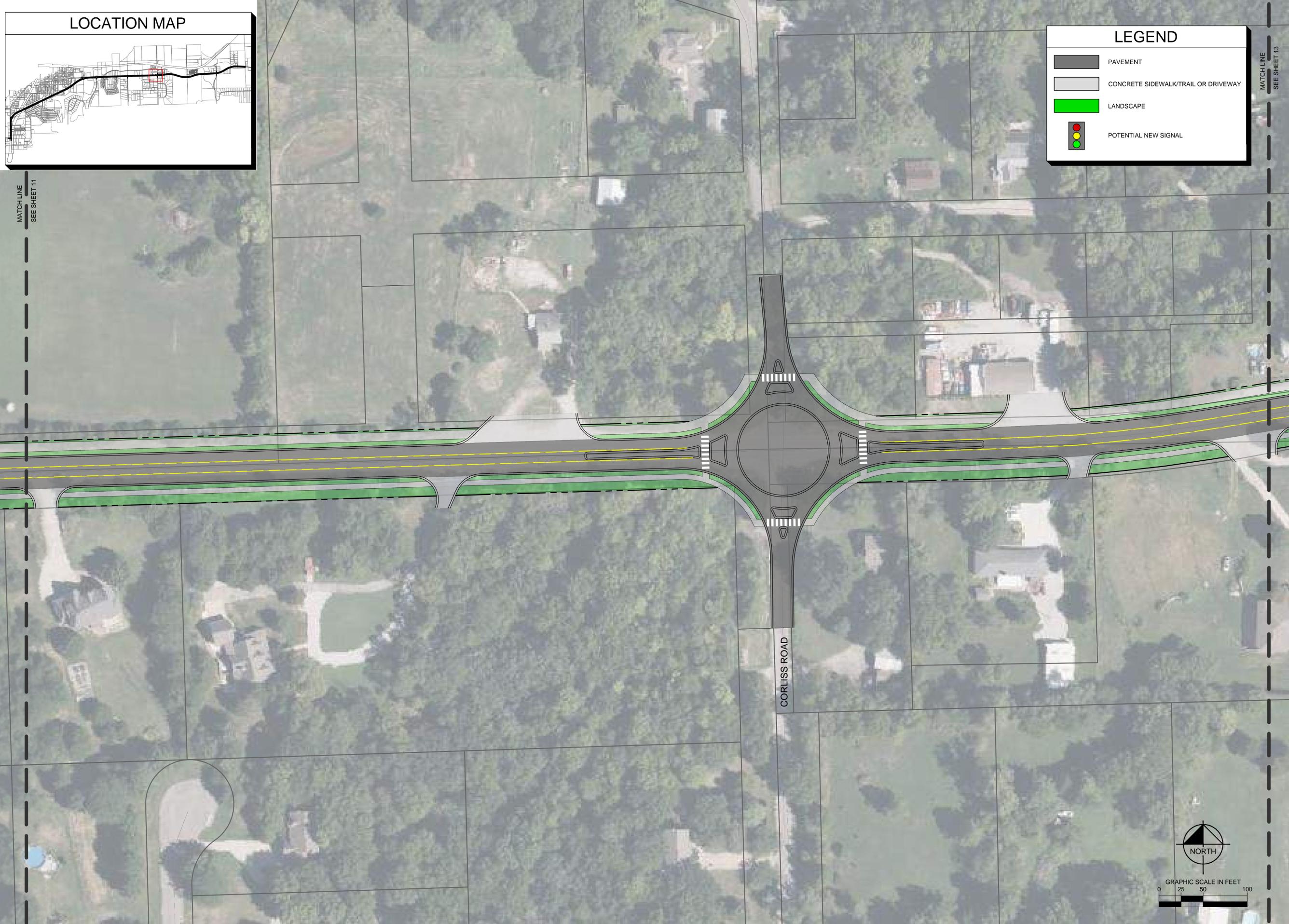
- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



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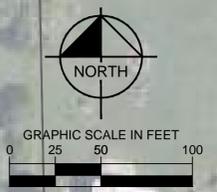


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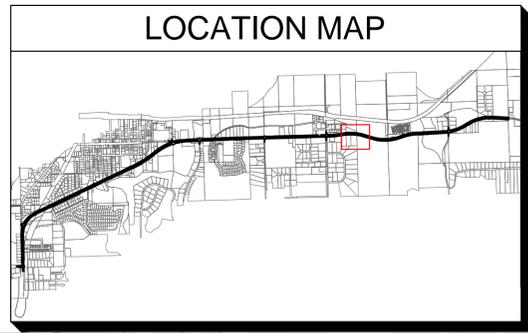
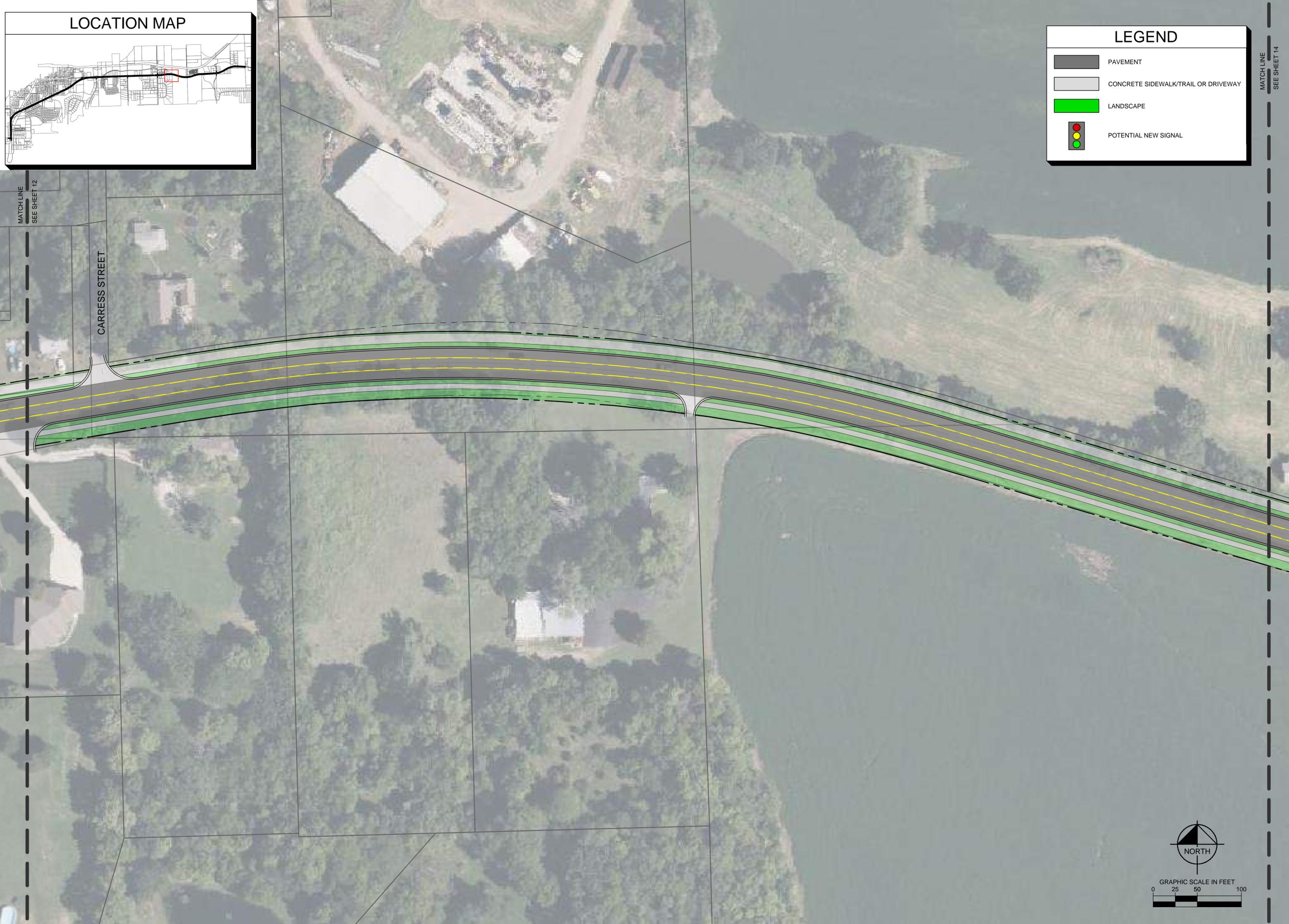
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- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



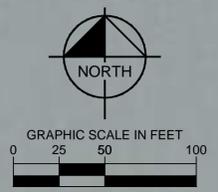
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**LEGEND**

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



MATCH LINE  
SEE SHEET 12

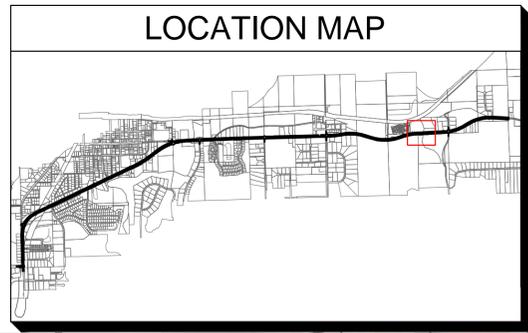
CARRESS STREET

MATCH LINE  
SEE SHEET 14

<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>3-LANE CONCEPT</b>	<b>Kimley»Horn</b> <small>805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM</small>	LICENSED PROFESSIONAL _____ DATE: _____
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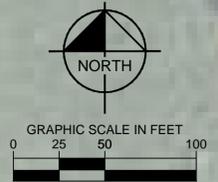


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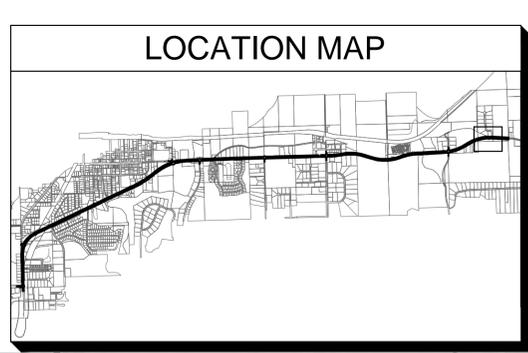
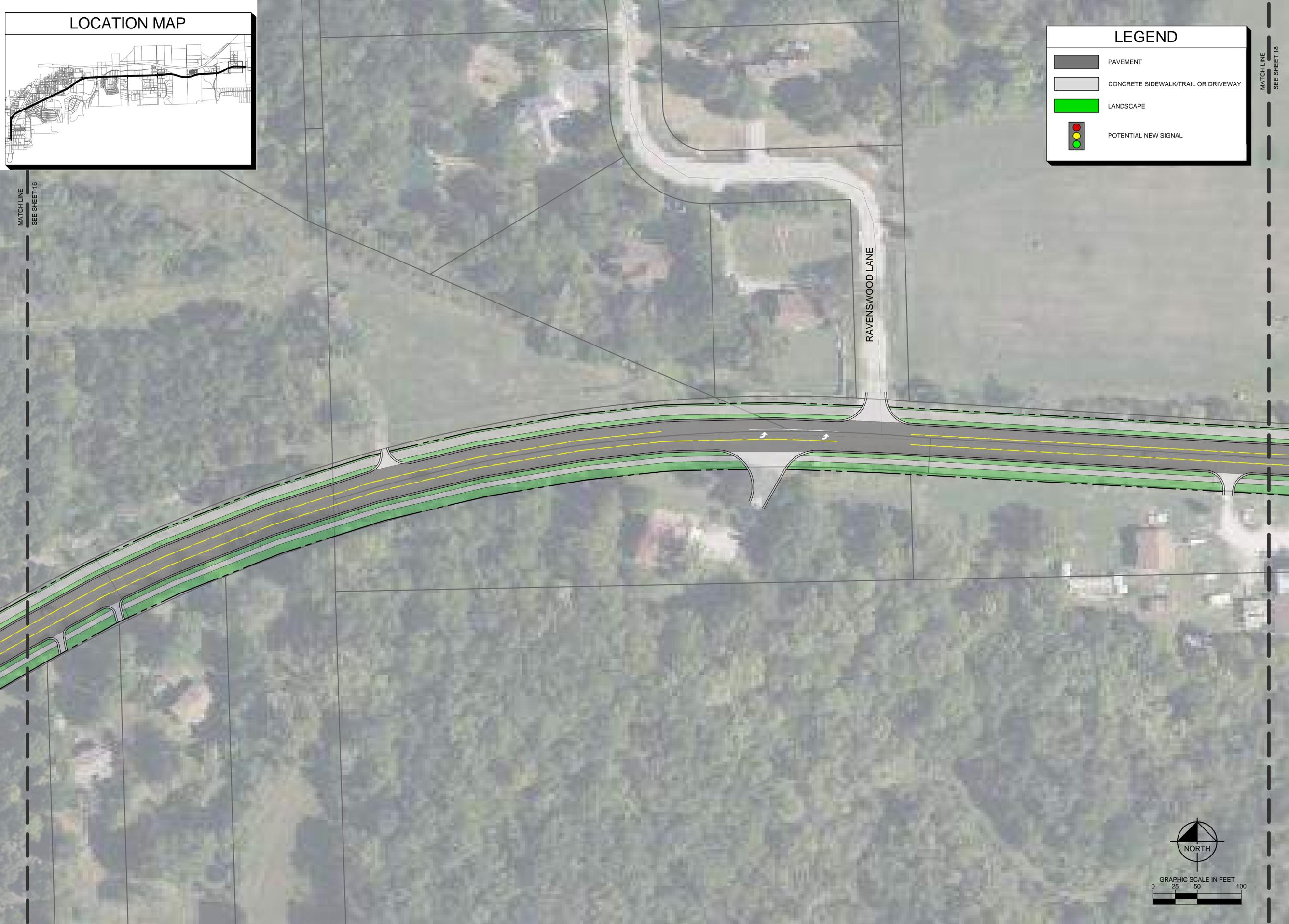
-  PAVEMENT
-  CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
-  LANDSCAPE
-  POTENTIAL NEW SIGNAL



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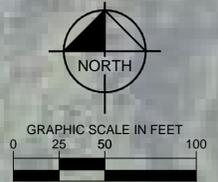


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**LEGEND**

- PAVEMENT
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- LANDSCAPE
- POTENTIAL NEW SIGNAL

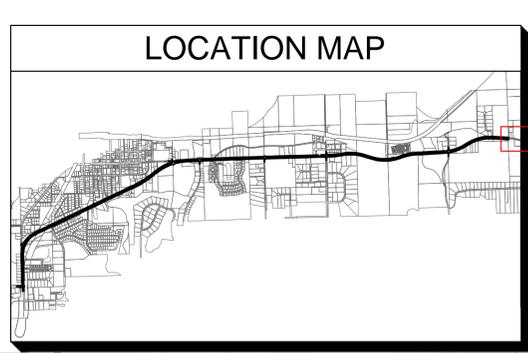


MATCH LINE  
SEE SHEET 16

MATCH LINE  
SEE SHEET 18

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MATCH LINE  
SEE SHEET 17



### LEGEND

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL

NORTH

GRAPHIC SCALE IN FEET  
0 25 50 100

SHEET NUMBER <b>18</b>	<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>3-LANE CONCEPT</b>	KHA PROJECT DATE SCALE AS SHOWN DESIGNED BY DRAWN BY CHECKED BY	LICENSED PROFESSIONAL DATE:	REVISIONS No. DATE BY
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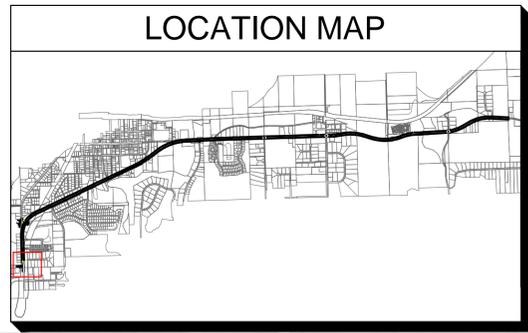
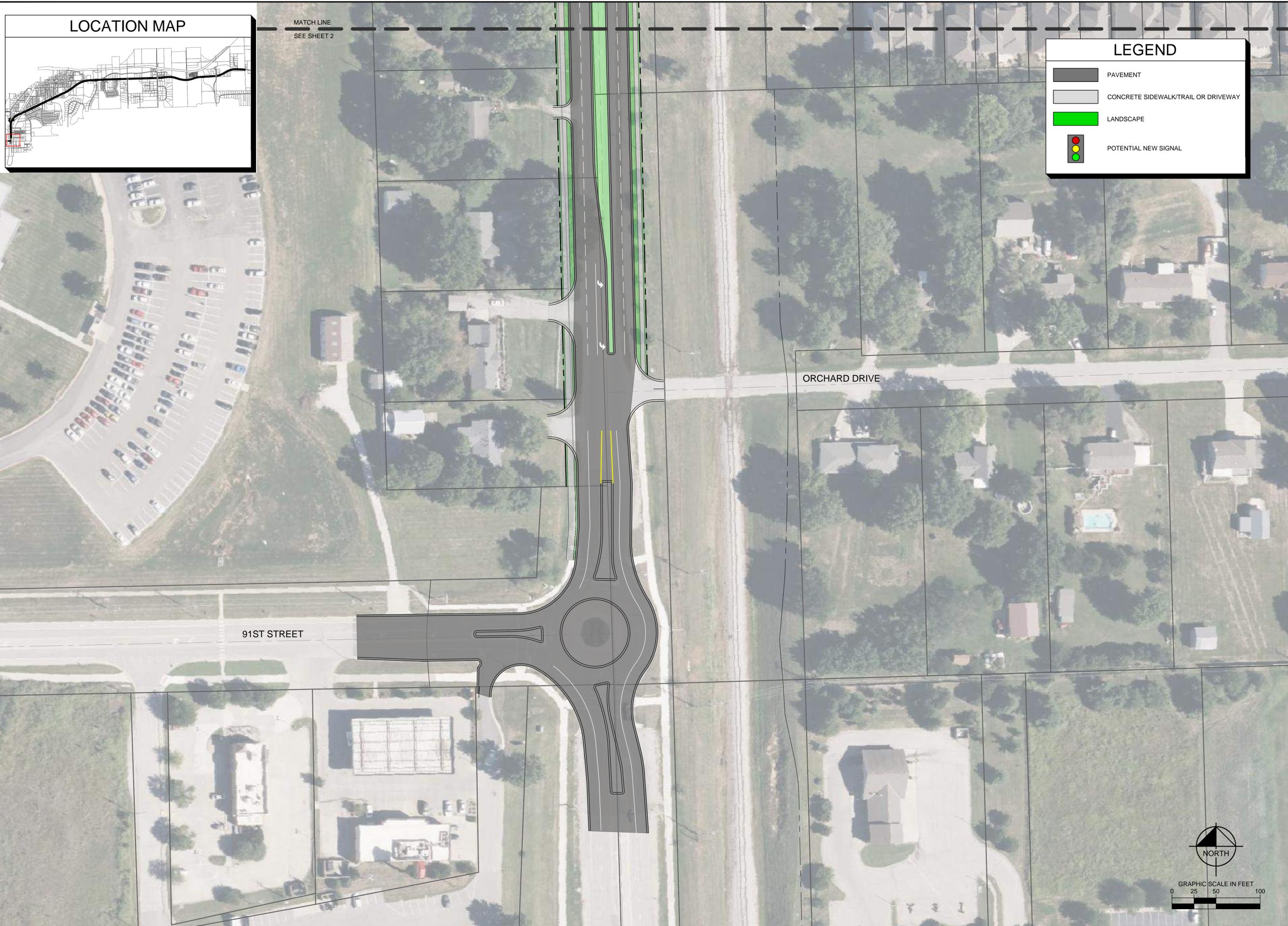
Kimley»Horn

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PHONE: 816-652-0350  
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## Appendix B

### Boulevard Concept

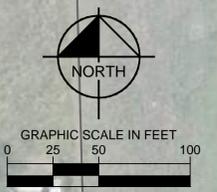
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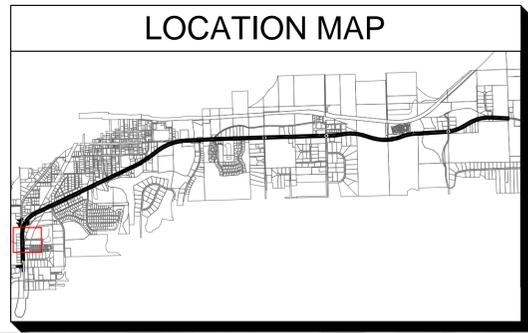
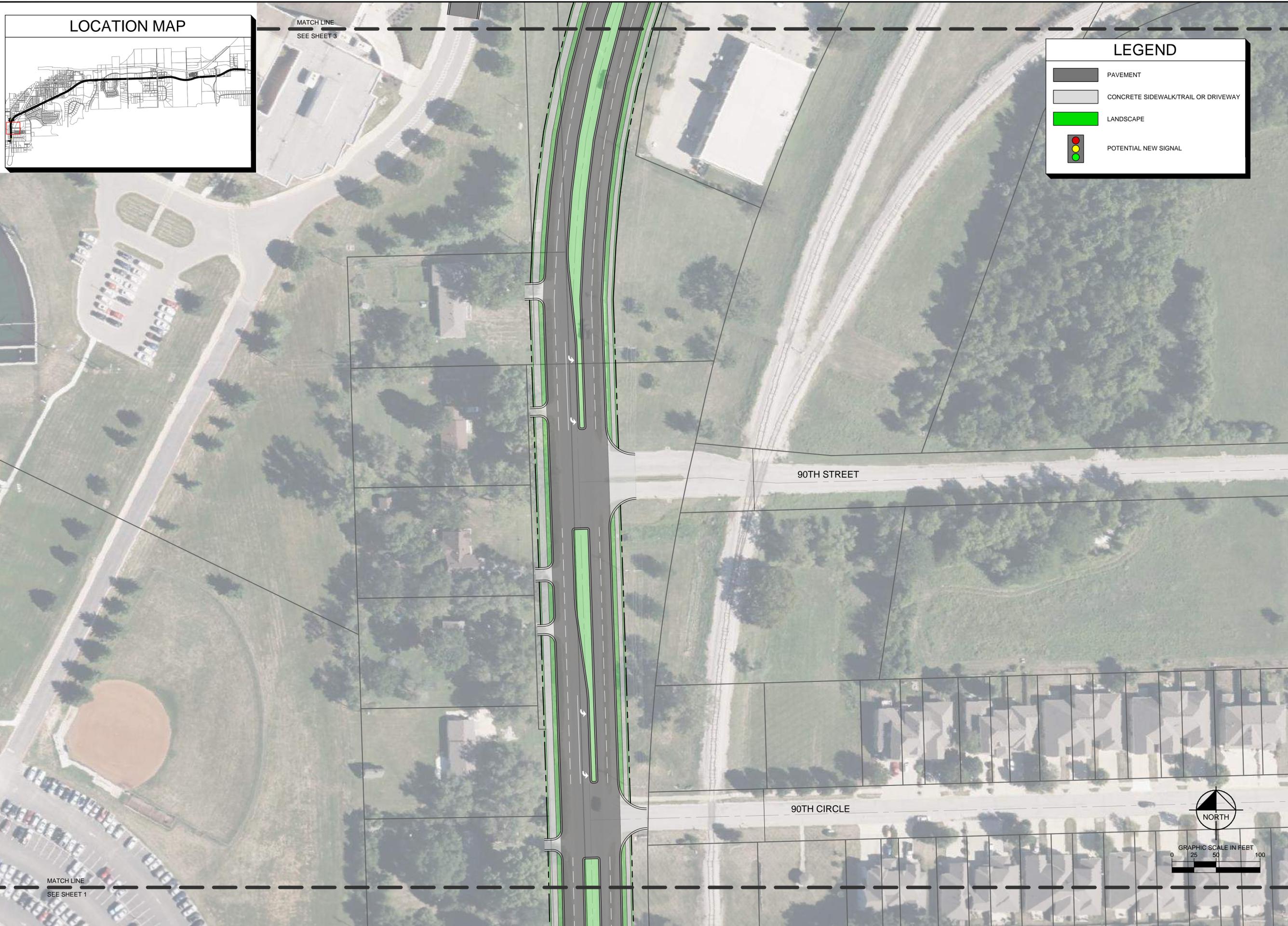
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- LANDSCAPE
- POTENTIAL NEW SIGNAL



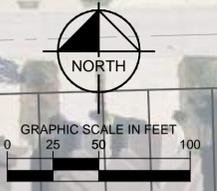
<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>BOULEVARD CONCEPT</b>	<b>Kimley»Horn</b> <small>805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM</small>										
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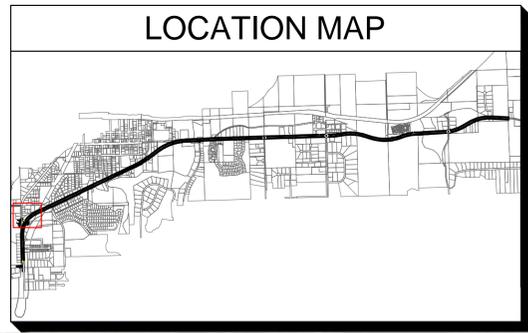
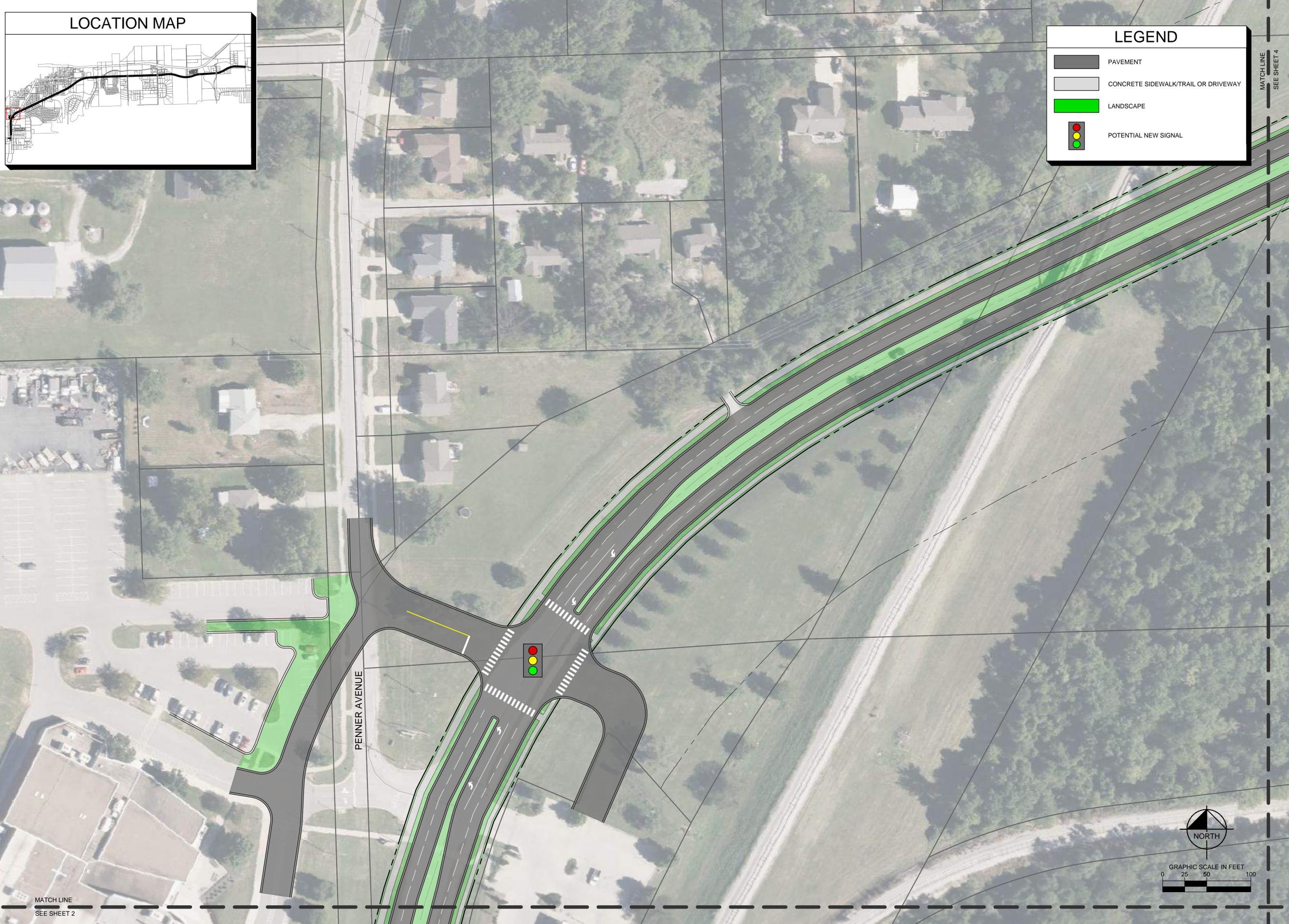
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- LANDSCAPE
- POTENTIAL NEW SIGNAL



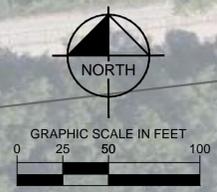
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- LANDSCAPE
- POTENTIAL NEW SIGNAL

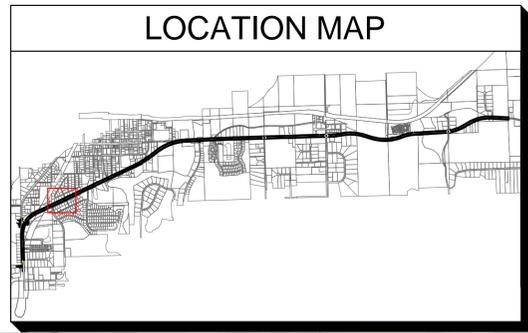


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MATCH LINE  
SEE SHEET 4

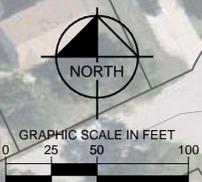
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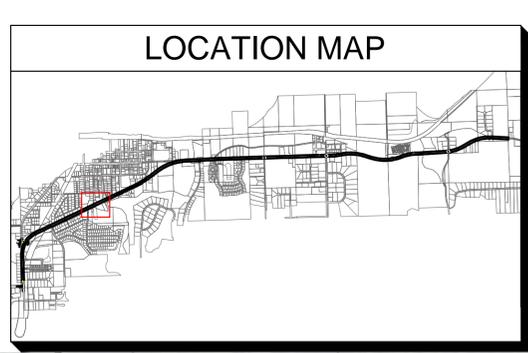
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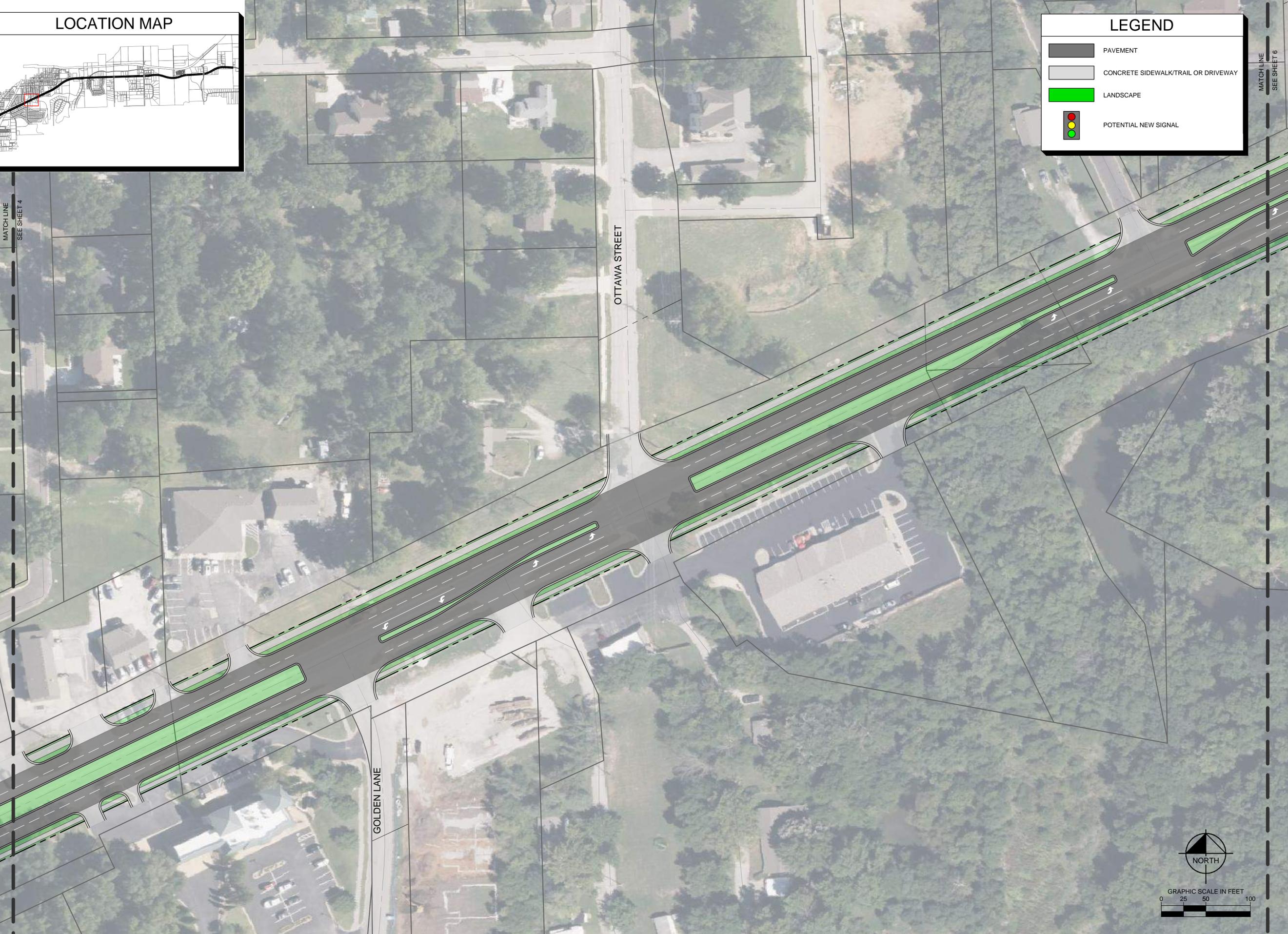


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	SCALE AS SHOWN	REVISIONS
	DESIGNED BY	No.
	DRAWN BY	DATE
	CHECKED BY	BY

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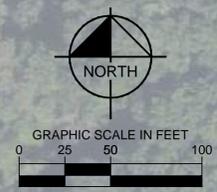
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### LEGEND

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-  LANDSCAPE
-  POTENTIAL NEW SIGNAL



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 LICENSED PROFESSIONAL \_\_\_\_\_

DATE	AS SHOWN

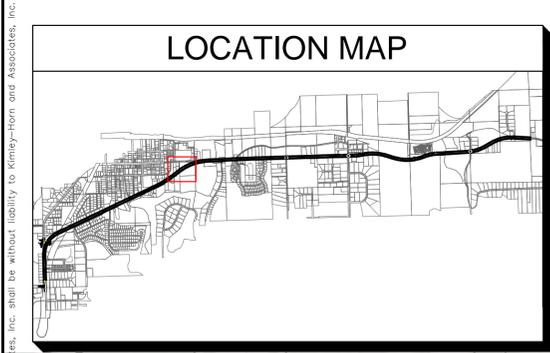
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## BOULEVARD CONCEPT

**83RD STREET & LEXINGTON AVENUE  
 CORRIDOR STUDY  
 DE SOTO, KS**

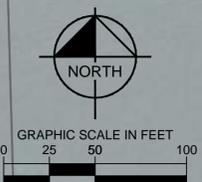
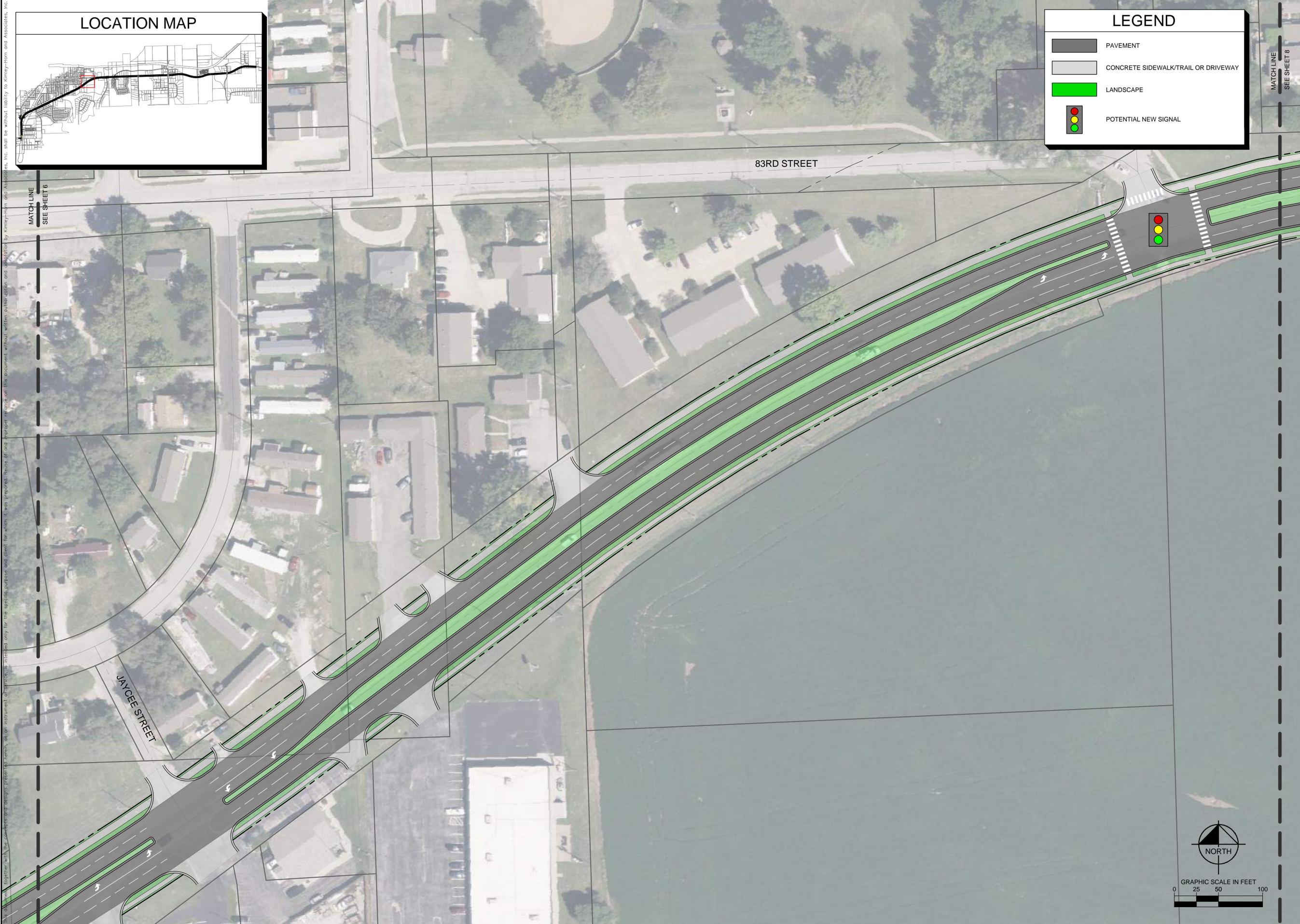
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### LEGEND

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- LANDSCAPE
- POTENTIAL NEW SIGNAL



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**BOULEVARD CONCEPT**

**83RD STREET & LEXINGTON AVENUE CORRIDOR STUDY**  
 DE SOTO, KS

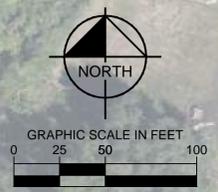
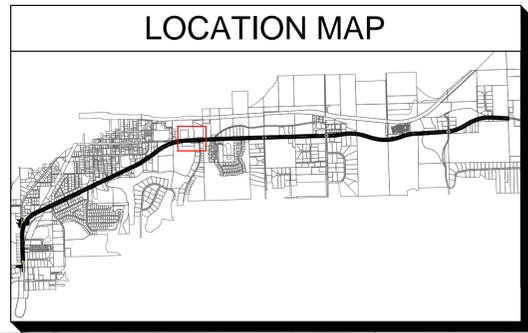
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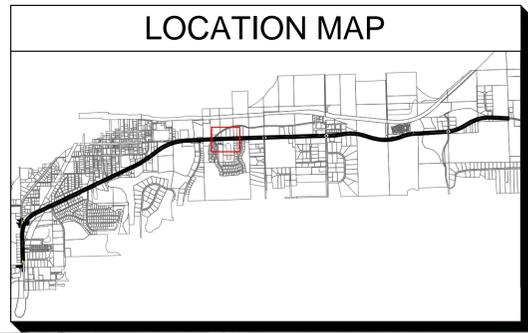
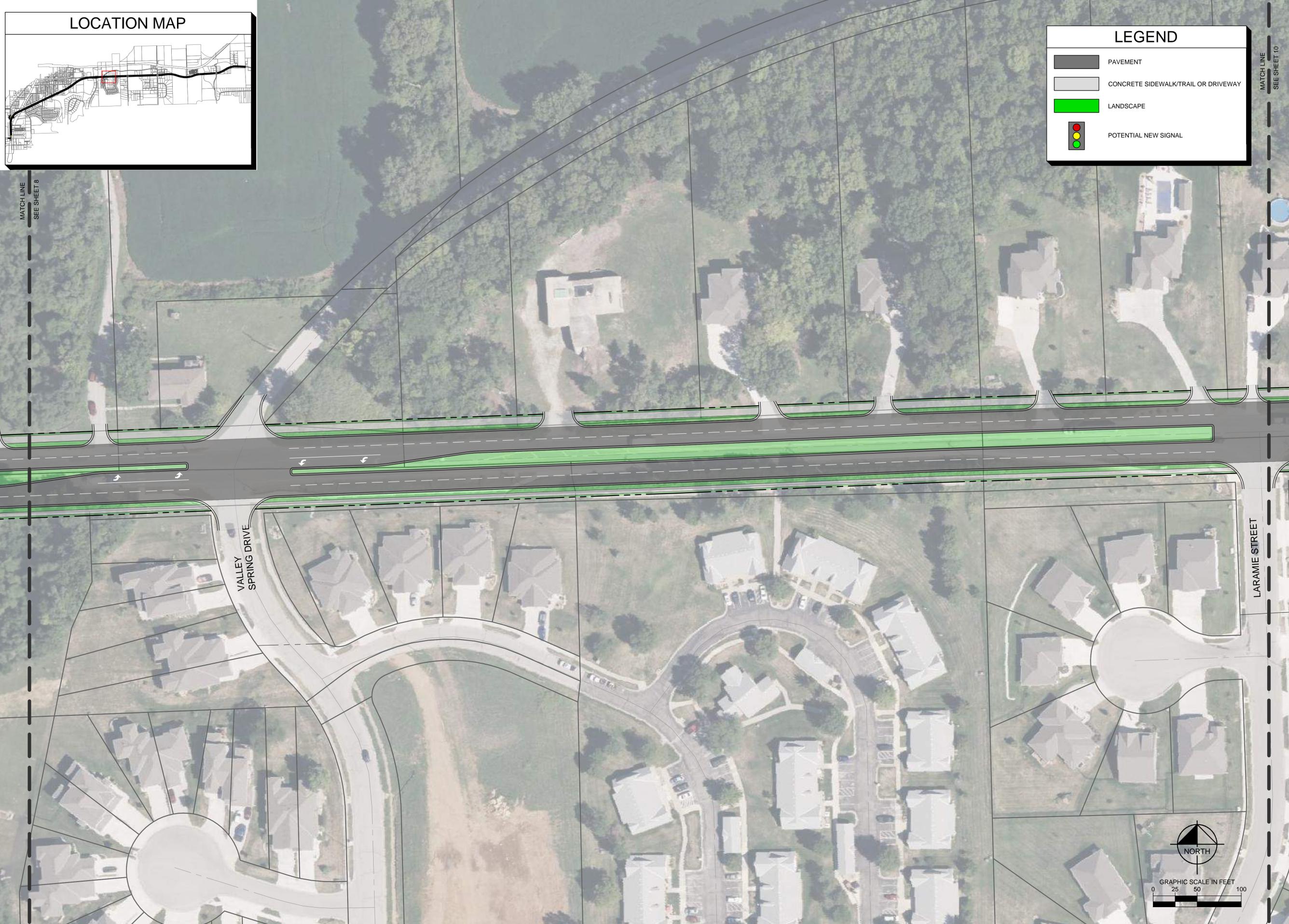
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- LANDSCAPE
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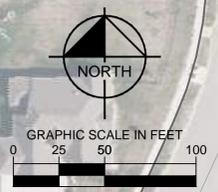
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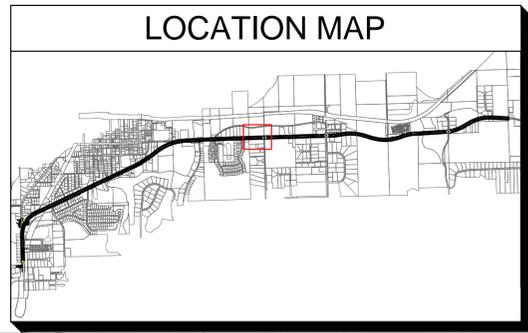
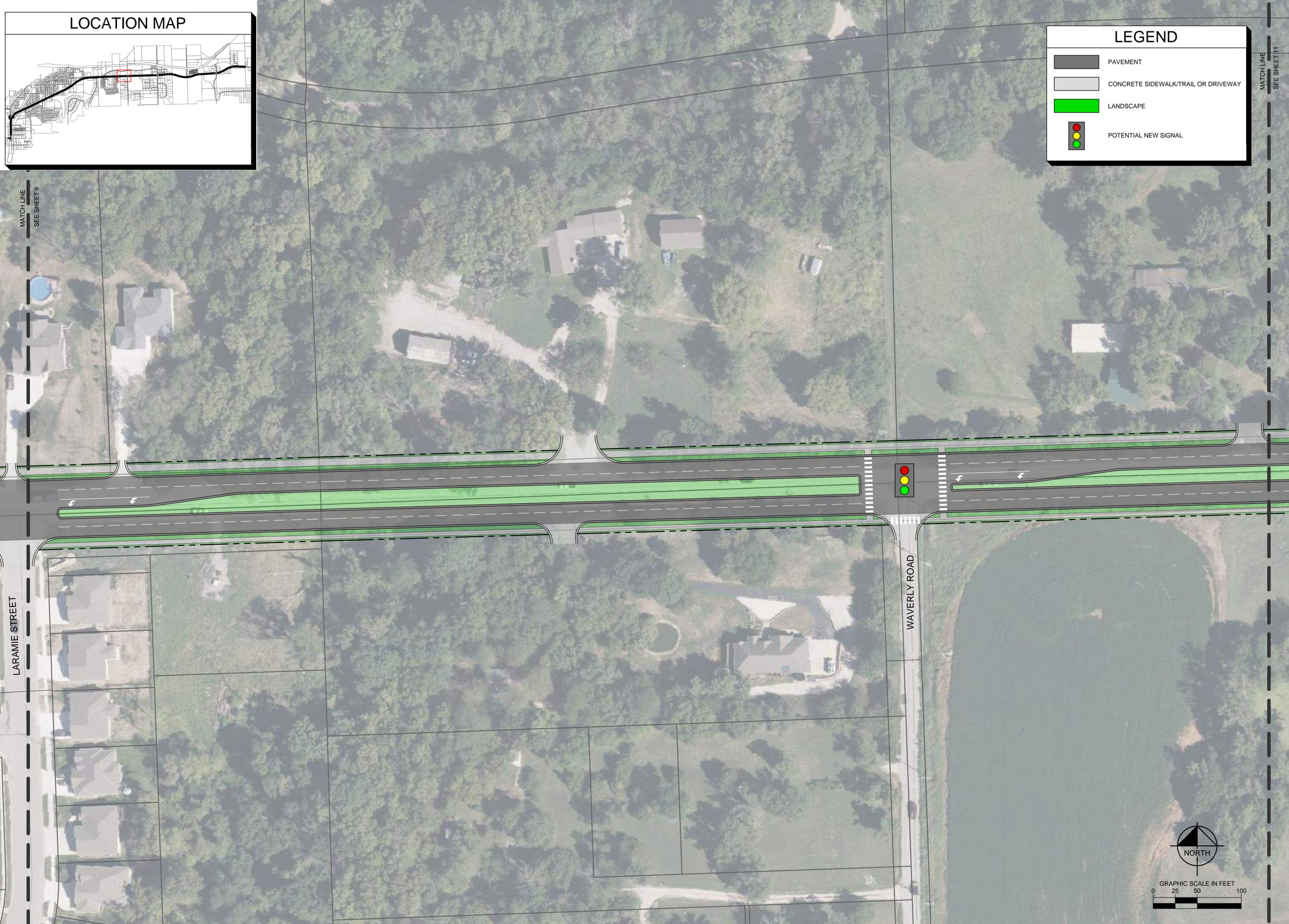
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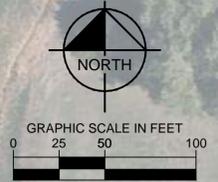
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- LANDSCAPE
- POTENTIAL NEW SIGNAL



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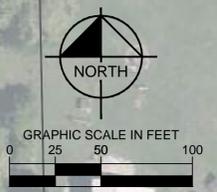
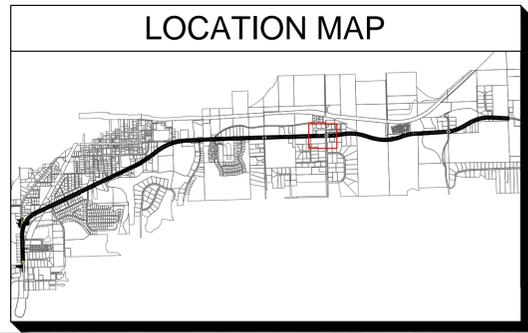


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-  LANDSCAPE
-  POTENTIAL NEW SIGNAL



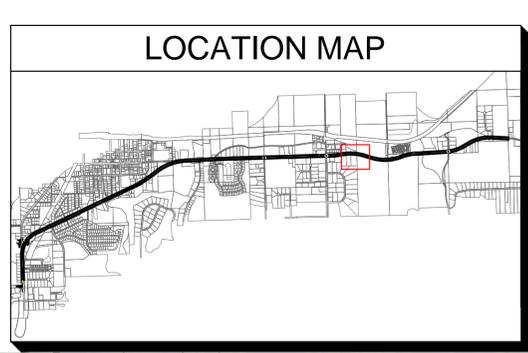
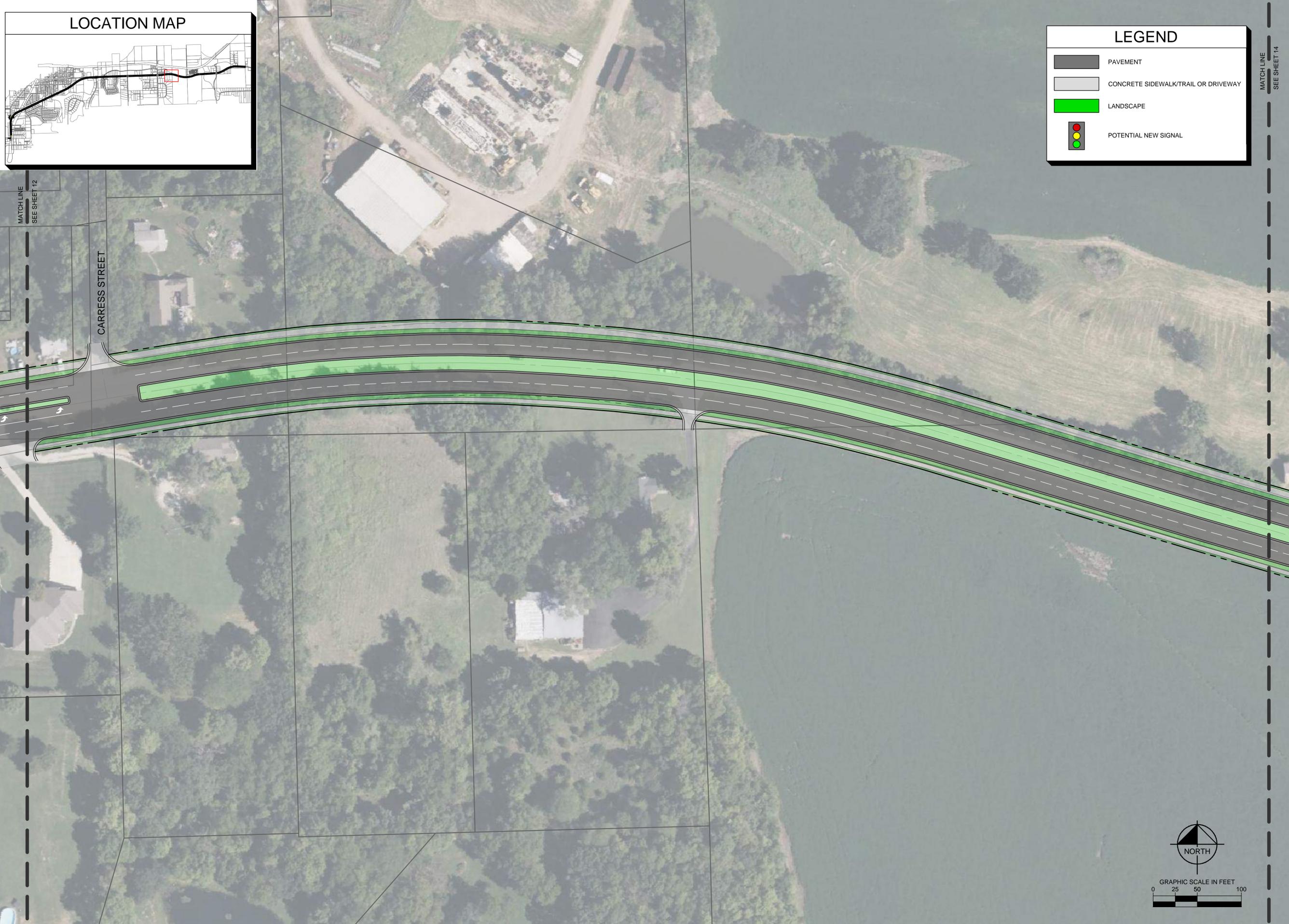
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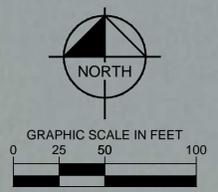
<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>BOULEVARD CONCEPT</b>	KHA PROJECT LICENSED PROFESSIONAL	<b>Kimley»Horn</b> 805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM	No. _____ REVISIONS _____ DATE _____ BY _____
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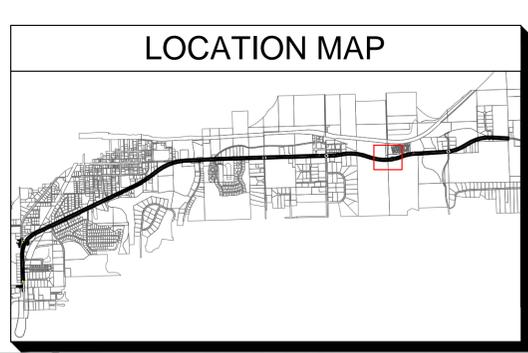
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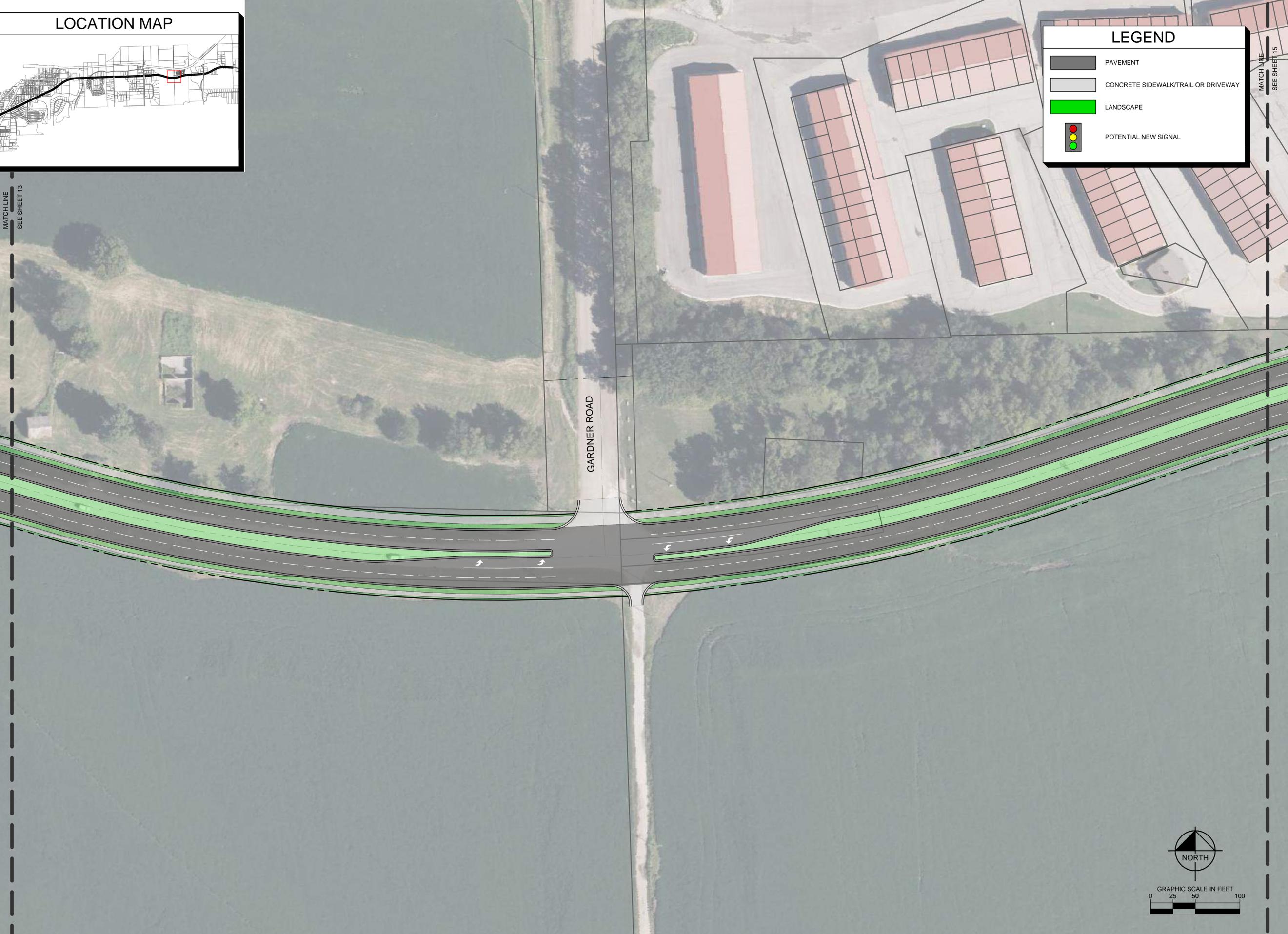


<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>BOULEVARD CONCEPT</b>	<b>Kimley»Horn</b> <small>805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105          PHONE: 816-652-0350          WWW.KIMLEY-HORN.COM</small>	LICENSED PROFESSIONAL  DATE: _____ AS SHOWN DESIGNED BY DRAWN BY CHECKED BY
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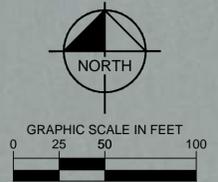


GARDNER ROAD

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SEE SHEET 15

**LEGEND**

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



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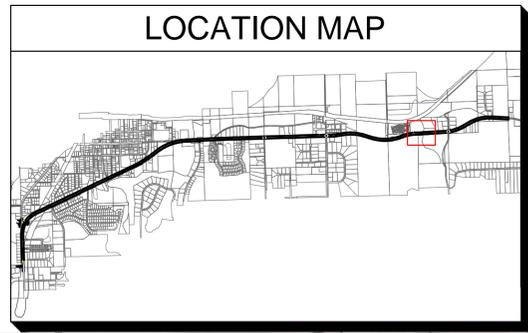
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BOULEVARD CONCEPT

83RD STREET &  
LEXINGTON AVENUE  
CORRIDOR STUDY  
DE SOTO, KS

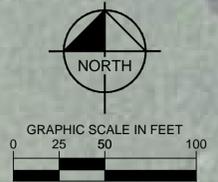
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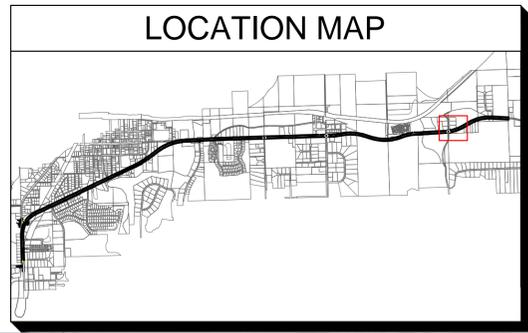
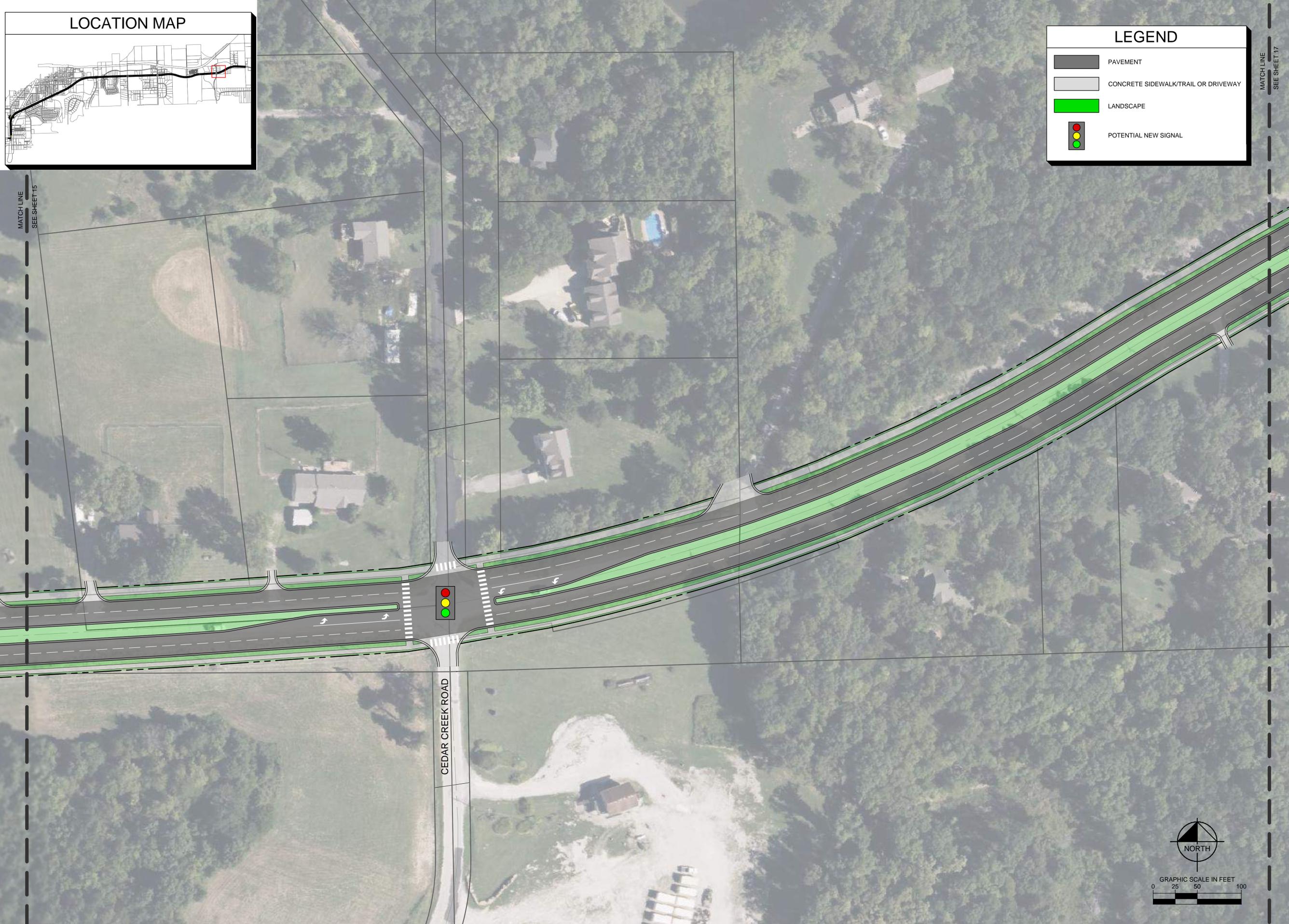
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- LANDSCAPE
- POTENTIAL NEW SIGNAL



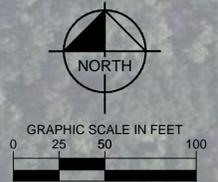
<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>BOULEVARD CONCEPT</b>	<b>Kimley»Horn</b> <small>805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM</small>	LICENSED PROFESSIONAL _____ DATE: _____
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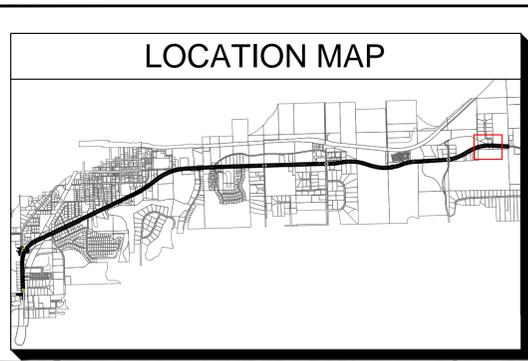
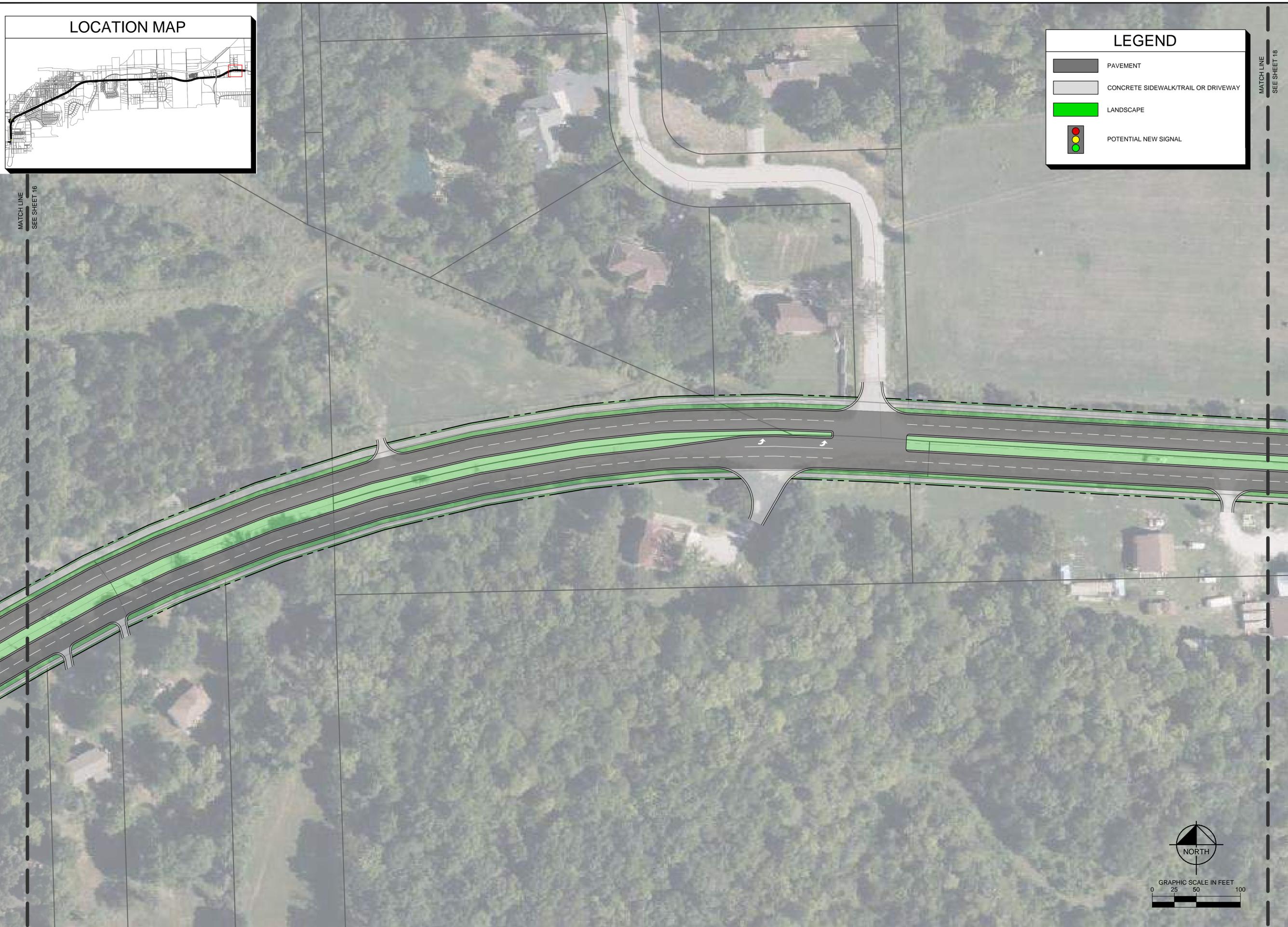
### LEGEND

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>BOULEVARD CONCEPT</b>	<b>Kimley»Horn</b> <small>805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM</small>	LICENSED PROFESSIONAL  DATE: _____ AS SHOWN DESIGNED BY: _____ DRAWN BY: _____ CHECKED BY: _____
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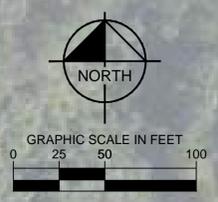


MATCH LINE  
SEE SHEET 16

MATCH LINE  
SEE SHEET 18

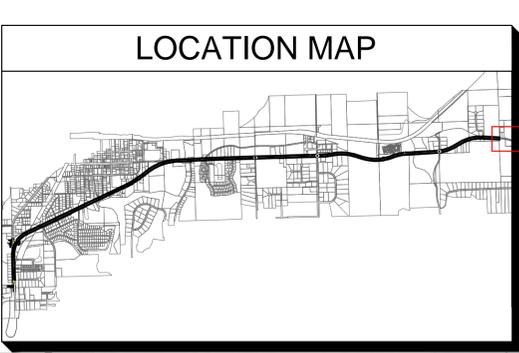
**LEGEND**

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- LANDSCAPE
- POTENTIAL NEW SIGNAL



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-  PAVEMENT
-  CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
-  LANDSCAPE
-  POTENTIAL NEW SIGNAL

NORTH

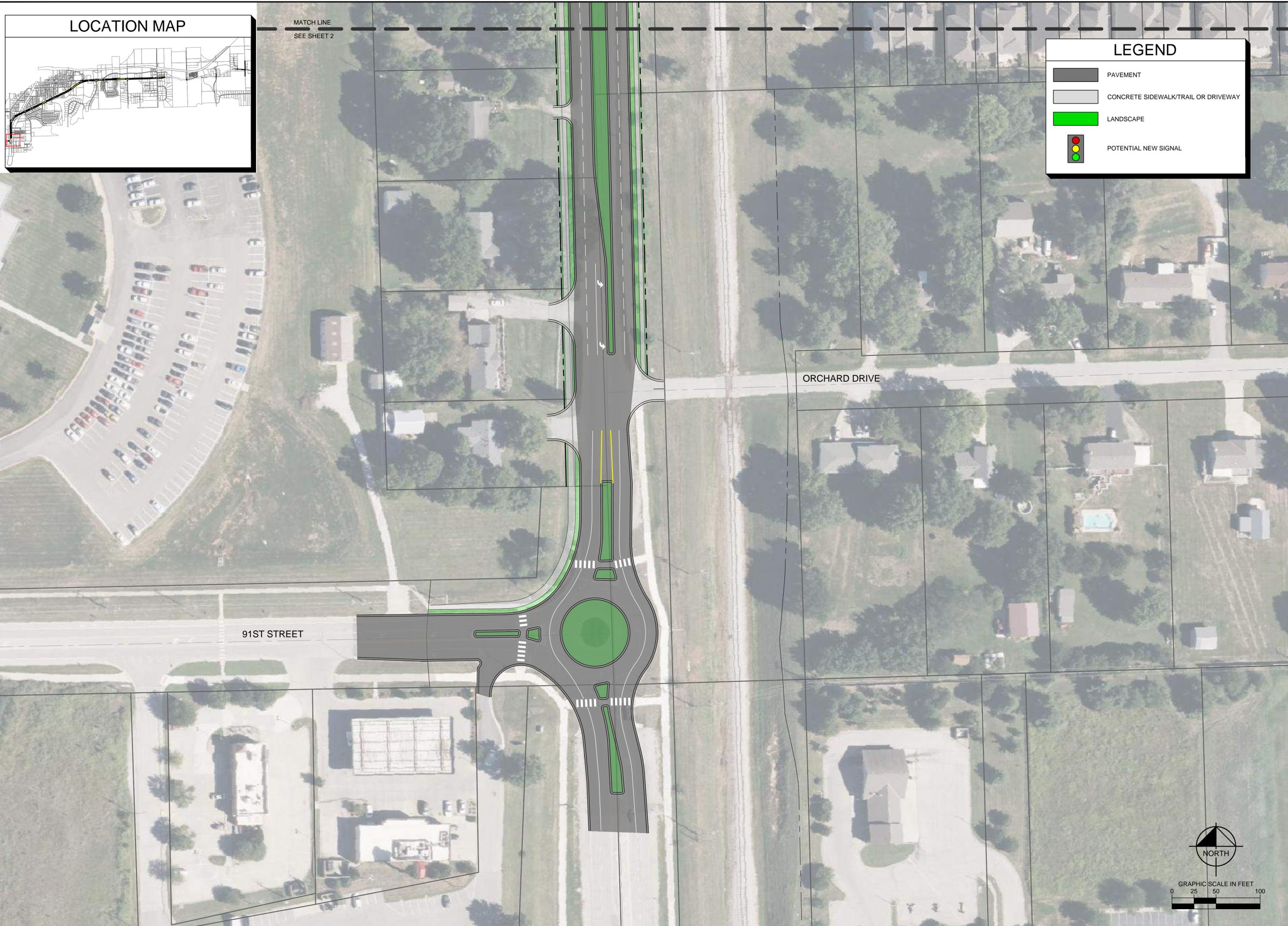
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## Appendix C

### Preferred Concept

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**LOCATION MAP**



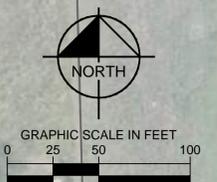
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-  LANDSCAPE
-  POTENTIAL NEW SIGNAL

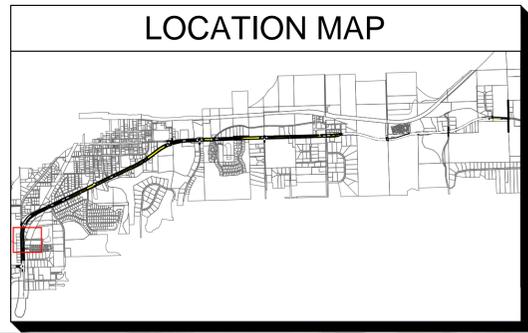
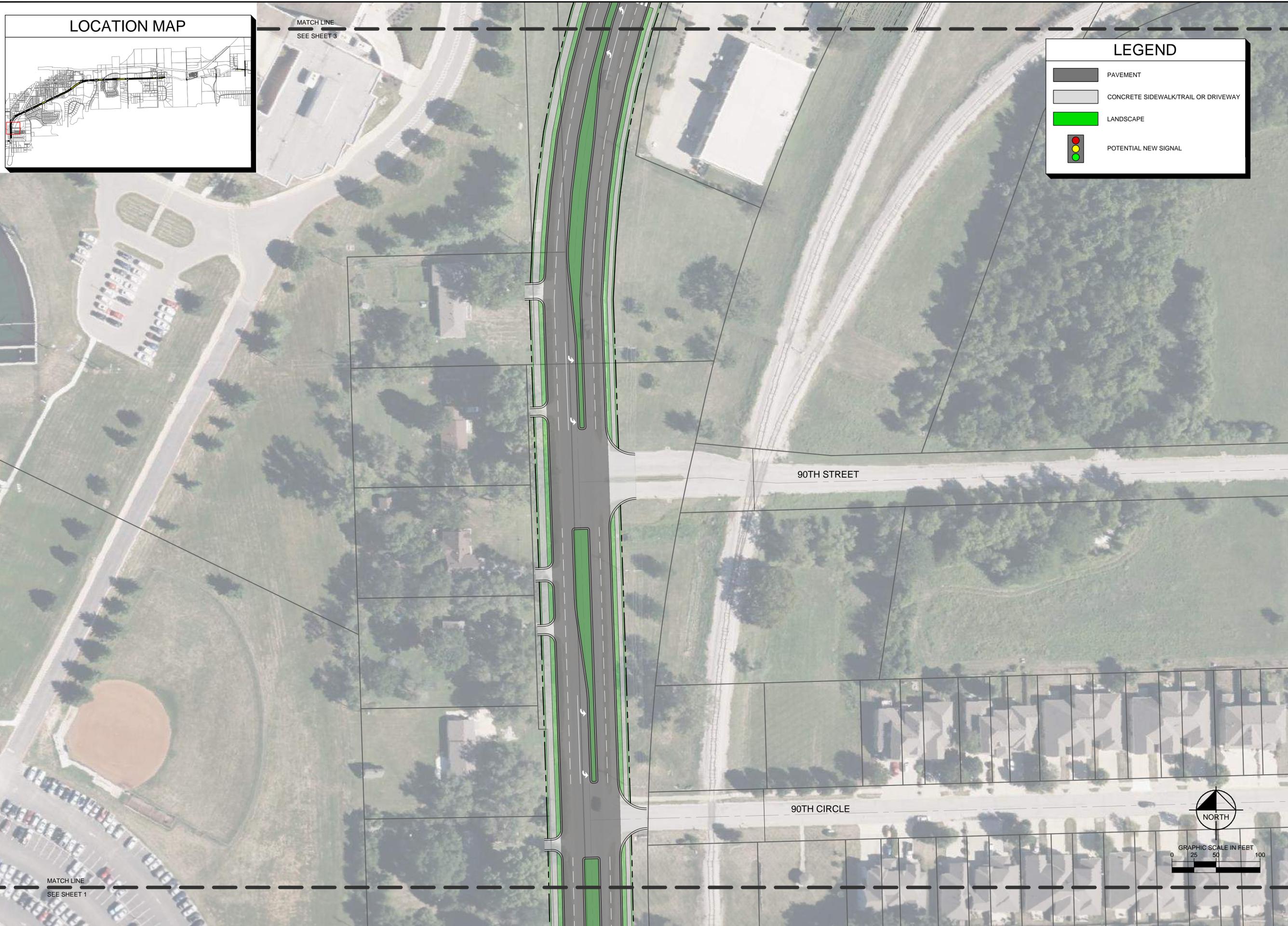
91ST STREET

ORCHARD DRIVE



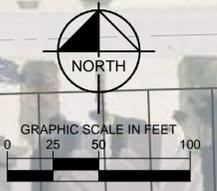
<p><b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS</p>	<p><b>DRAFT PREFERRED ALTERATION</b></p>	<p><b>Kimley»Horn</b> <small>805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM</small></p>	<p>LICENSED PROFESSIONAL</p>
<p>SHEET NUMBER <b>1</b></p>	<p>DATE: _____</p> <p>SCALE: AS SHOWN</p> <p>DESIGNED BY: _____</p> <p>DRAWN BY: _____</p> <p>CHECKED BY: _____</p>	<p>NO. _____</p> <p>REVISIONS _____</p> <p>DATE _____</p> <p>BY _____</p>	

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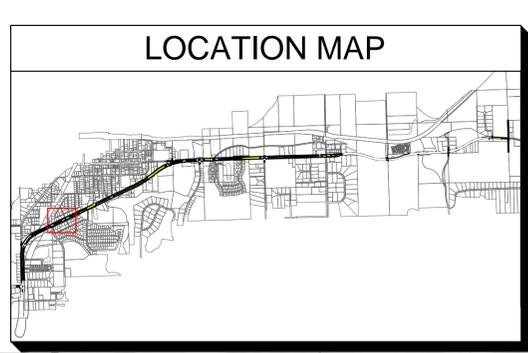
- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



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<p>SCALE AS SHOWN</p>		<p>DESIGNED BY</p>		<p>REVISIONS</p>		<p>DATE</p>	
<p>DRAWN BY</p>		<p>CHECKED BY</p>		<p>BY</p>		<p>BY</p>	



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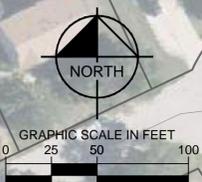
MATCH LINE  
SEE SHEET 3



**LEGEND**

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL

MATCH LINE  
SEE SHEET 5



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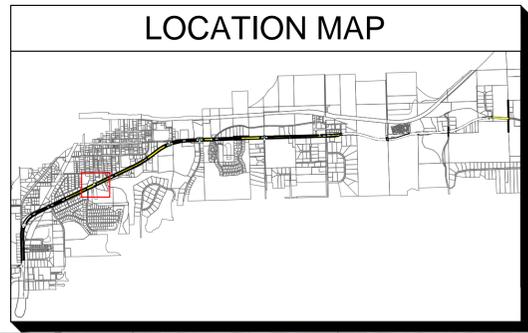
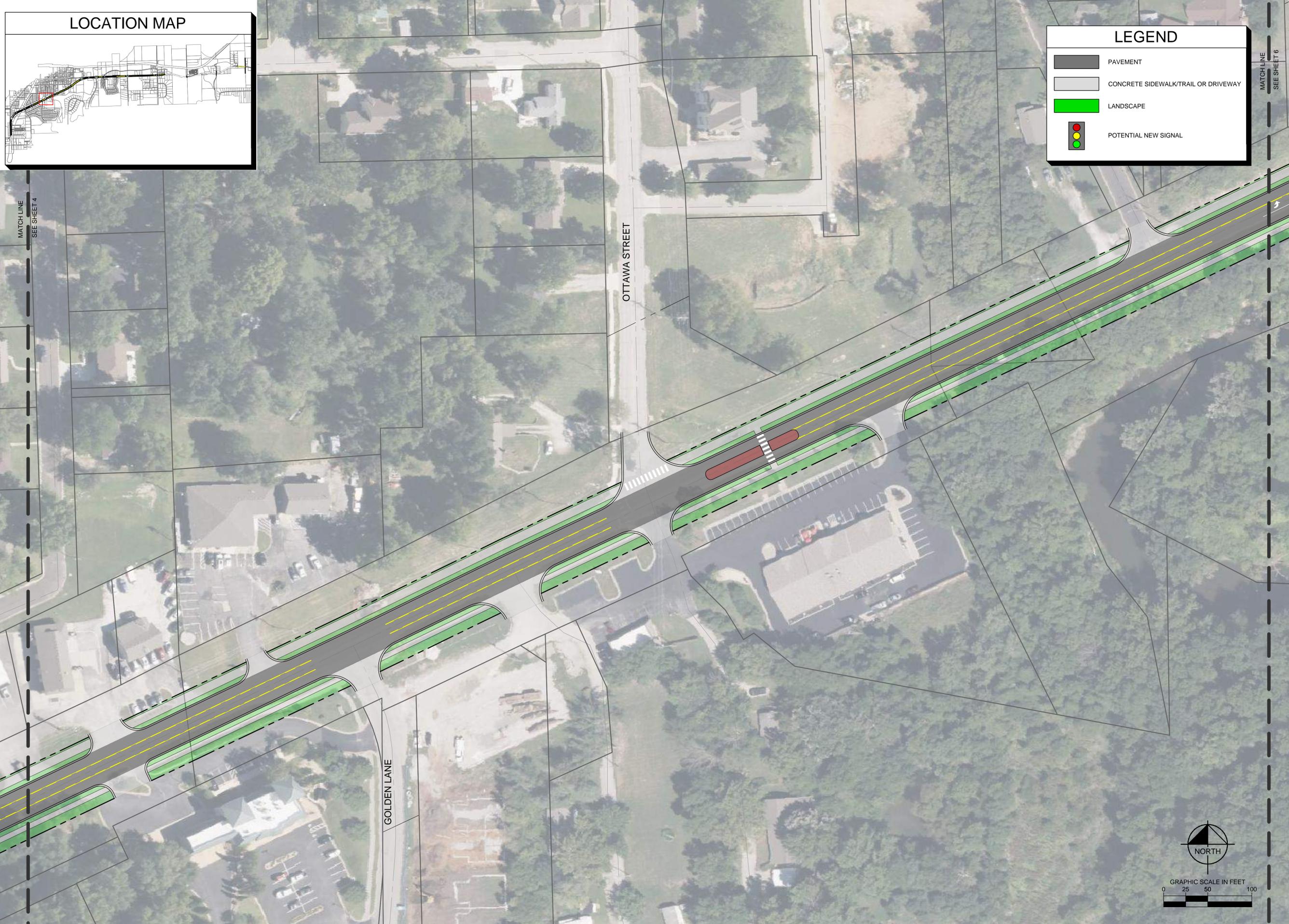
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LICENSED PROFESSIONAL		AS SHOWN	
DESIGNED BY		DRAWN BY	
CHECKED BY			

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 DE SOTO, KS

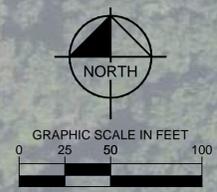
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- LANDSCAPE
- POTENTIAL NEW SIGNAL

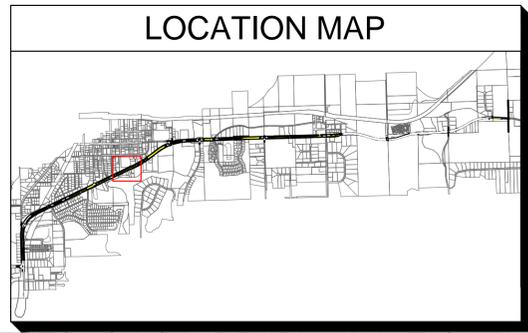
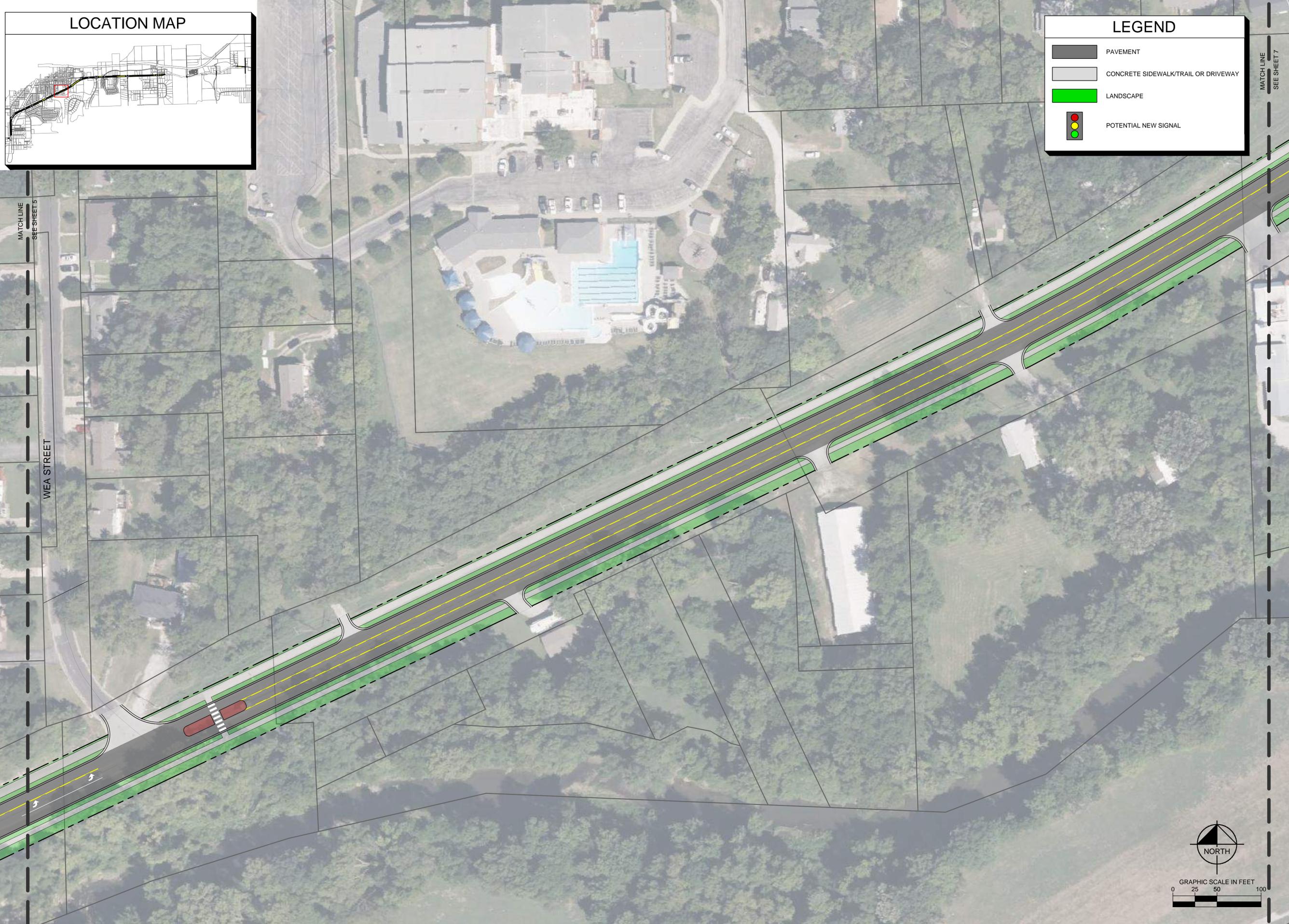


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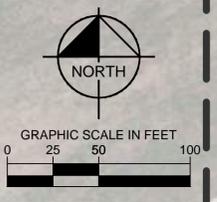
MATCH LINE  
SEE SHEET 6

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	LANDSCAPE
	POTENTIAL NEW SIGNAL



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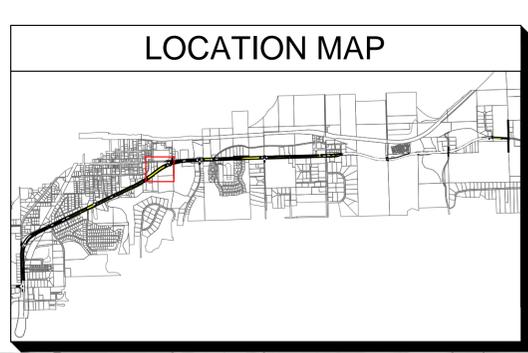
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DATE	
SCALE	AS SHOWN
DESIGNED BY	
DRAWN BY	
CHECKED BY	

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 CORRIDOR STUDY  
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- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL

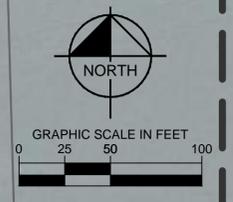


MATCH LINE  
SEE SHEET 6

JAYCE STREET

83RD STREET

MATCH LINE  
SEE SHEET 8



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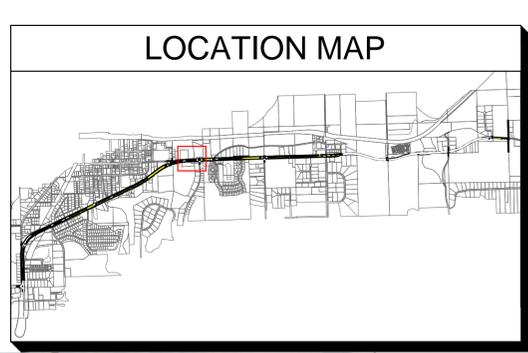
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- LANDSCAPE
- POTENTIAL NEW SIGNAL

MATCH LINE  
SEE SHEET 7

MATCH LINE  
SEE SHEET 9

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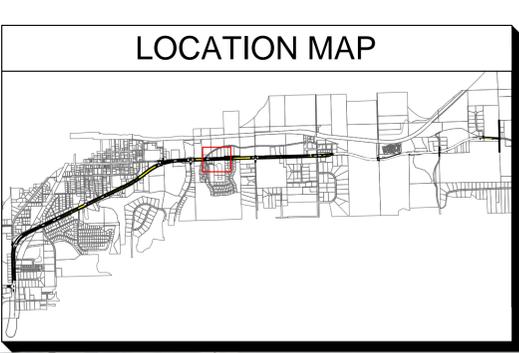
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MATCH LINE  
SEE SHEET 8

VALLEY SPRING DRIVE

LARAMIE STREET

EXISTING 50' ACCESS EASEMENT

### LEGEND

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL

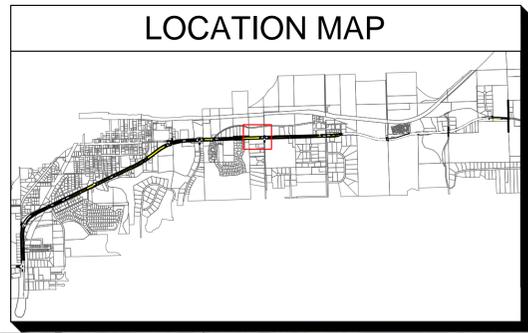
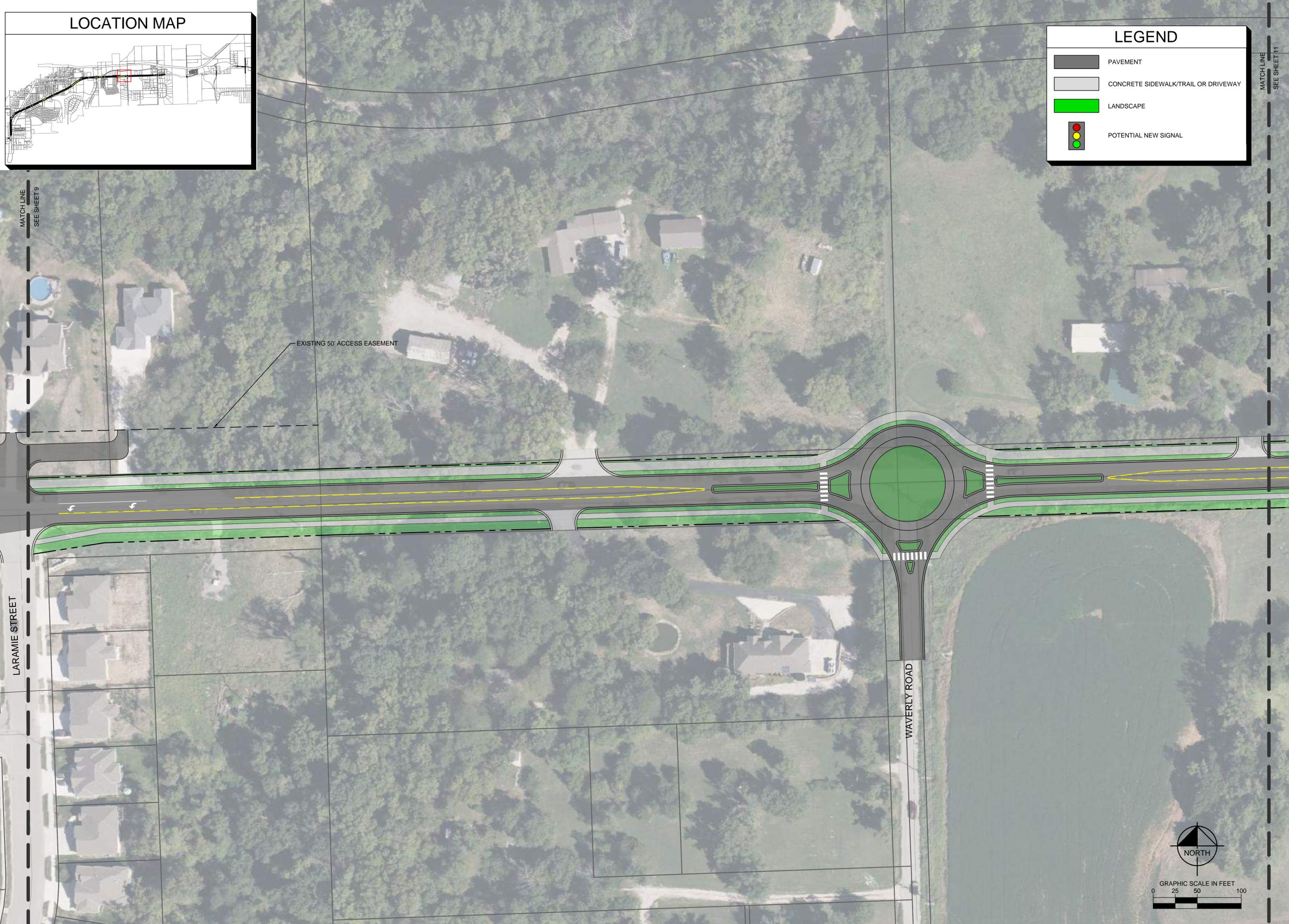
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GRAPHIC SCALE IN FEET  
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MATCH LINE  
SEE SHEET 10

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	LANDSCAPE
	POTENTIAL NEW SIGNAL

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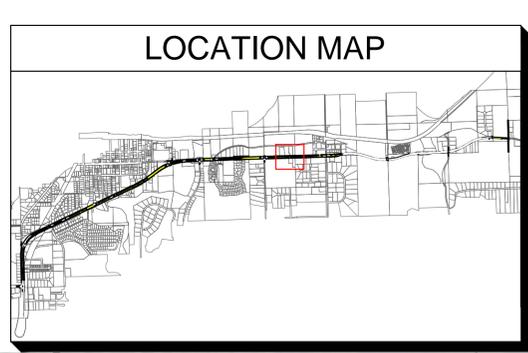
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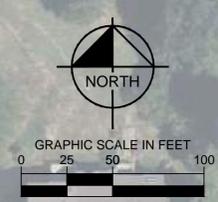


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MATCH LINE  
SEE SHEET 12

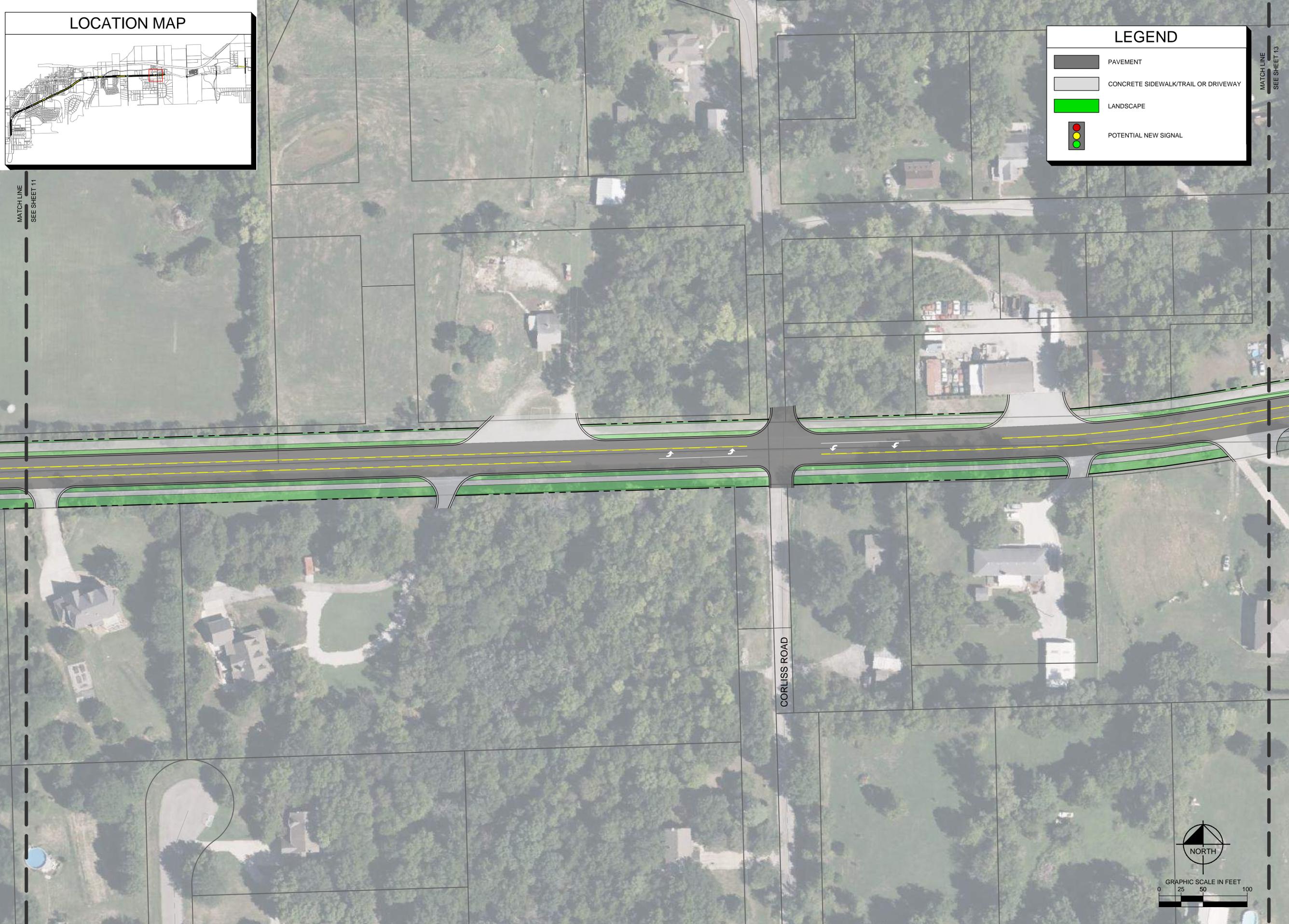
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- PAVEMENT
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- LANDSCAPE
- POTENTIAL NEW SIGNAL



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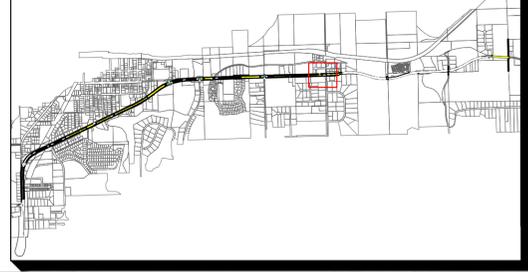
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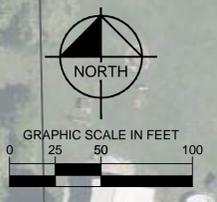
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**LOCATION MAP**

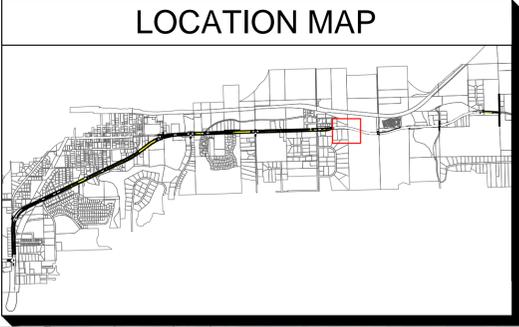


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- LANDSCAPE
- POTENTIAL NEW SIGNAL

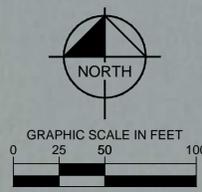


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-  PAVEMENT
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-  LANDSCAPE
-  POTENTIAL NEW SIGNAL



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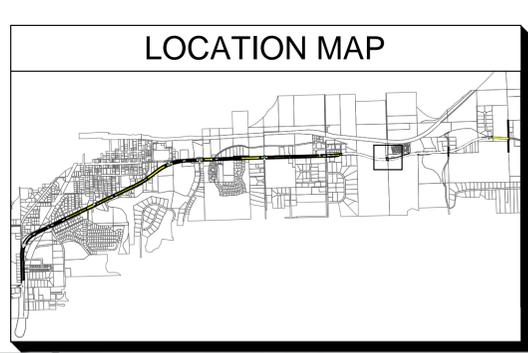
MATCH LINE  
SEE SHEET 12

CARRESS STREET

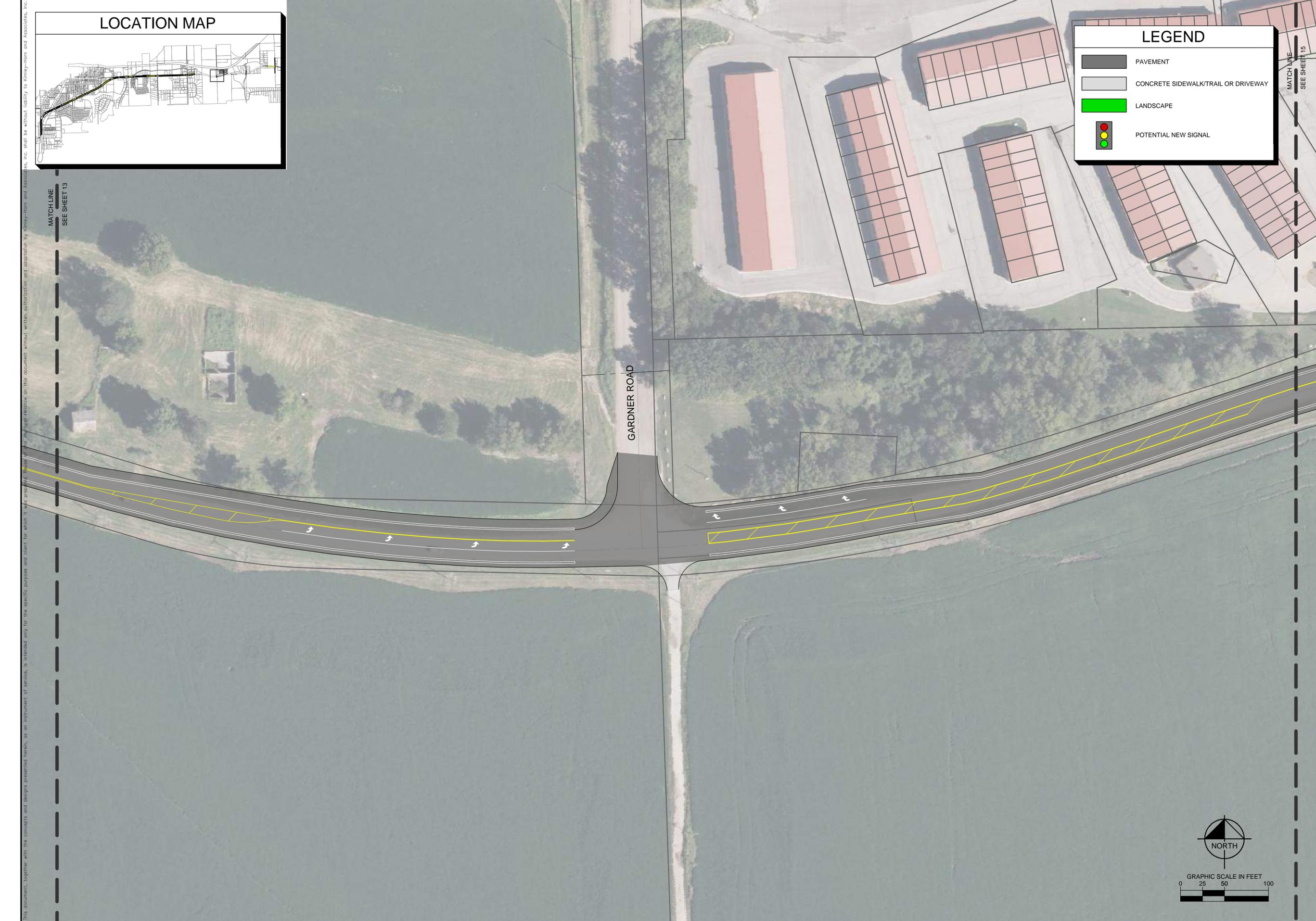
MATCH LINE  
SEE SHEET 14

<p><b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS</p>	<p><b>DRAFT PREFERRED ALTERATION</b></p>	<p><b>Kimley»Horn</b> 805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM</p>	<p>LICENSED PROFESSIONAL</p>
<p>SHEET NUMBER <b>13</b></p>	<p>KHA PROJECT</p>	<p>DATE</p>	<p>REVISIONS</p>
<p>SCALE AS SHOWN</p>	<p>DESIGNED BY</p>	<p>DRAWN BY</p>	<p>DATE</p>
<p>CHECKED BY</p>	<p>DATE</p>	<p>BY</p>	<p>BY</p>

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MATCH LINE  
SEE SHEET 13

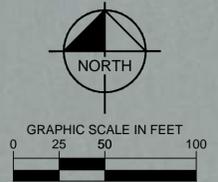


GARDNER ROAD

MATCH LINE  
SEE SHEET 15

**LEGEND**

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



No.	REVISIONS	DATE	BY

**Kimley»Horn**  
 805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105  
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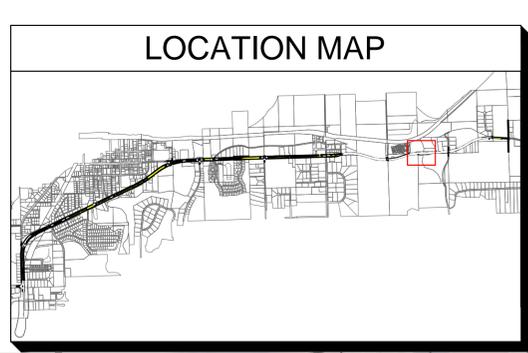
KHA PROJECT	
DATE	
SCALE	AS SHOWN
DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE:	

**DRAFT PREFERRED ALTERATION**

**83RD STREET & LEXINGTON AVENUE CORRIDOR STUDY DE SOTO, KS**

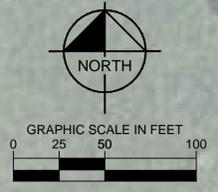
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**14**

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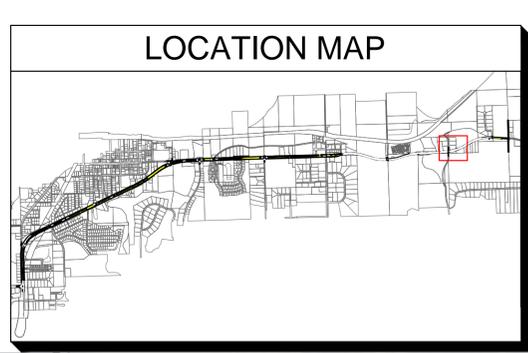
### LEGEND

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



<b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS	<b>DRAFT PREFERRED ALTERATION</b>	KHA PROJECT DATE _____ SCALE AS SHOWN DESIGNED BY _____ DRAWN BY _____ CHECKED BY _____	LICENSED PROFESSIONAL _____ DATE: _____	<b>Kimley»Horn</b> 805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM
SHEET NUMBER	15	REVISIONS	DATE	BY

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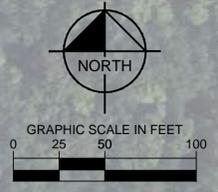
MATCH LINE  
SEE SHEET 15

MATCH LINE  
SEE SHEET 17

CEDAR CREEK ROAD

### LEGEND

- PAVEMENT
- CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
- LANDSCAPE
- POTENTIAL NEW SIGNAL



No.	REVISIONS	DATE	BY

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 805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105  
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KHA PROJECT	LICENSED PROFESSIONAL
DATE	
SCALE AS SHOWN	
DESIGNED BY	
DRAWN BY	
CHECKED BY	
	DATE:

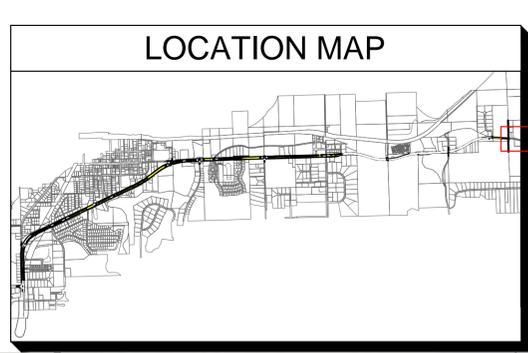
**DRAFT PREFERRED  
ALTERATION**

**83RD STREET &  
LEXINGTON AVENUE  
CORRIDOR STUDY  
DE SOTO, KS**

SHEET NUMBER  
**16**



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MATCH LINE  
SEE SHEET 17

DE SOTO CITY LIMITS



**LEGEND**

-  PAVEMENT
-  CONCRETE SIDEWALK/TRAIL OR DRIVEWAY
-  LANDSCAPE
-  POTENTIAL NEW SIGNAL

NORTH



GRAPHIC SCALE IN FEET



<p><b>83RD STREET &amp; LEXINGTON AVENUE CORRIDOR STUDY</b> DE SOTO, KS</p>	<p><b>DRAFT PREFERRED ALTERATION</b></p>	<p><b>Kimley»Horn</b> <small>805 PENNSYLVANIA AVENUE, SUITE 150, KANSAS CITY, MO 64105 PHONE: 816-652-0350 WWW.KIMLEY-HORN.COM</small></p>	<p>LICENSED PROFESSIONAL</p>																											
<p>SHEET NUMBER <b>18</b></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">KHA PROJECT</th> <th style="width: 50%;">DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td>SCALE</td> <td>AS SHOWN</td> </tr> <tr> <td>DESIGNED BY</td> <td> </td> </tr> <tr> <td>DRAWN BY</td> <td> </td> </tr> <tr> <td>CHECKED BY</td> <td> </td> </tr> </table>	KHA PROJECT	DATE			SCALE	AS SHOWN	DESIGNED BY		DRAWN BY		CHECKED BY		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">REVISIONS</th> <th style="width: 50%;">DATE</th> <th style="width: 50%;">BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	REVISIONS	DATE	BY													<p>DATE: _____</p>
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REVISIONS	DATE	BY																												

## Appendix D

### Conceptual Cost Estimates

Lexington Avenue - K-10 to Railroad Bridge



Cost Estimate

Construction Year 2024  
Inflation 6%

#	Description	Quantity	Unit Cost	Unit	Extension
	<b>Rehabilitation</b>				
	Mill & Overlay	0.0	\$37,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$928,000	Lane-Mile	\$ -
	<b>Roadway Construction</b>				
	Urban 5-Lane Road	0.6	\$7,314,000	mile	\$ 4,388,400
	Suburban 2-Lane Road	0.0	\$3,180,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,968,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,484,000	mile	\$ -
	Shoulder Widening	0.0	\$731,000	mile	\$ -
	Interchange - Urban	0	\$29,680,000	each	\$ -
	Interchange - Rural	0	\$18,020,000	each	\$ -
	<b>Traffic Control</b>				
	Traffic Signal	1	\$366,000	each	\$ 366,000
	Roundabout	1	\$5,830,000	each	\$ 5,830,000
	<b>Structures</b>				
	Major River Bridge	0	\$0	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	1	\$731,000	each	\$ 731,000
	Local Bridge Single-Span	0	\$148,000	each	\$ -
	<b>Trails</b>				
	10' concrete trail	0.6	\$371,000	mile	\$ 222,600
	<b>Other</b>				
				<b>Sub-Total</b>	<b>\$ 11,538,000</b>

Lexington Avenue / 83rd Street - Railroad Bridge to Kill Creek



Cost Estimate

Construction Year **2024**  
 Inflation **6%**

#	Description	Quantity	Unit Cost	Unit	Extension
	<b>Rehabilitation</b>				
	Mill & Overlay	0.0	\$37,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$928,000	Lane-Mile	\$ -
	<b>Roadway Construction</b>				
	Urban 5-Lane Road	0.0	\$7,314,000	mile	\$ -
	Suburban 2-Lane Road	1.4	\$3,180,000	mile	\$ 4,452,000
	Rural 2-Lane Road	0.0	\$2,968,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,484,000	mile	\$ -
	Shoulder Widening	0.0	\$731,000	mile	\$ -
	Interchange - Urban	0	\$29,680,000	each	\$ -
	Interchange - Rural	0	\$18,020,000	each	\$ -
	<b>Traffic Control</b>				
	Traffic Signal	0	\$366,000	each	\$ -
	Roundabout	2	\$5,830,000	each	\$ 11,660,000
	<b>Structures</b>				
	Major River Bridge	0	\$0	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	1	\$731,000	each	\$ 731,000
	Local Bridge Single-Span	0	\$148,000	each	\$ -
	<b>Trails</b>				
	10' concrete trail	1.4	\$371,000	mile	\$ 519,400
	<b>Other</b>				
				<b>Sub-Total</b>	<b>\$ 17,362,400</b>

Lexington Avenue - Kill Creek to Eastern City Limit



Cost Estimate

Construction Year 2024  
Inflation 6%

#	Description	Quantity	Unit Cost	Unit	Extension
	<b>Rehabilitation</b>				
	Mill & Overlay	0.0	\$37,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$928,000	Lane-Mile	\$ -
	<b>Roadway Construction</b>				
	Urban 5-Lane Road	0.0	\$7,314,000	mile	\$ -
	Suburban 2-Lane Road	1.0	\$3,180,000	mile	\$ 3,180,000
	Rural 2-Lane Road	1.6	\$2,968,000	mile	\$ 4,748,800
	Paving Gravel 2-Lane	0.0	\$1,484,000	mile	\$ -
	Shoulder Widening	1.6	\$731,000	mile	\$ 1,169,600
	Interchange - Urban	0	\$29,680,000	each	\$ -
	Interchange - Rural	0	\$18,020,000	each	\$ -
	<b>Traffic Control</b>				
	Traffic Signal	0	\$366,000	each	\$ -
	Roundabout	1	\$5,830,000	each	\$ 5,830,000
	<b>Structures</b>				
	Major River Bridge	0	\$0	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	1	\$731,000	each	\$ 731,000
	Local Bridge Single-Span	0	\$148,000	each	\$ -
	<b>Trails</b>				
	10' concrete trail	1.0	\$371,000	mile	\$ 371,000
	<b>Other</b>				
				<b>Sub-Total</b>	<b>\$ 16,030,400</b>