

One Corridor. One Vision. Five Targeted Investments.

Keeping Communities Connected



- ✓ **44.6** Miles of I-44 Pavement Improvements
- ✓ **18.9** Miles of Six Laning
- ✓ **14** Improved Intersections

- ✓ **0** Lane Reductions During Peak Hours
- ✓ **19** New or Rehabilitated Bridges
- ✓ **56** Improved Ramps



I-44 Lawrence County

- Replace the passing lane in both directions
- Extend ramps at Farm Road 1010 interchange

I-44 Newton County

High-friction surface treatment (HFST) on eastbound and westbound curves east of Range Line Road interchange

I-44 Springfield Corridor

- Add a continuous third-lane in both directions from Route 266 (Chestnut Expressway) to Route 13 (Kansas Expressway) and from U.S. 65 to Route 125 in Strafford.
- Replace bridge on Route EE (Division Street)
- Roadway Improvements at Route 744 (Kearney Street)
- Interchange Improvements at U.S. 160 (W. Bypass) and U.S. 65

I-44 Strafford to Conway

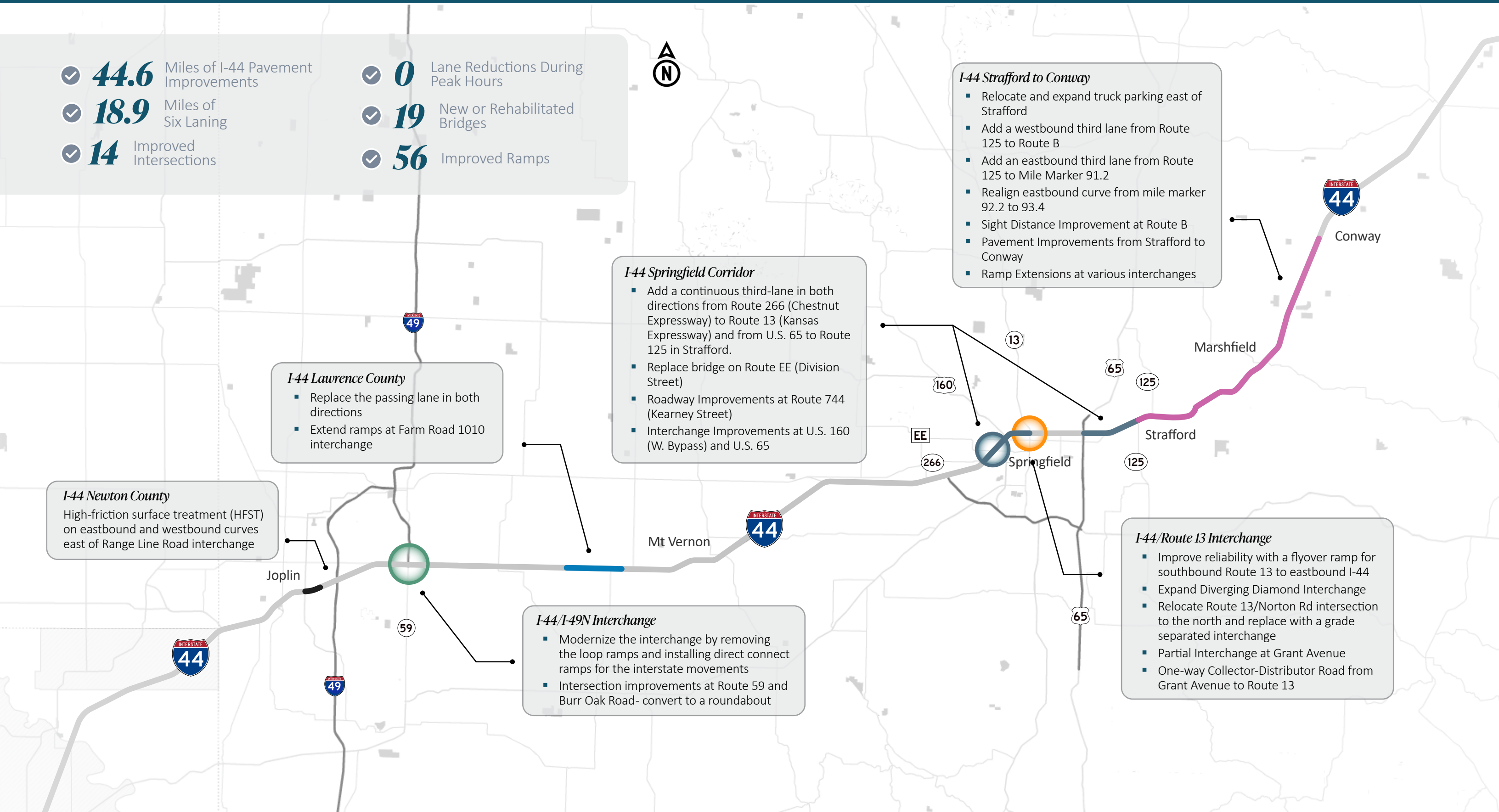
- Relocate and expand truck parking east of Strafford
- Add a westbound third lane from Route 125 to Route B
- Add an eastbound third lane from Route 125 to Mile Marker 91.2
- Realign eastbound curve from mile marker 92.2 to 93.4
- Sight Distance Improvement at Route B
- Pavement Improvements from Strafford to Conway
- Ramp Extensions at various interchanges

I-44/Route 13 Interchange

- Improve reliability with a flyover ramp for southbound Route 13 to eastbound I-44
- Expand Diverging Diamond Interchange
- Relocate Route 13/Norton Rd intersection to the north and replace with a grade separated interchange
- Partial Interchange at Grant Avenue
- One-way Collector-Distributor Road from Grant Avenue to Route 13

I-44/I-49N Interchange

- Modernize the interchange by removing the loop ramps and installing direct connect ramps for the interstate movements
- Intersection improvements at Route 59 and Burr Oak Road- convert to a roundabout



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Proposed Construction Schedule

Our schedule is built to keep traffic moving and people safe. Work is strategically segmented to minimize impacts, maintain mobility, and deliver usable improvements as early as possible. Each phase is designed to reduce delays, protect workers and the traveling public, and return capacity to the corridor quickly.

