

PHASE 2 NOVEMBER 2018 TO MAY 2019

Phase 2 continues with introducing lane splits along the corridor. The middle lanes will be paved in each direction while continuing to maintain four lanes of traffic on mainline. Continuous auxiliary lanes are maintained and the work zone is located between the split traffic. The traffic splits will be continuous from State Line Road to the Three Trails Crossing interchange in both directions.

Phase 2 will be completed in two steps. The first step includes lane splits with wider interior shoulders through the winter as shown in the Step 1 Typical Section. This will allow for safer conditions during winter weather while the bridges are being constructed. This also provides

more forgiveness for driver error and capacity for snow storage in the shoulder areas. Step 2 will be implemented as the second phase of bridge construction is nearing completion to reduce the duration of the narrower section. This step is expected to last six weeks for placing pavement and curing time. As soon as the pavement is cured, traffic will be shifted to the Phase 3.

Lane Splits

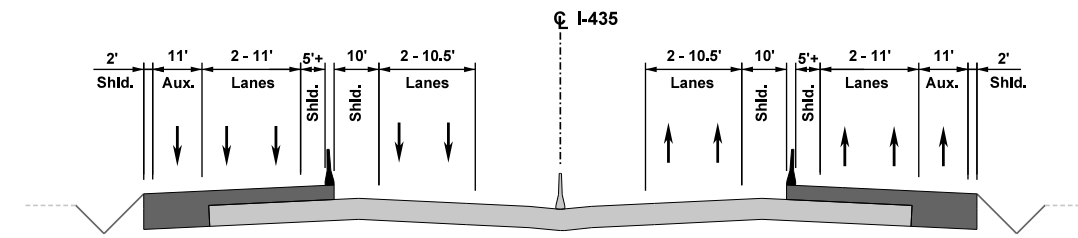
Lane splits function well when properly designed and implemented. Our approach has been developed and planned to function properly and provide access to all interchanges along the corridor. Over half of the traffic using the corridor is

passing entirely through the corridor and the interior two lanes offer an opportunity to those drivers to pass through the project without the added turbulence caused by exiting and entering traffic at the interchange ramps. These lanes will effectively function as Express Lanes for these motorists.

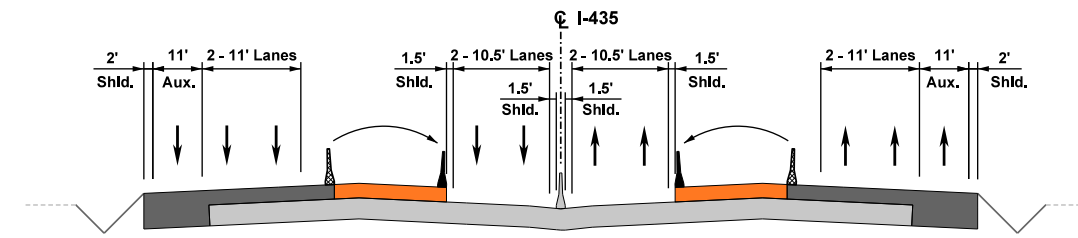
The geometric alignment of the split configuration matches the existing alignment of the interstate, which provides long, straight alignments free of abrupt maneuvers. This layout also provides long, straight, and uncomplicated paving operations, leading to smooth higher quality pavements.

Emergency access is an important consideration for lane split configurations. By maintaining access to the ramps we provide emergency access to the outside lanes. In the event that emergency vehicles need access to the Express Lanes, we will remove sections of barrier and allow the vehicles to cross the work zone to gain access to the interior lanes.

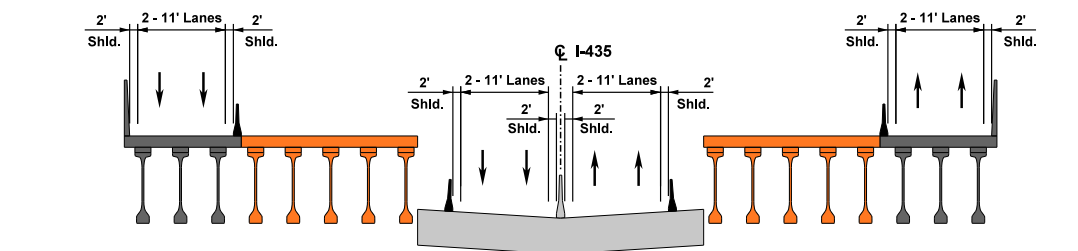
MAIN LINE TYPICAL SECTIONS: STEP 1



STEP 2



BRIDGE TYPICAL SECTION



PHASE 2 KEY ELEMENTS

- ① Lane splits to be signed in advance for EB approach
- ② Westbound traffic from Three Trails Crossing will have access to ramps within the corridor
- ③ Continue bridge construction for Wornall, Holmes, and 104th Street

