

PHASE 1A APRIL TO SEPTEMBER 2018

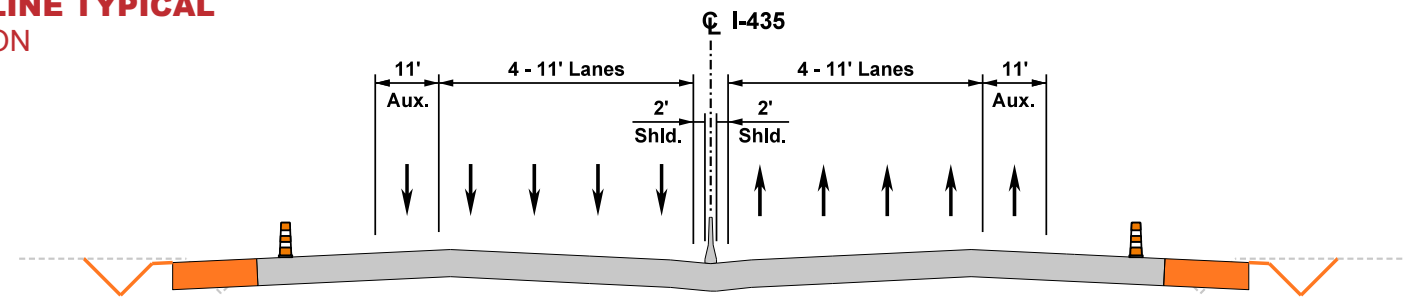
Phase 1A initiates construction that impacts traffic on the I-435 corridor. Traffic is shifted to the inside, allowing for the first step of ramp construction, widening of the outside pavement, and construction of the first phase of bridges. Four lanes are maintained on mainline, following the existing interstate alignment without the need for significant traffic shifts within the corridor.

Ramps are shifted on existing and temporary pavement to provide room for constructing the first step of ramp pavement. All continuous auxiliary lanes are maintained where they exist today.

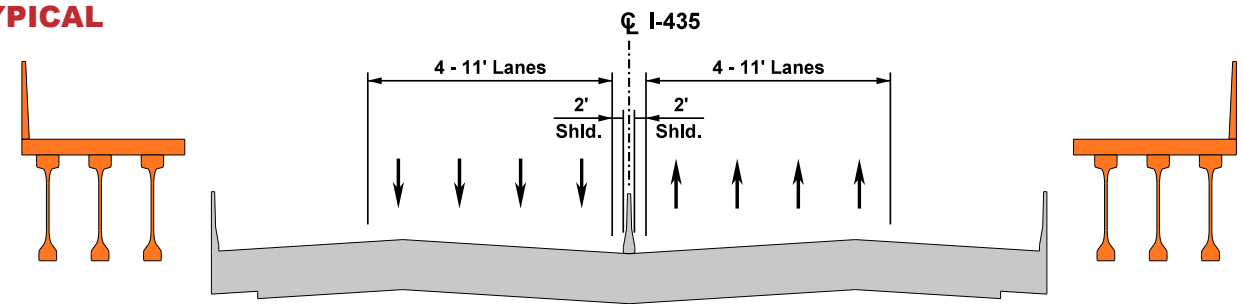
The Radmacher-Wilson team has designed this approach with safety as a key component. The first step of this phase will include shifting all eight mainline through lanes and the auxiliary lanes to the median, while providing a wide outside shoulder as shown in the Typical Sections. This wide outside shoulder provides a safe location to pull disabled vehicles out of traffic. The wide shoulder also promotes access for emergency vehicles during heavy traffic. This traffic configuration will be maintained until the first stage of bridge

construction is nearly complete and paving can be accomplished. Proper pavement drainage is maintained using the existing drainage system.

MAINLINE TYPICAL SECTION

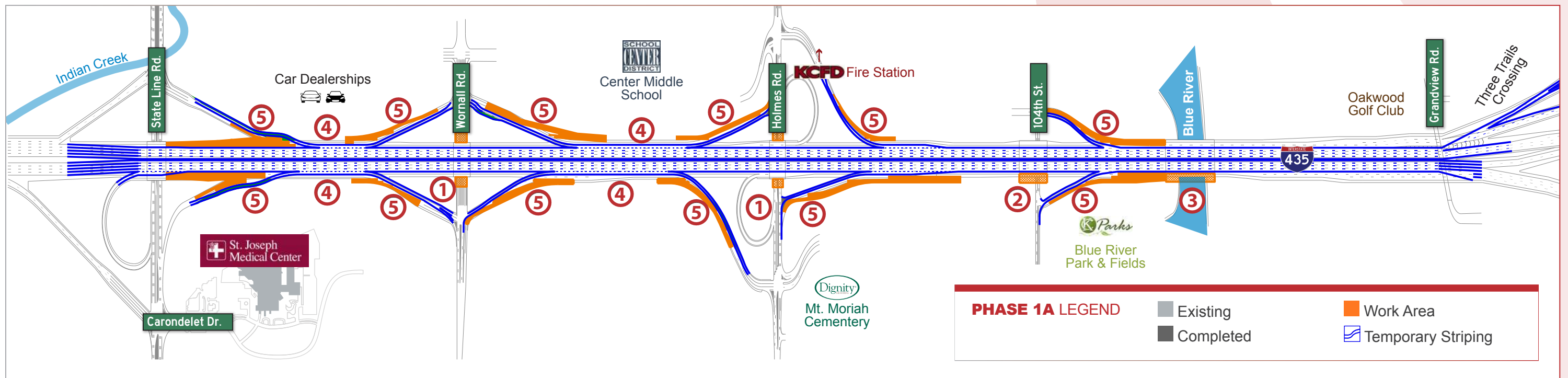


BRIDGE TYPICAL SECTION



PHASE 1A KEY ELEMENTS

- ① Construct first phase of Holmes and Wornall bridges to the outside
- ② Construct widening of the 104th Street Bridge and redeck the south portion of the bridge
- ③ Construct widening of the Blue River Bridge
- ④ Maintain continuous auxiliary lanes between State Line Road and Holmes Road
- ⑤ Maintain ramp traffic while constructing the first phase of ramps offline



PHASE 1A LEGEND

- Existing
- Completed
- Work Area
- Temporary Striping