

**PHASE 1C** OCTOBER 2018

Phase 1C is the final step in the construction of the new ramp pavement. Our plan keeps the ramps open during construction for the entire construction duration, with the exception of this subphase. During this subphase, we will construct the pavement into the remaining gaps using single weekend ramp closures in each direction. The eastbound ramps will not be closed on the same weekend as the westbound ramps. Careful consideration has been given to developing logical detour routes and emergency access during the closure window, discussed on [page 16](#) of this section.

**Ramps to Remain Open**

Several ramps will remain open continuously, requiring no closures:

Eastbound Ramps Open	Westbound Ramps Open
State Line Eastbound Off Ramp	104th Westbound Off Ramp
State Line Southbound to Eastbound On Ramp	Holmes Westbound Off Ramp
Holmes Eastbound On Ramp	State Line Westbound On Ramp
104th Street Eastbound On Ramp	Wornall Westbound Off Ramp

**PHASE 1C KEY ELEMENTS**

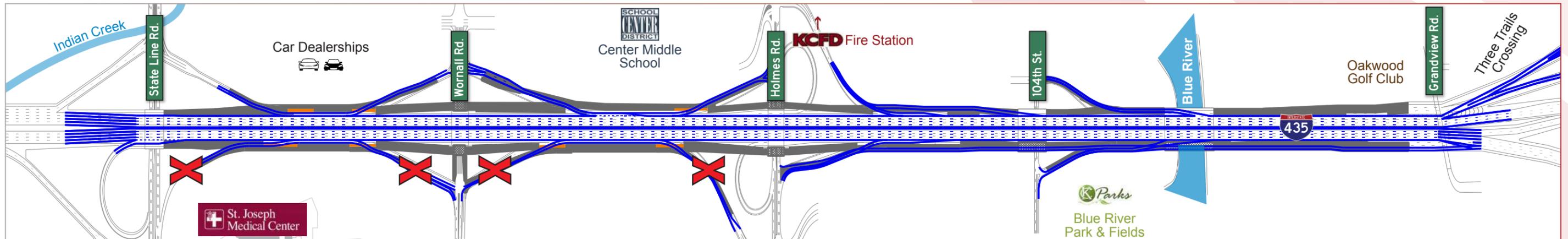
- Maintaining access to hospital and fire station are key considerations
- Limit paving to short (less than 400') runs and straight passes
- Provide well signed detour
- Provide "business open" signs for car dealerships
- Use KC Scout System to forewarn traffic of closures

**PHASE 1C LEGEND**

- Existing
- Completed
- Work Area
- Temp. Striping
- Closure

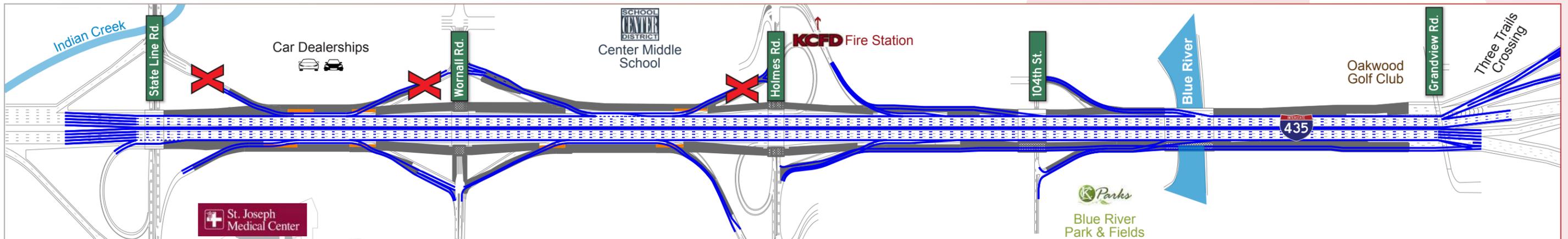
**Weekend 1: Eastbound Ramp Closures**

The figure below shows the eastbound ramps that will be closed concurrently for a single weekend. During this closure the four gaps in the eastbound direction will be paved with full depth concrete pavement. This operation is limited to short, uncomplicated pours that limit the potential for delays. The most critical traffic concerns include maintaining access to the hospital and fire station.



**Weekend 2: Westbound Ramp Closures**

The figure below shows the westbound ramps that will be closed concurrently over a different weekend. During this closure the three gaps in the westbound direction will be paved with full depth concrete pavement. Similar to the eastbound direction, this operation is limited to short, uncomplicated pours that limit the potential for delays.



**PHASE 1D** OCTOBER TO NOVEMBER 2018

Phase 1D concludes Phase 1 and will complete the outside paving operations. During this subphase, ramp access is moved to a continuous ramp lane from State Line to 104th Street that functions like a collector-distributor system in both directions. The ramp configurations in this phase will remain unmodified until the project is complete and final striping is in place.

This phase will consist of a single paving pass for pavement that was unable to be

paved in a previous phase and needed for Phase 2 MOT. This phase is expected to take approximately six weeks. After paving operations are complete and during the curing of the new pavement, the new pavement will be within 4' of the temporary lanes. For the duration of the curing time, we will move the temporary barrier to the edge of the new paving for improved safety as shown in the mainline typical section.

Pavement drainage during this phase will be maintained by the existing median drainage and the proposed outside drainage systems. The construction joint is very near the existing crown of the road, allowing surface runoff to reach the drainage facilities naturally. In the event of winter weather, the new pavement and outside shoulders would be used for snow storage areas.

**PHASE 1D KEY ELEMENTS**

- ① Pave remainder of Phase 1 mainline pavement
- ② Ramps to remain in this configuration for remainder of construction
- ③ Ramp exit points for all WB off ramps is near the 104th Street Bridge
- ④ Ramp exit points for all EB off ramps is near the State Line Bridge
- ⑤ Eastbound lanes merge near Three Trails Crossing interchange and approximately 650' of weave distance allows access to all destinations

**MAINLINE TYPICAL SECTION**

