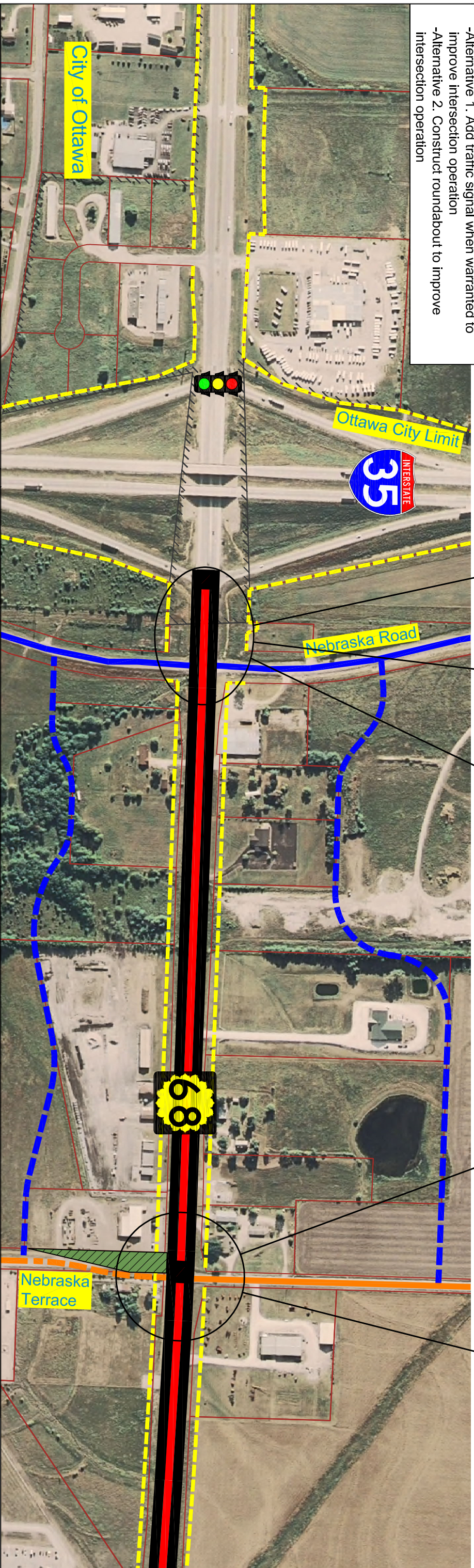
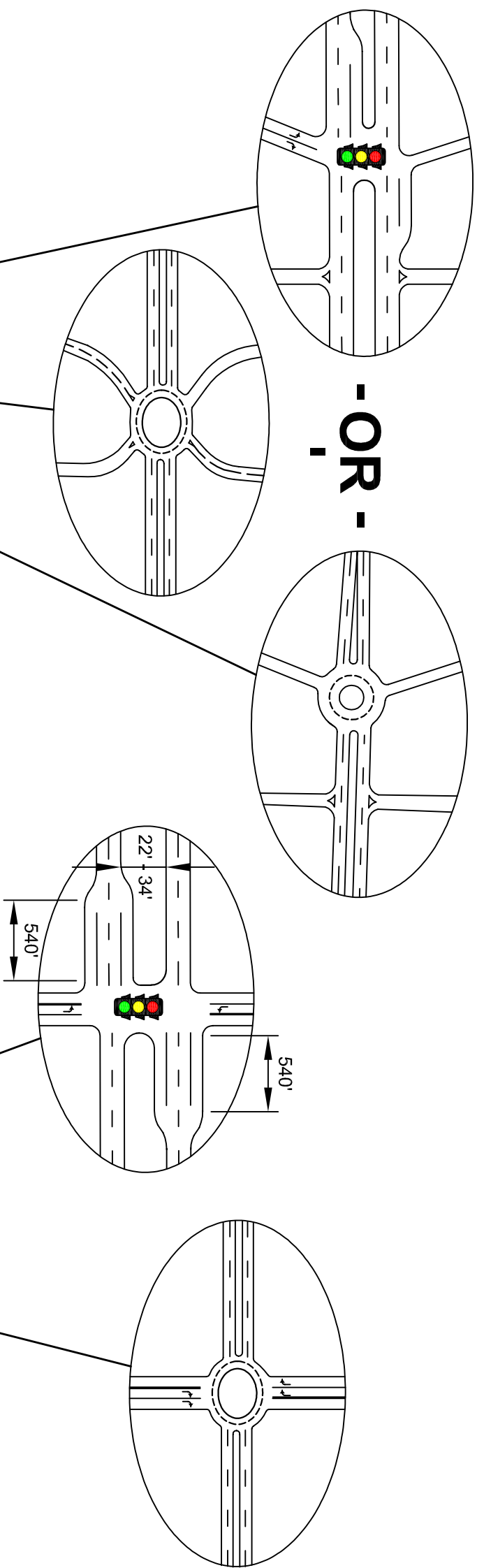


RECOMMENDED IMPROVEMENTS

- SB I-35 ramp intersection**
 -Add traffic signal when warranted to improve intersection operation
- NB I-35 ramp intersection**
 -Alternative 1. Add traffic signal when warranted to improve intersection operation
 -Alternative 2. Construct roundabout to improve intersection operation
- Nebraska Road intersection**
 -Alternative 1. Combine into roundabout with NB I-35 ramps to improve intersection operation
 -Alternative 2. Convert to right-on / right out to improve intersection operation
- Nebraska Road to Nevada Terrace**
 -Widen K-68 to provide 4 lanes with a 22 to 34-foot urban median to accommodate future traffic volumes
- Nebraska Terrace intersection**
 -Add EB and WB left turn and right turn lanes to remove turning vehicles from through traffic
 -Reconstruct to align north and south approaches
 -Alternative 1. Add traffic signal when warranted to improve intersection operation
 -Alternative 2. Construct roundabout to improve intersection operation



400' 0' 400'

LEGEND

	Proposed ROW		Urban Expressway (4 Lane w/ Raised Median)		Existing Arterial
	Existing Parcel Line		Urban Arterial (5 Lane TWT)		Proposed Arterial
	Bridge		Urban Arterial (5 Lane w/ Raised Median)		Existing Collector
	Rural Expressway (4 Lane w/ Depressed Median)		2 - Lane Highway with Improved Shoulders		Proposed Collector

Disclaimer: These concepts are current as of August 2009 and depict KDOT's recommended improvements for K-68 from I-35 to the State Line. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.

K-68 CORRIDOR STUDY

PLATE 1 OF 32

AERIAL DATE: 2007

October - 09