

RECOMMENDED IMPROVEMENTS

In the urban area, widen K-68 to provide 4 lanes with a 22 to 34-foot urban median to accommodate future traffic volumes

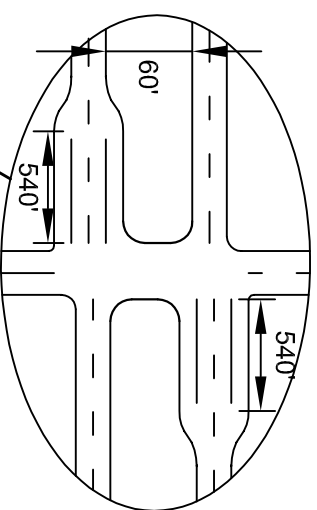
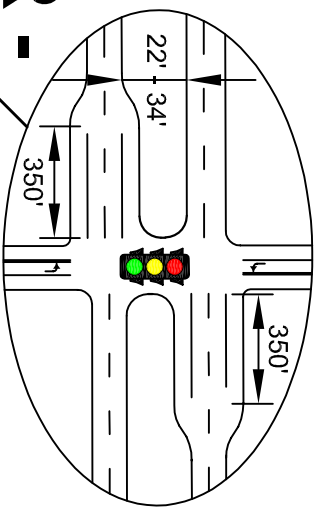
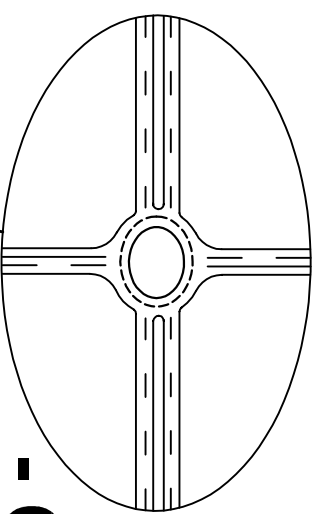
In the rural area, widen K-68 to provide 4 lanes with a 60-foot minimum rural median to accommodate future traffic volumes and provide right-in / right-out operation at most drives

Woodland Road Intersection

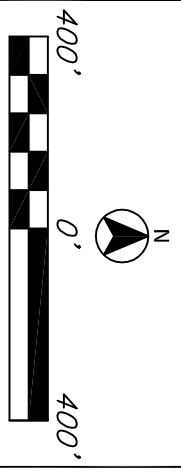
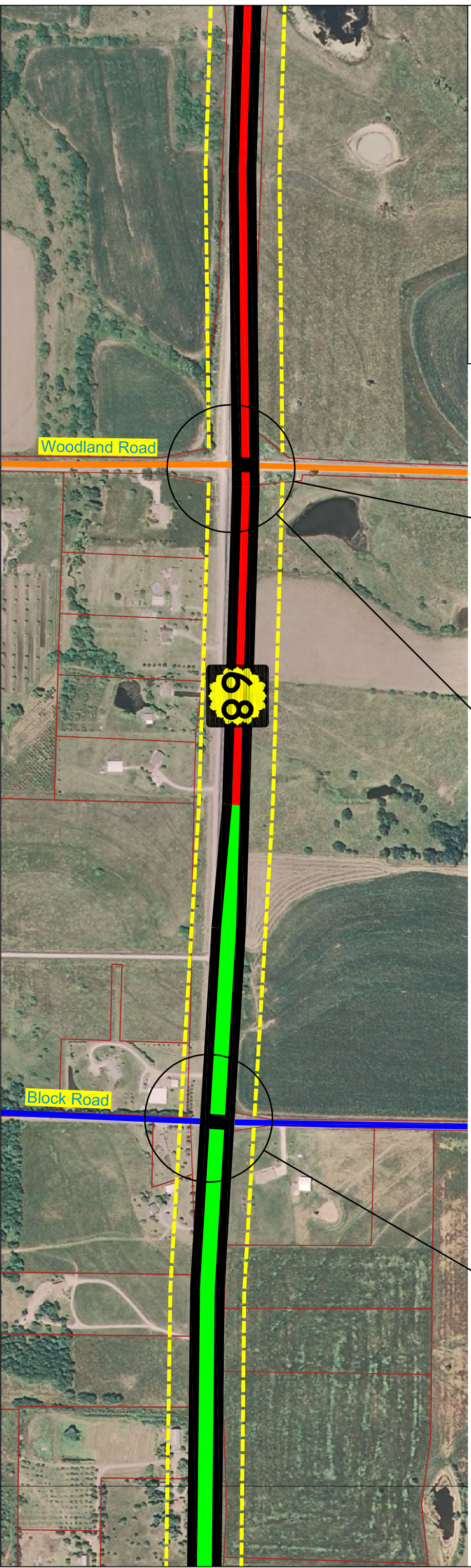
- Add EB and WB left turn and right turn lanes to remove turning vehicles from through traffic
- Alternative 1. Add traffic signal when warranted to improve intersection operation
- Alternative 2. Construct roundabout to improve intersection operation

Block Road Intersection

- Add EB and WB left turn and right turn lanes to remove turning vehicles from through traffic



- OR -



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