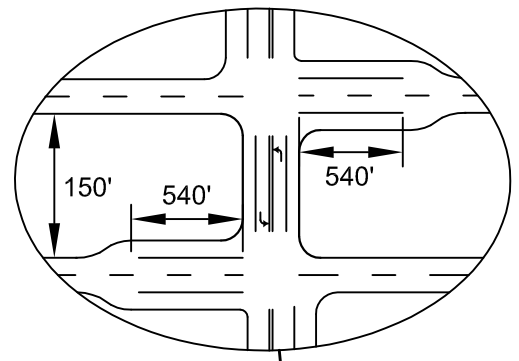
RECOMMENDED IMPROVEMENTS

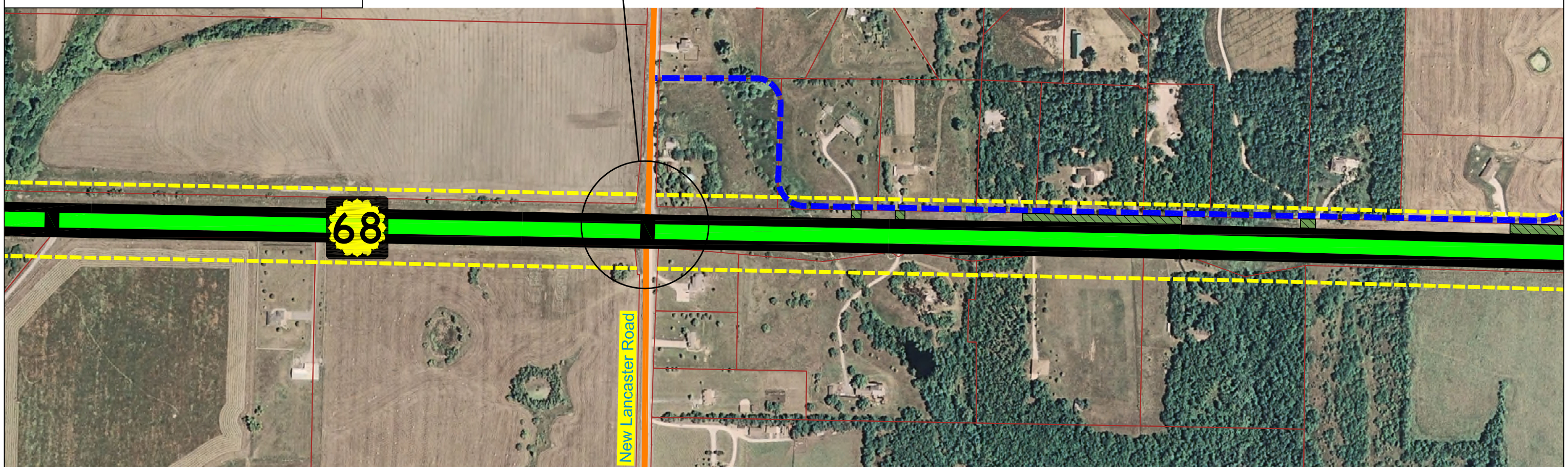
Widen K-68 to provide 4 lanes with a 60-foot minimum rural median to accommodate future traffic volumes and provide right-in / right-out operation at most drives

New Lancaster Road intersection
- -Add EB and WB left turn and right turn lanes to remove turning vehicles from through traffic
- -Widen median to 150 feet to provide 2-stage crossing traffic movements

Construct frontage road north of K-68 between New Lancaster Road and Spring Valley Road and relocate direct access drives on K-68 to frontage road

Access to K-68 relocated





GBA

STINSON MORRISON HECKER LLP

PBA PATTI BANKS ASSOCIATES

N

400' 0' 400'

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 TWLT)
- 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.

K-68 CORRIDOR STUDY

PLATE 25 OF 32

AERIAL DATE: 2007

October - 09