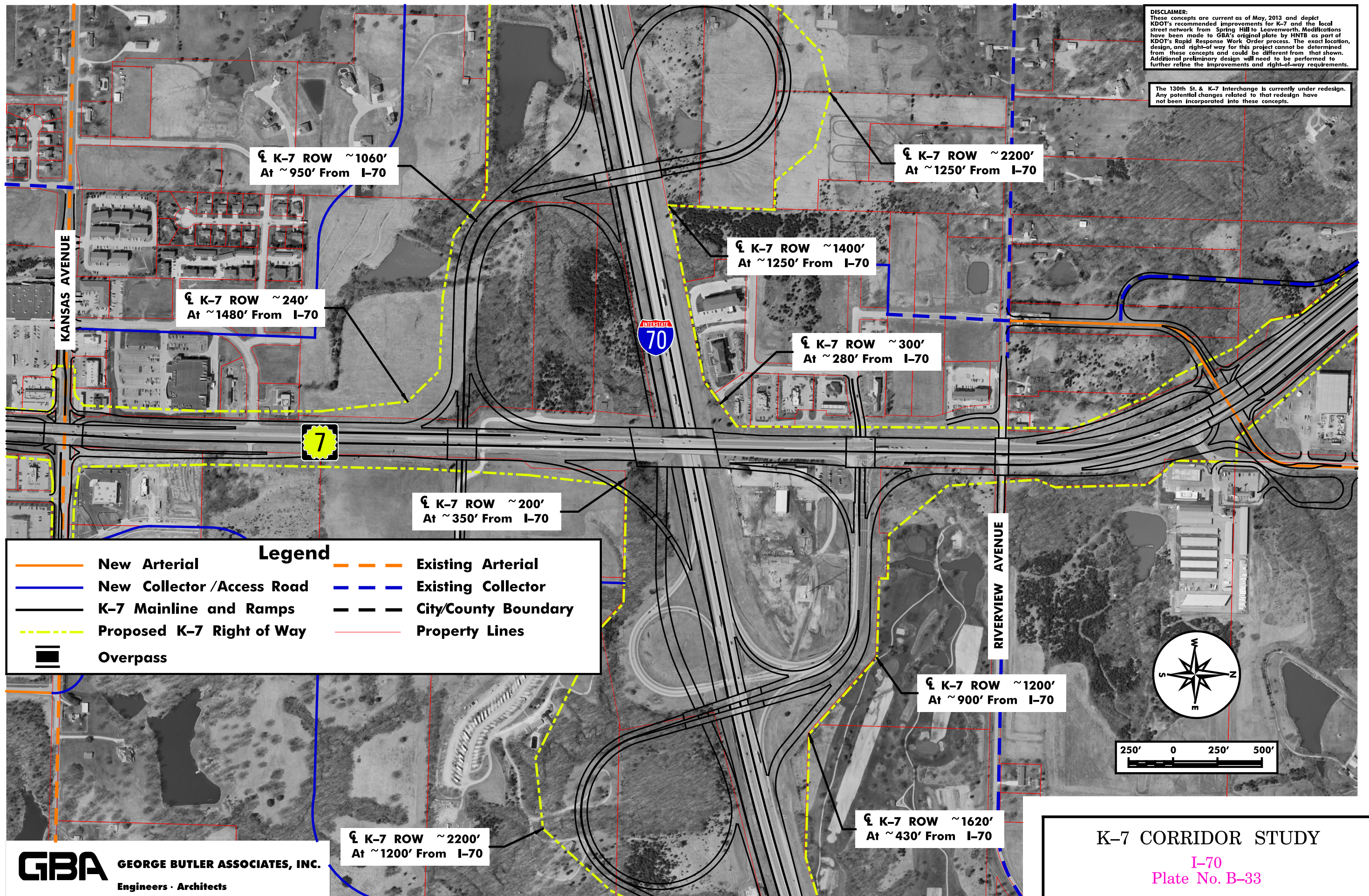


DISCLAIMER:
 These concepts are current as of May, 2013 and depict KDOT's recommended improvements for K-7 and the local street network from Spring Hill to Leavenworth. Modifications have been made to GBA's original plate by HNTB as part of KDOT's Rapid Response Work Order process. The exact location, design, and right-of-way for this project cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine the improvements and right-of-way requirements.

The 130th St. & K-7 Interchange is currently under redesign. Any potential changes related to that redesign have not been incorporated into these concepts.



☒ K-7 ROW ~1060'
 At ~950' From I-70

☒ K-7 ROW ~2200'
 At ~1250' From I-70

☒ K-7 ROW ~1400'
 At ~1250' From I-70

☒ K-7 ROW ~240'
 At ~1480' From I-70

☒ K-7 ROW ~300'
 At ~280' From I-70

☒ K-7 ROW ~200'
 At ~350' From I-70

☒ K-7 ROW ~1200'
 At ~900' From I-70

☒ K-7 ROW ~2200'
 At ~1200' From I-70

☒ K-7 ROW ~1620'
 At ~430' From I-70

Legend

	New Arterial		Existing Arterial
	New Collector /Access Road		Existing Collector
	K-7 Mainline and Ramps		City/County Boundary
	Proposed K-7 Right of Way		Property Lines
	Overpass		

GBA GEORGE BUTLER ASSOCIATES, INC.
 Engineers · Architects

K-7 CORRIDOR STUDY

I-70
 Plate No. B-33

Date of Aerials: 2010

June 2015