

## 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

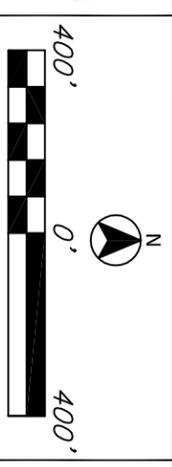
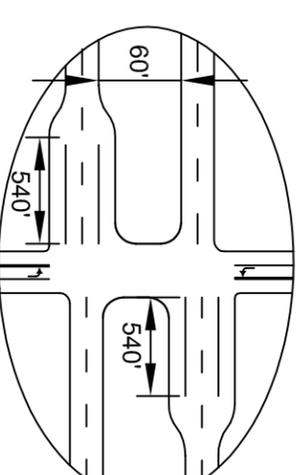
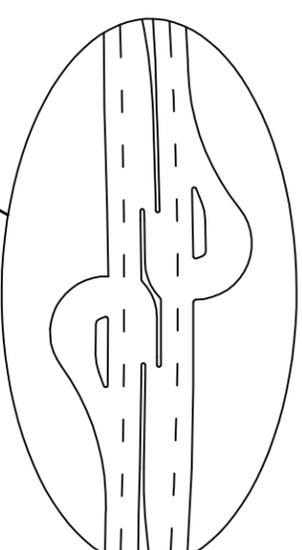
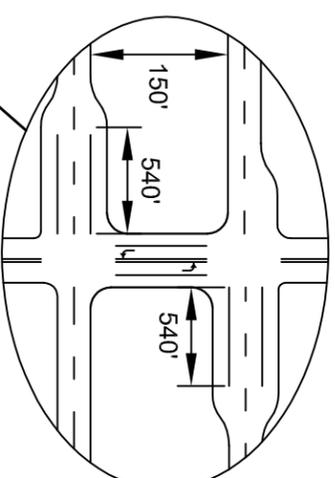
Construct U-turn channelization at strategic locations for indirect left turns to and from drives that were converted to right-in / right-out operation as a result of widening K-68 to a 4-lane section with medians

### Pressonville 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

### Indianapolis Road Intersection

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



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 TWT)
	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 11 OF 32**  
 AERIAL DATE: 2007  
 October - 09