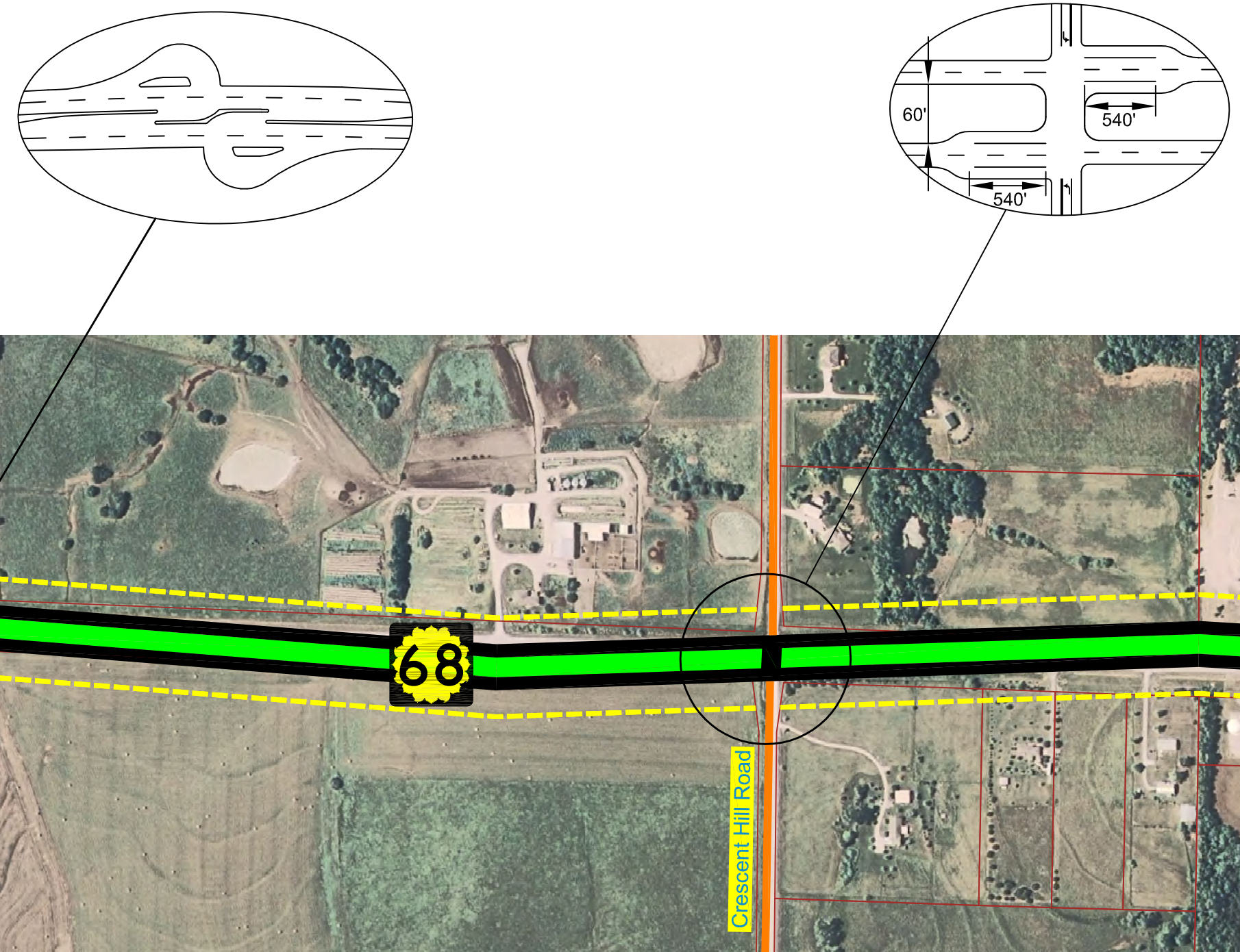
RECOMMENDED IMPROVEMENTS

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

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



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 13 OF 32

AERIAL DATE: 2007

October - 09