

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

Lone Star Road intersection

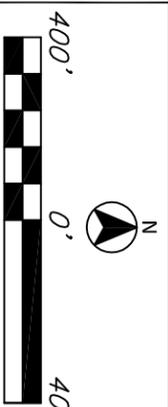
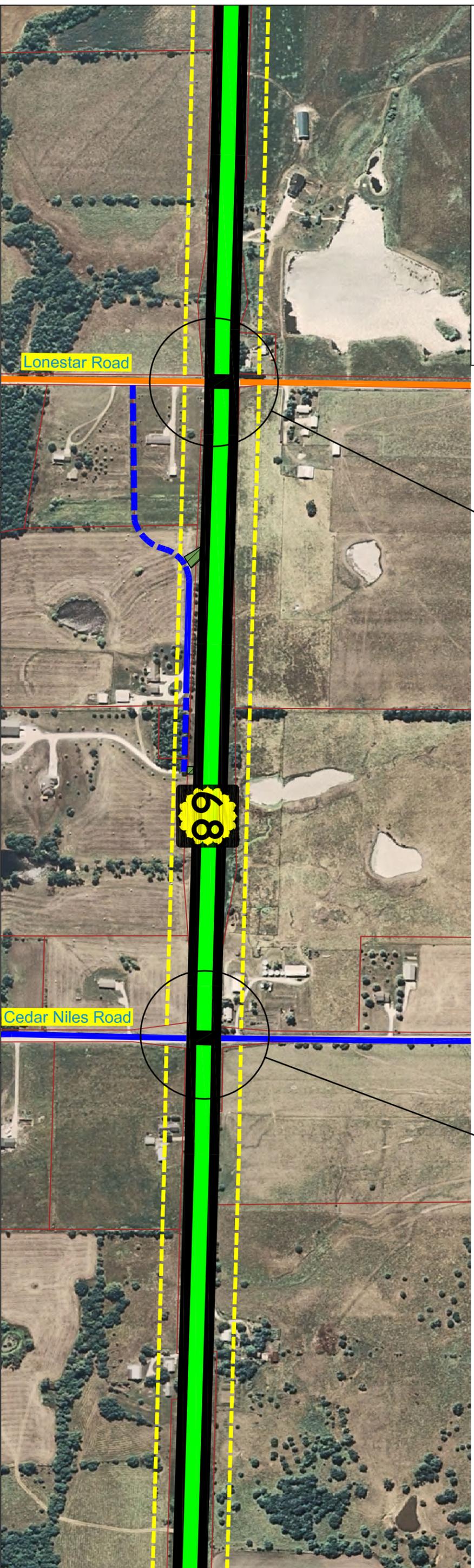
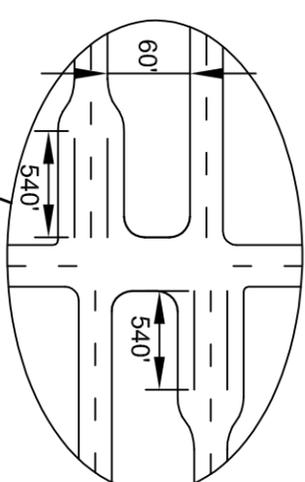
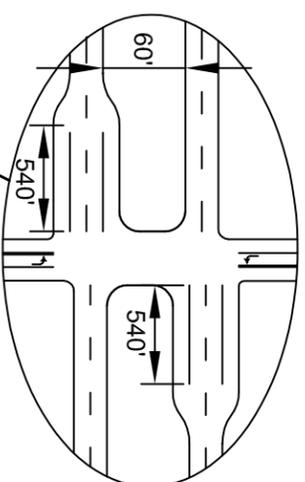
-Add EB and WB left turn and right turn lanes to remove turning vehicles from through traffic

Extend frontage road south of K-68 between Lone Star Road and Cedar Niles Road and relocated direct access drives on K-68 to frontage road

Cedar Niles Road intersection

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

■ Access to K-68 relocated



LEGEND

	Proposed ROW		Existing Arterial
	Existing Parcel Line		Proposed Arterial
	Bridge		Existing Collector
	Rural Expressway (4 Lane w/ Depressed Median)		Proposed Collector
	Urban Expressway (4 Lane w/ Raised Median)		Urban Arterial
	Urban Arterial (5 Lane TMLT)		Proposed Arterial
	Urban Arterial (5 Lane w/ Raised Median)		Existing Collector
	2 - Lane Highway with Improved Shoulders		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 17 OF 32
AERIAL DATE: 2007
October - 09