

RECOMMENDED IMPROVEMENTS

In the rural area, 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

In the urban area, widen K-68 to provide 4 lanes with a 22 to 34-foot urban median to accommodate future traffic volumes

Flint Street Intersection with Spring Valley Road

-Realign north leg of Spring Valley Road with Flint Street to eliminate offset intersections

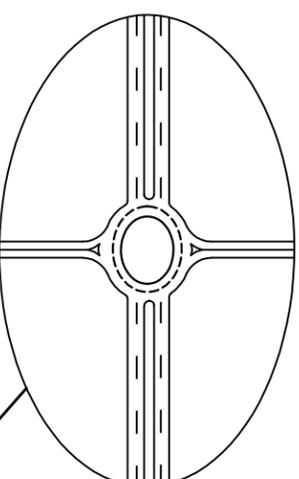
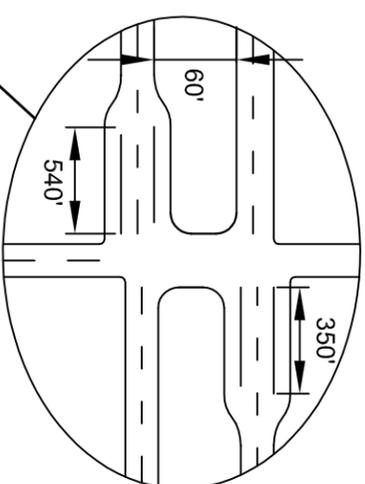
Wonka Drive Intersection

-Alternative 1. Add traffic signal when warranted to improve intersection operation

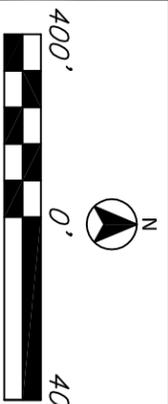
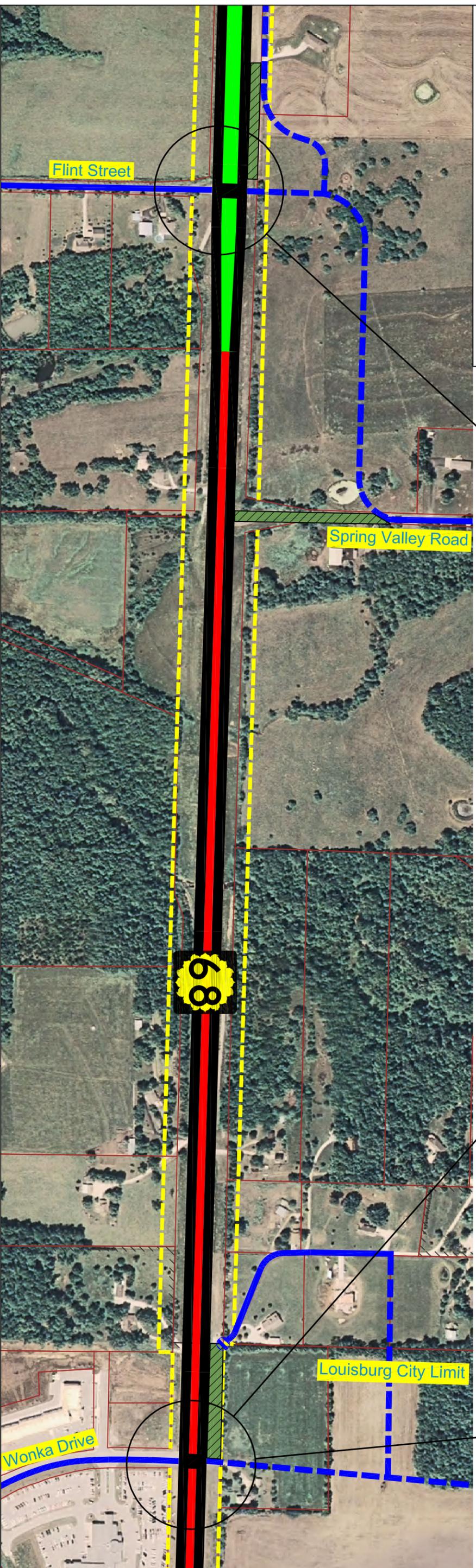
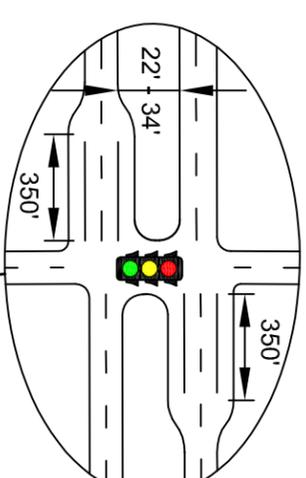
-Alternative 2. Construct roundabout to improve intersection operation

-Construct frontage road north of K-68, west of Wonka drive and relocate direct access on K-68 to frontage road

■ Access to K-68 relocated



- OR -



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 26 OF 32
 AERIAL DATE: 2007
 October - 09