

## Proposed K-7 and I-70 Interchange

As recommended in the K-7 Corridor Management Study, anticipated traffic growth indicates that K-7 will need to be a freeway without traffic signals in the future. Some of the changes outlined in the K-7 and I-70 interchange concept include:

- Additional lanes on K-7 and I-70 to carry the traffic volumes expected in the future, and
- The addition of collector roads between the interchanges at Kansas Avenue, I-70 and 130th Street.

### Additional changes proposed

The interchanges at Kansas Avenue, I-70 and 130th Street will need to be connected because they are too close together to function independently as three separate interchanges. The interchanges will be connected with collector roads that are separated from the through lanes on the freeways.

For example, northbound traffic on K-7 will use the same exit to get to I-70 and 130th Street, and southbound K-7 traffic will use the same exit to get to I-70 and Kansas Ave. The collector roads will operate without traffic signals.

### Current study description

KDOT is conducting a more in-depth study of the proposed interchanges at K-7 and 130th Street, K-7 and I-70 and K-7 and Kansas Avenue to verify how the concepts will serve long-range traffic projections. To do that, the study team is looking at how the on- and off-ramps, associated collector-distributor roads, and through lanes work together so that motorists can safely and easily transfer from one highway to the other or access local roads such as 130th Street and Kansas Avenue.

