

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

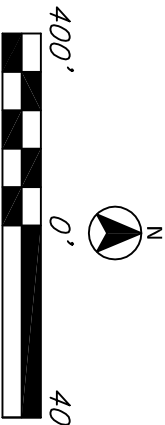
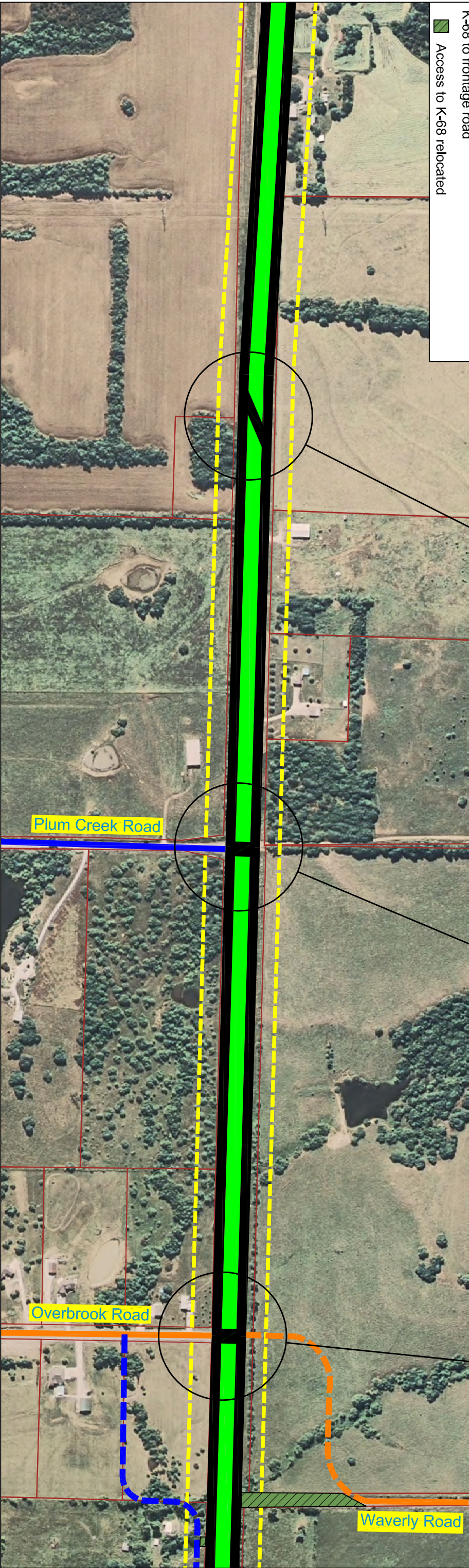
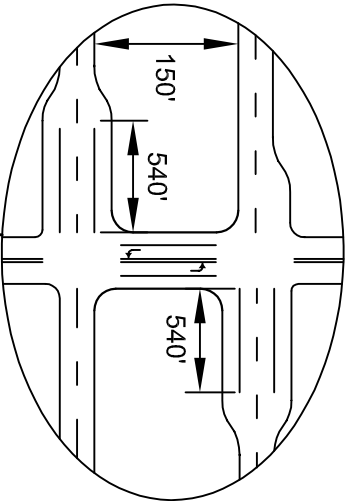
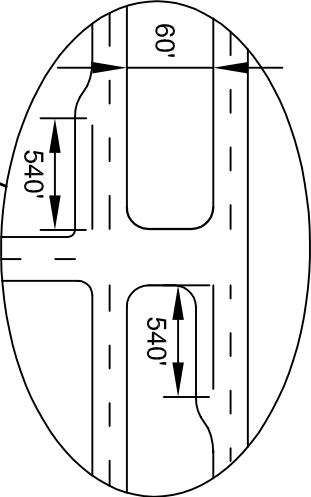
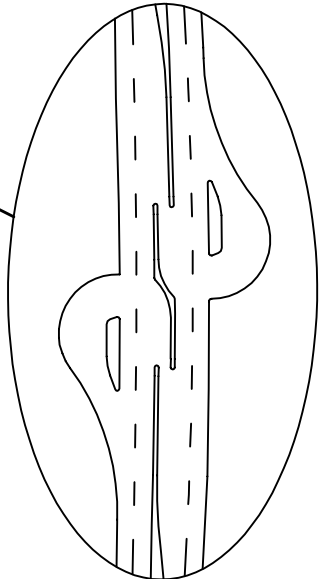
Construct U-turn channelization at strategic locations for indirect left turns to and from drives that were converted to right-in / right-out operation as a result of widening K-68 to a 4-lane section with medians

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

Overbrook Road Intersection with Waverly Road Intersection
- Add EB and WB left turn and right turn lanes to remove turning vehicles from through traffic
-Realign north and / or south legs of Waverly Road and Overbrook Road to eliminate offset intersections
-Widen median to 150 feet to provide 2-stage crossing traffic movements

Extend frontage road south of K-68 east from Overbrook Road and relocate direct access drives on K-68 to frontage road

Access to K-68 relocated



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 TMLT)
- 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 KOOT'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.