

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

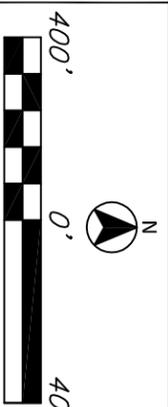
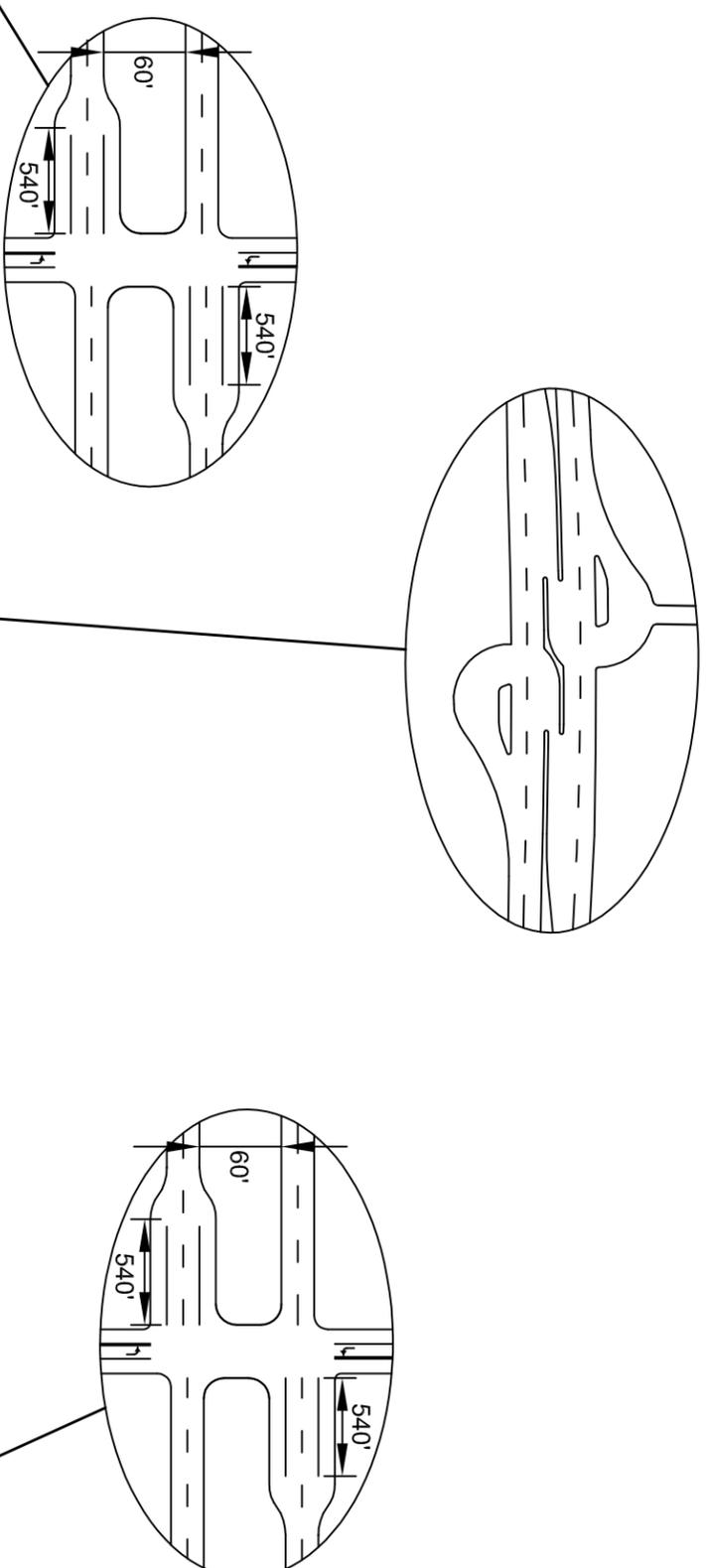
Construct U-turn channelization at strategic locations for indirect left turns to and from drives that were converted to right-in / right-out operation as a result of widening K-68 to a 4-lane section with medians

Oregon Road Intersection

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

Tennessee Road Intersection

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



LEGEND

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