

# LAYOUT HISTORY S.P. 4210-56 TH 68 TWLTL

The need for the TWLTL is that left turning vehicles cause delay and increased potential for rear-end crashes at the numerous entrances and three city street intersections.

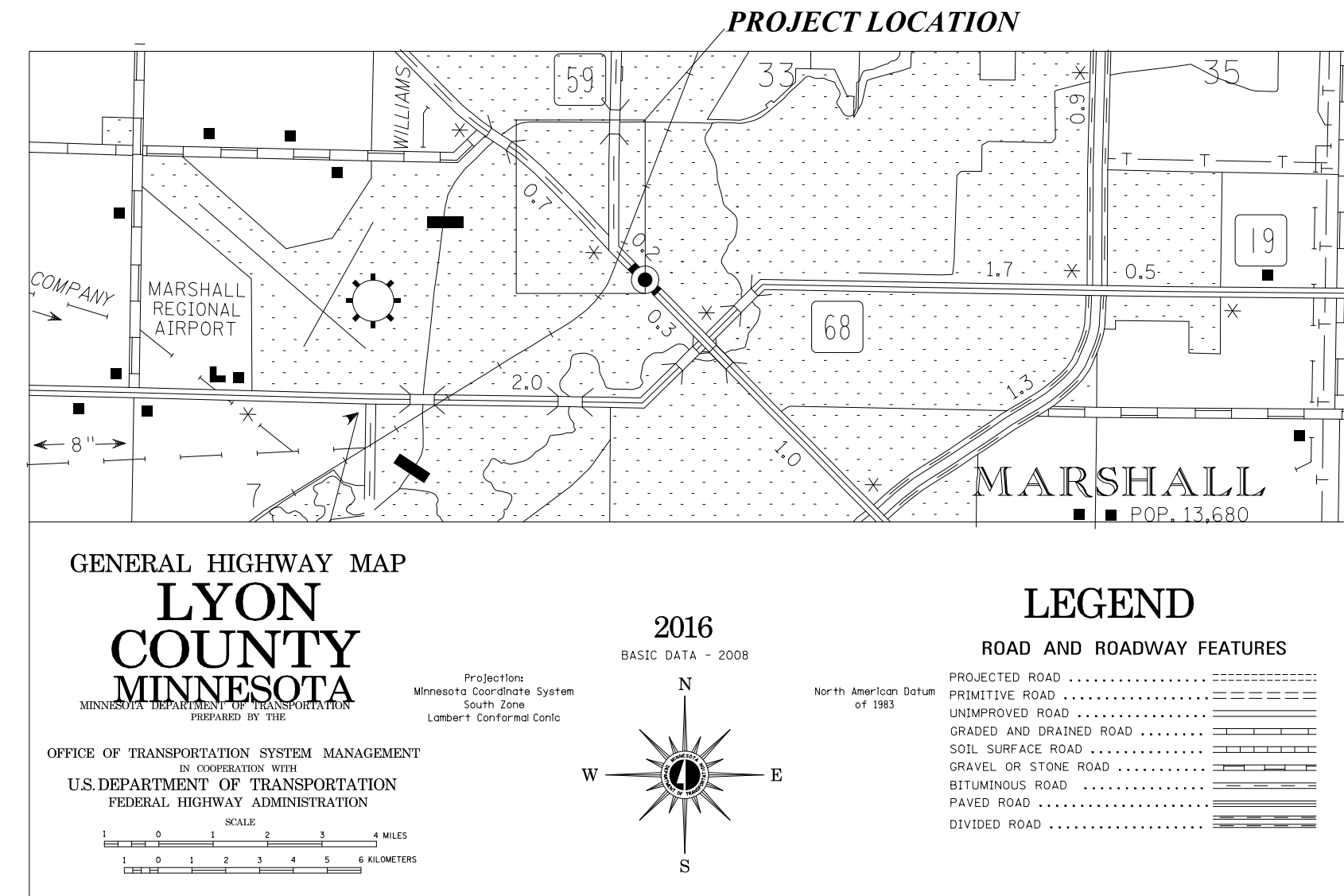
The purpose for the TWLTL is to reduce delay for thru traffic and reduce the potential for rear-end crashes.

September 2019: 30% layout complete

Design Exceptions: None

LAYOUT No. 1 - COPY NO. ---  
 TH 68 - VICINITY OF MARSHALL  
 JCT. OF TH 68 & CHANNEL PKWY  
 TO JCT TH 68 & TH 59  
 Prepared: SEPTEMBER 2019 Scale: As Noted  
 By: CASEY GRANNOUILLI  
 The traffic volume shown are estimated for year 2020 and subject to change without notice.  
 S.P. 4210-56 T.H. 68 A.J. 18A140 PMS ACTIVITY 140  
 S.P. T.H. A.J. PMS ACTIVITY  
 S.P. T.H. A.J. PMS ACTIVITY  
 Copy To: \_\_\_\_\_ For: \_\_\_\_\_  
 DESIGN FILE: P421049.L01.dgn  
 DATE: SEPTEMBER 2019

Level 2 LAYOUT APPROVAL  
 Programmed Letting Date 2/25/2022  
 Prepared By: \_\_\_\_\_  
 Reviewed By: \_\_\_\_\_  
 Approved By: \_\_\_\_\_

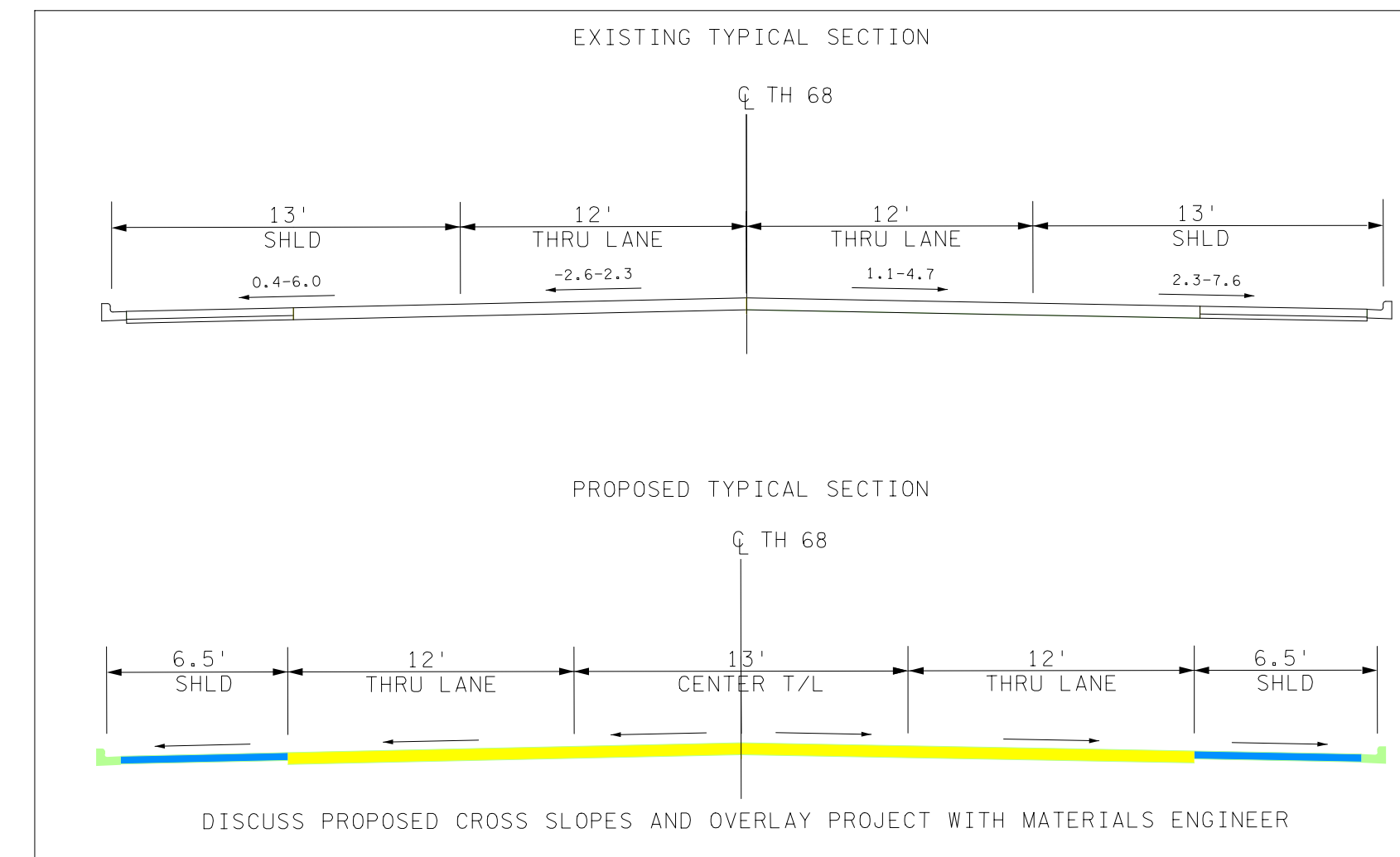


## S.P. 4210-49 (TH 68) TWO WAY LEFT TURN LANE (TWLTL)

**DEPARTMENT OF TRANSPORTATION**

COLOR KEY

- ROADWAYS
- PAVED SHOULDERS
- EXISTING R/W



STA	SHLD RT	THRU	THRU	SHLD RT
929	3.0	-2.6	4.7	3.8
930	1.8	-1.2	4.5	6.8
931	0.4	-0.8	3.5	7.6
932	1.4	-0.2	2.6	7.0
933	2.7	0.4	3.2	4.9
934	1.9	0.5	1.5	5.8
935	3.0	0.8	1.7	4.7
936	4.2	0.7	2.0	3.8
937	3.4	2.3	2.5	3.7
938	5.0	1.9	2.2	3.2
939	4.0	1.8	1.8	3.6
940	4.0	1.6	1.6	4.0
941	6.0	1.9	2.2	4.0
942	3.0	1.4	1.1	3.4
943	3.8	0.4	1.5	3.9
944	5.5	0.5	2.5	3.8
945	5.2	1.3	3.2	5.8
946	5.0	0.5	2.8	6.6
947	2.2	1.7	4.5	3.1
948	1.6	2.0	3.2	3.9
949	1.3	1.8	2.8	3.8
950	2.7	1.3	3.2	3.3
951	2.2	1.7	2.9	2.9
952	3.5	1.8	2.3	2.3
953	2.7	1.8	1.5	3.0

(1) MEASURED WITH SMARTH LEVEL, STATIONING APPROXIMATE

