

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.

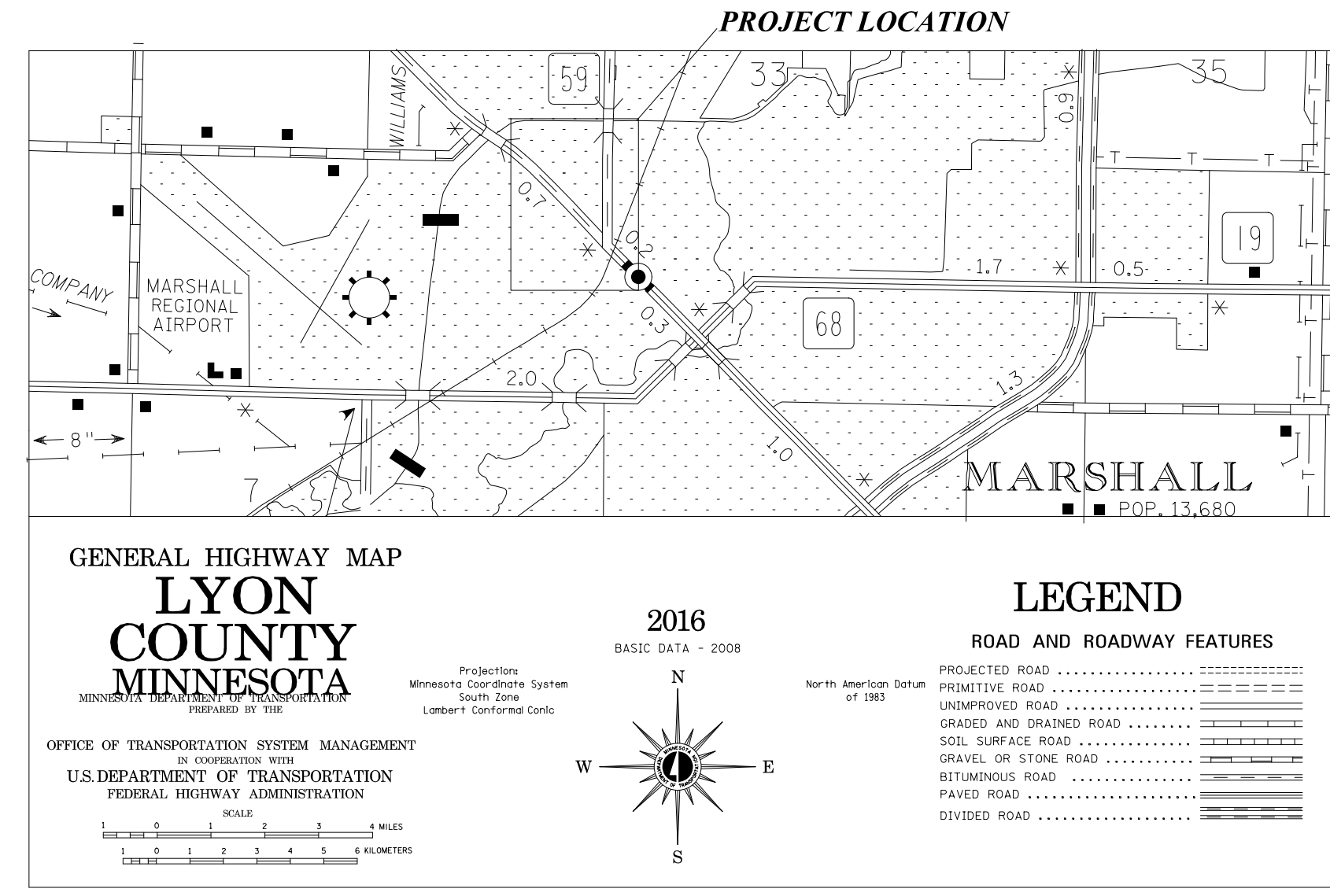
The purpose for the TWLTL is to reduce delay for thru traffic and reduce the potential for rear-end crashes.

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 volumes shown are estimated for year 2020 and subject to change without notice.
 Staff Approval: [Signature Box]
 S.P. 4210-56 T.H. 68 A.J. 18A740 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: [Signature] 20
 Reviewed By: [Signature] 20
 Approved By: [Signature] 20

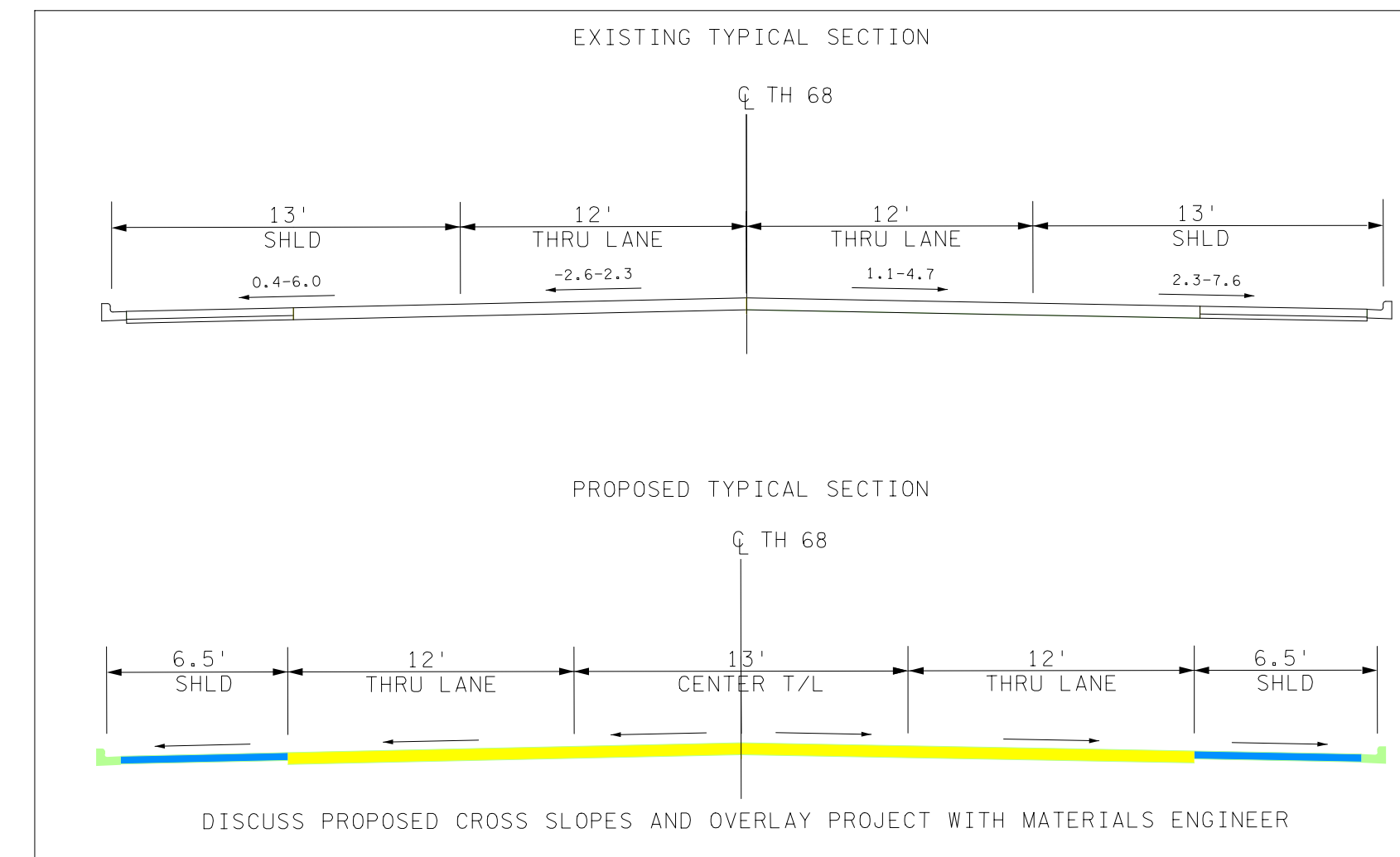


S.P. 4210-49 (TH 68) TWO WAY LEFT TURN LANE (TWLTL)

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

