

# Central Ohio Rally Club

## General Instructions



Revised: 05/2011

## **Introduction:**

We would like to welcome you to the exciting sport of Road Rallying! Run on public roads, at or below legal speeds, road rallies are scored on the ability of the driver/navigator team to arrive at an unknown checkpoint neither early nor late, but exactly on time. Route instructions are the team's guide. Navigational equipment ranges from the car's odometer, pencil and paper to sophisticated electronic computational devices. These rallies are designed to introduce motor sports enthusiasts to simple rally techniques and concepts while providing a test of skill for the more advanced novice and expert rallyists.

You will be participating in a straightforward, comparatively uncomplicated event. No attempt will be made to mislead you with gimmicks. Your success will depend primarily upon proper execution of the route instructions in strict accordance with the directions contained in these general instructions. You should, therefore, read these instructions carefully and study the glossary included. The rallymaster or his assistants will be glad to explain any point that is not clear to you. You will be given a set of "Route Instructions" defining the rally course at Registration along with an Addendum to the General Instructions, if needed by the rallymaster. Be sure to look these over and assure that you understand all the terminology that is used in them.

## **Awards:**

### **Class Definition:**

Organizers shall provide for the classification of contestants into four classes, known as Class E (Equipped), Class (Limited), Class S (Stock) and Novice. GPS devices not connected to another calculating device (computer, calculator, etc.) are permissible in any of the three classes.

#### **A) Class E**

No limit is placed on the equipment permissible for use

#### **B) Class L**

The only restriction placed on the permissible equipment for this class is that the computation equipment must not receive a direct input from any distance-measuring device. All inputs for mileage must be made manually.

#### **C) Class S**

Paper and "pencil", and timepieces, either electrical or mechanical, which cannot be varied in rate to aid in computation, are permissible. Computation equipment is limited to any standard slide rule-type device(s), single memory, non-programmable calculator(s) and/or tables or books listing speed factors. Curtas and similar mechanical calculating devices may not be used. Mileage measuring equipment is limited to stock odometer(s) in the stock location(s) with a non-varying drive.

#### **D) Class N:**

The equipment for this class is the same as for Class L but to qualify as a Novice you must have competed in fewer than six time-speed-distance rallies and won fewer than three rally certificates prior to the beginning of the season.

In addition to the above, organizers may offer other classes, such as a vintage class or an "SOP" (Seat-Of-the-Pants) class. The criteria for such class(es) are to be determined by event organizers. For the purpose of official results, such entrants shall also be scored in one of the three official classes above.

**NOTE: A CALCULATOR MAY BE USED FOR THE PURPOSE OF CALCULATING THE DIY LEG ONLY IN ALL CLASSES**

**Event Awards:**

CORC will award certificates to the top cars of each class based on size of each class.

Entries with more than two occupants over the age of eight are welcome, but are not eligible for certificates. The last place official novice finisher will receive a free entry to the next event.

**Before the Rally:**

**Measurement:** The rally course has been measured to the nearest .01 mile by a car equipped with a hundredths reading odometer and radial tires.

**Safety:** Entries are required to have seat belts for each person in the car. In addition, brakes, high and low headlights, tail lights, stop lights, turn signals, tires, rearview mirror, horn and windshield wipers must be in good working order. Recommended safety equipment includes: flares, fire extinguisher, tow rope and first aid kit. The organizers reserve the right to ban from competition any car which does not meet these requirements or which does not otherwise appear road worthy.

**Starting The Rally**

**1. Starting Procedure:** Your out-time from the starting line will be start time plus your car number expressed in minutes or the time provided with your score card at registration. You will find your car number in the top right corner of your scorecard. Line up your car in numerical order at least five minutes before your out-time. Do so in a manner which will not block non-rally traffic at the exit.

Be sure that the score card given before you leave the starting line shows your class and car number. Print the driver's and navigator's names in the spaces provided prior to leaving the starting line. Do not lose the score card – it is your only means of identification and scoring.

An odometer check zone (ODO) at least ten official miles long will be provided for calibrating our odometer to the way the rallymaster measured the course. Numbers in the left margin of the route instructions are official mileage at each action point. An official elapsed time will be given to safely complete the ODO.

On reaching the end of the odometer check zone, as identified in the route instructions, all competitors will, after reading their odometer, quickly move forward. Avoid blocking the immediate area at the end of the ODO check. Move onto the right berm to wait until the time allowed for completing the ODO check has elapsed. There will be no checkpoint within one-half mile after the odometer check zone. (See Free Zone).

## Running the Rally:

**1. Prohibited Roads:** You will, at all times, avoid traveling on prohibited roads. These roads will not be considered opportunities or counted to identify the rally course unless the rallymaster has said otherwise in the Addendum. They are to be considered nonexistent. You may be forced to change direction automatically to avoid a prohibited road. (See Glossary)

**2. Course Following:** At each intersection where an instruction to turn does not apply, continue in the most nearly straight-ahead direction without regard for changes in route name or number.

You may be forced to change direction automatically to avoid a prohibited road, but if a selection of turns is possible, an instruction will be given. Use an instruction to turn only if its execution requires you to travel in a direction you would not have otherwise taken. (See Priorities)

**3. Signs and Landmarks:** Signs and landmarks utilized as clues in the route instructions have been carefully selected to be visible from the rally route without the use of auxiliary lighting. If you are using a hand-held spotlight, however, be careful to avoid flashing it on inhabited dwellings along the rally course. The auxiliary light may be of assistance may be in identifying road numbers and names.

Signs are defined as any readable material appearing along the rally course on either side of the road and facing in any direction. However, you will not be required to look behind you to read a sign.

Signs quoted in full will be enclosed in quotation marks and printed in capital letters in the route instructions. If only part of the readable material on a sign is quoted, the part quoted will be enclosed in quotation marks, printed in capital letters and preceded by the letters SRIP (Sign Reading In Part).

Example. 15. Left at SRIP "Limit".

The above instruction could be executed at signs such as "SPEED LIMIT 35" or "LOAD LIMIT 10 TONS".

Some road or advertising signs have small text identifying the owner or manufacturer of the sign. As an example, stop signs manufactured by the Ohio Dept of Transportation have a small "ODOT" reversed out of their border, and some billboards have the name of the advertising firm under the actual area used for the advertising. Such owner/manufacturer labels shall **NOT** be considered "readable material" for purposes of distinguishing between signs reading in full and signs reading in part (SRIP).

Variations in spacing and punctuation in quoted material may be ignored, but spelling must be identical to that on the sign quoted. Markings such as arrows, etc. and other illustrations on a quoted sign are not considered readable material and are to be ignored unless they are specifically reproduced with the quoted materials in the instruction. At no time will portions of words or digit strings be quoted (e.g., SRIP "HER" from a sign reading "TOGETHER" or "SRIP "4" from a sign for Route 644).

The same sign or landmark will not be used for separately numbered consecutive instructions. Separately numbered consecutive instructions may, however, refer to identical signs or landmarks at different locations.

- Example      21.    Turn toward “STOP”.  
                  22.    Turn after “STOP”.

The “STOP” in instructions 21 and 22 are not the same sign. Although they may be identical, they must be separate signs.

All the readable material on one background is one sign. If two or more signs, each on its own background, are supported by the same post or posts, each is considered a separate sign. Signs on mailboxes and on the road surface will not be used. No obviously temporary signs will be used (e.g. “For Sale”... signs).

When a landmark or place is referred in an instruction, it will not be enclosed in quotation marks.

- Example:      22.    Turn toward church  
                  23.    Turn toward Methodist Church  
                  24.    Turn toward “CHURCH”

Instructions 22 and 23 require you to turn toward a building which you can identify as a church (22) or as a specific church (23). Instruction 24, on the other hand, requires you to turn toward a sign that reads in full “CHURCH”. Note that the sign may be located such as to require you to turn away from the building itself.

**4. Execution of Route Instructions:** You will begin execution of each numbered instruction in numerical order and will complete execution of that numbered instruction before attempting to execute the next numbered instruction.

**5. Speed Changes (CAST) and Timing:** Speed changes will be made at a designated sign or landmark if referenced in a Route, General or Special Instruction. However, if a speed change is referenced to an intersection, the speed change shall be executed at the STOP sign, the YIELD sign, the center of an intersection, or apex of a turn—in this priority.

Time early or late in any one leg may not be made up in a subsequent leg. You will be timed at open controls set up at unknown locations along the rally course. The official time will be available at the start.

**6. Control Procedures:** All checkpoints will be identified by a checkpoint sign located on the right side of the road. In most cases the timing car will also be on the right. The checkpoint sign ends the leg you are on and begins the next leg.

You will be timed in as you pass the checkpoint sign. You will be penalized if you slow to less than one-half rally speed or if you stop on approaching the sign unless required by a Route or Special Instruction.

Once past the checkpoint sign, continue past the timing station and pull over to the right berm. Stop so as not to block other traffic. DO NOT pass another moving rally car in the control area and DO NOT back up in the control! Once parked, one member of the crew is to return to the timing station and give one of the workers your score card. The worker will return it to you with your time of arrival and an assigned out-time posted on it.

The worker will also give you a checkpoint slip, which tells you certain official and unofficial information. The official information includes data that is active as you leave the checkpoint sign including; the official mileage at the checkpoint, the number of route instruction you are working on, the mileage at the next instruction, the current average speed, the T-rule and any Special Instructions that are effective as of the in-line of the control. Unofficial information on the checkpoint slip will include leg mileage and leg time of the leg which you have just completed as well as critique of the preceding leg which will explain any traps or concepts used in that leg.

Immediately after receiving your score card and checkpoint slip you should return to your car and leave the immediate area of the Checkpoint. Your OUT TIME, as marked on the score card is the time that you are to leave the next instruction,. The next instruction will serve as your out marker.. The distance from the checkpoint to the out marker is NOT included in the timing calculations.

If in any event you come into a checkpoint backwards, proceed past the control zone, turn around in a safe place and enter the control in the normal manner. If you turn suddenly, you will be penalized with blocking a control zone and/or reckless driving. After the last checkpoint, follow the course to the finish where you will turn in your score card and wait for the announcement of results and the awarding of certificates.

Checkpoints will remain open at least 20 minutes after the last car's perfect arrival time from the start (unless all cars have already entered that checkpoint).

## Scoring

Your score will be determined by totaling the combined time error and other penalties (if any) for each leg. In the event of a tie, the higher position will be awarded to the car winning the most legs. Although protests relating to the course and scoring will not be accepted, you are invited to bring any apparent discrepancies to the attention of the rally officials at the finish. Awarding of the certificates will not be official until ten minutes after they are announced.

### 1. Timing:

Each 0.01 minute early or late up to 2.00 minutes	1 point for each .01 minute
More than 2.00 minutes but less than 10 minutes early or late	200 points
More than 10 minutes early or late	300 points
Failing to stop at a control or missing a control	300 points
Maximum penalty for a D.I.Y. Leg	25 points

### 2. Non-Timing Penalties: (All workers shall be deemed judges of fact.)

Creeping or other evasive action observed by control personnel unless required for safety (Creeping shall be defined as slowing to less than 50% of rally speed, unless required for safety).	100 points
Stopping within sight of a checkpoint unless required to do so for	100 points

safety or instructed to do so within the routes.

Blocking of, or passing a car in a control zone or stopping beside the timing car.	100 points
Backing up within a control zone.	200 points
Blocking the out marker	100 points
Reckless driving or being a party to an accident involving another car, or receiving a traffic citation.	Disqualification
Unsportsmanlike conduct before, during or after the event.	Disqualification
Possession or consumption of alcoholic beverages before or during the event.	Disqualification

## Delays

Delay claims may be allowed for any reason such as blockage of the route by a train, military convoy, herd of livestock, off course etc. or for assisting at the scene of an accident. Delays must be claimed at the next checkpoint. Delays must be in odd multiples of 0.5 minutes (e.g. 1.5, 2.5, 3.5,...) up to a maximum total of 19.5 minutes for the event.

To claim a delay in a particular leg, you must submit a written note to the checkpoint crew at the end of that leg containing the following:

- Car Number
- Point where the delay occurred (after what instruction)
- Amount of delay claimed (odd multiple of 0.5 minutes)
- Cause of the delay
- Signature of the claimant

A typical claim should appear as illustrated at the end of the Glossary.

## Do-It- Yourself (DIY) Calculation:

Usually the rallymaster will design a leg of the rally in which the average speeds and official mileages are given and will request that the competitors to calculate the perfect elapsed time for the leg. A DIY leg should be introduced in the Route Instructions or on the Checkpoint Data Slip, as follows:

44.35	45.	Begin DIY. CAST 40
48.00	46.	R on Trabue. CAST 42
48.65	47.	L at bridge
49.88	48.	L into parking lot. End DIY

First, calculate your minute per mile factors for the CAST's being used. Divide 60 (minutes per hour) by the CAST (miles per hour) to determine minutes per mile.

$$60/40 = 1.500 \text{ minutes per mile}$$
$$60/42 = 1.429 \text{ minutes per mil}$$

Second, determine how many miles were traveled at each average speed (CAST). Note that only mileages at speed change points are used.

$$48.00 - 44.35 = 3.65 \text{ at CAST } 40$$

$$49.88 - 48.00 = 1.88 \text{ at CAST } 42$$

Next, multiply the mileage by the minute per mile factor (from above) to obtain the time it would take to travel between action points.

$$3.65 \text{ miles} \times 1.500 \text{ minutes per mile} = 5.475 \text{ minutes}$$

$$1.88 \text{ miles} \times 1.429 \text{ minutes per mile} = 2.687 \text{ minutes}$$

$$= 8.162 \text{ minutes total}$$

Summing the elapsed time between action points will equal the total time for the DIY leg. 8.16 minutes is the answer you will put on your score card. (Note the answer is in units of 0.01 minutes rather than seconds.)

**Those who know how to do the calculations are requested to do so in their vehicles. For the Novice class there will be an area set aside for you to obtain instructions on how to do the mathematical problem. A hand-held calculator may be used for calculating the DIY only, regardless of class.**

#### **Discrepancies:**

While every rally has been carefully written, and checked out by one or two crews, it is nearly inevitable that there will be an occurrence when there might be a problem please bring it to the attention to the scoring table. The organizer of the event will come to some conclusion about the validity of the problem and make a ruling on it. The organizer will explain any such action taken just prior to the announcement of results.

### **Glossary of Terms**

<b>Action Point</b>	The physical location where an instruction is to be executed.
<b>Acute</b>	A turn which is definitely more than 90 degrees.
<b>After</b>	Any distance from one inch to infinity beyond that clue.
<b>At</b>	In the immediate vicinity of a clue. When used in identifying the action point for a timing instruction, it is that point even with the center of the clue.
<b>Average Speed</b>	The official average speed that the contestant is to maintain over the course, or over part of it. All average speeds are in miles per hour.
<b>Bear</b>	A turn that is definitely less than 90 degrees.
<b>Before</b>	Indicates that the action point precedes the clue by a distance from one inch to a distance easily seen, and is within sight of the clue.

<b>Blinker</b>	A fixed traffic control device at an intersection consisting of a single light, usually red or yellow that flickers or blinks. It may or may not be operating. All flashing lights at a single location are considered a single blinker.
<b>Bridge</b>	A structure over water or a sudden change in landscape, without continuous land support from one end of the structure to the other.
<b>CAST</b>	An abbreviation for <u>C</u> hange <u>A</u> verage <u>S</u> peed <u>T</u> o – It is included in an instruction with a description of a speed change point and an average speed stated in miles per hour (e.g., CAST 36 at “CHURCH”).
<b>Checkpoint</b>	A point on the rally course at which contestants are timed as they cross a timing line marked by a checkpoint sign. <u>The timing line ends one leg’s mileage and begins the next.</u> See the description of Control Procedure.
<b>Confirm</b>	To identify a landmark as assurance that the contestant is on course.
<b>Control Zone</b>	That portion of the rally route between the checkpoint sign and the out marker (next instruction).
<b>Course Following Instruction</b>	An instruction used to define the route.
<b>Cross</b>	To go straight across. To cross a divided highway is to cross all lanes.
<b>Crossroad</b>	An intersection where public roads cross each other at the same level in The general shape of a “+”.
<b>DIY</b>	An abbreviation for <u>D</u> o <u>I</u> t <u>Y</u> ourself. A section of the rally route not Necessarily run at rally speed, over which you are to calculate your perfect elapsed time. The DIY is a free zone.
<b>DNF</b>	An abbreviation for <u>D</u> id <u>N</u> ot <u>F</u> inish. A car which fails to turn in a score card at the end of the rally.
<b>Follow</b>	When told to <u>follow</u> a road you are to maneuver such as to stay on the road by name or number until such time as the next numbered instruction can be executed. This may mean that you have to leave the most nearly straight path in order to stay on the given road. At least one action (to stay on the followed road) must be made which would not have been made in the absence of the follow instruction. Should the name and number of the road diverge, the number shall take priority. In the event that you are forced to leave the given road, and then re-encounter it prior to executing the next numbered instruction, you are to resume your follow.
<b>Free Zone</b>	A part of the course in which there are no checkpoints. The odometer check zone, transit zones, all State Routes, U.S. Routes, and Interstates are free zones. There will be a free zone for one half mile following the odometer check, each checkpoint, and the action point at each timing instruction.

<b>General Instructions</b>	Rules governing the rally which are usually issued at registration and include all the information necessary to participate in the event except the route instructions.
<b>In Time</b>	The actual time of arrival at a checkpoint as determined by the official timer. The in time is recorded in local time of day showing the hour and minute to the closest hundredth.
<b>Intersection</b>	The area common to the meeting or crossing of two or more public roads (not including prohibited roads) at the same level.
<b>Jog</b>	A turn in the indicated direction at a T-intersection followed by a turn in opposite direction at a sideroad such as to return to essentially the same direction as you were traveling prior to initiation of the jog. The second turn must be within 0.10 mile of and within sight of, the first turn. A jog is not complete until the execution of the second turn.
<b>Keep</b>	A term, sometimes redundant, used to clarify your path at an intersection or to assist in avoiding a prohibited road (e.g., Keep right to avoid private drive).
<b>Left (L)</b>	A turn to the left. (See Turn).
<b>Lose</b>	To use an additional amount of time between two given points, or over a specified distance. The time to be lost is added to the time otherwise required to travel the distance between the two points at the current average speed. The portion of the course in which the lose applies is a freezone.
<b>Mileage Instruction</b>	A numbered route instruction with the instruction's official mileage as noted in the left margin. Mileage instructions are to be executed at the designated mileage irrespective of redundancy and other priorities.
<b>MPH</b>	An abbreviation for <u>M</u> iles <u>P</u> er <u>H</u> our.
<b>Odometer Check Zone (ODO Check)</b>	A portion of the rally route, of ten miles in length or more, included to provide an opportunity for the rallyist to compare their odometer readings with the official mileage.
<b>Official Leg Time</b>	The time, computed by the rallymaster, for completing a leg.
<b>Official Mileage</b>	A distance measured to the nearest 0.01 mile between two points on the rally course. Overall official mileage is measured from the beginning of the odometer check, while official leg mileage is taken from checkpoint sign to checkpoint sign. Decimal numbers to the left of the instruction number in the route instructions are overall mileages for the execution of the given instructions.
<b>On/Onto</b>	To place yourself on a specified road by name or number.

<b>Opportunity</b>	This term is usually utilized with qualifying words which together designate a road onto which you are to turn. Prohibited roads are not opportunities (e.g., Left third opportunity. This instruction will be interpreted to read: turn left onto the third road to the left, not considering prohibited roads.)
<b>Out Time</b>	The assigned time of departure from a checkpoint as determined by the official timer. The out time is recorded in local times showing the hour and minute when you are to leave the next instruction after the checkpoint. Leg times are calculated from out marker of one checkpoint to the checkpoint sign of the next checkpoint.
<b>Overpass</b>	Where the road you are traveling passes over a road or railroad at a grade separation.
<b>Pause</b>	To delay your progress at a specified point by a given amount of time. A pause is a separate addition to your Time-Speed-Distance calculations.
<b>Paved</b>	A paved road has a hard bound surface – concrete, macadam, cobblestone, brick, asphalt, etc. (Loose gravel over pavement is paved).
<b>Priorities</b>	<p>A list of criteria provided below is to assist in determining the appropriate path at an intersection. With the exception of mileage instructions, which <b>MUST</b> be executed at the given mileage, the following list should be used to resolve apparent conflicts. When the paths as designated by two priorities conflict, the higher priority (lower sequence number) shall take precedence. If the designated paths go in the same direction (are redundant), the lower priority (higher sequence number) shall be used. Unless amended by an Addendum to the General Instructions, the following priorities shall be used:</p> <ol style="list-style-type: none"> <li>1. Mileage Instruction (Must be executed at indicated mileage).</li> <li>2. Special Instruction</li> <li>3. Numbered Instruction</li> <li>4. T-Rule (if used)</li> <li>5. Follow (if used)</li> <li>6. Most Nearly Straight</li> </ol>
<b>Prohibited Road</b>	<p>The following type of roads are prohibited roads:</p> <ol style="list-style-type: none"> <li>a. Any road marked “Dead End”, “No Outlet”, “Do Not Enter”, “Private”, etc.</li> <li>b. Any obviously private road such as a farm entrance or entrance to a parking lot, etc. (except when explicitly told to do so).</li> </ol>
<b>Railroad Crossing RRX</b>	A railroad crossing (RRX) where one or more sets of tracks cross a road at grade level. All tracks within 0.10 mile are counted as one crossing.
<b>RXR</b>	The road sign designating a railroad crossing – round with black legend on a yellow background.

<b>Right</b>	A turn to the right (See Turn).
<b>Roundabout</b>	A circular untraveled land area at a crossroad, bound on all sides by roadway. The entrance to the roundabout is a forced right. Pretend the roundabout is not there when following the course. i.e. if told to go left, you must proceed to the right and go $\frac{3}{4}$ of the way around it before exiting to the right,
<b>Sideroad</b>	A public road going in a single direction from the road you are on. At a sideroad it is possible to continue straight ahead and to turn either left or right, but not both.
<b>SOL</b>	Sign on Left
<b>SOR</b>	Sign on Right
<b>Special Instruction</b>	An instruction provided on a checkpoint instruction slip which is eligible for execution at the timing line of the control where issued and is cancelled at the timing line of the following control or upon complete execution, whichever comes first. If multiple Special Instructions are given on a Checkpoint Slip, they need not be executed in the order they are listed. They may be executed in any order, or not at all.
<b>SRIP</b>	An abbreviation for <u>S</u> ign <u>R</u> eadin <u>I</u> n <u>P</u> art, utilized to indicate that a sign is only partially quoted. The portion quoted may not necessarily be the largest lettering on the sign, but will be easily readable from the competitor's vehicle, and at rally speed.
<b>STOP</b>	The official road sign, white on red, where competitors are required by law to come to a full stop. A stop sign visible from the rally route but not governing the action of the contestants is not to be considered unless quoted.
<b>T or Tee</b>	<p>A junction of roads in the general shape of the letter "T". It is approached from the stem of the T and offers only the choice of a right or left turn. You cannot go straight at a true T. While the two turns possible at the T may not both be equal to 90 degrees, the smaller angle as measured from the stem of the T must be obviously more than 60 degrees. When the smaller angle, as measured from the stem of the T is obviously less than 60 degrees, the junction is considered a "Slant T" – you <b>can</b> go most nearly straight at a Slant-T. Questionable situations will be clarified in the route instructions or by using a course marker.</p> <p>Continuity of designation of road surface is not required at a T. Encountering an official yellow and black "T" warning sign in advance of the intersection, shall automatically define the intersection as a T as well as a double-headed arrow sign (↔) located parallel to the top of the T, ahead of you as you approach the intersection.</p>

<b>T-Rule</b>	A procedure used to define the rally route at a “T” intersection. (e.g. T-Rule Right, T –rule L).
<b>Timing Instruction</b>	A numbered instruction used to establish the perfect, elapsed time between two points on the course (e.g., speed changes, pauses, etc.).
<b>Traffic Signal Traffic Light</b>	A signal light controlling traffic on your course composed of red, yellow (sometimes omitted), and green lights. It may be set for sequential operation or it may be blinking. All lights at a given intersection shall be counted as one signal.
<b>Transit Zone</b>	A part of the course for which no average speed is given, with the beginning and end identified by landmarks or signs. The elapsed time for passage is stated in the instructions. It is generally used to take cars through construction zones or heavily traveled areas.
<b>Triangle</b>	A three-sided untraveled land area at an intersection bound on all sides by roadway. The fact that it is a triangle should be easily discernible. It may be to the left, right, or ahead of your course. You may not execute two consecutively numbered instructions at a given triangle.
<b>Turn</b>	To make a change of direction at an intersection which would not have been made in the absence of an instruction. Unless otherwise specified, an instruction to turn will be executed at the first opportunity. You may be instructed to “turn right” or “turn left” or the instruction may simply read “right” or “left”. In any case the turn, unless otherwise stated, may be any angle from one to 179 degrees.
<b>Turn Toward (Turn Away From)</b>	To turn so as to travel closer to (farther away from) the cited landmark or sign.
<b>Underpass</b>	Where the road you are traveling passes under a road or railroad at a grade separation.
<b>Y</b>	An intersection having the general shape of the letter “Y” requiring a turn to the left or right, both turns are less than 90 degrees. Usually referred to in terms of “Keep Left at “Y” or “Keep Right at “Y”.