


| REF NO. | SHEET NO. | STATION TO STATION | 202 | 608 | | | 643 | 643 | 643 | | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | | | | |
|-----------------------------------|-----------|--------------------|-----|-----|--|--|-----|-----|-----|--|------|------|------|------|-------|-----|-----|-----|-----|------|-------|------|-------|----|
| | | | FT | SF | | | FT | FT | SF | | EACH | EACH | EACH | EACH | FT | FT | | FT | FT | FT | FT | | | |
| Defiance: SR-18 & SR-281 | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-1 | 15 | | | | | | | | | | 1 | 1 | | 1 | 772.5 | 183 | | | | | | | | |
| SP-2 | 15 | | | | | | | | | | 1 | 1 | 3 | 1 | 42 | 183 | | | | | | | | |
| CC-1 | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| CON-1 | 15 | | | | | | | | | | | | | | | | | | 8 | 51.5 | 295.5 | 59.5 | | |
| MISC-1 | 19 | | | | | | | | | | | | | | | | | | | | | | | |
| Hancock: SR-12 & CR-9 | | | | | | | | | | | | | | | | | | | | | | | | |
| CON-2 | 20 | | | | | | | | | | | | | | | | | | | | 9 | 99 | 9 | |
| Hancock: US-224 & CR-140 | | | | | | | | | | | | | | | | | | | | | | | | |
| CON-3 | 24 | | | | | | | | | | | | | | | | | | | | | 15 | 208.5 | 15 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 13 | 99 | | | 37 | 66 | 43 | | 2 | 2 | 3 | 2 | 815 | 366 | | | 8 | 76 | 603 | 84 | | |

| REF NO. | SHEET NO. | STATION TO STATION | 625 | 625 | 625 | 625 | | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | |
|-----------------------------------|-----------|--------------------|------|------|------|------|--|------|------|------|------|------|------|-----|-------|-------|------|------|-----|-----|------|------|------|------|
| | | | EACH | EACH | EACH | EACH | | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | EACH | EACH | FT | FT | EACH | EACH | EACH | EACH |
| Defiance: SR-18 & SR-281 | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-1 | 15 | | | | 1 | 1 | | 3 | 1 | | | | | | | | | | | | | | | |
| SP-2 | 15 | | | | 1 | 1 | | 1 | 1 | | | | | | | | | | | | | | | |
| SP-3 | 15 | | | | 1 | 1 | | 1 | 1 | | | | | | | | | | | | | | | |
| SP-4 | 15 | | | | 1 | 1 | | 1 | 2 | | | | | | | | | | | | | | | |
| Ped-1 | 15 | | | | | | | | | 1 | | | 1 | 1 | 257.5 | 262.5 | | | | | 1 | | | |
| Ped-2 | 15 | | | | | | | | | 1 | | | 1 | 1 | 176 | 181 | | | | | 1 | | | |
| CC-1 | 15 | | | | | 1 | | | | | | | | | | | | | | | | | | |
| PBT-1 | 15 | | | | | | | | | | | | | | | | | | | | | 47 | 33 | 1 |
| PBT-1R | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| Hancock: SR-12 & CR-9 | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-1 | 20 | | | | | 1 | | 3 | 2 | | | | | | | | | | | | | | | |
| SP-2 | 20 | | | | | 1 | | 2 | | | | | | | | | | | | | | | | |
| CC-2 | 20 | | | | | 1 | | | | | | | | | | | | | | | | | | |
| PBT-2 | 20 | | | | | | | | | | | | | | | | | | | | | 46 | 44 | 1 |
| PBT-2R | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| Hancock: US-224 & CR-140 | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-1 | 24 | | | | | 1 | | 2 | 2 | | | | | | | | | | | | | | | 1 |
| SP-2 | 24 | | | | | 1 | | 2 | | | | | | | | | | | | | | | | |
| SP-3 | 24 | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | | | |
| CC-3 | 24 | | | | | 1 | | | | | | | | | | | | | | | | | | |
| PBT-3 | 24 | | | | | | | | | | | | | | | | | | | | | | | |
| PBT-3R | 24 | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 8 | 30 | 12 | 2 | | 16 | 10 | 2 | 26 | 2 | 2 | 2 | 434 | 444 | 2850 | 9 | 2 | 137 | 208 | 3 | 1 | 1 |

Traffic Signal Subsummary

DESIGN AGENCY



DESIGNER
MLF

REVIEWER
LMD MM-DD-YY

PROJECT ID
107755

SHEET TOTAL
P.11 28