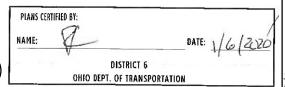
# MARION COUNTY UNION COUNTY FRANKLIN COUNTY PICKAWAY COUNTY PICKAWAY COUNTY LONGITUDE: 40° 17′ 52″ LATITUDE: 83° 02′ 58°



PLAN PREPARED BY:





# STATE OF OHIO DEPARTMENT OF TRANSPORTATION DOG-PMF-FY20

DELAWARE, FAYETTE, FRANKLIN, MADISON, MARION, MORROW, PICKAWAY, AND UNION COUNTY.

TITLE 1

GENERAL NOTES 2 - 6

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# LIMITED ACCESS

INDEX OF SHEETS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

### TRAFFIC NOTE REROUTED

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

### 2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

PROJECT DESCRIPTION

MAINTAIN EXISTING PAVEMENT MARKINGS THROUGHOUT VARIOUS COUNTIES IN DISTRCIT O6 BY APPLYING FAST-DRY & THERMOPLASTIC PAINT.

CONSTRUCTION PROJECT NO:

FEDERAL PROJECT NO:

098316

N/A

N/A

SPECIAL

PID NO:

# EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:

ESTIMATED CONTRACTOR EARTH DISTURBED AREA:

NOTICE OF INTENT EARTH DISTURBED AREA:

N/A ACRES

PPROVED DISTRICT DEPUTY DIRECTOR

APPROVED

DIRECTOR, DEPARTMENT OF TRANSPORTATION

SUPPLEMENTAL

DATE \_\_\_\_\_

		STANDARD CONSTRUCTION DRAWI	NGS	SPECIFICATIONS	PROVISIONS
	MT-95.30 7/19/19			800 01/17/20	•
	MT-95.31 7/19/19			821 4/20/12	
	MT-95.32 4/19/19			832 10/19/18	
ENGINEERS SEAL:	MT-95.50 7/21/17			921 4/20/12	
	MT-98.10 7/17/20				
KEVIN A KEVIN	MT-98.20 47/9/19				
THE STATE OF THE S	MT-98.22 Y 1/17/20				
KEVIN	MT-98.28 1/20/17				
FIGURE SE	MT-99.20 4/19/19				
FIANT E-64877	MT-105.10 7 1/17/20	\			
The Manual of the	au				
STORAL ENGINEER	TC-41.10 7/19/13				
The state of the s	TC-52.10 10/18/13				
11.0.1	TC-52.20 7/20/18		•	•	
SIGNED: / Www & MIN	TC-72.20 7/20/18		•	•	
DATE: 1-6-2020					

FAST DRY PAVEMENT MARKINGS-2 WEEK RESPONSE WORK ORDER -SCOPE OF WORK THE INTENT OF THIS PORTION OF THE PROJECT IS TO REPAIR OR REPLACE PAVEMENT MARKINGS THAT ARE WORN OR COVERED BY THE VARIOUS ROUTINE MAINTENANCE ACTIVITIES PERFORMED THROUGHOUT THE DISTRICT. THE DISTRICT 6 TRAFFIC DEPARTMENT WILL PROVIDE LOG SHEETS AND PAVEMENT MARKING DETAILS TO THE ENGINEER FOR EACH LOCATION TO BE REPAIRED.

THE CONTRACTOR SHALL NOT PERFORM ANY PAVEMENT MARKING REPAIR WORK UNTIL HE RECEIVES AUTHORIZATION FROM THE ENGINEER. THIS AUTHORIZATION SHALL BE IN THE FORM OF AN INTER-OFFICE COMMUNICATION WITH LOG SHEETS AND STRIPING DETAILS ATTACHED.

WHEN A WORK ORDER FOR FAST DRY PAVEMENT MARKINGS IS ISSUED, THE ENGINEER SHALL FURNISH TO THE CONTRACTOR A COMPLETED WORK ORDER FOR EACH LOCATION OF WORN OR MISSING FAST DRY PAVEMENT MARKINGS. THE CONTRACTOR WILL BE NOTIFIED IF THE WORK ORDER REQUIRES A 24-HOUR OR A TWO-WEEK COMPLETION TIME. THE CONTRACTOR SHALL COMPLETE EACH WORK ORDER WITHIN 24 HOURS OR TWO (2) WEEKS OF RECEIVING THE WORK ORDER. SHOULD THE CONTRACTOR FAIL TO COMPLETE EACH WORK ORDER WITHIN THE 24 HOURS OR TWO WEEK PERIOD, THE CONTRACTOR SHALL BE SUBJECT TO THE LIQUIDATED DAMAGES SET FORTH IN SECTION 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS MANUAL FOR EACH UNCOMPLETED WORK ORDER. WHEN MULTIPLE WORK ORDERS HAVE BEEN ISSUED AND REMAIN INCOMPLETE THE CONTRACTOR SHALL PRIORITIZE WORK LOCATIONS AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER:

ITEM 642 - EDGE LINE, 6", TYPE 1 - 25 MILES ITEM 642 - LANE LINE, 6", TYPE I - 50 MILES ITEM 642 - CENTER LINE, TYPE I - 25 MILES

ITEM 642 - CHANNELIZING LINE, 12", TYPE 1 - 5,000 FEET ITEM 642 - DOTTED LINE, 6", TYPE 1 - 1,000 FEET

FAST DRY PAVEMENT MARKINGS-EMERGENCY WORK ORDER - SCOPE OF WORK THE INTENT OF THIS PORTION OF THE PROJECT IS TO PROVIDE MARKINGS THAT REQUIRE IMMEDIATE PLACEMENT. THE DISTRICT 6 TRAFFIC DEPARTMENT WILL PROVIDE LOG SHEETS AND PAVEMENT MARKING DETAILS TO THE ENGINEER FOR EACH LOCATION TO BE REPAIRED.

THE CONTRACTOR SHALL NOT PERFORM ANY PAVEMENT MARKING REPAIR WORK UNTIL HE RECEIVES AUTHORIZATION FROM THE ENGINEER. THIS AUTHORIZATION SHALL BE IN THE FORM OF AN INTER-OFFICE COMMUNICATION WITH LOG SHEETS AND STRIPING DETAILS ATTACHED.

WHEN A WORK ORDER FOR FAST DRY PAVEMENT MARKINGS IS ISSUED. THE ENGINEER SHALL FURNISH TO THE CONTRACTOR A COMPLETED WORK ORDER FÓR EACH LOCATION. THE CONTRACTOR SHALL COMPLETE EACH WORK ORDER WITHIN TWENTY-FOUR (24) HOURS OF RECEIVING THE WORK ORDER. SHOULD THE CONTRACTOR FAIL TO COMPLETE EACH WORK ORDER WITHIN THE TWENTY-FOUR HOUR PERIOD, THE CONTRACTOR SHALL BE SUBJECT TO THE LIQUIDATED DAMAGES SET FORTH IN SECTION 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS MANUAL FOR EACH UNCOMPLETED WORK ORDER. THIS PENALTY WILL BE STRICKLY ENFORCED THROUGHOUT THE LIFE OF THE CONTRACT. WHEN MULTIPLE WORK ORDERS HAVE BEEN ISSUED AND REMAIN INCOMPLETE THE CONTRACTOR SHALL PRIORITIZE WORK LOCATIONS AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER: ITEM 642 - EDGE LINE 6", TYPE 1 - 25 MILES ITEM 642 - CENTER LINE, TYPE 1 - 25 MILES

ITEM 624 - MOBILIZATION. AS PER PLAN. A: (PMF-WORK ORDER. 24-HR RESPONSE)

IT IS THE INTENT OF THIS CONTRACT THAT EACH EMERGENCY WORK ORDER IS DONE WITHIN THE 24-HR RESPONSE TIME. THIS ITEM CONSISTS OF THE PREPARATORY WORK AND OPERATIONS INCLUDING, BUT NOT LIMITED TO, THOSE NECESSARY FOR THE MOVEMENT OF PERSONNEL, EQUIPMENT, SUPPLIES, AND INCIDENTALS TO THE LOCATION OF THE FAST DRY PAVEMENT MARKINGS-WORK ORDER AND FOR ALL OTHER WORK AND OPERATIONS THAT MUST BE PERFORMED OR COST INCURRED BEFORE BEGINNING THE WORK IN CONJUNCTION WITH THE FAST DRY PAVEMENT MARKINGS-EMERGENCY WORK ORDER, OTHER CONTRACT ITEMS AND DEMOBILIZATION AT VARIOUS LOCATIONS WITHIN THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT SIX.

ITEM 624 - MOBILIZATION, AS PER PLAN, A: 4 EACH

ITEM 624 - MOBILIZATION, AS PER PLAN, B: (PMF-WORK ORDER, 2-WEEK RESPONSE)

IT IS THE INTENT OF THIS CONTRACT THAT EACH EMERGENCY WORK ORDER IS DONE WITHIN THE 2-WEEK RESPONSE TIME. THIS ITEM CONSISTS OF THE PREPARATORY WORK AND OPERATIONS INCLUDING, BUT NOT LIMITED TO, THOSE NECESSARY FOR THE MOVEMENT OF PERSONNEL, EQUIPMENT, SUPPLIES, AND INCIDENTALS TO THE LOCATION OF THE FAST DRY PAVEMENT MARKINGS-WORK ORDER AND FOR ALL OTHER WORK AND OPERATIONS THAT MUST BE PERFORMED OR COST INCURRED BEFORE BEGINNING THE WORK IN CONJUNCTION WITH THE FAST DRY PAVEMENT MARKINGS-EMERGENCY WORK ORDER, OTHER CONTRACT ITEMS AND DEMOBILIZATION AT VARIOUS LOCATIONS WITHIN THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT SIX. ITEM 624 - MOBILIZATION, AS PER PLAN, B: 4 EACH

DAMAGE CLAIMS AND/OR COMPLAINTS:

IN ADDITION TO THE 107.12 AND 107.13 THE FOLLOWING SHALL APPLY TO THE CONTRACT:

COPIES OF ALL DAMAGE CLAIMS OR WRITTEN COMPLAINTS FROM THE PUBLIC OR OTHER SOURCES, RESULTING FROM PAINTING ACTIVITIES SHALL BE SUBMITTED TO THE PROJECT ENGINEER WITHIN SEVENTEEN (17) DAYS OF RECEIPT BY THE CONTRACTOR. THE CONTRACTOR SHALL RESPOND TO EACH COMPLAINT IN A TIMELY MANNER, BUT IN NO CASE MORE THAN FIFTEEN (15) DAYS AFTER RECEIPT.

A COPY OF THE RESPONSE SHALL BE SUBMITTED TO THE PROJECT SUPERVISOR AT THE SAME TIME IT IS SENT TO THE COMPLAINTANT.

THE CONTRACTOR SHALL FURNISH THIS RESPONSE OR EXPLANATION OF THE DISPOSITION OF SUCH DAMAGE CLAIMS. FAILURE TO ACTIVELY PURSUE RESOLUTION OF THESE CLAIMS MAY RESULT IN THE SUSPENSION OF PAYMENT ESTIMATES UNTIL RESOLVED.

FINAL ACCEPTANCE (642 & 644 PAVEMENT MARKINGS): PAVEMENT MARKINGS WHICH ARE UNACCEPTABLE OR BECOME UNACCEPTABLE PRIOR TO FINAL ACCEPTANCE AS DETERMINED BY THE PROJECT ENGINEER FOR CAUSES SUCH AS BUT NOT LIMITED TO IMPROPER APPLICATION, NON-UNIFORM RETRO-REFLECTIVITY, OR INSUFFICIENT ADHESION TO THE PAVEMENT SHALL BE REPLACED BY THE CONTRACTOR WITH MARKINGS CONFORMING TO THESE SPECIFICATIONS AND REQUIREMENTS AT HIS EXPENSE WITHOUT DELAY OR THE CONTRACTOR MAY REQUEST THAT THE UNACCEPTABLE WORK BE NON-PERFORMED. THE CONTRACTOR WILL RECEIVE NO PAYMENT FOR THE UNACCEPTABLE WORK WHICH IS NON-PERFORMED.

CONSTRUCTION COORDINATION:

THE CONTRACTORS FOR THIS PROJECT MUST COORDINATE WITH THE DEPARTMENT BEFORE BEGINNING ANY WORK SO THAT THE CONTRACTOR'S DO NOT INTERFERE WITH ANY OTHER PROJECTS BY THE DEPARTMENT. COORDINATION WILL BE MADE WITH THE DISTRICT TRAFFIC ENGINEER.

GENERAL NOTES & MAINTENANCE OF TRAFFIC NOTES

# COORDINATION WITH INTERNAL MAINTENANCE FORCES:

AS PART OF THIS CONTRACT THE CONTRACTOR WILL WORK WITH THE DISTRICT TRAFFIC ENGINEER AND PROJECT ENGINEER TO PROPERLY SCHEDULE THE APPLICATIONS AROUND THE DISTRICTS INTERNAL MAINTENANCE FORCES PERFORMING CRACK SEALING, SPOT PAVING AND CHIP & SEAL APPLICATIONS TO INSURE THE PAVEMENT MARKINGS ARE NOT APPLIED PRIOR TO ANY OF THE PROPOSED INTERNAL WORK. A LIST OF THE INTERNAL MAINTENANCE SCHEDULE AND PROPOSED ROUTES WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING.

ROUTES RECEIVING A CHIPSEAL:
DELAWARE COUNTY SR-656, SLM 0.00 TO SLM 4.69
MARION COUNTY SR-37, SLM 0.00 TO SLM 7.27
MORROW COUNTY SR-61, SLM 0.00 TO SLM 3.24
MORROW COUNTY SR-314, SLM 0.00 TO SLM 3.85
MORROW COUNTY SR-656, SLM 0.00 TO SLM 5.38

## UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

### ENVIRONMENTAL

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO ANY STREAMS, DRAINAGE COURSES OR BODIES OF WATER. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL NOT BE DISPOSED OF WITHIN A FLOODPLAIN BELOW THE 100-YEAR FLOOD ELEVATION. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT LIQUIDS USED TO REPAIR, CLEAN, SEAL, OR TREAT ANY BRIDGE STRUCTURE (E.G. PAINT, SEALER, SOLVENT) FROM ENTERING STREAMS, WETLANDS OR OTHER "WATERS OF THE UNITED STATES" AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE.

### ITEM 614 - MAINTAINING TRAFFIC:

ALL WORK ZONE AND TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, APPLICABLE STANDARD DRAWINGS, AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION).

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, ALL CONSTRUCTION ACTIVITES SHALL BE HALTED UNTIL THE CONTRACTOR MAKES THE APPROPRIATE CHANGES AND RECEIVES APPROVAL FROM THE CONSTRUCTION INSPECTOR.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING, TAPER AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHENEVER POSSIBLE.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

LANES OPEN DURING HOLIDAYS/SPECIAL EVENTS:

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS,

**HOLIDAYS** 

CHRISTMAS NEW YEAR'S EVE MEMORIAL DAY

FOURTH OF JULY LABOR DAY THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

SEE BELOW FOR SPECIAL EVENTS RESTRICTIONS.

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN ACCORDANCE WITH THE UNAUTHORIZED LANE USE TABLE ON SHEET 3.

# SPECIAL EVENTS

MEMORIAL GOLF TOURNAMENT - LANE OR SHOULDER CLOSURES ARE NOT PERMITTED ANY TIME DURING THE WEEKEND OF THE GOLF TOURNAMENT 5AM-10PM DAILY ON THE FOLLOWING ROUTES:

I-270 BETWEEN I-70 (WEST SIDE) AND I-71 (NORTH SIDE)

SR 257 BETWEEN SR 161 AND US 42

SR 745 BETWEEN SR 161 AND US 42

SR 161 BETWEEN us 42 AND I-71

US 33 BETWEEN US 42 AND I-70

SR 750 BETWEEN SR 257 AND US 23

CIRCLEVILLE PIMPKIN SHOW - LANE OR SHOULDER CLOSURES ARE NOT PERMITTED ANY TIME DURING THE WEEKEND OF THE CIRCLEVILLE PUMPKIN SHOW ON THE FOLLOWING ROUTES:

US 22 IN PICKAWAY COUNTY

US 23 IN PICKAWAY COUNTY

SR 104 IN PICKAWAY COUNTY

TOUR OF SCIOTO RIVER VALLEY - LANE OR SHOULDER CLOSURES ARE NOT PERMITTED ANY TIME DURING THE WEEKEND OF THE TOUR OF SCIOTO RIVER VALLEY ON THE FOLLOWING ROUTES:

US 23 BETWEEN EAST FULTON ST AND DERING AVE

SR 188 BETWEEN N COURT ST AND WATER ST

US 22 BETWEEN SCIOTO ST AND MILL RD

SR 104 BETWEEN CANAL RD AND PICKAWAY COUNTYLINE

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50.00	112.26	51.17		102.41	3.66	294.70	13.79	133.88	147.15	122.12		126 57	923.50	642	00300	923.50		CENTER LINE, TYPE I	_
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SR4	0.00	1.98	1.98	1		3.96			1.98								UNION CO. LINE	MARION CO. LINE
US23	0.00	7.29	7.29	1		14.62		14.62	12.91								FRANKLIN CO. LINE	ENTER DELAWARE
US23	7.41	8.74	1.33	1		2.66		2.66	2.59								LEAVE DELAWARE	ENTER DELAWARE
US23	8.75	9.34	0.59	1		1.18		1.05	1.11								LEAVE DELAWARE	ENTER DELAWARE
US23 US23	13.08 14.37	13.35 14.41	0.27	i		0.54		0.08	0.54								LEAVE DELAWARE  LEAVE DELAWARE	ENTER DELAWARE  ENTER DELAWARE
US23	14.79	20-07	5-28	1		10.56		10.56	10,48								LEAVE DELAWARE	END SB-LEFT JURN LANE
US36	0.00	2.67	2.67	$\sim$	$\sim$	5.34	$\sim$	A SAGAN	2.98		$\sim$	$\sim$		$\sim$	$\sim$	YYYY	UNION CO. LINE	LEAVE OSTRANDER
US36	2.67			ىنى	w		w	ىب				w	w	س		حب	LEAVE OSTRANDER	ENTER DELAWARE
US36	17.64	18.50	0.86	1		1.72	<del>                                     </del>	1.59	1.40								FOURWINDS DR	END DOUBLE CENTER LINE
SR37	0.00	7.47	7.47	1		14.94			7.47								UNION CO. LINE	ENTER DELAWARE
SR37	23.08	29.08	6.00	1		12.00			6.00									LICKING CO. LINE
US42	0.00	1.41	1.41	1		2.82			1.41								UNION CO. LINE	PROJECT LIMITS
US42	2.29	4.27	1.98	1		3.96			2.15								PROJECT LIMITS	ENTER DELAWARE
US42	6.27	6.45	0.18	1		0.36			0.18								LEAVE DELAWARE	ENTER DELAWARE
US42	9.51	9.69	0.18	1		0.36			0.18								LEAVE DELAWARE	ENTER DELAWARE
SR47	0.00	1.12	1.12	1		2.24			1.12								UNION CO. LINE	MARION CO. LINE
SR61	0.43	7.84	7.41	1		14.82			7.41								END US-36 OVERLAP	MORROW CO. LINE
171N	0.89	17.23	16.34	2		32.68	32.68	65.36									BEGIN 3-LANE SECTION	ENTER MORROW COUNTY
171S	17.23	0.89	17.23	2		32.68	32.68	65.36									LEAVE MORROW CNTY	END 3-LANE SECTION
171N	1.34		0.41	2		0.82	0.82			4740	2440						RAMP FROM	GEMINI PLACE
17IN	6.36		0.10	2		0.20	0.20			930							RAMP EXIT NB	REST AREA
[7IN	6.85		0.23	2		0.46	0.46	1.42		840	0400						RAMP ENTRANCE NB	REST AREA
171N 171N	9.48 9.95		0.71	2		0.51	0.51	1.42		4000 1030	8400 1690						RAMP TO RAMP FROM	US-36/SR-37 US-36/SR-37
171IS	0.93		0.39	2		0.78	0.78			740	1820						RAMP FROM	GEMINI PLACE
1715	1.17		0.25	2		0.50	0.50			800	1200						RAMP TO	GEMINI PLACE
1715	6.63		0.21	2		0.42	0.42			920	1560						RAMP ENTRANCE SB	REST AREA
171S	7.12		0.15	2		0.31	0.31			900	460						RAMP EXIT SB	REST AREA
171S	9.40		0.29	2		0.59	0.59			1060	2520						RAMP FROM	US-36/SR-37
171S	9.86		0.25	2		0.50	0.50			1180	980						RAMP TO	US-36/SR-37
SR203~	Q.00~	19.Pt	~ 4.0V	~	$\sim$	18.02	$\sim$	$\sim$	~ <del>9.</del> Q~	~~~	~~~	$\sim$	$\sim$	$\sim$	~~~	$\sim$	BEGHV-ROUTE AT US-37	MARLONGO, LINE
SR229	0.00	8.56	8.56	I		17.12			8.56								MARION CO. LINE	MORROW CO. LINE
SR257	0.00	1.18	1.18	1		2.36		2.36	1.41								FRANKLIN CO. LINE	
SR257	1.18	1.53	0.35	1		0.70												PROJECT LIMITS
SR257	1.18	1.53	0.35	1		0.00		0.35	0.53								NB ON SR-257 ONLY	PROJECT LIMITS
SR257	4.12	4.56	0.44	الدالا	X X X X	0.80		0.15	0.53	X		X X X X	\ \ \ \ \ \ \	X	X		PROJECT LIMITS PEND-PROJECT	PROJECT LIMITS
SR257 SR315	0.67	<u> 1.73</u>	1.06	,		2.13	<u> </u>		1.15								END SB RIGHT TURN LANE	ENTER POWELL
SR521	2.29	13.62	11.33	1	$\vdash$	22.66			11.33								LEAVE DELWARE	END ROUTE AT SR-656
5R656	0.00		4.69	1		9.38			4.69								BEGIN ROUTE AT SR-61	MORROW CO. LINE
SR750	0.00	1.21	1.21	1		2.42		2.30	1.60								BEGIN ROUTE AT SR 257	MERGE TO 3 LANES
SR 750	2.08	2.26	0.18	1		0.36			0.30								END WB LEFT TURN LANE	ENTER POWELL
SR750	4.21	4.46	0.25	1		0.50			0.28								LEAVE POWELL	END WB LEFT TURN LANE
						$\sim$		$\sim$	~~	)								
TOTAL C.	ARRIED TO	GENERNA	L SUMMAR	γ	1	266.7	71.87	167.86	112.26	17140	21070							

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SAT24 0.00 S.22 S.22 S.22 I 10.45 S.22 SAT24 O.00 S.22 SAT24 O.00 S.22 SAT24 O.00 S.22 SAT24 O.00 S			716 006		С	)			0	710 7000		000710							$\bigcirc$	
	ojec†Da	ta\098	316_D06	S-PMF-F	Y20\	Design\	Roadwo	ıy\Shee		316_TS00:	2.dgn (	0983I6_G	NI02 2.	/19/202		06 PM	vpat	el T		
Section   Sect					ν		00104	00104		00700	00404	01510								
Section   Sect					0.0		00104	00104	00204	00300	00404				00104					
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The color   The	3.	Ç!	W	AILE	PLI		F, 6			- IN	7.7.F	_ Æ,						LOCATION		
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The color   The	Æ			A7C	8		77.	3E 1	7	7.7	₩, Z	1 55 ¢			JE.					
The color   The				1	ER		EDI	EDI	LAI	CE	5 ₹	70			ED					
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SSEE   S.	1,000			7.10				MILE	MILE		FEE /	FEET			MILE					
AND STATE OF					_			4.50	4.50	7.18										
1585   7.48   24.52   6.58   1					_															
CEST   1-28   1-59					_															
SSSF 1-52 O 1-52 1 1 4.55 4.55 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5					_															
SSSP   4-22   0.00   4-37   1   4-32   4-32   4-32   1   4-32   4-32   1   1   4-32   4-32   1   1   4-32   4-32   1   1   4-32   4-32   1   1   4-32   4-32   1   1   4-32   4-32   1   1   4-32   4-32   1   4-32   4-32   1   4-32   4-32   1   4-32   4-					_															
\$2555					_															
1978   1.88			0.00	4.32	_		4.32	4.32	4.02		1230									
135   138					<u> </u>		0.25	0.25												
10.59					_		0.23	0.23										-		
988   0.09   3.95   8.95   1   1.90   9.95					_		0.23	0 23												
\$989   \$2.89   \$9.05   \$6.37   \$1   \$1.74   \$6.57   \$1.58   \$0.00   \$1.58   \$1.50   \$1.58   \$1.50   \$1.58   \$1.50   \$1.58   \$1.50   \$1.58   \$1.50   \$1.58   \$1.50   \$1.58   \$1.50   \$1			8 95	A 95				0.23		8 95	10									
1685   17.6   2.90   1   5.60   0.01   2.97					_															-
1066   1788   26,74   28,88   1   17,76   29,36   29,36   29,36   29,36   29,36   29,37   29					_				0.03											
TIN   0.00   N.88   2   29.35   29.35   49.28					_				0.03											
175					_			29 36	48 22	0.00										
17N   3.51					_															
17N   4,07     2   0.52   0.52   3.00			0.00	77.00	_				10.20		1110									
17N																				
17N					_															
178					_															
17   17   18   12   2   0.56   0.56   0.56   0.50   0.60					_															
17   18   18   2   0.46   0.46   0.66   0.																				
1715   3.59   2   0.48   0.48   320   0.52   0.55					_															
175   3.49     2   0.52   0.52   1940   1948   10   1944   15   175																		RAMP FROM		
175   4.00   2   0.52   0.52   0.52   0.52   0.50   0.58   0.50   0.58   0.50   0.50   0.56   0.50   0.56   0.55   0.56   0.22   0.57   0.58   0.56   0.57	171S	3.49			2		0.52	0.52			1140							RAMP FROM	SR-435	
1715	171S	4.00			2		0.52	0.52			320							RAMP TO	SR-435	
175	171S	5.70			2		0.28	0.28			960							RAMP EXIT	REST AREA	
1715   8.76   2   0.53   0.53   0.53   0.70   1.715   13.23   2   2   0.46   0.46   0.70   1.715   13.28   2   0.50   0.50   0.50   0.50   0.50   0.50   0.70   1.715   0.60   0.72   0.	171S	6.16			2		0.38	0.38			350							RAMP ENTRANCE	REST AREA	
115	171S	7.64			2		0.56	0.56			1230							RAMP FROM	SR-41	
1715 13.68 2 2 0.50 0.50 0.50 0.50 0.50 0.50 0.50	171S	8.16			2		0.53	0.53			320							RAMP TO	SR-41	
\$\frac{97.59}{58729} 9.67  \text{1.65}{6.53}  \text{1.65}{6.83}  \text{1.65}{1.00}  \text{1.00}  \text{1.65}{1.00}  \text{1.65}{1.00}  \tex	171S	13.23			2		0.46	0.46			1070							RAMP FROM	SR-38	
SAT24 0.00 S.22 S.22 S.22 I 10.45 S.22 SAT24 O.00 S.22 SAT24 O.00 S.22 SAT24 O.00 S.22 SAT24 O.00 S	171S	13.68			2		0.50	0.50			330							RAMP TO	SR-38	
SR734 0.00 5.22 5.22 1 0.45 5.22 SR753 0.15 R.37 NO.22 1 R.00.45 SR754 SR753 0.15 R.37 NO.22 1 R.00.45 SR754 SR753 0.15 R.37 NO.22 1 R.00.45 R	SR435W	0.00	0.23	0.23	1		0.23	0.23	0.23									BEGEHN-ROUTEVATUSTSWYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYY	BECH SP 435 EB	
58753 0.15 18.87 10.22 1 1 18.20 1 18.	SR729				~	$\sim$		~~~	~~		$\sim$	$\sim\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$			
TOTAL CARRIED TO GENERIAL SUMMARY (194.7) 97.96 127.94 (51.17) 13520	SR734																			
TOTAL CARRIED TO GENERNAL SUMMARY 97.96 127.94 51.17 33520	SR753	0.15	W.DZ	10122	w		V15.10.7V	$\frac{1}{2}$	<del>LO.OL</del>	V10.2X		$\overline{u}$	$\mathcal{M}$	$\overline{\mathbf{u}}$				PHICHE MADE CO. L.INE	PROJECT LYMPTS	$\sim$
TOTAL CARRIED TO GENERNAL SUMMARY 97.96 127.94 51.17 33520																				
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TOTAL CARRIED TO GENERNAL SUMMARY 97.96 127.94 51.17 33520							~~~			~~~										
DOG-DME-EV20 EAVETTE COUNTY SUMMARY	TOTAL C	ARRIEN TO	) GENERNA	L SUMMAI	? <i>Y</i>	<del>                                     </del>		97.96	127.94											
ENVETTE COUNTY SUMMARY	, O / ML U/		. OLHEIMP	JUNINAI	. /		ىىب	1		Y	) <del>-</del>		1		1			ı		CA
قام)  DU6-PMF-FY2O   FAYETTE COUNTY SUMMARY +	$(] \setminus ]$		<b>.</b>			_ \.								–			<b>~</b> .	ITY 0111414 1 7 1/		۱
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		0 1030.	אטע_טונ	6-FMF-		.Design	/KOUUWC	13 /21166		130	uz.agri i	030310_6	NIUS Z	/19/202		) I PIMI	vpai	<u> </u>		
					TOWS		00104	00104	00204	00300	_	_			00104			-		
Process   To     Process   Mar.   M	ROUTE	SL	М	MIL	&		EDGE LINE, TYPE 1	EDGE LINE,	LANE LINE, 6", TYPE I	CENTER LINE, TYPE 1	CHANNELIZING LINE, 12°, TYPE				LINE,			ιο	CATION	
19		EBON	70	4	≥				MI E	MI E	FEET	EEET		-	WII E		<u> </u>	EPOU	7	
170			70	<u> </u>	1 2	<u> </u>	_		MULE	MILE		ree i			MILE					
178   2.08					_															
The   17.07	171N :	20.26			2		0.74	0.74			220							RAMP FROM	17TH	
170					_															
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178																				
178																				
770																				
77N   26.31											640									
TIN   28.85	171N .	24.68			2		0.41	0.41			524							RAMP FROM	MORSE RD	
17   17   18     2   1.98   1.98   1.98   320   240									0.20											
171						<u> </u>														
178						1						2400						l .		
175   3.32   2   0.48   0.88   330   BAMP FROM   0.5-62     176   17.46   2   0.37   0.37   1.900   BAMP FROM   0.5-60     176   17.46   2   0.37   0.37   5.90   BAMP FROM   0.5-60     176   17.87   18.52   2   0.24   0.24   200   BAMP FROM   THY     176   18.89   2   0.27   0.27   3.90   BAMP FROM   THY     176   18.89   2   0.34   0.34   300   BAMP FROM   THY     177   18.99   2   0.34   0.34   300   BAMP FROM   THY     178   18.99   2   0.34   0.34   300   BAMP FROM   THY     178   18.99   2   0.35   0.35   BAMP FROM   THY     178   18.99   2   0.35   0.35   BAMP FROM   THY     179   18.99   2   0.35   0.35   BAMP FROM   THY     179   18.99   2   0.35   0.35   BAMP FROM   BAMP							_		1.00											
1715									1.29											
1715																				
1715   18.5   2   0.27   0.27   960   9.04   0.24   0.20   1714   1715   18.5   2   2   0.24   0.24   0.20   9.00   9.00   9.00   9.00   1714   1715   19.56   2   0.34   0.34   3.50   9.00						1														
1715   9.8   2   0.32   0.32   860   RAMP TO   171H   1715   20.24   2   0.70   0.70   680   RAMP TO   171H   1715   20.24   2   0.70   0.70   680   RAMP TO   171H   1715   20.06   2   0.371   0.37   460   860   RAMP TO   171H   1715   20.06   2   0.371   0.37   460   860   RAMP TO   RESER RO   RESER RO   RAMP TO   RESER RO   RAMP TO   RESER RO   RAMP TO   RESER RO   RAMP TO   RAMP TO   RESER RO   RAMP TO   RAMP TO   RESER RO   RAMP TO   RAMP											960									
1175   9.58   2   0.54   0.34   0.36   360   0.00   0.00   0.00   1711   1175   11.50   1.5	171S	19.52			2		0.24	0.24			200							RAMP FROM	<i>11ТН</i>	
1715																				
1715   21.06   2					_															
1715   21.44				ļ	_							200								
1715   22.08   2   0.28   0.28   250				-		<u> </u>														
1715   22.08   2   0.31   0.31   950   RAMP TO   REER RD     1715   22.61   2   0.25   0.25   280   RAMP FROM   NORTH BROADMAY     1715   22.61   2   0.20   0.20   700   RAMP FROM   NORTH BROADMAY     1715   23.28   2   0.47   0.47   580   RAMP FROM   COOKE RD     1715   23.63   2   0.27   0.27   1220   RAMP TO   COOKE RD     1715   24.58   2   0.44   0.44   420   RAMP FROM   MORE RD     1715   24.68   2   0.41   0.41   800   RAMP FROM   MORE RD     1715   24.67   2   0.33   0.33   1000   RAMP FROM   MORE RD     1715   24.68   2   0.47   0.47   0.24   2200   RAMP TO     1715   26.65   2   0.47   0.47   0.24   2200   RAMP FROM   SP-161     1715   27.72   2   1.70   1.70   660   RAMP FROM   1.270     1715   28.06   2   0.49   0.49   740   RAMP FROM   1.270     1715   28.05   2   0.49   0.49   740   RAMP FROM   1.270     1715   28.05   2   0.49   0.49   740   RAMP FROM   1.270     1715   28.05   2   0.49   0.49   740   RAMP FROM   1.270     1715   28.05   2   0.49   0.49   740   RAMP TO   1.270     1715   28.05   2   0.49   0.49   740   RAMP FROM   1.270     1715   28.05   2   0.49   0.49   740   RAMP TO   1.270     1715   28.05   2   0.49   0.49   740   RAMP TO   1.270     1715   28.05   2   0.49   0.49   740   RAMP TO   1.270     1715   28.05   2   0.49   0.49   740   RAMP TO   1.270     1715   28.05   2   0.49   0.49   740   RAMP TO   1.270     1715   28.05   2   0.49   0.49   740   RAMP TO   1.270     1716   14.55   0.65   1.50   1.50   1.50   0.00   0.00   RAMP TO   1.270     1716   14.55   0.65   0.63   1.57   1   5.50   2.52   8.37   2.98   RAMP TO   1.270     1716   14.55   0.65   0.65   1.50   1.50   0.00   0.00   RAMP TO   1.270     1716   14.55   0.65   0.65   1.50   0.65				1		1						1140								
1715   22.27																				
1715   22.61   2 2   0.20   0.20   0.20   0.20   0.20   0.20   0.20   0.20   0.20   0.21   0.21   0.47   0.47   0.47   0.580   0.27   0.27   0.27   0.27   0.27   0.27   0.20					_															
1715   23.63											700							RAMP TO		
1715   24.35     2   0.44   0.44   420     RAMP FROM   MORSE RD     1715   24.77   2   0.33   0.33   0.00   RAMP TO   MORSE RD     1715   26.21   2   0.76   0.76   220   RAMP FROM   SR-161     1715   26.65   2   0.47   0.47   0.47   0.42   2020   RAMP TO   SR-161     1715   27.72   2   1.70   1.70   620   RAMP FROM   1-270     1715   27.84   2   1.63   1.63   580   RAMP FROM   1-270     1715   27.84   2   0.64   2   0.49   0.49   740   RAMP TO   1-270     1715   28.96   2   0.49   0.49   740   RAMP TO   1-270     1715   28.92   2   1.59   1.59   8500   RAMP TO   1-270     1715   28.92   2   1.59   1.59   8500   RAMP TO   1-270     1715   28.92   2   1.59   1.59   8500   RAMP TO   1-270     1715   28.92   3   3   3   3   3   3   3     1716   4.36   0.5   1   1.00   1.00   1.00   1.00     1716   4.36   1.35   1.36   1.36   1.36   1.36   1.36     1717   4.36   0.5   1   1.00   1.00   1.00     1718   4.38   1.38   1.38   1.38   1.38   1.38   1.38     1719   4.38   1.38   1.38   1.38   1.38   1.38   1.38     1710   4.36   1.35   1.35   1   1.30   1.30     1710   4.36   1.35   1.35   1   1.30   1.30     1710   4.36   1.35   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.36   1.35     1710   4.36   1.35   1   1.36   1.35     1710   4.36   1.35   1   1.36   1.35     1710   4.36   1.35   1   1.36   1.35     1710   4.36   1.35   1   1.36   1.35     1710   4.36   1.35   1   1.36   1.35     1710   4.36   1.35   1   1.36   1.35     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30   1.30     1710   4.36   1.35   1   1.30     1710   4.36   1.35   1   1.30     1710   4.36   1.35   1   1.30     1710   4.36   1.30   1.30     1710   4.36   1.30     1710   4.36   1.30     1710   4.36   1.30     1710   4.36   1.30     1	171S .	23.28			2		0.47	0.47			580							RAMP FROM	COOKE RD	
1715   24.68     2   0.41   0.41   800   RAMP FROM   MORSE RD     1715   24.77     2   0.33   0.33   8000   RAMP TO   MORSE RD     1715   26.21   2   0.76   0.76   0.76   280   RAMP TO   MORSE RD     1715   26.65     2   0.47   0.47   0.24   2020   RAMP TO   SR-I6I     1715   27.72     2   1.70   1.70   620   RAMP FROM   1-270     1715   27.84     2   1.63   1.63   580   RAMP FROM   1-270     1715   28.06     2   0.49   0.49   740   RAMP TO   1-270     1715   28.52     2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52     2   1.59   1.59   8500   RAMP TO   1-270     1716   18.36   18.36   0.5   1   1.00   1.00   1.00     1816   18.36   18.36   1.57   1   5.50   2.52   8.37   2.98   LEAVE COLUMBUS     1707   1708   1.50   1.50   1.50   1.50   1.00   1.00     1707   1708   1.50   1.50   1.50   1.50   1.50   1.00     1708   18.36   1.57   1   5.50   2.52   8.37   2.98   LEAVE COLUMBUS     1707   1708   1.50   1.50   1.50   1.50   1.50   1.50   1.50     1707   1708   1.50   1.50   1.50   1.50   1.50   1.50     1707   1708   1.50   1.50   1.50   1.50   1.50   1.50     1707   1708   1708   1708   1708   1708   1708   1708   1708     1708   17						<u> </u>														
1715   24.77   2   0.33   0.33   1000   RAMP TO   MORSE RD     1715   26.21   2   0.76   0.76   280   RAMP FOM   SR-161     1715   26.65   2   0.47   0.47   0.24   2020   RAMP TO   SR-161     1715   27.72   2   1.70   1.70   620   RAMP FROM   1-270     1715   27.84   2   1.63   1.63   580   RAMP FROM   1-270     1715   27.84   2   0.49   0.49   740   RAMP FROM   1-270     1715   28.06   2   0.49   0.49   740   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   4.24   4.25   0.26   1   1.00   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00   1.00     1816   4.36   0.5   1   1.00   1.00     1816   4.36   0.5   1   1.00   1.00     1816   4.36   0.5   1   1.00   1.00     1816   4.36   0.5   1   1.00   1.00     1816   4.36   0.5   1   1.00   1.00     1816   4.36   0.5   1   1.00   1.00     1817   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00     1818   1.00   1.00   1.00     1818   1.00   1.00     1818   1.00   1.00     1818   1.00   1.00     1818   1.00   1.00     1818   1.00   1.00     1818   1.00   1.00     1818   1.00   1.00							_													
1715   26.21   2   0.76   0.76   0.76   220   RAMP FROM   SR-161     1715   26.65   2   0.47   0.47   0.42   2020   RAMP TO   SR-161     1715   27.72   2   1.70   1.70   620   RAMP FROM   1-270     1715   27.84   2   1.63   1.63   1.63   580   RAMP FROM   1-270     1715   28.06   2   0.49   0.49   740   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   4.24   4.85   0.61   1   1.26   1.00   1.00     1716   1716   1716   1716   1716   1716   1716     1717   1717   1717   1717   1717   1717   1717     1718   1718   1718   1718   1718   1718   1718     1719   1718   1718   1718   1718   1718     1719   1718   1718   1718   1718     1719   1718   1718   1718   1718     1719   1718   1718   1718   1718     1719   1718   1718   1718     1719   1718   1718   1718     1719   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718   1718     1710   1718   1718     1710   1718				<u> </u>		<u> </u>														
1715   26.65   2   0.47   0.47   0.24   2020   RAMP TO SR-161     1715   27.72   2   1.70   1.70   620   RAMP FROM   1-270     1715   27.84   2   1.63   1.83   580   RAMP FROM   1-270     1715   28.06   2   0.49   0.49   740   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52   2   1.59   1.00   1.00   1.00   1.00     1816   1.36   1.4.86   0.5   1   1.00   1.00   1.00     1816   1.35   1.4.86   0.5   1   1.00   1.00   1.00     1816   1.56   1.57   1   5.50   2.52   8.37   2.98   LEAVE COLUMBUS     1716   1716   1716   1716   1716   1716   1716     1717   1718   1718   1718   1718   1718   1718   1718     1718   1718   1718   1718   1718   1718   1718   1718   1718     1718					_	<u> </u>														
1715   27.72   2   1.70   1.70   620   RAMP FROM   1-270     1715   27.84   2   1.63   1.63   580   RAMP FROM   1-270     1715   28.06   2   0.49   0.49   740   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1717   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1718   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1719   1.26   1.00   1.00   1.00   1.00   1.00     1810   18.58   1.56   1.56   1.56   1.57   1   5.50   2.52   8.37   2.98     1810   18.60   18.63   1.57   1   5.50   2.52   8.37   2.98     1810   18.60   18.63   1.57   1   5.50   2.52   8.37   2.98     1810   1810   1810   1810   1810   1810   1810   1810   1810   1810     1810				<b>-</b>		1			0.24											
1715   27.84   2   1.63   1.63   580   RAMP FROM   1-270     1715   28.06   2   0.49   0.49   740   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1717   28.52   1.59   1.59   8500   RAMP TO   1-270     1718   28.52   1.59   1.50						1			0.27					1						
1715   28.06   2   0.49   0.49   740   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1715   28.52   2   1.59   1.59   8500   RAMP TO   1-270     1716   4.24   4.85   0.61   1.26   RAMP TO   1-270     1717   1.28   1.59   8500   RAMP TO   1-270     1718   1.59   1.59   8500   RAMP TO   1-270     1719   1.26   1.59   1.59   1.59   8500   RAMP TO   1-270     1719   1.25   1.59   1.59   1.59   8500   RAMP TO   1-270     1710   1.25   1.50   1.50   1.50   1.50   1.50   1.50     1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810   1810   1810     1810   1810   1810   1810   1810   1810   1810   1810   1810   1810   1810   1810   1810     1810   18					_													l .		
FRIO4 4.24 4.85 0.61 1 1.00 1.00 1.00 1.00 1.00 ENTER MINERVA PARK ENTER COLUMBUS  SR-3 INTERCHANGE  SRIGI 15.06 16.63 1.57 1 5.50 2.52 8.37 2.98  TOTAL CARRIED TO GENERIAL SUMMARY 34.05 29.81 11.09 3.66 47334 5100	171S :	28.06			2		0.49	0.49			740							RAMP TO	I-270	
SRIGI 14.36 14.86 0.5 1 1.00 1.00 1.00 1.00 SRIGI 15.06 16.63 1.57 1 5.50 2.52 8.37 2.98 LEAVE COLUMBUS  TOTAL CARRIED TO GENERIAL SUMMARY 34.05 29.81 11.09 3.66 47334 5100					2		1.59	1.59			8500								I-270	
IRIGI 15.06 16.63 1.57 1 5.50 2.52 8.37 2.98 LEAVE COLUMBUS ENTER COLUBMUS  TOTAL CARRIED TO GENERNAL SUMMARY 34.05 29.81 11.09 3.66 47334 5100					~~	$\sim$		$\sim$	$\sim\sim$	2,68	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	PROJECT LIMIT		
SRIGI 15.06 16.63 1.57 1 5.50 2.52 8.37 2.98 LEAVE COLUMBUS  TOTAL CARRIED TO GENERNAL SUMMARY 34.05 29.81 11.09 3.66 47334 5100						<u> </u>									l					
TOTAL CARRIED TO GENERINAL SUMMARY 34.05 29.81 11.09 3.66 47334 5100					11									$\sim$	$\sim$					
	וסואכ	15.06	16.63	1.57	+ ′		5.50	2.52	8.37	2.98								LEAVE COLUMBUS	ENTER COLUBNOS	
					+	1														
		1		i	1	l														
	-	1		1					<b> </b>								<b>1</b>			
		•					$\sim$	$\sim$	$\sim$											
DO6-PMF-FY20 FRANKLIN COUNTY SUMMARY	TOTAL CAR	RRIED TO	GENERNA	AL SUMM	IRY		34.05	29.81	11.09	3.66	47334	5100								
	$\overline{a}$						تنبت	<del>~   ^</del>	• • • •											
PINJI DOG-FWIF-F120   FRANKLIN COUNTY SUMWAKT	1/-1		DΛG	2 _ D	N / C	_ E V	20						ED	A N.I.	V I I I I I	. ^	A	ATV CHAMAADV		
	기~/		DUG	) - P	IVI I	- F Y	20						ГK	AN	V L I I	1 C	OUI	NIY SUMMARY		

ecibe	10 (030)	טוט_טונ	) I IVII I	120 (Desi	grithoddwc	19 (3) lee	642	316_130	uz.agii t	Jadaid a	2/19/2020 5:36:07 PM 644	vpatel	
				§	00104	00104	00204	00300	00404	01510	00104		
ROUTE	SLi	М	TOTAL MILES	NUMBER OF APPLICATIONS	EDGE LINE, 6", TYPE I	EDGE LINE, 6", TYPE 1	LANE LINE, 6", TYPE I	CENTER LINE,	CHANNELIZING LINE, 12", TYPE I	DOTTED LINE, 6", "	EDGE LINE, 6"		LOCATION
	FROM	TO		≥	WHITE	YLW.	un r	MILE.	CCCT	CCCT	WILE.	FROM	TO
5SB	9.31	8.93	0.38	1	0.38	0.38	0.76	MILE	FEET	FEET	MILE	LEAVE COLUMBUS	BEGIN RAMP TO CR67
5SB	8.93	8.86	0.07	1	0.07	0.07	0.14		528			BEGIN EXIT RAMP TO CR67	END EXIT RAMP TO CR67
5SB	0.00	0.24	0.24	1	0.24	0.24						BEGIN EXIT RAMP	BETHEL RD.
5SB	8.86	8.62	0.24	1	0.24	0.24	0.48					END EXIT RAMP TO CR67	ENTER COLUMBUS
605	1.71	3.17	1.46	1	2.74			1.89				LEAVE NEW ALBANY	DELAWARE COUNTY LINE
65	0.00	8.59	8.59	1	17.14		0.31	8.76				MADISON CO. LINE	ENTER GROVE CITY
665	9.90	11.61	1.71	1	3.42			1.71				LEAVE GROVE CITY	ENTER GROVE CITY
65 65	11.89 13.48	12.24	0.35	1	0.70 2.08			0.35				LEAVE GROVE CITY  LEAVE GROVE CITY	END ROUTE AT US-23  END ROUTE AT US-23
0E	0.00	5.03	5.03	2	20.12	20.12	55.68	1.00				BEGIN ROUTE	PAVEMENT JOINT
OW	10.39	10.23	0.16	2	0.64	0.64	1.28					END ROUTE	2 LANE SECTION
OW	5.03	0.00	5.03	2	20.12	20.12	59.52					PAVEMENT JOINT	BEGIN ROUTE
'0E	0.77			2					1200			MERGE US-33T	US-33 ENTRANCE
OE	0.98			2	0.46	0.46			1080			RAMP TO	GRANDVIEW AVE
OE	1.34			2	0.72	0.72			250			RAMP FROM	GRANDVIEW AVE
0E	1.90			2	0.90	0.90	0.90		4200	880		EXIT US-33T	US-33/ DUBLIN ROAD
OE OF	2.24			2	0.74	0.74			1120 300			RAMP TO RAMP FROM	SR-315 NB SR-315 NB
0E 0E	2.81			2	0.50	0.50			900			RAMP TO	NEIL AVE
OE .	3.16			2	1.20	1.20			640			RAMP FROM	SR-315 SB
OE	3.44			2	0.46	0.46			820			RAMP FROM	NEIL AVE
OE	3.57			2	0.34	0.34			1300			RAMP TO	US-23
OE	3.99			2	0.54	0.54			600			RAMP FROM	US-23
OE.	4.12			2	0.48	0.48			1500			RAMP TO	CLEVELAND AVE
OE	4.23			2	0.76	0.76			2800			RAMP TO	I-71
'0E '0E	5.00 5.30			2	0.96	1.42 0.96			2400 6000	880		RAMP TO  RAMP FROM	SR-3 I-71
OE	5.47			2	3.10	3.10	3.10		700	000		RAMP FROM	CONVENTION CTR/I-71
OW	5.34			2	2.00	2.00	2.00		3400			RAMP FROM	1-71
OW.	4.63			2	0.50	0.50			330			RAMP TO	<i>I-71</i>
OW	4.35			2	0.86	0.86			330			RAMP TO	CONVENTION CENTER
OW	4.18			2	0.28	0.28			520			RAMP FROM	FOURTH ST
OW	3.78			2	0.64	0.64	0.64		380			RAMP FROM	THIRD ST
OW	3.61			2	0.30	0.30			700			RAMP TO	NEIL AVE
OW	3.29 3.04			2	0.54	1.22 0.54			1000 540			RAMP TO RAMP FROM	SR-315 GOODALE (315C)
OW	2.89			2	0.88	0.88			1150			RAMP TO	SR-315
OW	2.48			2	0.60	0.60			460			RAMP FROM	SR-315
OW	2.09			2	0.70	0.70			280			RAMP FROM	DUBLIN RD
OW	1.52			2	0.64	0.64			920			RAMP TO	GRANDVIEW AVE
OW	1.23			2		0.44			400			RAMP FROM	GRANDVIEW AVE
PHY	76489V	$\sim$	$\sim$	m	$\sim$	$\sim$	$\sim$	$\sim$	~1Q4Q~	$\sim\sim$	m	PANP-FORMAN	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
ىت	w			<del>ww</del>	<del>uu</del>	<del>uu</del>				<del>mum</del>			
						<u> </u>			\				
OTAL (	ARRIED TO	GENERNA	L SUMMAF	Υ	90.75	64.67	124.81	13.79	37788	1760			

				$\circ$	)		$\bigcirc$								$\circ$
\ProjectDo	ata\098	316_D06	-PMF-F	Y20\	Design\Roadwo	₃y∖Shee	ets\098	316_TS0	02 <b>.</b> dgn (	098316_0	NI08 2	/19/202		D8 PM	M vpatel
				5			642						644		
				TIONS	00104	00104	00204	00300	00404	01510			00104		
			ES	ICA 7	6,,	6″,	6″,	Ľ,	NG 1	, 6,,			,9		
JL.	SL	м	MIL	APPL I	l			7 INE	IZING	TED LINE, TYPE I			LINE,		LOCATION
ROUTE			TO TAL	1.	LINE,	I VPE	TYPE	TER TYPE	NNE!	TYPE					
			10	18 OF	EDGE	EDGE	LANE	CENTER L	CHANNEL.	DOTTE			EDGE		
				VUMBER					17	)a					
	FROM	ΤO		W	WHITE	YLW.	MUE	MII C	CCCT	CCCT			MILE.		FROM TO
SR29	0.00	10.50	10.50	,	MILE 21.00	MILE	0.18	MILE 10.87	FEET	FEET			MILE		CHAMPAIGN COUNTY LINE BEGIN ROUNDABOUT
SR29	0.00	0.10	0.10	1	0.33		0.110	0.10							ROUNDABOUT
~\$R29~	19.54	V3.P5V	~2.5h	7	502	$\sim$	~~~	√5.02~	$\sim$	~~~	$\sim$	~~	~~	$\sim$	END-ROUNDABOUT EVEROUTE
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	A du de A	ho) o z\	\	X + X	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \										PROSECT-CHINTS
US40	0.00	16.14	16.14	1	32.28			29.38							CLARK COUNTY LINE FRANKLIN COUNTY LINE
SR41	0.00	3.85	3.85	1	7.70			3.85							FAYETTE CO. LINE CLARK CO. LINE
US42	0.00	4.86	4.86	1	9.72			4.86							CLARK CO. LINE ENTER LONDON
US42	9.16	12.35	3.19	1	6.34		}	3.19	)						LEAVE LONDON BEGIN DOUBLE CENTER LINE
US42 US42	12.35	13.43 24.72	1.08	1	2.05 22.58	-	0.51	V1.40							BEGIN DOUBLE CENTER LINE KILLBURY HUBER RD  KILLBURY HUBER RD PROJECT LIMIT
US42 US42	24.72	25.00	0.28	1	0.56			0.28							RILLBURT HUBER RU PROJECT LIMIT  PROJECT LIMITS PROJECT LIMIT
U\$42	25.00	25.15	0.15	· ·	0.30			~~~		~~~	<b>~~~</b>		· · · · · · · · · · · · · · · · · · ·	<b>~~~</b>	PROJECT LIMIT ENTER UNION COUNTY
SR56	0.00	6.19	6.19	1	12.38	, , , ,	, , , ,	6.19	, , , ,	, , , , ,	, , , ,	1 * *	, , , ,	, , , ,	LEAVE CLARK COUNTY ENTER CITY OF LONDON
SR56 US62	8.46	24.35	15.89	$\checkmark$	31.78	···		15.89	<del>~</del>	<del></del>					LEAVE CITY OF LONDON PICKAWAY CO. LINE PROJECT LIMIT
170E	0.00	8.62	8.62	2	17.24	17.24	34.48	0.93							PROJECT LIMIT  LEAVE CLARK CNTY  PROJECT LIMIT
170W	8.62	0.00	8.62	2	17.24	17.24	34.48								PROJECT ENTER CLARK COUNTY
170E	0.40			2	0.28	0.28			920	2100					RAMP ENTRANCE REST AREA
170E	1.70			2	0.43	0.43			1040	1040					RAMP TO SR-56
170E 170E	2.13 8.36			2	0.45	0.45			840 1060	2340 690					RAMP FROM         SR-56           RAMP TO         US-42
170E	0.35			2	0.30	0.30			1120	700					RAMP EXIT REST AREA
170W	1.61			2	0.45	0.45			1220	600					RAMP FROM SR-56
170W	2.09			2	0.52	0.52			380	1940					RAMP TO SR-56
170W	8.38	4.50	4.50	2	0.48	0.48	0.10		1340						RAMP FROM US-42
171N 171S	0.00 4.56	4.56 0.00	4.56 4.56	2	9.12	9.12 9.12	9.12								LEAVE FAYETTE CNTY   PROJECT LIMIT
SRI42	2.94	13.65	10.71	1	19.28	0112	0.57	10.08							LEAVE LONDON END ROUTE
SRI87	0.00	4.83	4.83	1	9.66			4.82							BEGIN ROUTE AT SR56 CHAMPAIGN COUNTY LINE
SR323	0.00	3.91	3.91	1	7.82			3.91							BEGIN ROUTE PROJECT LIMIT
SR323 SR665	3.93	18.66 11.12	14.73 9.95	1	29.46			14.73 9.95							PROJECT LIMIT END ROUTE AT SR-56  LEAVE-LONDON  FRANKLIN-CO-LINE
XXXX	XXXX	***	X -Y- X \	X X	X X X X X X X X X X X X X X X X X X X	* * * *	$\sim$	X X-4 X	X X X X	* * * *	* * * * ,	***	* * * *	* * * *	
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TOTAL	CARRIED TO	) GENERNA	L SUMMAF	(Y	312.75	55.99	88.46	133.88	7920	9410					
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				lν	00104	00104	642	00700	00404	01510			644			_	
				TIONS	00104	00104	00204	00300	00404	01510			00104				
			ES	ICA 71	,,	,,	6",	1	). 	6,,			9				
<u> </u>	SI	M	MILE	APPLI	l I			CENTER LINE, TYPE I	NIZI 7YF	NE,						LOCATION	
ROUTE	31	_ 101		A A	E LINE,	LINE, YPE I	TYPE.	ER .	NEL.	TED LINE, TYPE 1			LINE,			LOCATION	
Œ			TOTAL	9	EDGE	EDGE	L ANE	EN7	. AM	75.			EDGE				
				NUMBER	EE EE	EL	17	S	CHANNELIZING LINE, 12", TYPE	100			l II				
				3	WHITE	YLW.										-	
	FROM	10			MILE	MILE	MILE	MILE	FEET	FEET			MILE			FROM	10
SR4	0.00	10.01	9.41	1	20.02			10.01								DELAWARE CO. LINE	ENTER MARION
US23N	0.00	2.44	2.44	- 1	2.44	2.44	2.44									LEAVE DELAWARE CNTY	PROJECT LIMITS
US23N	7.59	19.96	12.37	- 1	12.37	12.37	12.37									PROJECT LIMITS	ENTER WYANDOT COUNTY
US23S	19.96	7.61	12.35	1	12.35	12.35	12.35									LEAVE WYANDOT CNTY	PROJECT LIMITS
US23S	2.44	0.00	2.44	<i>i</i>	2.44	2.44	2.44		670		-					PROJECT LIMITS	ENTER DELAWARE COUNTY
US23N US23N	1.65 2.36			1	0.25	0.25			670 245		-					RAMP TO RAMP FROM	SR-98 SR-98
US23N	9.82			1	0.21	0.21			660							RAMP TO	SR-95
US23N	10.32			1	0.26	0.26			140							RAMP FROM	SR-95
US23N	10.85			1	0.25	0.25			650							RAMP TO	SR-309
US23N	11.32			1	0.23	0.23			130							RAMP FROM	SR-309
US23N	12.61			1	0.26	0.26			500							RAMP TO	MARION-WILLIAMSPORT
US23N	13.02			1	0.43	0.43			250							RAMP FROM	MARION-WILLIAMSPORT
US23N	15.89			1	0.29	0.29			540							RAMP TO	SR-4
US23N	16.45			1	0.27	0.27			125		1					RAMP FROM	SR-4
US23N	18.79				0.25	0.25			650							RAMP TO	SR-231
US23N US23S	19.30 19.22			1	0.27	0.27			125 610							RAMP FROM RAMP TO	SR-231 SR-231
US23S	18.74			<u>'</u>	0.23	0.23			185							RAMP FROM	SR-231
US23S	16.40			<i>i</i>	0.29	0.29			660							RAMP TO	SR-4
US23S	15.89			1	0.24	0.24			180							RAMP FROM	SR-4
US23S	13.02			1	0.27	0.27			600							RAMP TO	MARION-WILLIAMSPORT
US23S	12.61			- 1	0.28	0.28			170							RAMP FROM	MARION-WILLIAMSPORT
US23S	11.32			1	0.22	0.22			485							RAMP TO	SR-309
US23S	10.85			1	0.26	0.26			210							RAMP FROM	SR-309
US23S	10.32			1	0.22	0.22			610							RAMP TO	SR-95
US23S US23S	9.82 2.36			1	0.26	0.26			125 615							RAMP FROM RAMP TO	SR-95 SR-98
US238~	V:65	~~	~	-	9:25	0.25	~~	· · · · · · · · · · · · · · · · · · ·		· · · · · ·		~~~	~~~	~~~	~~~	RAMR FROM	SP-98
SR37	0.00	7.27	7.27	1	14.54	, , , , , ,	0.02	7.27	1 104 1			1,,,,	, , ,			WYANDOT COUNTY LINE	PAVEMENT JOINT
SR37	7.27	13.78	6.51	1	12.36			6.51								PAVEMENT JOINT	UNION COUNTY LINE 2
SR47	0.00	2.09	2.09	- 1	4.18			2.09								DELAWARE CO. LINE	PROJECT LIMITS
SR47	2.45	9.11	6.66	i	13.32	L		6.66	_ , , , ,			<b>_</b>		, , ,		PROJECT LIMITS	END ROUTE
SR95	0.00	4.48		_	8.96				~~~			LUL	$\sim$	~~~		BEGIN ROUTE	W. CORP NEW BLOOMINGTON
SR95	17.21	24.32	7.11	1	14.28	-	2.28	8.11		-	-					LEAVE MARION/UNIV. DR.	MORROW CO. LINE
SR98 SR100	0.00	17.17 2.89	17.17 2.89	1	34.34 5.78			17.36 2.89							_	BEGIN ROUTE	CRAWFORD CO. LINE
SR203	0.00	0.43	0.43	1	0.86			0.43							<del>,</del>	BEGIN ROUTE SR-47	DELAWARE COUNTY LINE
SR203	1.19	13.00	11.81	ı	23.62			11.81									END ROUTE
SR229	0.00	1.05	1.05	1	2.10			1.05								DELAWARE CO. LINE	END ROUTE
SR231	0.00	4.32	4.32	1	8.64			4.32								BEGIN ROUTE	WYANDOT CO. LINE
SR257 SR309	0.00	0.35 15.35	0.35 15.35	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	<del>Q.7Q</del> 30.70	$\sim$	$\sim$	0.35 16.69	$\sim$	$\sim$	$\sim$	$\overline{m}$	$\sim$	$\sim$	$\sim$	DELAWARE CO. LINE HARDIN CO. LINE	ENTER MARION
SR309 SR309		15.35		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	30.70	. سا			س	Lui	سل	بيبا	سا	س	نب	LEAVE-MARION	
SR309	19.39	20.24	0.85	1	2.26		0.45	1.79			- 20					LEAVE MARION	PROJECT LIMIT
SR309	20.79	22.65	1.86	1	3.72			1.86								PROJECT LIMIT	PROJECT LIMIT
SR309	29.21	30.10	0.89	1	1.78			0.89								PROJECT LIMIT	MORROW CO. LINE
SR423	0.00	7.40	7.40	1	14.80		0.70	8.33								BEGIN ROUTE	ENTER MARION
SR423 SR529	0.54	17.09 9.29	5.72 8.75	<del>                                     </del>	11.44			5.72 8.75								PROJECT LIMIT  LEAVE MARION	ENTER MARION MORROW CO. LINE
SR739	0.00	7.38	7.38	1	14.76			7.38			1					UNION CO. LINE	monnon co. Eme
SR746	0.00	9.92	9.92	1	19.84			9.92								MORROW CO. LINE	END ROUTE
					$\sim$		$\sim$	$\sim$									
TOTAL	ARRIED TO	O GENERNA	AL SUMMAR	77	316.65	35.88	33.05	147.15	9295								
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				S¥.		00104	00104	00204	00300	00404	01510			00104		-	
ROUTE	Sı	LM	TOTAL MILES	NUMBER OF APPLICATIONS		EDGE LINE, 6", TYPE I	EDGE LINE, 6", TYPE I	LANE LINE, 6", TYPE I	CENTER LINE, TYPE I	CHANNELIZING LINE, 12", TYPE I	DOTTED LINE, 6", TYPE I			EDGE LINE, 6"		LOCATION	
				N/N/N/N/N/N/N/N/N/N/N/N/N/N/N/N/N/N/N/		WHITE	YLW.										
CDIO	FROM	10 70	10.70	<u> </u>		MILE	MILE	MILE	MILE	FEET	FEET			MILE		FROM	CRAWFORD CO LINE
SR19 US42	0.00	10.38	10.38	1		20.76 25.42			10.38 12.71							US-42 DELAWARE CO LINE	PROJECT LIMITS
US42	12.71	14.09	1.38	1		2.76										PROJECT LIMITS	PROJECT LIMITS
W\$42~	24.89	25,77	Q.88	~~	m	~476~	$\sim$	$\sim$	V-88	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	~~~	PROJECT-LIMITS	RICHEANDEQLUNE
SR61	0.00	3.24	3.24	1		6.48			3.47							DELAWARE CO LINE	PAVEMENT JOINT
SR61	3.24	25.27	22.03	1		44.06	V - C - A - V	N - N - N	22.03							PAVEMENT JOINT	CRAWFORD COUNTY LINE
1715	10.00	19.92			w	39.84V		79.68								LEAVE DELAMARE CHYY	
171S 171N	19.92	0.00	19.92	2	<del>                                     </del>	39.84 0.50	39.84 0.50	79.68		1160						LEAVE RICHLAND COUNTY RAMP	ENTER DELAWARE COUNTY SR-61
171N	2.14			2		0.30	0.30			700						RAMP	SR-61
171N	11.08		<u> </u>	2	<del>                                     </del>	0.28	0.28	<u> </u>		1250						RAMP EXIT	REST AREA
171N	11.54			2		0.40	0.40			1440						RAMP ENTRANCE	REST AREA
171N	12.61			2		0.68	0.68			1300						RAMP	SR-95
171N	13.10			2		0.38	0.38			830						RAMP	SR-95
1715	13.11			2		0.44	0.44			1120						RAMP	SR-95
171S 171S	12.54			2		0.68	0.68			1480 1260						RAMP RAMP EXIT	SR-95 REST AREA
171S	10.96			2		0.24	0.24			1240						RAMP ENTRANCE	REST AREA
1715	2.31			2		0.50	0.50			2200						RAMP	SR-61
1715	1.82			2		0.46	0.46			680						RAMP	SR-61
SR95A	0.00	1.15	1.15	1		2.30			1.15							BEGIN ROUTE AT SR-95R	END ROUTE AT SR-95R
SR95R	0.00	8.13	8.13	1		16.26			8.13							MARION CO. LINE	PROJECT LIMITS
~ 5R97R~	10.Q0	<del>5,94</del>	\$.94 Y		$\sim$	V1.88	$\sim$	$\sim$		$\sim$	$\sim\sim$	$\sim$	$\sim$	$\sim$	$\sim\sim$	BEGNA ROUTE CO. LINE	END FOT I WITE
SR229 SR229	0.00 5.43	4.00 15.28	4.00 9.85	1		8.00 19.70			4.00 9.85							DELAWARE CO. LINE PROJECT LIMITS	PROJECT LIMITS KNOX CO. LINE
V 3A288V	120:00	13.20			w	13.10 13.64	w	w		ست	سب	<del>uu</del>	LUL.	w	www	BEDIAN ROUTE NITS AND 309A	
SR309	2.47	4.93	2.46	1		4.92			2.46							MARION CO. LINE	BEGIN SR-61 OVERLAP
SR314	0.00	3.85	3.85	1		7.70			3.85							KNOX CO. LINE	BEGIN SR-229 OVERLAP
SR314	4.02	9.73	5.71	1		11.42			5.71							END SR-229 OVERLAP	PROJECT
SR314	9.73	9.95	0.22	1		0.44			0.22					20.14		PROJECT	SR-95
SR314 SR314	9.95	20.02	10.07 6.00	1		12.00			10.07 6.00					20.14		SR-95 SR-42	SR-42 RICHLAND CO. LINE
SR656	0.00	5.38	5.38	1		10.76			5.38							DELAWARE CO. LINE	END ROUTE AT SR 229
SR746	0.00	3.07	3.07	1		6.14			3.07							BEGIN ROUTE AT US-42	MARION CO. LINE
<u> </u>			-														
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		0.05::55				711.46	05.00		122.12	14600				20.14			
TOTAL	CARRIED TO	O GENERNA	AL SUMMAF	?Υ		311.46	85.06	159.36	122.12	14660				20.14			
TOTAL	CARRIED TO	O GENERN.	AL SUMMAR	??			85.06	159.36		14660				20.14			CALCULA
					(	311.46	85.06	159.36	122.12	14660		M	ORR		COUN	NTY SUMMARY	VHP
TOTAL						311.46	85.06	159.36	122.12	14660		M	ORR		COUN	NTY SUMMARY	

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				\ \sigma		00104	00104	642	00700	00404	01510			644			_		
				APPL ICA TIONS		00104	00104	00204	00300	00404	01510			00104			-		
			ES.	ICA		6",	6″,	6",	LINE,	JNC 'PE	, 6",			,9					
UTE	SI	_ <i>M</i>	MIL	1PPL		INE,	INE,	INE,	1 J.	ZI ZZ (7 , 7)	, J.			L INE,			LOCATION		
ROU			TO TAL	9		EDGE LINE,	EDGE LINE, TYPE I	LANE LINE, TYPE I	CENTER L TYPE	4MNE , 12′	TED LINE, TYPE 1			7 35					
			72			EDC	ED(	LAI	CE	CHANNELIZING LINE, 12", TYPE	100			EDGE					
				NUMBER		WHITE	YLW.				<u> </u>						-		
	FROM	10				MILE	MILE	MILE	MILE	FEET	FEET			MILE			FROM	TO	
US22	0.00	14.36	14.36	1		28.72			14.36								FAYETTER COUNTY LINE	PROJECT LIMIT	
US23	0.00	5.78	5.78	7	~	11.56	11.56	11.56	V1.10V	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	PROJECT LIMIT	PROJECT LIMIT	$\overline{\alpha}$
Wiszir	لوثري				w		120.88		w	w	w	w	w	w	w		PANYEMENTYON		ww
SR56	0.00	17.36	17.36	1		34.72			17.36								MADISON CO. LINE	BEGIN OVERLAP W/ US22	
SR104 SR138	0.00	15.67 9.13	15.67 9.13	1		31.34 18.26			15.67 9.13								ROSS CO. LINE ROSS CO. LINE	PROJECT LIMIT  END ROUTE AT US-22	
SR159	0.00	9.41	9.41	<del>  ',  </del>		18.82			9.41								ROSS CO. LINE	FAIRFIELD CO. LINE	
SR180	0.00	0.48	0.48	1		0.96			0.48								ROSS CO. LINE	BEGIN OVERLAP W/ SR 56	
SR188	2.57	8.03	5.46	1		10.92			5.46								LEAVE CIRCLEVILLE	FAIRFIELD CO. LINE	
SR316	0.00	13.05	13.05	7	m	26.10	$\sim$	$\sim$	9.57 13.05	<del>)</del>	-						ROSS CO. LINE BEGIN ROUTE AT SR-56	FAYETTE CO. LINE PROJECT LIMIT	
SR316	13.68	14.05	0.37	1		0.74			0.37	₹							PROJECT LIMIT	END ROUTE	
SRSOT	0.00	4.67	4.67	w	w		w	w	14.6A								BEGIN ROUTE AT US-23	END ROUTE AT SR-159	
SR674	0.00	10.93	10.93	1		21.86			10.93								BEGIN ROUTE AT US-22	FRANKLIN CO. LINE	
SR762	0.00	14.89	14.89	1		29.78			18.26								BEGIN ROUTE AT US-62	AIRBASE RD	
																		+	
																		+	
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					<u> </u>													<u> </u>	
					7	1 1 1 1	1111	111	1 1 1 1	<u> </u>									
TOTAL	CARRIED TO	O GENERNA	AL SUMMAI	RY	1 {	285.44	32.42	32.42	129.88	ر									
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				SNo		00104	00104	00204	00300	00404	01510		00104				
ROUTE	SL	М	TOTAL MILES	NUMBER OF APPLICATIONS		EDGE LINE, 6",	EDGE LINE, 6",	LANE LINE, 6", TYPE I	CENTER LINE, TYPE I	CHANNELIZING LINE, 12", TYPE I	DOTTED LINE, 6", TYPE I		EDGE LINE, 6"			LOCATION	
	FROM	TO				MILE	MILE	MILE	MILE	FEET	FEET		MILE			FROM	10
SR4	200	2.57	257	S	$\sim$	~5V4~	$\sim$	$\sim$	2,57	$\infty$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	CHAMBAIGN COX LINE	BEGIN OVERLAP W/ US36
SR4	24.35	26.25	1.90	1	X X X	3.80			1.90			<del>uuuu</del>		x x x		PROJECT LIMITS	DELAWARE COUNTY LINE
SR31	2,09	<u> </u>	<del>کرو کو</del>	-		<i>₩.36</i>			5.89							CEAVE MARYSVILLE	SR-347
U33W	25.11	8.72	16.39	1		16.39	16.39	16.39								FRANKLIN COUNTY LINE	PROJECT LIMITS
U33E U33W	8.72	25.11	16.39	1		16.39 0.20	16.39 0.20	16.39		620						PROJECT LIMITS RAMP TO	FRANKLIN COUNTY LINE SR-161
U33W	25.10 24.71			1		0.22	0.22			110						RAMP FROM	SR-161
U33W	20.54			1		0.20	0.20			350						RAMP TO	US-42
U33W	16.49			1		0.15	0.20			550							REST AREA
U33W	16.06			1		0.18	0.18			145						RAMP TO	REST AREA
U33E	16.14			1		0.15	0.15			565						RAMP FROM	REST AREA
U33E	16.59			1		0.21	0.21			250							REST AREA
U33E	20.64			1		0.26	0.26			250						RAMP FROM	US-42
U33E	24.67			1		0.20	0.20			545						RAMP TO	SR-161
U33E	25.11			1		0.27	0.27			190						RAMP FROM	SR-161
US36	8.72	9.63	0.91	1		1.82			1.66							BEGIN DOUBLE CL	BEGIN OVERLAP W/ US33
SR37	0.00	9.12	9.12	1		18.24			9.15							MARION CO. LINE	BEGIN SR-4 OVERLAP
SR37	10.10	13.95	3.85	- 1		7.70			3.85							END SR-4 OVERLAP	DELAWARE CO. LINE
SR38	0.00	7.61	7.61	1		15.22			7.61							MADISON CO. LINE	ENTER MARYSVILLE
US42	0.00	9.89	9.89	1		19.78		0.23	15.53							LEAVE MADISON COUNTY	DELAWARE COUNTY LINE
SR47	0.00	16.88	16.88	1		33.76			16.88							LOGAN COUNTY LINE	DELAWARE COUNTY LINE
SR161	0.63	12.40	11.77	1		23.54			11.77							END SR-4 OVERLAP	PROJECT LIMIT
SR245	0.00	7.65	7.65	1		15.30	0.05		7.65							CHAMPAIGN CO. LINE	END ROUTE AT US 33
SR287	0.74	1.06	0.32	1		0.65	0.65		15.07							BEGIN RAMP TO US-33	END ROUTE
SR347 SR736	0.00	8.26 7.95	8.26 7.95	1		30.46 15.90	15.23		15.23 7.95							LOGAN CO. LINE BEGIN ROUTE AT US-42	END ROUTE ENTER MARYSVILLE
SR739	0.00	0.28	0.28	1		0.56	0.56		7.33							BEGIN ROUTE AT US-33	BEGIN 3 LANES
SR739	6.06	14.13	8.07	1		16.14	0.50		8.07							FND SR-347 OVERLAP	BEGIN SR-39 OVERLAP
SR739	14.74	22.68	7.94	1		15.88			7.94							END SR-31 OVERLAP	BEGIN SR-31 OVERLAP
SR739	22.93	25.81	2.88	1		5.76			2.88								MARION CO. LINE
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						275 07	51.00		120.57			ı	, ,				T
TOTAL C.	ARRIED TO	) GENERNA	IL SUMMAR	γ	( )	275.83	51.26	33.01	126.53	) 55/5							