

LOCATION MAP

LATITUDE: 40 °05'51" LONGITUDE: 84 °36'25"

| | |
|-------------------------|--|
| PORTION TO BE IMPROVED | |
| INTERSTATE HIGHWAY | |
| FEDERAL ROUTES | |
| STATE ROUTES | |
| COUNTY & TOWNSHIP ROADS | |
| OTHER ROADS | |

| ROUTE | LOCATION | ADT | TRUCKS |
|-------|--------------------|--------|--------|
| 36 | SLM-10.41 TO 13.08 | 11,539 | 1,382 |
| 127 | SLM-13.16 TO 14.95 | 11,876 | 1,077 |

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig


Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764 (Non members must be called directly)

PLAN PREPARED BY:
DISTRICT 7 ENGINEERING
1001 ST MARYS AVE.
SIDNEY, OHIO 45365

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

DAR-36/127-10.41/13.16

GREENVILLE TOWNSHIP
DARKE COUNTY

INDEX OF SHEETS:

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| STANDARD CONSTRUCTION DRAWINGS | | | | | | | | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|--------------------------------|---------|-----------|---------|----------|----------|--|--|-----------------------------|--------------------|
| BP-2.5 | 7/19/24 | MT-95.30 | 7/19/19 | TC-41.20 | 10/18/13 | | | 800-2023 | 7/18/25 |
| BP-3.1 | 1/19/24 | MT-95.45 | 7/21/23 | TC-42.20 | 10/18/13 | | | 807 | 1/17/25 |
| BP-9.1 | 1/18/19 | MT-95.50 | 7/21/17 | TC-52.10 | 10/18/13 | | | 821 | 4/20/12 |
| | | MT-98.10 | 1/17/20 | TC-52.20 | 1/15/21 | | | 832 | 7/19/24 |
| DM-1.2 | 1/17/25 | MT-98.11 | 1/17/20 | TC-65.10 | 1/17/14 | | | 846 | 4/17/15 |
| DM-4.3 | 1/15/16 | MT-98.20 | 4/19/19 | TC-65.11 | 1/17/25 | | | 850 | 7/21/23 |
| DM-4.4 | 1/15/16 | MT-98.22 | 1/17/20 | TC-71.10 | 4/21/23 | | | 897 | 1/16/15 |
| | | MT-98.28 | 1/17/20 | TC-72.20 | 1/17/25 | | | 921 | 7/19/24 |
| | | MT-98.29 | 1/17/20 | | | | | | |
| | | MT-99.20 | 4/19/19 | | | | | | |
| | | MT-101.90 | 7/17/20 | | | | | | |
| | | MT-102.20 | 4/19/19 | | | | | | |
| | | MT-105.10 | 1/17/20 | | | | | | |

FEDERAL PROJECT NUMBER

E230614

RAILROAD INVOLVEMENT

R.J. CORMAN RAILROAD

PROJECT DESCRIPTION

THE PROPOSED WORK SHALL CONSIST OF PLANING AND RESURFACING US 36 AND US 127 WITH ASPHALT CONCRETE.

EARTH DISTURBED AREAS

| | |
|--|-----------|
| PROJECT EARTH DISTURBED AREA: | N/A ACRES |
| ESTIMATED CONTRACTOR EARTH DISTURBED AREA: | N/A ACRES |
| NOTICE OF INTENT EARTH DISTURBED AREA: | N/A ACRES |

LIMITED ACCESS

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.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

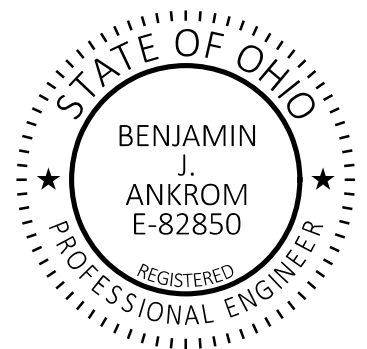
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


John W. O'Brien
District 07 Deputy Director


Pamela Boratyn
Director, Department of Transportation

ENGINEER'S SEAL

ROADWAY



DESIGN AGENCY



DESIGNER

CJP

REVIEWER

BJA 7/17/2025

PROJECT ID

109776

SHEET

P.1

TOTAL

19

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLANS.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE INCH (1").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM TWENTY TWO FEET (22.0') TO THIRTY EIGHT FEET (38.0').

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. IT IS THE INTENT OF THE OHIO DEPT. OF TRANSPORTATION THAT THE PAVEMENT PLANING AND THE PLACEMENT OF ITEM 424 BE IN CONJUNCTION WITH EACH OTHER ON A NIGHTLY BASIS PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT THIS IS A COMPLETE PROCESS EACH NIGHT.

ITEM 897 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH.

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 897 - PATCHING PLANED SURFACE, AS PER PLAN = 300 SQ YD

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THE PAVEMENT REPAIRS SHALL BE IN ACCORDANCE WITH ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, (449), PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH. THE DEPTH SHALL BE 4 INCHES MEASURED FROM THE MILLED SURFACE OR DOWN TO THE TOP OF THE CONCRETE BASE, WHATEVER IS LESS, OR AS DIRECTED BY THE ENGINEER.

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

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 1000 SY

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS, AS PER PLAN

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT WITH THE FOLLOWING ADDITIONS: THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL OF THE DETERIORATED PAVEMENT. THE ESTIMATED PAVEMENT REMOVAL DEPTH IS 9"±. THE REPLACEMENT MATERIAL SHALL BE 9"± OF TYPE 2, CLASS QC MS.

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

REPAIR LOCATIONS ARE LISTED IN THE TABLE TO THE RIGHT.

40 REPAIR LOCATIONS (USR 36/127) (6' X 12') = 320 SY
69 REPAIR LOCATIONS (USR 36/127) (6' X 24') = 1,104 SY
1 REPAIR LOCATION (USR 36/127) (6 X 36) = 24 SY

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT = 1,450 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING = 5,664 FT

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

A QUANTITY OF 17.84 MILES OF ITEM 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY.

LOCATIONS ARE LISTED IN THE TABLE BELOW.

| ROUTE | FROM | TO | # MILES |
|---------|-------|-------|-------------|
| USR 36 | 10.41 | 13.08 | 10.68 MILES |
| USR 127 | 13.16 | 14.95 | 7.16 MILES |
| TOTAL | | | 17.84 MILES |

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

REVISIONS HAVE BEEN MADE TO THE PAVEMENT MARKINGS AT BOTH EXIT RAMPS AT THE INTERSECTION OF US 127/US 36 AND SR 49. DETAILS OF THE REVISION CAN BE FOUND ON SHEETS 17-18. QUANTITIES FOR THE REVISED PAVEMENT MARKINGS HAVE BEEN INCLUDED IN THE GENERAL SUMMARY.

NO PERMANENT PAVEMENT MARKINGS OR RAISED PAVEMENT MARKERS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

REPAIR LOCATIONS

| NORTHBOUND US 36/127 | | |
|----------------------|--------|------|
| SLM | SIZE | AREA |
| 10.45 | 6 x 24 | 16 |
| 10.67 | 6 x 24 | 16 |
| 10.77 | 6 x 24 | 16 |
| 10.86 | 6 x 24 | 16 |
| 11.02 | 6 x 24 | 16 |
| 11.08 | 6 x 24 | 16 |
| 11.22 | 6 x 24 | 16 |
| 11.30 | 6 x 24 | 16 |
| 11.51 | 6 x 24 | 16 |
| 11.56 | 6 x 12 | 8 |
| 11.58 | 6 x 12 | 8 |
| 11.60 | 6 x 12 | 8 |
| 11.66 | 6 x 12 | 8 |
| 11.70 | 6 x 24 | 16 |
| 11.78 | 6 x 24 | 16 |
| 11.86 | 6 x 24 | 16 |
| 11.92 | 6 x 24 | 16 |
| 12.03 | 6 x 24 | 16 |
| 12.20 | 6 x 24 | 16 |
| 12.43 | 6 x 24 | 16 |
| 12.50 | 6 x 24 | 16 |
| 12.54 | 6 x 12 | 8 |
| 12.57 | 6 x 24 | 16 |
| 12.58 | 6 x 12 | 8 |
| 12.58 | 6 x 12 | 8 |
| 12.64 | 6 x 12 | 8 |
| 12.65 | 6 x 12 | 8 |
| 12.66 | 6 x 12 | 8 |

| SOUTHBOUND US 36/127 | | |
|----------------------|--------|------|
| SLM | SIZE | AREA |
| 13.74 | 6 x 12 | 8 |
| 13.81 | 6 x 24 | 16 |
| 13.93 | 6 x 24 | 16 |
| 14.10 | 6 x 24 | 16 |
| 14.10 | 6 x 24 | 16 |
| 14.20 | 6 x 24 | 16 |
| 14.20 | 6 x 24 | 16 |
| 14.21 | 6 x 12 | 8 |
| 14.26 | 6 x 12 | 8 |
| 14.26 | 6 x 12 | 8 |
| 14.27 | 6 x 12 | 8 |
| 14.28 | 6 x 24 | 16 |
| 14.28 | 6 x 24 | 16 |
| 14.33 | 6 x 24 | 16 |
| 14.49 | 6 x 24 | 16 |
| 14.49 | 6 x 24 | 16 |
| 14.51 | 6 x 12 | 8 |
| 14.60 | 6 x 12 | 8 |
| 14.61 | 6 x 12 | 8 |
| 14.69 | 6 x 24 | 16 |
| 14.73 | 6 x 12 | 8 |
| 14.74 | 6 x 12 | 8 |
| 14.78 | 6 x 12 | 8 |
| 14.80 | 6 x 12 | 8 |
| 14.85 | 6 x 24 | 16 |
| 14.90 | 6 x 24 | 16 |
| 14.93 | 6 x 24 | 16 |

| NORTHBOUND US 36/127 | | |
|----------------------|--------|------|
| SLM | SIZE | AREA |
| 12.67 | 6 x 12 | 8 |
| 12.69 | 6 x 24 | 16 |
| 12.70 | 6 x 12 | 8 |
| 12.73 | 6 x 12 | 8 |
| 12.76 | 6 x 24 | 16 |
| 12.79 | 6 x 12 | 8 |
| 12.86 | 6 x 12 | 8 |
| 12.87 | 6 x 24 | 16 |
| 12.92 | 6 x 24 | 16 |
| 13.01 | 6 x 36 | 24 |
| 13.20 | 6 x 24 | 16 |
| 13.49 | 6 x 24 | 16 |
| 13.62 | 6 x 12 | 8 |
| 13.72 | 6 x 24 | 16 |
| 13.82 | 6 x 24 | 16 |
| 13.91 | 6 x 12 | 8 |
| 14.03 | 6 x 24 | 16 |
| 14.16 | 6 x 24 | 16 |
| 14.25 | 6 x 24 | 16 |
| 14.25 | 6 x 12 | 8 |
| 14.39 | 6 x 24 | 16 |
| 14.50 | 6 x 24 | 16 |
| 14.57 | 6 x 12 | 8 |
| 14.73 | 6 x 24 | 16 |
| 14.77 | 6 x 12 | 8 |
| 14.78 | 6 x 24 | 16 |
| 14.80 | 6 x 12 | 8 |
| 14.90 | 6 x 24 | 16 |

| SOUTHBOUND US 36/127 | | |
|----------------------|--------|------|
| SLM | SIZE | AREA |
| 10.53 | 6 x 24 | 16 |
| 10.69 | 6 x 24 | 16 |
| 10.95 | 6 x 24 | 16 |
| 11.02 | 6 x 24 | 16 |
| 11.11 | 6 x 24 | 16 |
| 11.22 | 6 x 24 | 16 |
| 11.42 | 6 x 24 | 16 |
| 11.63 | 6 x 24 | 16 |
| 11.87 | 6 x 24 | 16 |
| 12.00 | 6 x 24 | 16 |
| 12.18 | 6 x 12 | 8 |
| 12.21 | 6 x 24 | 16 |
| 12.27 | 6 x 12 | 8 |
| 12.34 | 6 x 24 | 16 |
| 12.37 | 6 x 12 | 8 |
| 12.42 | 6 x 24 | 16 |
| 12.51 | 6 x 24 | 16 |
| 12.64 | 6 x 12 | 8 |
| 12.70 | 6 x 24 | 16 |
| 12.84 | 6 x 24 | 16 |
| 12.88 | 6 x 12 | 8 |
| 13.03 | 6 x 24 | 16 |
| 13.10 | 6 x 24 | 16 |
| 13.10 | 6 x 24 | 16 |
| 13.11 | 6 x 24 | 16 |
| 13.12 | 6 x 12 | 8 |
| 13.36 | 6 x 12 | 8 |

GENERAL NOTES

DESIGN AGENCY



DESIGNER

CJP

REVIEWER

BJA 7/17/2025

PROJECT ID

109776

SHEET

P.3

TOTAL

19

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC WORK ZONES SHALL BE KEPT TO A MAXIMUM FOUR (4.0) MILE WORK ZONE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR THE PROTECTION OF COMPLETED COURSES. THIS INCLUDES PATCHING ON BRIDGE DECKS, WHEN A LANE MAY BE CLOSED BEYOND EACH NIGHT.

IN ADDITION TO THE REQUIREMENTS AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND PERTINENT ITEMS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL APPLY.

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 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 IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS BARRICADES, CONES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED) GENERAL/REGULAR ELECTION DAY ((NOV) MEMORIAL DAY THANKSGIVING
FOURTH OF JULY (OBSERVED) CHRISTMAS (OBSERVED)
LABOR DAY (OTHER HOLIDAY OR SPECIAL EVENT)

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

DAY OF HOLIDAY TIME ALL LANES
OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)
 5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)
 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY 12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS SHOWN IN THE PERMITTED LANE CLOSURE NOTE.

RAMP WORK

DAYTIME CLOSURES PERMITTED AT SR 49 AND US 36 INTERCHANGES. CONTRACTOR SHALL NOT CLOSE MORE THAN ONE RAMP AT A TIME.

THE CONTRACTOR MAY CLOSE THE NORTHBOUND AND SOUTHBOUND EXIT RAMPs AT SR 49 FOR LESS THAN 24 HOURS TOTAL, OVER TWO DAYS TO PERFORM PAVING, AND PAVEMENT MARKING OPERATIONS.

AT SR 121, CONTRACTOR SHALL MAINTAIN TRAFFIC WITH A FLAGGING OPERATION.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS

TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

| NOTIFICATION TIME TABLE | | |
|---|---------------------|--|
| ITEM | DURATION OF CLOSURE | NOTICE DUE TO D7 PERMITS & PIO |
| RAMP & ROAD CLOSURES | >= 2 WKS | 21 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HRS & < 2 WKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | < 12 HRS | 4 BUSINESS DAYS PRIOR TO CLOSURE |
| LANE CLOSURES AND RESTRICTIONS | >= 2 WKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | < 2 WKS | 5 BUSINESS DAYS PRIOR TO CLOSURE |
| START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES | N/A | 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION |

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50/MINUTE/LANE FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

DESIGN AGENCY



DESIGNER

CJP

REVIEWER

BJA 7/17/2025

PROJECT ID

109776

SHEET

P.4

TOTAL

19

| SHEET NUMBER | | | | | | | | | | | | | PART. | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|--------------|--|-------|-----|---|---------|-------|----|-------|------|-----|----|--|---------|------|-------------|----------------|-------|---|------------------|
| | | 3 | 5 | 6 | 9 | 10 | 13 | 14 | 15 | 16 | 19 | | 01/5<2 | | | | | | |
| | | | | | | | | | | | | | | | | | | PAVEMENT | |
| | | 1,000 | | | | | | | | | | | 1,000 | 251 | 01041 | 1,000 | SY | PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN | 3 |
| | | 1,450 | | | | | | | | | | | 1,450 | 255 | 16001 | 1,450 | SY | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS, AS PER PLAN | 3 |
| | | 5,664 | | | | | | | | | | | 5,664 | 255 | 20001 | 5,664 | FT | FULL DEPTH PAVEMENT SAWING, AS PER PLAN | 3 |
| | | | | | 18,203 | 817 | | | | | | | 19,020 | 407 | 20000 | 19,020 | GAL | NON-TRACKING TACK COAT, 0.085 GAL/SY | |
| | | | | | 5,950 | 266 | | | | | | | 6,216 | 424 | 14000 | 6,216 | CY | FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) 1" THICKNESS | |
| | | | | | 541 | | | | | | | | 541 | 617 | 10100 | 541 | CY | COMPACTED AGGREGATE 1" AVE. THICKNESS | |
| | | 17.84 | | | | | | | | | | | 17.84 | 618 | 40600 | 17.84 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) | |
| | | | | | | | | 29.44 | | | | | 29.44 | 850 | 10010 | 29.44 | MILE | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | | | | 6,089 | | | | | 6,089 | 850 | 10110 | 6,089 | FT | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | | | | 5,381 | | | | | 5,381 | 850 | 10130 | 5,381 | FT | GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | 214,173 | 9,608 | | | | | | | 223,781 | 897 | 01010 | 223,781 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A 1" DEPTH | |
| | | 300 | | | | | | | | | | | 300 | 897 | 02001 | 300 | SY | PATCHING PLANED SURFACE, AS PER PLAN | 3 |
| | | | | | | | | | | 901 | | | 901 | 621 | 00100 | 901 | EACH | TRAFFIC CONTROL | |
| | | | | | | | | | | 901 | | | 901 | 621 | 54000 | 901 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| | | | | | | | | | 0.04 | | | | 0.04 | 644 | 00104 | 0.04 | MILE | EDGE LINE, 6", WHITE | |
| | | | | | | | | | 0.02 | | | | 0.02 | 644 | 00104 | 0.02 | MILE | EDGE LINE, 6", YELLOW | |
| | | | | | | | | 107 | | | | | 107 | 644 | 00500 | 107 | FT | STOP LINE | |
| | | | | | | | | | | | | | 209 | 644 | 00700 | 209 | FT | TRANSVERSE/DIAGONAL LINE, WHITE | |
| | | | | | | | | | | | | | 79 | 644 | 00700 | 79 | FT | TRANSVERSE/DIAGONAL LINE, YELLOW | |
| | | | | | | | | | | | | | 201 | 644 | 00720 | 201 | FT | CHEVRON MARKING | |
| | | | | | | | | | | | | | 14 | 644 | 01300 | 14 | EACH | LANE ARROW, LEFT | |
| | | | | | | | | | | | | | 2 | 644 | 01300 | 2 | EACH | LANE ARROW, RIGHT | |
| | | | | | | | | | | | | | 9 | 644 | 01300 | 9 | EACH | LANE ARROW, U-TURN | |
| | | | | | | | | | | | | | 2 | 644 | 01350 | 2 | EACH | LANE REDUCTION ARROW | |
| | | | | | | | | | | | | | 2 | 644 | 01360 | 2 | EACH | WRONG WAY ARROW | |
| | | | | | | | | | | | | | 62 | 644 | 20800 | 62 | FT | WELD LINE | |
| | | | | | | | | | | | | | 0.06 | 644 | 30030 | 0.06 | MILE | REMOVAL OF PAVEMENT MARKING, EDGE LINE 6" | |
| | | | | | | | | | | | | | 20 | 644 | 40000 | 20 | EACH | SPEED MEASUREMENT MARKING, AIR SPEED ZONE | |
| | | | | | | | | | | | | | 0.11 | 646 | 10010 | 0.11 | MILE | EDGE LINE, 6", WHITE | |
| | | | | | | | | | | | | | 0.11 | 646 | 10010 | 0.11 | MILE | EDGE LINE, 6", YELLOW | |
| | | | | | | | | | | | | | 83 | 646 | 10400 | 83 | FT | STOP LINE | |
| | | | | | | | | | | | | | 100 | 646 | 10600 | 100 | FT | TRANSVERSE/DIAGONAL LINE, WHITE | |
| | | | | | | | | | | | | | 100 | 646 | 10600 | 100 | FT | TRANSVERSE/DIAGONAL LINE, YELLOW | |
| | | | | | | | | | | | | | 3 | 646 | 20320 | 3 | EACH | WRONG WAY ARROW | |
| | | | | | | | | | | | | | 3 | 646 | 50000 | 3 | EACH | REMOVAL OF PAVEMENT MARKING, WRONG WAY ARROW | |
| | | | | | | | | | | | | | 149 | 646 | 50100 | 149 | FT | REMOVAL OF PAVEMENT MARKING, STOP LINE | |
| | | | | | | | | | | | | | 0.22 | 646 | 50300 | 0.22 | MILE | REMOVAL OF PAVEMENT MARKING, EDGE LINE 6" | |
| | | | | | | | | 10.36 | | | | | 10.36 | 807 | 14010 | 10.36 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE | |
| | | | | | | | | 9.99 | | | | | 9.99 | 807 | 14010 | 9.99 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW | |
| | | | | | | | | 8.82 | | | | | 8.82 | 807 | 14110 | 8.82 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" | |
| | | | | | | | | 0.27 | | | | | 0.27 | 807 | 14200 | 0.27 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CENTER LINE | |
| | | | | | | | | 5,381 | | | | | 5,381 | 807 | 14310 | 5,381 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" | |
| | | | | | | | | 6,089 | | | | | 6,089 | 807 | 14410 | 6,089 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" | |
| | | | | | | | | | | | 1 | | 1 | 519 | 12300 | 1 | SY | STRUCTURE REPAIR (DAR-36-12.28L) | |
| | | | | | | | | | | | | | | | | | | PATCHING CONCRETE BRIDGE DECK - TYPE B | |
| | | | | | | | | | | | 4 | | 4 | 519 | 12300 | 4 | SY | STRUCTURE REPAIR (DAR-36-12.28R) | |
| | | | | | | | | | | | | | | | | | | PATCHING CONCRETE BRIDGE DECK - TYPE B | |
| | | | | | | | | | | | 2 | | 2 | 519 | 12300 | 2 | SY | STRUCTURE REPAIR (DAR-36-12.57R) | |
| | | | | | | | | | | | | | | | | | | PATCHING CONCRETE BRIDGE DECK - TYPE B | |
| | | | | | | | | | | | | | | | | | | MAINTENANCE OF TRAFFIC | |
| | | | 300 | | | | | | | | | | 300 | 614 | 11110 | 300 | HOURL | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| | | | 15 | | | | | | | | | | 15 | 614 | 18601 | 15 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 5 |
| | | | | | | | | 199 | | | | | 199 | 614 | 25620 | 199 | FT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT, WHITE | |
| | | | | | | | | 59 | | | | | 59 | 614 | 25620 | 59 | FT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT, YELLOW | |
| | | | | | | | | 107 | | | | | 107 | 614 | 26610 | 107 | FT | WORK ZONE STOP LINE, CLASS III, 642 PAINT | |

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

CJP

REVIEWER

BJA 7/17/2025

PROJECT ID

109776

SHEET

P.7

TOTAL

19

DAR-36/127-10.41/13.16

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/24/2025 TIME: 2:10:10 PM PLTDRY: OHDOT_PDF.pltctg PENTBL: OHDOT_Pen.tbl USER: Camron.Pollack@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 109776 PRODUCT: OpenRoadsDesigner 24.00.00.2005
pww\vhiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 07\Darkel\109776\400-Engineering\Roadway\Sheets\109776_GS003.dgn

| PARTICIPATION | ROUTE | SLM / LOCATION | | LANE WIDTH | SOLID LINE EQUIVALENT | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | | | | |
|---------------|---------|--------------------------------|-------|------------|-----------------------|---|---|--|---|--|---|---|--|---|--|---|---|--|---|--|--|--|--|--|
| | | | | | | WORK ZONE PAVEMENT MARKING, MISC.:LANE LINE, CLASS 1, 6", 807 PAINT | WORK ZONE PAVEMENT MARKING, MISC.:CENTER LINE, CLASS 1, 6", 807 PAINT | WORK ZONE PAVEMENT MARKING, MISC.:EDGE LINE, WHITE, CLASS 1, 6", 807 PAINT | WORK ZONE PAVEMENT MARKING, MISC.:EDGE LINE, YELLOW, CLASS 1, 6", 807 PAINT | WORK ZONE PAVEMENT MARKING, MISC.:CHANNELIZING LINE, CLASS 1, 12", 807 PAINT | WORK ZONE PAVEMENT MARKING, MISC.:DOTTED LINE, CLASS 1, 6", 807 PAINT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT, WHITE | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT, YELLOW | WORK ZONE STOP LINE, CLASS III, 642 PAINT | WORK ZONE ARROW, CLASS III, 642 PAINT, RIGHT | WORK ZONE ARROW, CLASS III, 642 PAINT, LEFT | WORK ZONE ARROW, CLASS III, 642 PAINT, U-TURN | WORK ZONE ARROW, CLASS III, 642 PAINT, WRONG WAY | WORK ZONE PAVEMENT MARKING, MISC.:CHEVRON | WORK ZONE PAVEMENT MARKING, MISC.:YIELD LINE | WORK ZONE PAVEMENT MARKING, MISC.:LANE REDUCTION ARROW | | | |
| | | FROM | TO | FT | MILE | MILE | MILE | MILE | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | FT | FT | EACH | | | | |
| | | NORTHBOUND | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-36 | 10.41 | 13.08 | 12.0 | | 2.67 | | 2.24 | 2.55 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-127 | 13.16 | 14.90 | 12.0 | | 1.74 | | 1.46 | 1.52 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-36 | SR 49 EXIT RAMP | | | | | | 0.14 | 0.14 | | | | | | | | | | | | | | | |
| 1 | DAR-36 | SR 49 ENTRANCE RAMP | | | | | | 0.38 | 0.21 | 111 | 814 | | | | | | | | | | | | | |
| 1 | DAR-36 | SEBRING WARNER RD INTERSECTION | | | | | 0.04 | 0.07 | 0.06 | 432 | | | | 2 | 3 | | | | | | | | | |
| 1 | DAR-36 | US 36 / SR 571 EXIT RAMP | | | | | | 0.33 | 0.14 | 388 | 863 | 29 | | | | | 1 | | | | | | | |
| 1 | DAR-127 | US 36 / SR 571 ENTRANCE RAMP | | | | | | 0.39 | 0.22 | 101 | 824 | | | | | | | | | | | | | |
| 1 | DAR-127 | SLM 14.25 R-CUT | | | | | | 0.05 | | | 211 | | | | | | | | | | | | | |
| 1 | DAR-127 | KRUCKEBERG RD INTERSECTION | | | | | | 0.02 | 0.14 | 850 | | | 31 | | 5 | | | 104 | | | | | | |
| 1 | DAR-127 | SLM 14.77 R-CUT | | | | | | 0.01 | 0.09 | 480 | | | | | | 4 | | 30 | 31 | | | | | |
| 1 | DAR-127 | SR 121 EXIT / ENTRANCE RAMP | | | | | 0.19 | 0.19 | | | | | 61 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | SOUTHBOUND | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-127 | 13.16 | 14.90 | 12.0 | | 1.74 | | 1.24 | 1.55 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-36 | 10.41 | 13.08 | 12.0 | | 2.67 | | 2.37 | 2.53 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-127 | SLM 14.77 R-CUT | | | | | | 0.05 | | | 211 | | | | | | | | | | | | | |
| 1 | DAR-127 | KRUCKEBERG RD INTERSECTION | | | | | | 0.31 | 0.11 | 973 | 1175 | 66 | 28 | | | | | 37 | | 2 | | | | |
| 1 | DAR-127 | SLM 14.25 R-CUT | | | | | | 0.01 | 0.09 | 480 | | | | | | 5 | | 30 | 31 | | | | | |
| 1 | DAR-127 | US 36 / SR 571 EXIT RAMP | | | | | | 0.28 | 0.13 | 482 | 561 | 41 | | | | | | | | | | | | |
| 1 | DAR-36 | US 36 / SR 571 ENTRANCE RAMP | | | | | | 0.32 | 0.11 | 360 | 716 | | | | | | | | | | | | | |
| 1 | DAR-36 | SEBRING WARNER RD INTERSECTION | | | | | 0.04 | 0.06 | 0.13 | 424 | | | 46 | | 6 | | | | | | | | | |
| 1 | DAR-36 | SR 49 EXIT RAMP | | | | | | 0.29 | 0.12 | 300 | 714 | 63 | | | | | 1 | | | | | | | |
| 1 | DAR-36 | SR 49 ENTRANCE RAMP | | | | | | 0.15 | 0.15 | | | | | | | | | | | | | | | |
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TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY



DESIGNER

CJP

REVIEWER

RIA 7/17/2

DATE: 11/17/2011

PROJECT ID
100776

109776

SHEET TOTAL

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| P.13 | 1 |
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DAR-36/127-10.41/13.16

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/24/2025 TIME: 2:10:16 PM PLTDRY: OHDOT_PDF.pltctg PENTBL: OHDOT Pen.tbl USER: Camron.Pollack@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 109776 PRODUCT: OpenRoadsDesigner 24.00.00.2005
pww\vhiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 07\Darkel\109776\400-Engineering\Roadway\Sheets\109776_GS004.dgn

| PARTICIPATION | ROUTE | SLM / LOCATION | | LANE WIDTH | SOLID LINE EQUIVALENT | 644 | 644 | 644 | 644 | 644 | 644 | 644 | 644 | 644 | 644 | 644 | 807 | 807 | 807 | 807 | 807 | 807 | 850 | 850 | 850 |
|---------------|---------|--------------------------------|---------------------------------|------------|-----------------------|----------------------------------|-----------------|-------------------|------------------|--------------------|----------------------|-----------------|---|------------|---|--|--|---|--|--|--|--|---|------|-----|
| | | STOP LINE | TRANSVERSE/DIAGONAL LINE, WHITE | | | TRANSVERSE/DIAGONAL LINE, YELLOW | CHEVRON MARKING | LANE ARROW, RIGHT | LANE ARROW, LEFT | LANE ARROW, U-TURN | LANE REDUCTION ARROW | WRONG WAY ARROW | SPEED MEASUREMENT MARKING, AIR SPEED ZONE | YIELD LINE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CENTER LINE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) | | |
| | | FROM | TO | FT | MILE | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | FT | MILE | MILE | MILE | FT | FT | MILE | MILE | FT | FT |
| | | NORTHBOUND | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-36 | 10.41 | 13.08 | 12.0 | | | | | | | | | | | | | 2.24 | 2.55 | | | | 2.67 | 7.46 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-127 | 13.16 | 14.90 | 12.0 | | | | | | | | | | | | | 1.46 | 1.52 | | | | 1.74 | 4.72 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-36 | SR 49 EXIT RAMP | | | | | 10 | 10 | | | | | | | | | 0.14 | 0.14 | | | | | 0.28 | | |
| 1 | DAR-36 | SR 49 ENTRANCE RAMP | | | | | | | | | | | | | | | 0.38 | 0.21 | | 111 | 814 | | 0.59 | 814 | 111 |
| 1 | DAR-36 | SEBRING WARNER RD INTERSECTION | | | | | | | | 2 | 3 | | | | | | 0.07 | 0.06 | 0.04 | 432 | | | 0.17 | | 432 |
| 1 | DAR-36 | SLM 11.00 | SLM 12.00 | | | | | | | | | | | | 10 | | | | | | | | | | |
| 1 | DAR-36 | US 36 / SR 571 EXIT RAMP | | | | | 29 | | | | | | | | 1 | | 0.33 | 0.14 | | 388 | 863 | | 0.47 | 863 | 388 |
| 1 | DAR-127 | US 36 / SR 571 ENTRANCE RAMP | | | | | | | | | | | | | | | 0.39 | 0.22 | | 101 | 824 | | 0.61 | 824 | 101 |
| 1 | DAR-127 | SLM 14.25 R-CUT | | | | | | | | | | | | | | | 0.05 | | | | 211 | | 0.05 | 211 | |
| 1 | DAR-127 | KRUCKEBERG RD INTERSECTION | | | | | | 31 | 104 | | 5 | | | | | | 0.02 | 0.14 | | 850 | | | 0.16 | | 850 |
| 1 | DAR-127 | SLM 14.77 R-CUT | | | | | | 30 | | | 4 | | | | | 31 | 0.01 | 0.09 | | 480 | | | 0.1 | | 480 |
| 1 | DAR-127 | SR 121 EXIT / ENTRANCE RAMP | | | | 61 | | | | | | | | | | | 0.19 | | 0.19 | | | | 0.38 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | SOUTHBOUND | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-127 | 13.16 | 14.90 | 12.0 | | | | | | | | | | | | | 1.24 | 1.55 | | | | 1.74 | 4.53 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-36 | 10.41 | 13.08 | 12.0 | | | | | | | | | | | | | 2.37 | 2.53 | | | | 2.67 | 7.57 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | DAR-127 | SLM 14.77 R-CUT | | | | | | | | | | | | | | | 0.05 | | | | 211 | | 0.05 | 211 | |
| 1 | DAR-127 | KRUCKEBERG RD INTERSECTION | | | | | 66 | 28 | 37 | | | | 2 | | | | 0.31 | 0.11 | | 973 | 1175 | | 0.42 | 1175 | 973 |
| 1 | DAR-127 | SLM 14.25 R-CUT | | | | | | 30 | | | | 5 | | | | 31 | 0.01 | 0.09 | | 480 | | | 0.1 | | 480 |
| 1 | DAR-127 | US 36 / SR 571 EXIT RAMP | | | | | 41 | | | | | | | | | | 0.28 | 0.13 | | 482 | 561 | | 0.41 | 561 | 482 |
| 1 | DAR-36 | US 36 / SR 571 ENTRANCE RAMP | | | | | | | | | | | | | | | 0.32 | 0.11 | | 360 | 716 | | 0.43 | 716 | 360 |
| 1 | DAR-36 | SEBRING WARNER RD INTERSECTION | | | | 46 | | | | 6 | | | | | | | 0.06 | 0.13 | 0.04 | 424 | | | 0.23 | | 424 |
| 1 | DAR-36 | SLM 11.00 | SLM 12.00 | | | | | | | | | | | | 10 | | | | | | | | | | |
| 1 | DAR-36 | SR 49 EXIT RAMP | | | | | 63 | 10 | | | | | 1 | | | | 0.29 | 0.12 | | 300 | 714 | | 0.41 | 714 | 300 |
| 1 | DAR-36 | SR 49 ENTRANCE RAMP | | | | | | | | | | | | | | | 0.15 | 0.15 | | | | | 0.3 | | |
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TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY



DESIGNER

CJF

REVIEWER

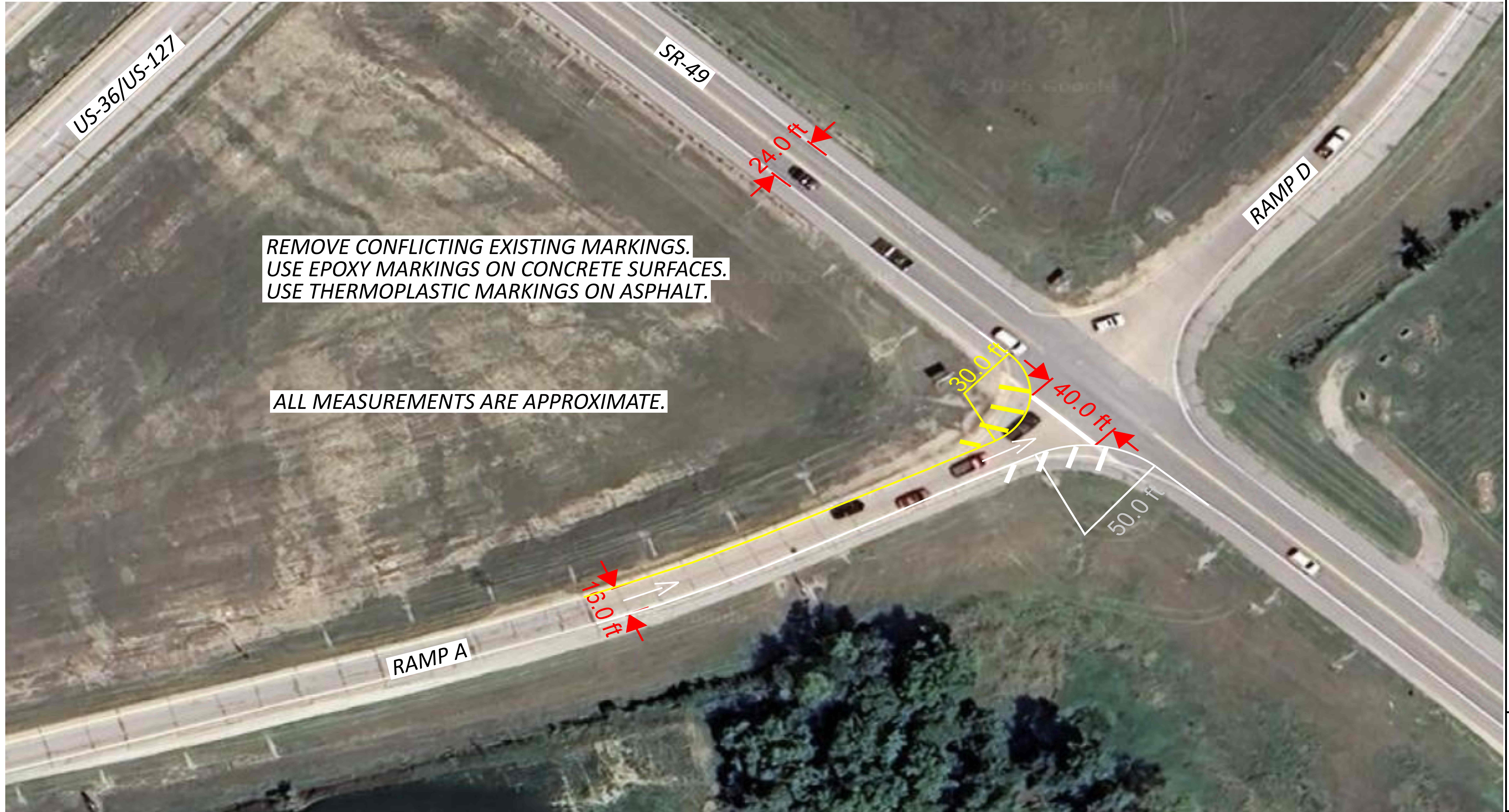
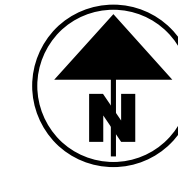
PROJECT ID

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| SHEET | TOTAL |
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TOTA

[illegible]

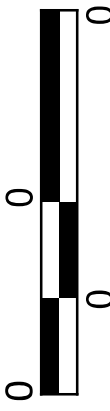
US-36/US 127 NB RAMP TO SR-49



REMOVE CONFLICTING EXISTING MARKINGS.
USE EPOXY MARKINGS ON CONCRETE SURFACES.
USE THERMOPLASTIC MARKINGS ON ASPHALT.

ALL MEASUREMENTS ARE APPROXIMATE.

HORIZONTAL
SCALE IN FEET



TRAFFIC CONTROL PLAN 1/2

DESIGN AGENCY



DESIGNER
CJP

REVIEWER

BJA MM-DD-YY

PROJECT ID

109776

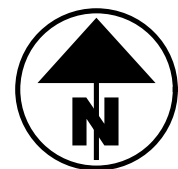
SHEET

P.17

TOTAL

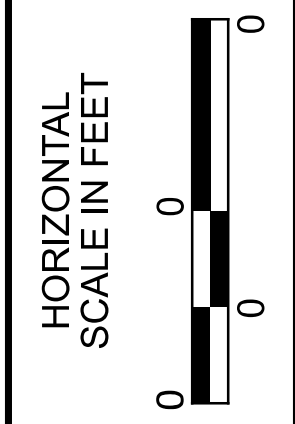
19

US-36/US 127 SB RAMP TO SR-49



REMOVE CONFLICTING EXISTING MARKINGS.
USE EPOXY MARKINGS ON CONCRETE SURFACES.
USE THERMOPLASTIC MARKINGS ON ASPHALT.

ALL MEASUREMENTS ARE APPROXIMATE.



TRAFFIC CONTROL PLAN 2/2

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|---------------|--------------|
| DESIGN AGENCY | |
| | |
| DESIGNER | CJP |
| REVIEWER | BJA MM-DD-YY |
| PROJECT ID | 109776 |
| SHEET | TOTAL |
| P.18 | 19 |