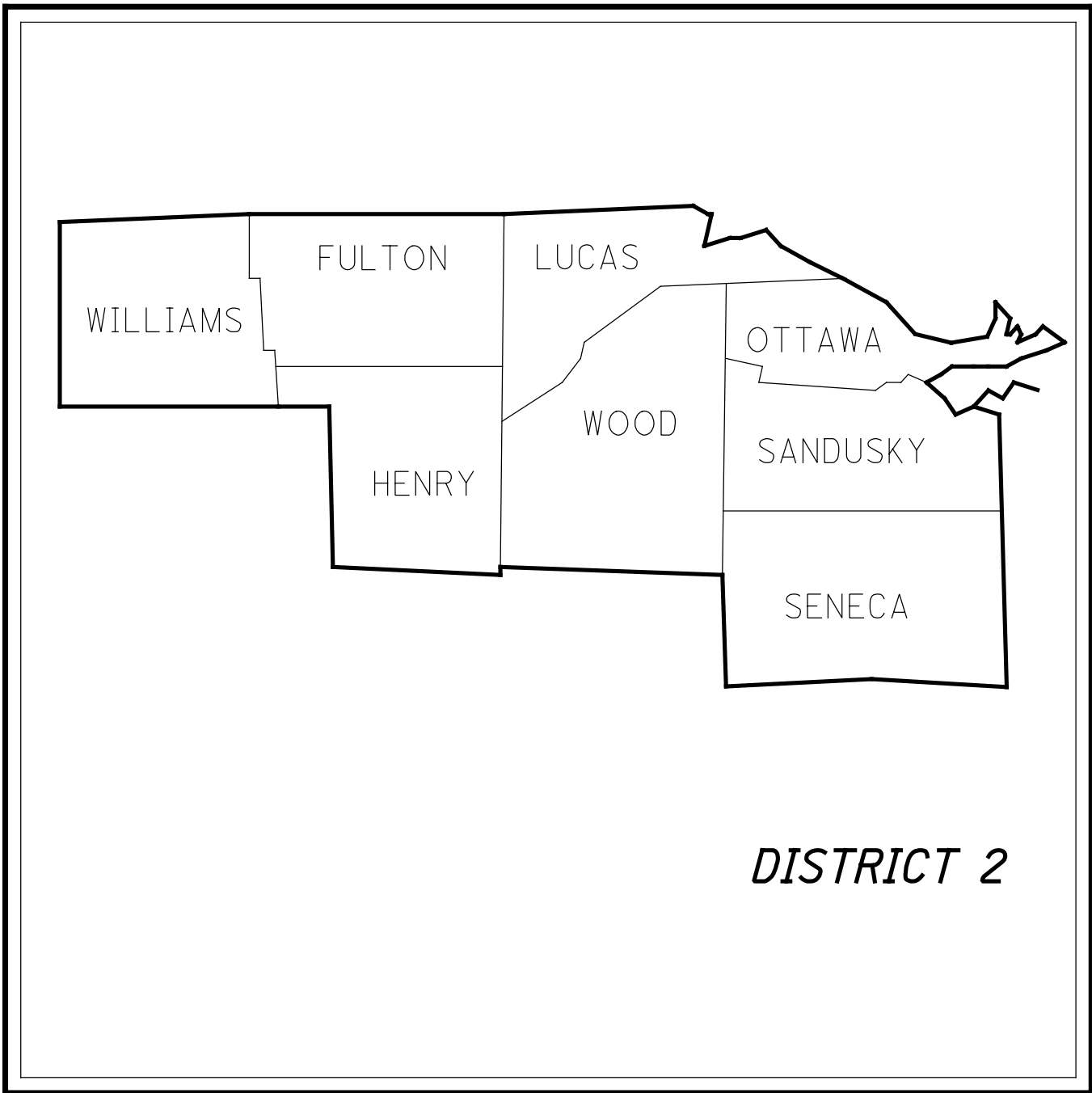




LOCATION MAP

LATITUDE: N41°23'07" LONGITUDE: W83°38'48"



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

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig



OHIO811.org

Before You Dig

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

PLAN PREPARED BY:
OHIO DEPT. OF TRANSPORTATION
DISTRICT TWO
BOWLING GREEN, OHIO

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

D02-PM-FY2026

DISTRICT TWO
PAVEMENT MARKING

INDEX OF SHEETS:

TITLE SHEET	1
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STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
MT-95.30	7/19/19					800-2019	1/17/25
MT-95.31	7/19/19					832	7/19/25
MT-95.32	4/19/19						
MT-95.60	4/19/19						
MT-95.61	4/19/19						
MT-97.10	4/19/19						
MT-98.29	1/17/20						
MT-99.20	4/19/19						
MT-101.60	1/17/25						
MT-105.10	1/17/20						
TC-72.20	7/21/23						

FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

A PAVEMENT MARKING MAINTENANCE
CONTRACT; PERFORM NECESSARY RELATED WORK.

EARTH DISTURBED AREAS

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

LIMITED ACCESS

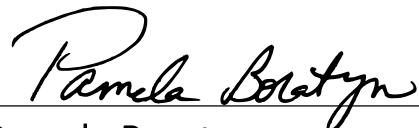
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

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.

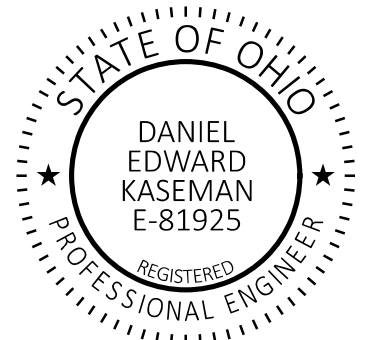
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


Pat McColley, P.E., S.I.
District 02 Deputy Director


Pamela Boratyn
Director, Department of Transportation

ENGINEER'S SEAL

ROADWAY



DESIGN AGENCY



DESIGNER

NRE

REVIEWER

DEK 11-06-24

PROJECT ID

112566

SHEET

TOTAL

1

10

INTERIM COMPLETION AND FINAL ACCEPTANCE DATES FOR PAVEMENT MARKINGS

WORK ON THE PROJECT SHALL NOT OCCUR PRIOR TO 4/1/26. ALL LONG LINE PAVEMENT MARKINGS SHALL BE COMPLETED BY 6/15/26. THIS IS CONSIDERED AN INTERIM COMPLETION DATE FOR THE PROJECT. ALL AUXILIARY PAVEMENT MARKINGS SHALL BE COMPLETED BY 8/15/26. THIS IS CONSIDERED AN INTERIM COMPLETION DATE FOR THE PROJECT.

A DISINCENTIVE OF \$1000/DAY SHALL BE APPLIED SHOULD THE CONTRACTOR FAIL TO MEET EITHER OF THE INTERIM COMPLETION DATES PROVIDED ABOVE.

ALL REQUIRED CORRECTIVE PAVEMENT MARKINGS MUST BE COMPLETED BY THE COMPLETION DATE STATED IN THE PROPOSAL.

MATERIALS

THE MATERIALS USED ON THIS PROJECT SHALL BE 740.02 TYPE 1 FAST DRY, WATER-BASED UNLESS OTHERWISE INDICATED.

ITEM 642, PAVEMENT MARKING MISC.: REPAINTING, TYPE 1

THIS ITEM CONSISTS OF ESTIMATED QUANTITIES OF CENTER LINES, TYPE 1, EDGELINES, TYPE 1, AND LANE LINES, TYPE 1 TO BE USED AS DIRECTED BY THE ENGINEER. QUANTITIES ARE TO BE USED TO REPAINT LINES WHICH HAVE BEEN WHOLLY OR PARTIALLY COVERED BY CONSTRUCTION/MAINTENANCE OPERATIONS. THESE LINES MAY BE AT LOCATIONS WHICH WERE REPAINTED AND SUBSEQUENTLY COVERED. A LIST OF LOCATIONS WILL BE PROVIDED TO THE CONTRACTOR NO LATER THAN OCTOBER 1, 2026 WITH COMPLETION OF WORK NO LATER THAN OCTOBER 31, 2026 THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 642, PAVEMENT MARKING, MISC.:	
REPAINTING, TYPE 1, EDGE LINE	= 125 MILE
ITEM 642, PAVEMENT MARKING, MISC.:	
REPAINTING, TYPE 1, LANE LINE	= 60 MILE
ITEM 642, PAVEMENT MARKING, MISC.:	
REPAINTING, TYPE 1, CENTER LINE	= 60 MILE

RIGHT-OF-WAY

THE CONTRACTOR SHALL PERFORM ALL WORK WITHIN THE EXISTING RIGHT OF WAY.

DRIVE ACCESS

ACCESS TO ALL PROPERTIES MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DRIVEWAY ACCESS SHALL BE MAINTAINED BY USE OF EXISTING AND PROPOSED PAVEMENT, BERMS, OR SHOULDERS. THE CONTRACTOR SHALL PROVIDE RESIDENTS AND/OR BUSINESSES WITH A MINIMUM TWENTY-FOUR (24) HOUR NOTICE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE RESTRICTED/CHANGED DUE TO CONSTRUCTION.

WORK NEAR BRIDGES

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY AND ALL MATERIAL FROM GOING OFF THE EDGE OF BRIDGE DECK(S) AND EDGE OF CULVERT(S) DURING ALL CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO THE ROADSIDE DITCHES, STREAMS, WETLANDS, OR OTHER WATERS THROUGH NON-MECHANICAL MEANS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR WORK IN OR STORE EQUIPMENT AND/OR MATERIALS IN ANY WETLANDS, STREAMS, OR OTHER WATERS. NO WORK OR STAGING IS PERMITTED BELOW THE TOP OF BANK OF ANY STREAM AND/OR WITHIN A WETLAND.

CENTER LINE RUMBLE STRIPES

THE CONTRACTOR SHALL STRIPE ROADWAY SEGMENTS WITH CENTER LINE RUMBLE STRIPES IN ONE DIRECTION AT A SPEED OF NO MORE THAN 8 MILES PER HOUR OR IN BOTH DIRECTIONS AT THE NORMAL APPLICATION SPEED. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR THIS WORK BEYOND THE STANDARD CENTER LINE , TYPE 1 PAY ITEM. THE CONTRACTOR SHALL PROVIDE PROPER DOCUMENTATION THAT IDENTIFIES THESE SPECIFIC SEGMENTS AND INDICATES THE METHOD IN WHICH THE STRIPING WAS APPLIED.

CURRENT ROADWAY SEGMENTS WITH CENTER LINE RUMBLE STRIPES INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING LOCATIONS :

FUL-108	0.00-4.44	4.44 MILE
FUL-20A	3.00-4.00	1.00 MILE
FUL-20A	5.00-12.00	7.00 MILE
FUL-20A	13.40-17.00	3.60 MILE
FUL-20A	18.23-24.02	5.79 MILE
HEN-6	0.00-3.74	3.74 MILE
HEN-108	6.35-14.97	8.62 MILE
HEN-110	0.00-10.70	10.70 MILE
OTT-2	10.34-14.87	4.53 MILE
OTT-269	2.34-3.94	1.60 MILE
OTT-579	0.00-3.56	3.56 MILE
OTT-579	4.21-8.20	3.99 MILE
SEN-23	0.00-9.98	9.98 MILE
SAN-53	13.21-17.87	4.66 MILE
WOO-6	21.00-25.44	4.44 MILE
WIL-15	0.00-4.34	4.34 MILE
WIL-20A	0.00-1.10	1.10 MILE
WOO-23	0.97-11.84	10.87 MILE
WOO-281	5.03-12.90	7.87 MILE
WOO-582	6.48-10.20	3.72 MILE

ITEM 642, CENTER LINE, TYPE 1 105.55 MILE

QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

AUXILIARY PAVEMENT MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR REPLACEMENT OF EXISTING AUXILIARY PAVEMENT MARKINGS IN LUCAS AND WOOD COUNTIES.

ITEM 644 - STOP LINE, AS PER PLAN	4,685 FT.
ITEM 644 - RAILROAD SYMBOL MARKING, AS PER PLAN	5 EACH
ITEM 644 - LANE ARROW, AS PER PLAN	525 EACH
ITEM 644 - LANE REDUCTION ARROW	14 EACH
ITEM 644 - SPEED MEASUREMENT MARKING	30 EACH
ITEM 644 - WRONG WAY ARROW	18 EACH
ITEM 644 - TWO WAY LEFT TURN ARROW	7 EACH
ITEM 644 - YIELD LINE, AS PER PLAN	422 FT.
ITEM 646 - STOP LINE, AS PER PLAN	596 FT.
ITEM 646 - LANE ARROW, AS PER PLAN	135 EACH
ITEM 646 - LANE REDUCTION ARROW	5 EACH
ITEM 646 - SPEED MEASUREMENT MARKING, AS PER PLAN	22 EACH
ITEM 646 - WRONG WAY ARROW	27 EACH
ITEM 646 - YIELD LINE	98 FT.

PAYMENT FOR EACH ITEM OF WORK SHALL CONSIST OF REMOVAL OF THE EXISTING AUXILIARY PAVEMENT MARKING MATERIAL AS PER C&MS 641.10 AND PLACEMENT OF NEW PAVEMENT MARKING MATERIAL. THERMOPLASTIC AUXILIARY PAVEMENT MARKINGS SHALL BE USED ON ASPHALT PAVEMENT AND EXPOXY PAVEMENT MARKINGS SHALL BE USED ON CONCRETE PAVEMENT. MAINTENANCE OF TRAFFIC FOR REMOVAL AND PLACEMENT OF AUXILIARY PAVEMENT MARKINGS SHALL BE AS SPECIFIED IN THE MAINTENANCE OF TRAFFIC GENERAL NOTES.

AUXILIARY PAVEMENT MARKINGS (CONTINUED)

THE PLACEMENT OF NEW AUXILIARY MARKINGS SHALL OCCUR WITHIN 48 HOURS OF REMOVAL FOR ANY GIVEN LOCATION.

AN EXCEL SPREADSHEET AND A MAP OF LOCATIONS FOR BIDDING PURPOSES IS PROVIDED AT THE FOLLOWING LOCATION:
<https://ftp.dot.state.oh.us/pub/contracts/Attach/D02-112566/>

FINAL LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER.

DIGITAL DATA OF DATA LOGGING SYSTEMS(DLS) FOR PAVEMENT MARKINGS UTILIZING E-TICKETING PORTAL

DESCRIPTION:
THIS WORK CONSISTS OF PROVIDING DIGITAL DATA FOR PILOTING DIGITAL INFORMATION TRANSFER OF DATA LOGGING SYSTEMS (DLS) FOR PAVEMENT MARKINGS INFORMATION.

PROVIDE DLS INFORMATION IN A DIGITAL FORMAT DIRECTLY RECORDED FROM THE PAVEMENT MARKING EQUIPMENT SOURCE AS DESCRIBED BELOW.

THIS NOTE IN NO WAY SUPERSEDES, PRECLUDES, OR DISMISSES ANY REQUIREMENTS FOR DLS REQUIRED BY CMS SPECIFICATION 641.04 OR OTHER RELATED MATERIAL REQUIREMENTS FOR PAVEMENT MARKING CONTRACT WORK.

REQUIREMENTS:
SEND DIGITAL DLS INFORMATION TO THE DEPARTMENT’S DIGITAL TICKETING PORTAL AS THE INDIVIDUAL MATERIAL DATA LOGGINGS ARE GENERATED ON THE PROJECT. THE DIGITAL DATA SHALL CONTAIN INFORMATION AS REQUIRED PER THE APPLICABLE MATERIAL SPECIFICATION AS STATED IN 641.04.

THE DEPARTMENT WILL REJECT ANY APPLICATION THAT DOES NOT HAVE A CORRESPONDING E-TICKET UNLESS THE CAUSE IS BEYOND THE CONTRACTOR’S CONTROL AS DETERMINED BY THE ENGINEER. IN SUCH CIRCUMSTANCES, THE CONTRACTOR MAY PROVIDE A STANDARD DLS REPORT FORM (CA-T-9, CA-T-10, CA-T-11, CA-T-12) IN LIEU OF AN E-TICKET.

SETUP, CALIBRATION, AND DATA INTEGRATION:
CONTRACTORS AND DLS VENDORS SHALL COOPERATE WITH THE DEPARTMENT AND THE DEPARTMENT’S E-TICKETING VENDOR TO ESTABLISH DIGITAL INFORMATION TRANSFER FROM THE DLS EQUIPMENT SYSTEM TO THE DEPARTMENT’S E-TICKETING PORTAL. NO EARLIER THAN 14 DAYS AFTER PROJECT EXECUTION BUT NOT LATER THAN 30 DAYS PRIOR TO INITIATING PAVEMENT MARKING WORK, NOTIFY THE ENGINEER IN WRITING WHICH DLS VENDOR SYSTEM WILL BE IN USE BY THE PAVEMENT MARKING CONTRACTOR AND THE CONTACT INFORMATION FOR THE DLS VENDOR.

THE DLS VENDOR SHALL COOPERATE WITH ODOT’S E-TICKETING PORTAL VENDOR IN THE CREATION OF AN APPLICATION PROGRAMMING INTERFACE (API) TO INTEGRATE THE DLS EQUIPMENT SYSTEM SOURCE READ-OUT DATA WITH THE DEPARTMENT’S E-TICKETING PORTAL. THE DEPARTMENTS E-TICKETING PORTAL VENDOR WILL PROVIDE THE API STRUCTURE REQUIREMENTS AND WILL PROVIDE TECHNICAL SUPPORT AS NEEDED TO FACILITATE SUCCESSFUL CONNECTION. UPON API CREATION, UTILIZE THE API TO PROVIDE DIGITAL DLS SOURCE READ-OUT DATA FROM THE DLS EQUIPMENT SYSTEM TO THE DEPARTMENT’S E-TICKETING PORTAL.

CONDUCT A TEST OF EACH DLS VENDOR’S INTEGRATION WITH THE DEPARTMENT’S E-TICKETING PORTAL PRIOR TO APPLICATION OF THE MATERIAL ON THE PROJECT. COMPLETE TEST AT LEAST 14 DAYS PRIOR TO APPLYING MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE TEST MUST INVOLVE AT LEAST FOUR TEST E-TICKETS FROM THE PAVEMENT MARKING CONTRACTOR AND THE DLS VENDOR WITH THE EQUIPMENT APPROVED TO BE USED ON THE PROJECT FOR PAVEMENT MARKING APPLICATION. THE TEST E-TICKETS MUST ACCURATELY REFLECT THE PROPER NOMENCLATURE AND ACCURACY DEFINED; ALL OTHER CATEGORIES SHALL BE MARKED “TEST”. IF ANY DLS SYSTEM CHANGES

DIGITAL DATA OF DATA LOGGING SYSTEMS(DLS) FOR PAVEMENT MARKINGS UTILIZING E-TICKETING PORTAL (CONTINUED)

ARE INTENDED BY THE DLS VENDOR AFTER THE CREATION OF THE DLS VENDOR SPECIFIC API, COORDINATE WITH THE DEPARTMENT TO ENSURE API COMPATIBILITY.

ENSURE DELIVERY OF E-TICKET AND IS AVAILABLE TO THE ENGINEER WITHIN 24 HOURS OF THE PAVEMENT MARKING APPLICATION.

THROUGHOUT THE PROJECT AND EVEN UPON SUCCESSFUL TESTING OF THE DATA INTEGRATION, THE STANDARD DLS REPORT FORM (CA-T-9, CA-T-10, CA-T-11, OR CA-T-12) WILL BE REQUIRED TO BE DELIVERED TO THE DEPARTMENT AS WELL AS THE E-TICKET DIGITAL DATA.

PAYMENT:
FOR INITIAL SETTING UP OF THE API INTEGRATION, THE DLS VENDORS SHALL ASSUME APPROXIMATELY 16 PERSON-HOURS AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE MATERIAL. FOR EXTREME SITUATIONS INVOLVING EXCESSIVE ESTABLISHMENT OF THE API AND DIGITAL INFORMATION TRANSFER, NOTIFY THE ENGINEER PER CMS 104.02.

THE COST ASSOCIATED WITH CREATING AND MAINTAINING AN API AND PROVIDING DIGITAL TICKETING DATA IS INCIDENTAL TO THE COST OF THE ITEM UTILIZING THE MATERIAL BEING PLACED.

DESIGN AGENCY



DESIGNER

NRE

REVIEWER

DEK 11-06-24

PROJECT ID

112566

SHEET

2

TOTAL

10

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)
THANKSGIVING	CHRISTMAS (OBSERVED)
MEMORIAL DAY	FOURTH OF JULY (OBSERVED)
LABOR DAY	EASTER

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
MONDAY	(TOTAL SOLAR ECLIPSE)
	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
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

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 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.

MAINTENANCE OF TRAFFIC FOR AUXILIARY PAVEMENT MARKING REMOVAL AND REPLACEMENT

THE CONTRACTOR SHALL FOLLOW THE PERMITTED LANE CLOSURE SCHEDULE FOR AUXILIARY PAVEMENT MARKING REMOVAL AND REPLACEMENT WHEN APPLICABLE.

THE CONTRACTOR MAY CLOSE SINGLE LANE RAMPS AS PER SCD MT-98.29 OR SCD MT-101.60 FOR AUXILIARY PAVEMENT MARKING REMOVAL AND REPLACEMENT. RAMP CLOSURES SHALL ONLY OCCUR BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM. RAMP CLOSURES AT THE SAME INTERCHANGE SHALL FOLLOW THE SAME DIRECTION OF MAINLINE TRAVEL. FOR EXAMPLE, THE NORTHBOUND OFF-RAMP AND NORTHBOUND ON-RAMP MAY BE CLOSED CONCURRENTLY. RAMPS AT ADJACENT INTERCHANGES SHALL NOT BE CLOSED AT THE SAME TIME.

ON RAMPS WITH TWO OR MORE LANES, A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UTILIZING SCD MT-98.28. LANE CLOSURES ON RAMPS SHALL ONLY OCCUR BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

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 SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER 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 DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP &	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES &	<= 2 WEEKS	5 CALENDAR DAYS PRIOR TO CLOSURE
RESTRICTIONS		
START OF CONSTRUCTION &		14 CALENDAR DAYS
TRAFFIC PATTERN CHANGES		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.

ODOT NOTIFICATION CONTACT INFORMATION

THE ODOT PROJECT ENGINEER SHALL FORWARD THE CONSTRUCTION NOTIFICATION INFORMATION TO THE FOLLOWING DEPARTMENTS WITHIN THE TIMELINE OUTLINED IN TEM PART 642-58 TO ENSURE COMPLIANCE WITH FEDERAL NOTIFICATION REQUIREMENTS:

DISTRICT PUBLIC INFORMATION OFFICER (PIO)
BY PHONE AT: (419) 373-4428
OR EMAIL AT: D02.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION
BY PHONE AT: (419) 373-4301
OR EMAIL AT: D02.PERMITS@DOT.OHIO.GOV

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACE-MENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 100 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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/PERMITTED-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. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

DESIGN AGENCY



DESIGNER

NRE

REVIEWER

DEK 11-06-24

PROJECT ID

112566

SHEET

3

TOTAL

10

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
8 SIGN MONTHS ASSUMING 2 PCMS SIGNS FOR 4 MONTHS

DESIGN AGENCY



DESIGNER

DJG

REVIEWER

DEK 10-29-25

PROJECT ID

112566

SHEET

3A

TOTAL

10

SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
				2	3	3A	5	6	7	8	9	10	01/NFP						
																		TRAFFIC CONTROL	
							586.69	505.46	269.92	355.72	304.22	598.5	2,620.51	642	00104	2,620.51	MILE	EDGE LINE, 6", TYPE 1	
				105.55			27.99	111.06	30.35		1.06	126.02	296.48	642	00204	296.48	MILE	LANE LINE, 6", TYPE 1	
							281.43	206.99	138.25	181.54	159.04	213.6	1,286.4	642	00300	1,286.4	MILE	CENTER LINE, TYPE 1	
							19,769	71,147	7,185	900	6,825	35,415	141,241	642	00400	141,241	FT	CHANNELIZING LINE, 8", TYPE 1	
							9,255	47,651					21,706	78,612	642	00404	78,612	FT	CHANNELIZING LINE, 12", TYPE 1
							2,740	4,440	270	205	1,535	2,975	12,165	642	01500	12,165	FT	DOTTED LINE, 4", TYPE 1	
							11,325	54,290	3,410	495	2,085	35,750	107,355	642	01510	107,355	FT	DOTTED LINE, 6", TYPE 1	
								1,325		580			1,905	642	01522	1,905	FT	DOTTED LINE, 8", TYPE 1	
				60									60	642	50000	60	MILE	PAVEMENT MARKING, MISC.:REPAINTING, CENTER LINE, TYPE 1	2
				125									125	642	50000	125	MILE	PAVEMENT MARKING, MISC.:REPAINTING, EDGE LINE, TYPE 1	2
				60									60	642	50000	60	MILE	PAVEMENT MARKING, MISC.:REPAINTING, LANE LINE, TYPE 1	2
				4,685									4,685	644	00501	4,685	FT	STOP LINE, AS PER PLAN	2
				5									5	644	01001	5	EACH	RAILROAD SYMBOL MARKING, AS PER PLAN	2
				525									525	644	01301	525	EACH	LANE ARROW, AS PER PLAN	2
				14									14	644	01350	14	EACH	LANE REDUCTION ARROW	
				18									18	644	01360	18	EACH	WRONG WAY ARROW	
				7									7	644	01370	7	EACH	TWO WAY LEFT TURN ARROW	
				422									422	644	20801	422	FT	YIELD LINE, AS PER PLAN	2
				30									30	644	40000	30	EACH	SPEED MEASUREMENT MARKING	
				596									596	646	10401	596	FT	STOP LINE, AS PER PLAN	2
				135									135	646	20301	135	EACH	LANE ARROW, AS PER PLAN	2
				27									27	646	20320	27	EACH	WRONG WAY ARROW	
				5									5	646	20350	5	EACH	LANE REDUCTION ARROW	
				22									22	646	20711	22	EACH	SPEED MEASUREMENT MARKING, AS PER PLAN	2
				98									98	646	20800	98	FT	YIELD LINE	
					100								100	614	11110	100	HOURL	MAINTENANCE OF TRAFFIC	
						8							8	614	18601	8	SNMT	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
																		PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	3A
													LS	103	05000	LS		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
													LS	624	10000	LS		MOBILIZATION	
									</										

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[illegible]

COUNTY	ROUTE	S.L.M.		LANES	642	642	642	642	642		642	642	642	642	642	642	642	LOCATION		COMMENTS	SUBSUMMARY			
					EDGE LINE, 6", TYPE 1 WHITE (HIGHWAY)	EDGE LINE, 6", TYPE 1 WHITE (RAMP)	EDGE LINE, 6", TYPE 1 YELLOW (HIGHWAY)	EDGE LINE, 6", TYPE 1 YELLOW (RAMP)	LANE LINE, 6", TYPE 1	CENTER LINE, TYPE 1		DOTTED LINE, 4", TYPE 1 YELLOW	DOTTED LINE, 6", TYPE 1 WHITE	DOTTED LINE, 6", TYPE 1 YELLOW	DOTTED LINE, 8", TYPE 1 WHITE	DOTTED LINE, 8", TYPE 1 YELLOW	CHANNELIZING LINE, 8", TYPE 1 WHITE					CHANNELIZING LINE, 12", TYPE 1 WHITE		
		FROM	TO		MILE	MILE	MILE	MILE	MILE	MILE		FT	FT	FT	FT	FT	FT	FT	FROM			TO		
LUCAS COUNTY	2	2.23	2.80	4	1.14				1.14	1.14			2010				530		US-20A	End 4-lane		double center		
	2	2.80	3.23	2	0.86				0.86	0.86			2350				1320		Begin 4-lane	End 4-lane		double center		
	2	3.23	10.67	4	14.88				14.88	7.44		880	2680				15400		End 4-lane	Toledo Corp				
	2	27.25	27.55	4	0.60				0.60	0.60									Oregon Corp	End 4-lane		double center		
	2	27.55	34.20	2	13.30					6.65		420	390				6710		End 4-lane	Ottawa Co Line				
	20A	0.00	0.17	4					0.34	0.34									Fulton Co Line	End Curb Section				
	20A	0.17	2.23	4	4.12				4.12	4.12							860		End Curb Section	SR-2/SR-295		double center		
	20A	2.23	10.54	2	16.62					8.31			170				2200		SR-2/SR-295	Maumee Corp				
	20	0.00	6.95	2	13.90					6.95			1200				1730		Fulton Co Line	Villa Dr.				
	20	6.95	11.26	2	8.62				8.62	8.62		1110	6775		1060		17122	1338	Villa Dr.	Toledo Corp/Elmer Dr	double center			
	23	9.63	11.30	4	3.34		3.34		3.34				5966				260	8200	I-475	Monroe St. Interchange				
	23	12.26	12.65	4	0.78		0.78		0.78										Monroe St. Interchange	Michigan State Line				
	24	0.00	11.56	4	23.12	1.43	23.12	0.91	23.12				4380				770	9630	Henry Co Line	Begin Wet Reflective				
	64	0.00	0.10	2	0.20					0.10									Wood Co Line	River Rd.				
	64	1.91	3.73	2	3.64					1.82									Waterville Corp	Roundabout				
	64	3.73	3.90	2	0.34		0.34						151						Roundabout					
	64	3.90	12.41	2	17.02					8.51									Roundabout	US-20A				
	75	2.77	4.52	8	3.50	1.23	3.50	1.05	10.50				4800				1090	3120	Door Street	I-475 (south ramps)				
	120	10.65	11.66	4	2.02				2.02	1.82								862	US-20	Toledo Corp				
	184	0.57	1.86	4					2.58	2.58							300		Acres Rd.	Toledo Corp	double center / no edge line			
	280	1.69	2.07	5	0.76		0.76		1.14				515					651	SR-2	CXS Railroad				
	280	2.07	5.75	6	7.36	6.05	7.36	4.61	16.18				2840				380	4460	CXS Railroad	I-75				
	295	0.00	12.17	2	24.34					12.17		950	1120				2010		Wood Co Line	US-20A				
	295	14.28	23.93	2	19.30					9.65		160	300				130		SR-2	Michigan State Line				
475	7.86	8.27	6	0.82		0.82		1.64				2850				215		North of Dorr St Ramps	End 4-Lane SB					
475	8.27	9.68	7	2.82		2.82		7.05				4558				5580		End 4-Lane SB	US-23					
475	9.68	14.51	4	9.66		9.66		9.66				5340				9875		US-23	Begin Wet Reflective					
OTTAWA COUNTY	2	0.00	14.94	2	29.88				0.11	17.69		710	3060				9060		Lucas Co Line	Begin 4-Lane				
	2	14.94	16.37	4	2.86		2.86		2.86				1280	670			2880		Begin 4-Lane	SR-358				
	19	0.00	10.08	2	20.16					10.08									Sandusky Co Line	SR-2				
	51	0.00	1.00	2	2.00					1.00									Sandusky Co Line	Begin Curb				
	51	1.00	1.43	2						0.43							280		Begin Curb	Elmore Corp	no edge line			
	51	1.43	10.39	2	17.92					10.25		170	885				1965		Elmore Corp	Wood Co Line				
	53	0.00	5.37	2	10.74					5.37							1410		Sandusky Co Line	SR-2				
	53	11.64	17.85	2	12.42					6.37							1100		State Street	Lake Erie				
	105	0.00	10.64	2	21.28					10.64									Wood Co Line	SR-163				
	163	0.00	2.40	2	4.80					2.40									Wood Co Line	Genoa Corp				
	163	2.40	3.26	2						0.86									Genoa Corp	Genoa Corp	no edge line			
	163	3.26	13.27	2	20.02					10.01									Genoa Corp	Oak Harbor Corp				
	163	13.27	23.98	2	21.42					10.71		40					380		Oak Harbor Corp	Port Clinton Corp				
	163	27.00	27.19	4	0.38		0.38		0.38						265		870		Port Clinton Corp	Shawnee Dr				
	163	27.19	27.29	2	0.20					0.20									Shawnee Dr.	Delores Dr	two way turn lane			
	163	27.29	41.43	2	28.28					14.14							4290		Delores Dr	TR-35/Lightner Rd				
	269	2.34	3.94	2	3.20					1.60							720	840	SR-2	SR-163				
	269	4.36	5.52	2	2.32					1.16							210		SR-163	Buck Rd. Exit				
	357	0.00	2.35	2	4.70					2.35									TR-270	Lake Erie				
	358	0.00	0.92	2	1.84					0.92							50		SR-163	SR-2				
	579	0.00	3.55	2	7.10					3.55									Wood Co Line	Begin Curb & Gutter				
	579	3.55	4.20	2						0.65									Begin Curb & Gutter	End Curb & Gutter				
	579	4.20	8.35	2	8.30					4.15									End Curb & Gutter	SR-2				
	590	0.00	10.06	2	20.12					10.06									Sandusky Co Line	SR-2				
795	0.00	0.72	2	1.44					0.72									Lucas Co Line	SR-51					
TOTALS CARRIED TO GENERAL SUMMARY					505.46				111.06	206.99		4440	54290		1325	71147	47651				DESIGN AGENCY			
																					DESIGNER		NRE	
																					REVIEWER		DEK 11-06-24	
																					PROJECT ID		112566	
																					SHEET		6	
																					TOTAL		10	

COUNTY	ROUTE	S.L.M.		LANES	642	642	642	642	642	642		642	642	642	642	642	642	LOCATION		COMMENTS	
					EDGE LINE, 6", TYPE 1 WHITE (HIGHWAY)	EDGE LINE, 6", TYPE 1 WHITE (RAMP)	EDGE LINE, 6", TYPE 1 YELLOW (HIGHWAY)	EDGE LINE, 6", TYPE 1 YELLOW (RAMP)	LANE LINE, 6", TYPE 1	CENTER LINE, TYPE 1		DOTTED LINE, 4", TYPE 1 YELLOW	DOTTED LINE, 6", TYPE 1 WHITE	DOTTED LINE, 6", TYPE 1 YELLOW	DOTTED LINE, 8", TYPE 1 WHITE	DOTTED LINE, 8", TYPE 1 YELLOW	CHANNELIZING LINE, 8", TYPE 1 WHITE				CHANNELIZING LINE, 12", TYPE 1 WHITE
		FROM	TO		MILE	MILE	MILE	MILE	MILE	MILE		FT	FT	FT	FT	FT	FT	FT	FROM		TO
SANDUSKY COUNTY	6	0.00	14.61	2	29.22					14.94			600				1180		Wood Co Line	US-20	
	6	18.45	32.43	2	27.96					13.98									US-6/US-20	Erie Co Line	
	12	0.00	3.92	2	7.84					3.92									Seneca Co Line	SR-53	
	19	0.00	0.52	2						0.52									Seneca Co Line	End Curb	
	19	0.52	0.69	2	0.34					0.17									End Curb	Green Springs Corp	
	19	0.69	5.31	2	9.24					4.62									Green Springs Corp	US-20	
	19	10.91	11.07	4	0.32		0.32		0.32										US-20	End 4-Lane	
	19	11.07	11.18	3	0.22				0.11	0.11			240				440		End 4-Lane	Begin 2-Lane	
	19	11.18	17.49	2	12.62					6.62		120	275				195		Begin 2-Lane	Ottawa Co Line	
	20	0.00	0.10	4	0.20				0.20	0.20							410		Wood Co Line	Begin 4-Lane	
	20	0.10	2.23	4	4.26				4.26	4.26									Begin 4-Lane	Woodville Corp	double center
	20	2.23	2.64	4					0.82	0.82		150	270				110		Woodville Corp	SR-105	double center / no edge
	20	2.64	3.68	4					2.08	1.19			170				520		SR-105	Woodville Corp	no edge line
	20	27.55	30.99	4	6.88		6.88		6.88					730					Clyde Corp	Bellevue Corp	
	51	0.00	2.28	2	4.56					2.28			155				645		US-20	Ottawa Co Line	
	53	0.00	4.82	2	9.64					4.82			240				1640		Seneca Co Line	Begin Divided Hwy	
	53	4.82	5.34	2	1.04		1.04		1.04				350				360		Begin Divided Hwy	End Divided Hwy	
	53	5.34	6.02	2	1.36					0.68									End Divided Hwy	US-6	
	53	10.55	13.27	4	5.44				5.44	5.44			380				1440		Begin 4-Lane	Turnpike	double center
	53	13.27	17.87	2	9.20				9.20	4.60									Turnpike	Ottawa Co Line	
	101	0.00	2.15	2	4.30					2.15							245		Seneca Co Line	Clyde Corp	
	101	4.45	11.88	2	14.86					7.43									Clyde Corp	Erie Co Line	
	105	0.00	3.05	2	6.10					3.05									Wood Co Line	US-20	
	105	3.59	4.08	2						0.49									US-20	Oak St.	no edge line
	105	4.08	5.07	2	1.98					0.99									Oak St.	Ottawa Co Line	
	300	0.00	2.78	2	5.56					2.78									US-6	Meadow Ln	
	300	2.78	3.51	2						0.73									Meadow Ln	Cedar St	no edge line
	300	3.51	6.33	2	5.64					2.82									Cedar St	US-20	
	412	0.00	0.15	2						0.15									US-20	Fremont Corp	
	412	0.15	12.42	2	24.54					12.27									Fremont Corp	0.25mi N of TR-274	
	523	0.00	3.79	2	7.58					3.79									SR-19	SR-53	
	582	0.00	1.69	2	3.38					1.69									US-23	SR-105	
	590	0.00	11.36	2	22.72					11.36									Seneca Co Line	Lindsey Corp	
	590	11.36	12.21	2						0.85									Lindsey Corp	End of curb	no edge line
	590	12.21	14.64	2	4.86					2.43									End of curb	Ottawa Co Line	
	600	0.00	4.34	2	8.68					4.34									Wood Co Line	Sunset Ave.	
	600	4.34	5.53	2						1.19									Sunset Ave.	Gibsonburg Corp	no edge line
	600	5.53	9.67	2	8.28					4.14									Gibsonburg Corp	US-20	
	635	0.00	6.43	2	12.86					6.43									Seneca Co Line	US-6	
																			</		

SUBSUMMARY

DESIGN AGENCY

DESIGNERNRE

REVIEWERDEK11-06-24

PROJECT ID112566

SHEET7TOTAL10

COUNTY	ROUTE	S.L.M.		LANES	642	642	642	642	642		642	642	642	642	642	642	642	LOCATION		COMMENTS		
					EDGE LINE, 6", TYPE 1 WHITE (HIGHWAY)	EDGE LINE, 6", TYPE 1 WHITE (RAMP)	EDGE LINE, 6", TYPE 1 YELLOW (HIGHWAY)	EDGE LINE, 6", TYPE 1 YELLOW (RAMP)	LANE LINE, 6", TYPE 1	CENTER LINE, TYPE 1		DOTTED LINE, 4", TYPE 1 YELLOW	DOTTED LINE, 6", TYPE 1 WHITE	DOTTED LINE, 6", TYPE 1 YELLOW	DOTTED LINE, 8", TYPE 1 WHITE	DOTTED LINE, 8", TYPE 1 YELLOW	CHANNELIZING LINE, 8", TYPE 1 WHITE					CHANNELIZING LINE, 12", TYPE 1 WHITE
		FROM	TO		MILE	MILE	MILE	MILE	MILE	MILE		FT	FT	FT	FT	FT	FT	FT	FROM			TO
SENECA COUNTY	4	0.00	4.96	2	9.92					4.96								210		Crawford Co Line	Attica Corp	
	4	4.96	5.79	2						0.83										Attica Corp	Attica Corp	
	4	5.79	7.52	2	3.46					1.73										Attica Corp	CR-36/TR-106	
	12	3.59	13.09	2	19.00					9.50										Fostoria Corp	Sandusky Co Line	
	18	2.90	7.89	2	9.98					4.99										Fostoria Corp	Begin Curb	
	18	7.89	8.75	2						0.86										Begin Curb	End Curb	no edge line
	18	8.75	11.77	2	6.04					3.02							250			End Curb	Tiffin Corp	
	18	17.93	30.48	2	25.10					12.55										Tiffin Corp	CR-32	
	19	0.00	3.82	2	7.64					3.82										Crawford Co Line	Begin Curb	
	19	3.82	4.23	2						0.41										Begin Curb	End Curb	no edge line
	19	4.23	6.07	2	3.68					1.84										End Curb	US-224	
	19	9.18	19.74	2	21.12					10.56										SR-67	Green Springs Corp	
	19	19.74	20.24	2						0.50		145	185							Green Springs Corp	Sandusky Co Line	no edge line
	23	0.00	9.98	2	19.96					9.98										Wyandot Co Line	Fostoria Corp	
	53	0.00	8.07	2	16.14					8.07										Wyandot Co Line	Tiffin Corp	
	53	11.57	19.24	2	15.34					7.67										Tiffin Corp	Sandusky Co Line	
	67	0.00	11.06	2	22.12					11.06										Wyandot Co Line	SR-19	
	100	0.00	2.02	2	4.04					2.02										Wyandot Co Line	SR-67	
	100	2.26	8.30	2	12.08					6.04										SR-67	Tiffin Corp	
	101	1.63	14.82	2	26.38					13.19			150	100						Tiffin Corp	Sandusky Co Line	
	162	0.00	9.51	2	19.02					9.51										SR-18	Huron Co Line	
	224	0.00	11.33	2	22.66					11.33										Hancock Co Line	TR-18	
	224	11.33	11.64	2	0.62					0.31										TR-18	CR-593	
	224	13.54	14.39	2	1.70					0.85		60	60		580					SR-231	0.4mi West of SR-100	
	224	14.90	28.27	2	26.74					13.37										0.14mi East of SR-100	Attica Corp	
	224	28.27	28.62	2	0.70					0.35										Attica Corp	Attica Corp	
	224	28.62	28.74	2	0.12					0.12										Attica Corp	End of Eastbound Curb	no eastbound edge line
	224	28.74	29.18	2						0.44										End of Easbound Curb	Venice St.	no edge line
	224	29.18	32.14	2	5.92					2.96								440		Venice St.	Huron Co Line	
	231	0.00	7.09	2	14.18					7.09										Wyandot Co Line	Tiffin Corp	
	587	0.00	4.61	2	9.22					4.61										Wyandot Co Line	New Riegel Corp	
	587	4.61	5.19	2						0.58										New Riegel Corp	New Riegel Corp	no edge line
	587	5.19	12.20	2	14.02					7.01										New Riegel Corp	SR-18	
	590	0.00	0.48	2	0.96					0.48										SR-12	Sandusky Co Line	
	635	0.00	6.08	2	12.16					6.08										SR-18	SR-12	
635	6.33	8.75	2	4.84					2.42										SR-12	Sandusky Co Line		
778	0.00	0.43	2	0.86					0.43										SR-101	SR-19		
																				</		

COUNTY	ROUTE	S.L.M.		LANES	642	642	642	642	642		642		642	642	642	642	642	LOCATION		COMMENTS	
					EDGE LINE, 6", TYPE 1 WHITE (HIGHWAY)	EDGE LINE, 6", TYPE 1 WHITE (RAMP)	EDGE LINE, 6", TYPE 1 YELLOW (HIGHWAY)	EDGE LINE, 6", TYPE 1 YELLOW (RAMP)	LANE LINE, 6", TYPE 1	CENTER LINE, TYPE 1		DOTTED LINE, 4", TYPE 1 YELLOW	DOTTED LINE, 6", TYPE 1 WHITE	DOTTED LINE, 6", TYPE 1 YELLOW	DOTTED LINE, 8", TYPE 1 WHITE	DOTTED LINE, 8", TYPE 1 YELLOW	CHANNELIZING LINE, 8", TYPE 1 WHITE				
		FROM	TO		MILE	MILE	MILE	MILE	MILE		FT	FT	FT	FT	FT	FT	FT	FROM	TO		
WILLIAMS COUNTY	2	0.00	1.27	2	2.54					1.27								Defiance Co Line	US-6		
	2	7.58	17.64	2	20.12					10.06			75				300	Bryan Corp	Fulton Co Line		
	6	0.00	2.99	2	5.98					2.99								Indiana State Line	Michigan St.	(Edgerton)	
	6	2.99	3.03	2						0.04								Vine St.	Indiana St.	(Michigan St.)	
	6	3.03	3.08	2						0.05								Indiana St.	for 250 ft.	no edge line	
	6	3.08	3.30	2	0.44					0.22								East of Michigan St.	Norfolk Southern RR	no edge line - north	
	6	3.30	3.34	2	0.08					0.04								Norfolk Southern RR	Ash St.		
	6	3.34	3.53	2						0.19								Morrison St.	1050 ft. east of Ash St.	no edge line	
	6	3.53	24.25	2	41.44					20.72			150				1230	East of Ash St.	Henry Co Line		
	15	0.00	1.10	2	2.20					1.10								Michigan State Line	Industrial Ave		
	15	1.10	2.04	2						0.94		155					365	Industrial Ave	Hanes Dr	no edge line	
	15	2.04	4.34	2	4.60					2.30			70				125	Hanes Dr	US-20A		
	15	8.01	8.58	3	1.14					1.14							445	US-20A	End 3 Lanes		
	15	8.58	14.52	2	11.88					5.94								End 3 Lanes	Bryan Corp		
	15	18.93	19.10	2	0.34					0.17								US-127	Defiance Co Line		
	20A	0.00	1.10	2	2.20					1.10								US-20	SR-15		
	20A	1.10	10.62	2	19.04					9.52		80	225				1200	SR-15	Short St.	(West Unity)	
	20A	10.62	10.97	2						0.35								Short St.	260 ft. east of Water St.	no edge line	
	20A	10.97	11.04	2	0.14					0.07								260 ft. East of Water St.	High St.		
	20A	11.04	11.20	2						0.16								High St.	Liberty St.	no edge line	
	20A	11.20	13.82	2	5.24					2.62								Liberty St.	Fulton Co Line		
	20	12.03	20.33	2	16.60					8.30		70	180					PID 95740	Michigan St.	(Alvorton)	
	20	20.33	20.40	2						0.07								Michigan St.	Anderson St.	no edge line	
	20	20.40	22.32	2	3.84					1.92								Anderson St.	Fulton Co Line		
	34	6.35	15.72	2	18.74					9.37		255	325				435	Jefferson St.	Bryan Corp	(Blakeslee)	
	34	24.12	28.00	2	7.76					3.88								SR-2	Fulton Co Line		
	49	0.00	1.15	2	2.30					1.15								Defiance Co Line	Clarksville Rd.		
	49	1.15	2.03	2						0.88								Clarksville Rd.	River St.	no edge line	
	49	2.03	15.27	2	26.48					13.24								River St.	US-20		
	49	16.28	20.55	2	8.54					4.27								US-20	Michigan State Line		
	66	0.00	1.00	2	2.00					1.00								Defiance Co Line	US-6		
	107	0.00	8.04	2	16.08					8.04								SR-49	Montpelier Corp		
	107	8.04	8.46	2						0.42							700	Montpelier Corp	Pleasant St.	no edge line	
	107	8.46	8.86	2						0.80		160					140	Pleasant St.	Henry St.	no edge line, double center line	
	107	8.86	8.99	3	0.26				0.13	0.26								Henry St.	Lincoln St.		
	107	8.99	9.41	4	0.84				0.84	0.42			300					Lincoln St.	Glen Dr.		
	107	9.41	9.45	3	0.08				0.04	0.04								Glen Dr.	Begin Taper		
	107	9.45	9.50	3	0.10				0.05	0.10		200						Begin Taper	Whitaker Way	double center line	
	107	9.50	9.55	2	0.10					0.05			70				150	Whitaker Way	End Turn Lane		
	107	9.55	9.59	2	0.08					0.08		100	120					End Turn Lane	CR 1250	double center line	
	107	9.59	9.99	2	0.80					0.40								CR 1250	Begin Turn Lane		
	107	9.99	10.05	2	0.12					0.12			60				220	Begin Turn Lane	End Double Center	double center line	
	107	10.05	10.10	2	0.10					0.05		265						End Double Center	End Turn Lane		
	107	10.10	10.23	4	0.26			0.26		0.13			225				210	Montpelier Corp	End of db ctr line		
	107	10.23	11.05	2	1.64					0.82			75				210	End of db ctr line	US-20A/SR-15		
	127	0.00	0.26	2	0.52					0.26							480	Defiance Co Line	SR-15		
	127	4.08	4.30	2	0.44					0.44							235	Bryan Corp/SR-15	End of db ctr line		
	127	4.30	14.33	2	20.06					10.03								End of db ctr line	US-20A		
	127	14.54	14.79	2						0.25								US-20A	E Catherine St.	no edge line	
	127	14.79	14.83	2	0.08					0.04								E Catherine St.	Legion Dr.	right edge line only	
	127	14.83	20.25	2	10.84					5.42								Legion Dr.	US-20		
	191	4.33	4.76	2						0.43								SR-2	End curb	no edge line	
	191	4.76	10.66	2	11.80					5.90								End curb	Park Entrance		
	191	10.66	10.88							0.22								Park Entrance	US-20A	no edge line	
	576	0.00	10.33	2	20.66					10.33		250	210				380	Defiance Co Line	Brown Rd.		
	576	10.33	11.33	2						1.00								Brown Rd.	SR-107	no edge line	
	576	11.59	11.78	2						0.19								SR-107	Montpelier Corp	no edge line	
	576	11.78	15.54	2	7.52					3.76								Montpelier Corp	US-20		
	576	16.55	20.52	2	7.94					3.97								US-20	Michigan State Line		
TOTALS CARRIED TO GENERAL SUMMARY					304.22				1.06	159.04		1535	2085				6825				

SUBSUMMARY

DESIGN AGENCY

DESIGNER

REVIEWER

PROJECT ID

SHEET

TOTAL

DESIGN AGENCY



DESIGNER

NRE

REVIEWER

DEK 11-06-24

PROJECT ID

112566

SHEET

9

TOTAL

10

COUNTY	ROUTE	S.L.M.		LANES	642	642	642	642	642	642		642	642	642	642	642	642	LOCATION		COMMENTS	SUBSUMMARY
					EDGE LINE, 6", TYPE 1 WHITE (HIGHWAY)	EDGE LINE, 6", TYPE 1 WHITE (RAMP)	EDGE LINE, 6", TYPE 1 YELLOW (HIGHWAY)	EDGE LINE, 6", TYPE 1 YELLOW (RAMP)	LANE LINE, 6", TYPE 1	CENTER LINE, TYPE 1		DOTTED LINE, 4", TYPE 1 YELLOW	DOTTED LINE, 6", TYPE 1 WHITE	DOTTED LINE, 6", TYPE 1 YELLOW	DOTTED LINE, 8", TYPE 1 WHITE	DOTTED LINE, 8", TYPE 1 YELLOW	CHANNELIZING LINE, 8", TYPE 1 WHITE				
		FROM	TO		MILE	MILE	MILE	MILE	MILE	MILE		FT	FT	FT	FT	FT	FT	FT	FROM		
WOOD COUNTY	6	0.00	11.80	2	23.60					11.80		250	120				970		Henry Co Line	Divided Highway	
	6	11.80	11.97	2	0.34	0.34		0.34					2370						Divided Highway	Begin 4-Lane	
	6	11.97	14.57	4	5.20	0.90	5.20	0.90	5.20				4455				5820		Begin 4-lane	End 4-lane	
	6	14.57	25.44	2	21.74					10.87			1465				690		End 4-lane	Sandusky Co Line	
	18	0.00	5.90	2	11.80					5.90		320	175						Henry Co Line	CSX Railroad	
	18	5.90	6.10	2						0.20									CSX Railroad	Walnut Street	no edge line
	18	6.10	6.17	2	0.07					0.07									Walnut Street	Maple Street	left edge line only
	18	6.17	19.06	2	25.78					12.89		165	260				3450		Maple Street	Main St. (Bloomdale)	
	18	19.06	19.29	2						0.23									Main St. (Bloomdale)	CSX Railroad	no edge line
	18	19.29	19.48	2	0.38					0.19									CSX Railroad	Hancock Co Line	
	20	2.79	3.98	4	2.38		2.38		2.38			1030	2050				7721		Perrysburg Corp	End 4-lane	
	20	3.98	4.60	2	1.24					1.16			1540				1850		4-lane	2-lane	double center line areas
	20	4.60	14.02	2	18.84					9.42		430	1870				7520		Begin 2-lane	Sandusky Co Line	
	23	1.01	21.05	2	40.08					20.04			70				600		Fostoria Corp	US-20	
	51	0.00	3.14	2	6.28					3.14			1165				575		Ottawa Co Line	Begin 4-lane	
	51	3.14	3.38	4	0.48		0.48		0.48			150	450				920		Begin 4-lane	Northwood Corp	
	64	4.44	9.45	2	10.02					5.01							560		Bowling Green Corp	Begin Curb	(Haskins)
	64	9.45	9.78	2						0.33									Begin Curb	End Curb	(Haskins)
	64	9.78	12.21	2	4.86					2.43									End Curb	Lucas Co Line	
	65	0.00	11.42	2	22.84					11.42		75							Henry Co Line	SR-64	(Perrysburg)
	65	11.99	17.37	2	10.76					5.38									SR-64	N Ridge Dr.	
	65	17.37	17.71	2						0.34							200		N Ridge Dr.	SR-25/W Boundary St.	
	75	0.00	24.86	6	49.72	7.98	49.72	5.21	99.44	0.39			10010				9260		Hancock Co Line	Cons Jt North of SR-199	
	105	0.39	9.04	2	17.30					8.65		140	140				970		SR-64	Begin Curb	
	105	9.04	9.89	2						0.85									Begin Curb	End Curb	(Pemberville)
	105	9.89	12.24	2	4.70					2.35									Bierley Ave.	US-23/San Co Line	
	163	0.00	4.84	2	9.68					4.84		75	90						US-20	Ottawa Co Line	
	199	1.33	6.39	2	10.12					5.06									Fostoria Corp	Begin Curb	
	199	6.39	6.80	2						0.41									Begin Curb	End Curb	(West Millgrove)
	199	6.80	14.82	2	16.04					8.02			100				335		Elm St.	US-6	
	199	15.79	29.10	2	26.62					13.31									US-6	Perrysburg Corp	
	235	0.00	1.02	2	2.04					1.02									Hancock Co Line	SR-18	
	235	2.48	19.10	2	33.24					16.62									SR-18	SR-65	
	280	0.00	6.20	4	12.40	6.48	12.40	6.50	12.40				4510				1554	6626	SR-420	0.25mi North of SR-51	
	281	0.00	1.85	2	3.70					1.85									Henry Co Line	Custar - Begin Curb	
	281	1.85	2.08	2						0.23									Custar - Begin Curb	End Curb	no edge line
	281	2.08	21.62	2	39.08					19.54			100						Custar - End Curb	Wayne Corp	
	281	21.62	22.38	2						0.76									Wayne Corp	Wayne - End Curb	no edge line
	295	0.00	0.08	2	0.16					0.08									SR-65	Lucas Co Line	
281	22.38	25.50	2	6.24					3.12									Wayne - End Curb	US-6		
420	0.00	0.21	2		0.42		0.42	0.42								560		Northbound Ramp			
420	0.21	0.84	4		1.26		1.26					1110						Southbound Ramp			
420	0.84	2.86	4	4.04		4.04		4.04				1520	160			2960		End of Ramps	I-280		
579	0.00	0.39	4	0.78				0.78	0.39			1100				900		SR-51	End of 4-Lane		
579	0.39	2.41	2	4.04					2.02									End of 4-Lane	Ottawa Co Line		
582	0.00	18.39	2	36.78					18.39		340					430		SR-65	US-23/San Co Line		
795	0.25	0.68	2					0.02	0.43							165		US-20	E Boundary St.	no edge line	
795	0.68	2.35	4	3.34				0.86	1.67			610	220			1965		E Boundary St.	I-75		
795	8.70	11.48	2	5.56					2.78				90			520		End of 4-Lane	Ottawa Co Line		

