| FED. RD. DIVISION | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | | |

78/141

LAK-2-0.02

# 620 DELINEATORS

## #1

| | STATION | TO STATION | SIDE | INTERVAL | C-2 POST | C-2 BRACKET | C-3 POST | C-3 BRACKET |
|---|---|---|---|---|---|---|---|---|
| RAMP H | 201+15 | 199+15 | Rt. | 100 | 3 | | | |
| | 13+40 | 10+40 | Rt. | 50 | 7 | | | |
| | 10+40 | 8+40 | Lt. | 40 | 6 | | | |
| | 8+40 | 7+70 | Rt. | 70 | 2 | | | |
| | 6+70 | 6+10 | Rt. | 60 | 2 | | | |
| | 5+80 | 4+30 | Rt. | 30 | 6 | | | |
| | 3+70 | 1+70 | Rt. | 100 | 3 | | | |
| S.R. 306 INTERCHANGE | | | | | | | | |
| RAMP I | 14+00 | 10+00 | Rt. | 100 | 5 | | | |
| | 9+40 | 7+00 | Rt. | 30 | 9 | | | |
| | 6+40 | 5+80 | Rt. | 60 | 2 | | | |
| | 5+80 | 3+40 | Lt. | 40 | 7 | | | |
| | 2+90 | 2+40 | Lt. | 50 | 2 | | | |
| | 2+40 | 0+40 | Rt. | 50 | 5 | | | |
| | 254+75 | 245+75 | Rt. | 100 | 10 | | | |
| RAMP J | 268+00 | 266+00 | Rt. | 100 | 3 | | | |
| | 0+50 | 3+50 | Rt. | 50 | 7 | | | |
| | 3+50 | 9+80 | Lt. | 30 | 22 | | | |
| | 10+40 | | Rt. & Lt. | | 2 | | | |
| | 11+40 | 13+40 | Rt. | 100 | 3 | | | |
| | 14+10 | | Rt. | | 1 | | | |
| RAMP K | 249+85 | 251+85 | Rt. | 100 | 3 | | | |
| | 0+00 | 3+00 | Rt. | 60 | 6 | | | |
| | 3+00 | 6+60 | Lt. | 60 | 7 | | | |
| | 6+60 | 7+60 | Rt. | 100 | 2 | | | |
| RAMP M | 261+70 | 264+70 | Rt. | 100 | 4 | | | |
| | 15+00 | 12+00 | Rt. | 50 | 7 | | | |
| | 12+00 | 6+00 | Lt. | 30 | 21 | | | |
| | 5+40 | | Rt. & Lt. | | 2 | | | |
| | 4+40 | 1+40 | Rt. | 100 | 4 | | | |
| SUB — TOTALS | | | | | 163 | | | |

## #2

| | STATION | TO STATION | SIDE | INTERVAL | C-2 POST | C-2 BRACKET | POST | BRACKET |
|---|---|---|---|---|---|---|---|---|
| RAMP N | 1+40 | 5+40 | Rt. | 100 | 4 | | | |
| | 6+00 | 8+40 | Rt. | 30 | 9 | | | |
| | 9+00 | 10+00 | Rt. | 100 | 2 | | | |
| | 10+00 | 13+50 | Lt. | 50 | 8 | | | |
| | 13+50 | 15+50 | Rt. | 50 | 5 | | | |
| | 275+40 | 283+40 | Rt. | 100 | 9 | | | |
| RAMP O | 279+75 | 277+75 | Rt. | 100 | 3 | | | |
| | 0+00 | 3+20 | Rt. | 80 | 5 | | | |
| | 3+20 | 4+80 | Lt. | 80 | 3 | | | |
| | 4+80 | 6+80 | Rt. | 100 | 3 | | | |
| | 7+50 | | Rt. & Lt. | | 2 | | | |
| | 7+80 | 8+70 | Lt. | 30 | 4 | | | |
| S.R. 615 INTERCHANGE | | | | | | | | |
| RAMP Q | 13+25 | 11+15 | Rt. | 30 | 8 | | | |
| | 10+55 | 8+55 | Rt. | 100 | 3 | | | |
| | 7+75 | | Rt. | | 1 | | | |
| | 7+75 | 6+25 | Lt. | 50 | 4 | | | |
| | 6+25 | 4+25 | Rt. | 50 | 5 | | | |
| | 3+45 | | Rt. | | 1 | | | |
| | 392+45 | 383+45 | Rt. | 100 | 10 | | | |
| RAMP S | 390+60 | 392+60 | Rt. | 100 | 3 | | | |
| | 3+60 | 10+60 | Rt. | 100 | 8 | | | |
| RAMP T | 2+45 | 4+25 | Rt. | 30 | 7 | | | |
| | 4+85 | 5+85 | Rt. | 100 | 2 | | | |
| | 6+65 | | Rt. & Lt. | | 2 | | | |
| | 7+15 | 8+65 | Lt. | 50 | 4 | | | |
| | 8+65 | 9+65 | Rt. | 100 | 2 | | | |
| | 10+50 | | Rt. | | 1 | | | |
| | 411+50 | 420+50 | Rt. | 100 | 10 | | | |
| RAMP V | 415+85 | 412+85 | Rt. | 100 | 4 | | | |
| | 12+00 | 10+50 | Rt. | 50 | 4 | | | |
| | 9+30 | 4+30 | Rt. | 100 | 6 | | | |
| | | | | | 142 | | | |

## #3

| | STATION | TO STATION | SIDE | INTERVAL | C-2 POST | C-2 BRACKET | POST | BRACKET |
|---|---|---|---|---|---|---|---|---|
| HEISLEY ROAD INTERCHANGE | | | | | | | | |
| RAMP A | 12+00 | 9+60 | Rt. | 30 | 9 | | | |
| | 9+00 | 8+20 | Rt. | 80 | 2 | | | |
| | 8+20 | 5+20 | Lt. | 50 | 7 | | | |
| | 4+40 | 2+80 | Lt. | 80 | 3 | | | |
| | 2+80 | 0+40 | Rt. | 80 | 4 | | | |
| | 557+50 | 550+50 | Rt. | 100 | 8 | | | |
| RAMP B | 547+30 | 549+30 | Rt. | 100 | 3 | | | |
| | 0+50 | 4+70 | Rt. | 70 | 7 | | | |
| | 4+70 | 9+70 | Lt. | 50 | 11 | | | |
| | 9+70 | | Rt. | | 1 | | | |
| RAMP C | 0+60 | 3+00 | Rt. | 30 | 9 | | | |
| | 3+60 | 4+40 | Rt. | 80 | 2 | | | |
| | 4+40 | 8+40 | Lt. | 50 | 9 | | | |
| | 9+20 | 10+00 | Lt. | 80 | 2 | | | |
| | 10+00 | 12+40 | Rt. | 80 | 4 | | | |
| | 572+50 | 570+50 | Rt. | 100 | 9 | | | |
| RAMP D | 580+50 | 577+50 | Rt. | 100 | 4 | | | |
| | 9+00 | 5+80 | Rt. | 80 | 5 | | | |
| | 5+80 | 1+30 | Lt. | 50 | 10 | | | |
| | | | | | 109 | | | |

## #4

| | STATION | TO STATION | SIDE | INTERVAL | C-2 POST | C-2 BRACKET | POST | BRACKET |
|---|---|---|---|---|---|---|---|---|
| S.R. 44 INTERCHANGE | | | | | | | | |
| RAMP E | 24+00 | 19+00 | Rt. | 100 | 6 | | | |
| | 18+20 | 9+20 | Rt. | 50 | 11 | 8 | | |
| | 8+40 | 0+40 | Rt. | 100 | 9 | | | |
| | 597+00 | 588+00 | Rt. | 100 | 10 | | | |
| RAMP F | 597+00 | 599+00 | Rt. | 100 | 3 | | | |
| | 0+75 | 3+95 | Rt. | 80 | 5 | | | |
| | 3+95 | 15+15 | Lt. | 80 | 15 | | | |
| | 15+15 | 18+35 | Rt. | 80 | 6 | | | |
| RAMP G | 630+50 | 628+50 | Rt. | 100 | 3 | | | |
| | 46+30 | 43+10 | Rt. | 80 | 5 | | | |
| | 42+10 | 39+10 | Rt. | 100 | 4 | | | |
| | 38+30 | 25+80 | Rt. | 50 | 19 | 7 | | |
| | 25+00 | 23+00 | Rt. | 100 | 3 | | | |
| RAMP H | 0+00 | 4+00 | Rt. | 80 | 6 | | | |
| | 4+00 | | Lt. | | 1 | | | |
| | 4+70 | 12+70 | Lt. | 50 | 19 | | | |
| | 12+70 | 15+90 | Rt. | 80 | 5 | | | |
| | 625+60 | 633+60 | Rt. | 100 | 9 | | | |
| S.R. 44 & JACKSON STREET INTERCHANGE | | | | | | | | |
| RAMP 1 | 13+00 | 0+00 | Rt. | 100 | 14 | | | |
| | 296+00 | 309+00 | Rt. | 100 | 10 | | | |
| RAMP 2 | 302+80 | 299+80 | Rt. | 100 | 4 | | | |
| | 0+00 | 14+00 | Rt. | 100 | 15 | | | |
| | | | | | 184 | 15 | | |

## 620 DELINEATORS TOTALS

| SUB-TOTALS | A-1 POST | A-1 BRACKET | C-2 POST | C-2 BRACKET | POST | BRACKET |
|---|---|---|---|---|---|---|
| #1 | | | 163 | | | |
| #2 | | | 142 | | | |
| #3 | | | 109 | | | |
| #4 | | | 184 | 15 | | |
| TOTALS | | | 598 | 15 | | |

620 DELINEATOR QUANTITIES