

CALCULATED BY BSH
 CHECKED BY MVJ
**PLAN AND PROFILE - S.R. 306 RAMP O
 BEGIN TO STA. 182+00.00**

LAK-2-3.32

616
 1679

36
 CONST. S.R. 306 RAMP O
 PROPOSED CURVE
 P.I. STA. 175+11.43
 $\Delta = 27^\circ 28' 56''$ (LT)
 $D_c = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 350.27'$
 $L = 687.06'$
 $E = 42.21'$
 $e_{max} = 0.046$
 $PC = 171+61.16$
 $PRC = 178+48.22$
 $D.S. = 45$ mph

POT STA. 169+93.37
 STA. 169+93.55
 CONST. (S.R. 306) RAMP O
 STA. 27+24.34
 CONST. REYNOLDS RD.
 (S.R. 306)

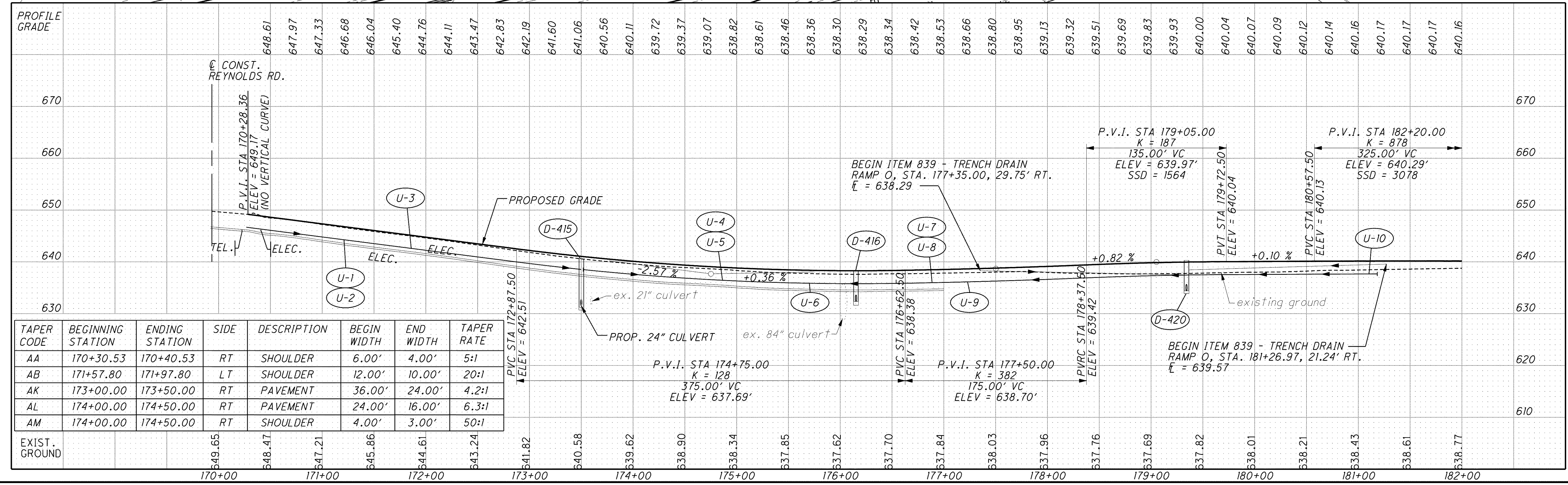
D-415
 STA. 173+50.00, 10.00' LT. (RAMP O., S.R. 306)
 INLET NO. 3D
 T/G ELEV. = 640.59'
 E 24" (W) = 631.23'
 E 24" (E) = 631.23'

D-416
 STA. 176+15.00, 10.00' LT. (RAMP O, S.R. 306)
 INLET NO. 3D
 T/G ELEV. = 637.66'
 E 15" (W) = 630.25'

D-420
 STA. 179+34.95, 24.80' LT. (RAMP O, S.R. 306)
 CB NO. 6
 T TRENCH DRAIN (NE) = 638.45'
 T TRENCH DRAIN (SW) = 637.29'
 E 15" (NW) = 634.41'

FOR CULVERT DETAILS, SEE SHEET 857, 872
 FOR S.R. 2 PLANS, SEE SHEET 278 - 297
 FOR REYNOLDS ROAD PLANS, SEE SHEET 721-730
 FOR INTERSECTION DETAILS, SEE SHEET 833
 FOR GORE DETAILS, SEE SHEET 814
 FOR NOISE WALL DETAILS, SEE SHEET 1024 - 1005
 FOR UNDERDRAIN DETAILS, SEE SHEET 950

37
 CONST. S.R. 306 RAMP O
 PROPOSED CURVE
 P.I. STA. 180+80.71
 $\Delta = 2^\circ 42' 43''$ (RT)
 $D_c = 0^\circ 35' 00''$
 $R = 9,822.13'$
 $T = 232.49'$
 $L = 464.89'$
 $E = 2.75'$
 $e_{max} = N.C.$
 $PRC = 178+48.22$
 $PRC = 183+13.11$
 $D.S. = 55$ mph



ITEM 202 PAVEMENT REMOVED
 RELOCATED/REMOVED BY OTHERS