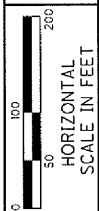


LAK-2-3.32

PART OF TRACT 5, BLAKE, CARROL, ELY & HUNINGTON LOTS, T10N, R9W
CITY OF MENTOR
LAKE COUNTY



PID NO.
13486

R/W DESIGNER
J.E.S.
R/W REVIEWER
J.E.K.

CENTERLINE PLAT
REYNOLDS RD. SR 306
DETAILS

LAK-2-3.32

11 / 11
11 / 60

1630
1679

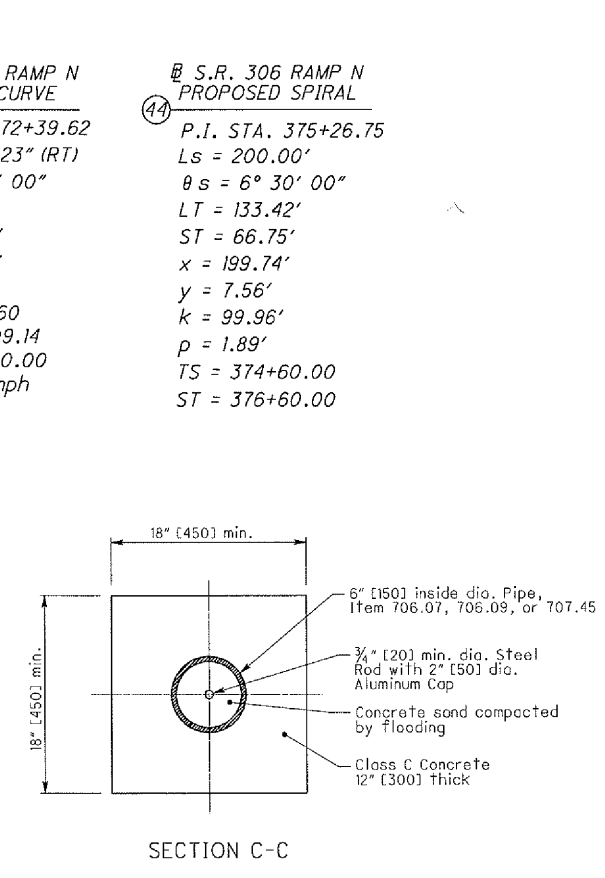
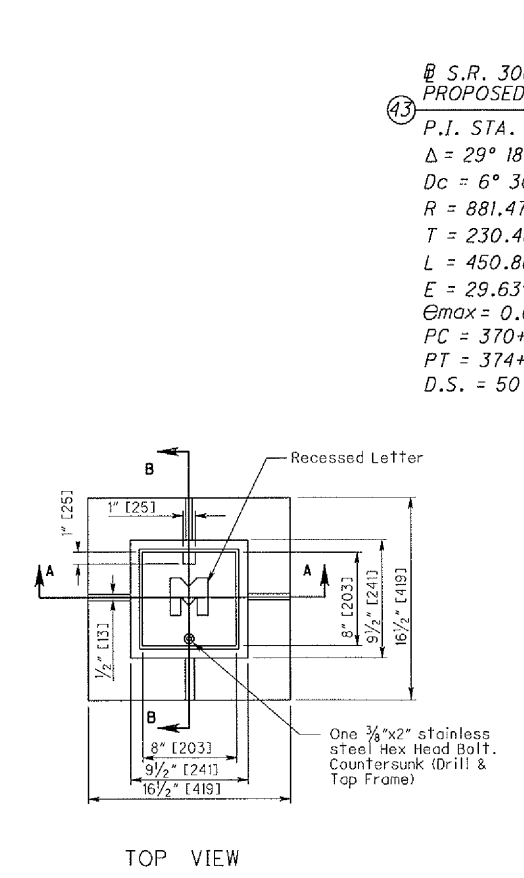
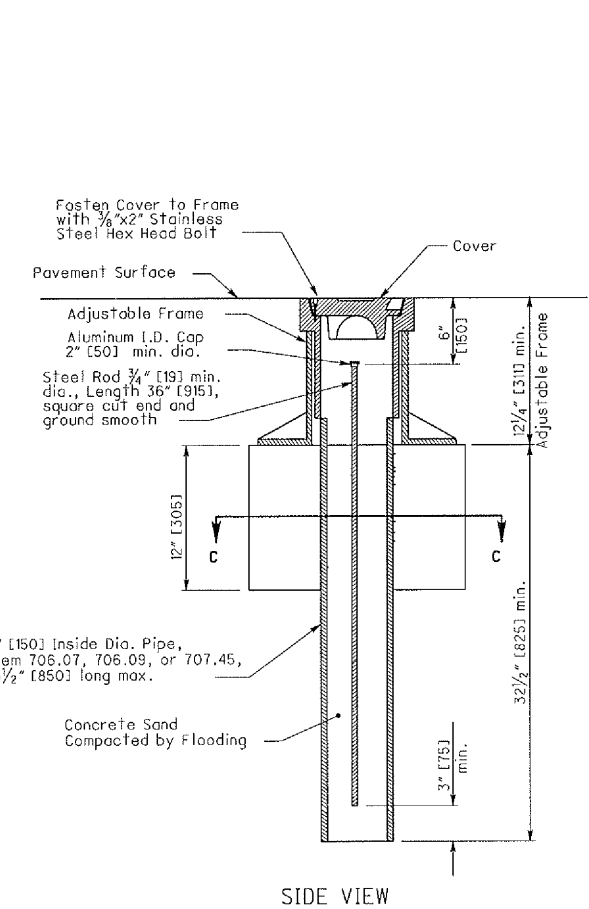
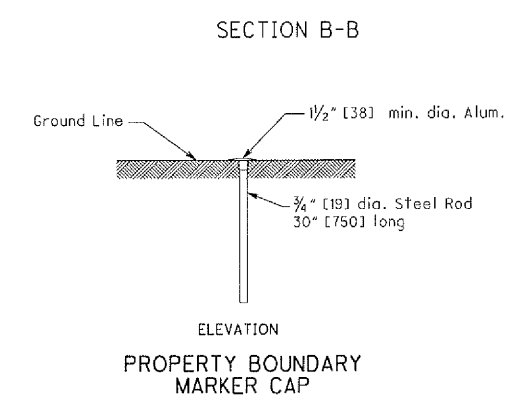
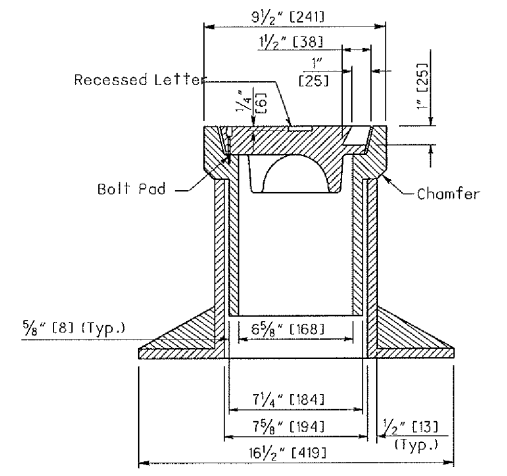
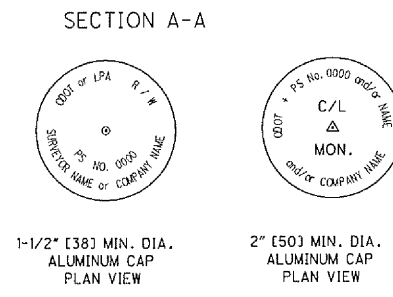
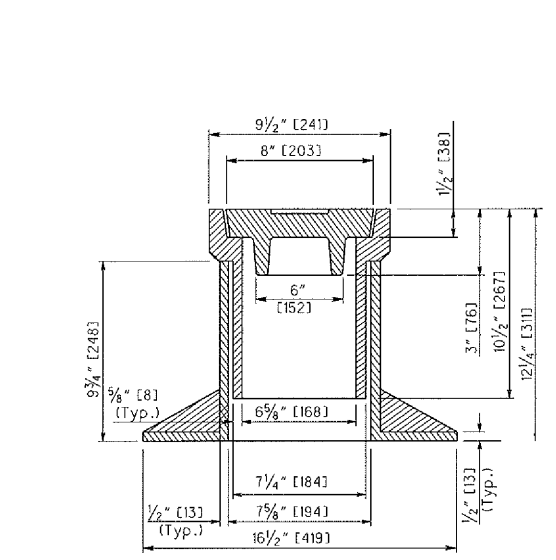
- 7 **CONST. S.R. 306 PROPOSED CURVE**
P.I. STA. 13+25.92
 $\Delta = 2^\circ 01' 59''$ (RT)
Dc = 4' 00' 00"
R = 1,432.39'
T = 25.41'
L = 50.82'
E = 0.23'
 $\Theta_{max} = N.C.$
PC = 13+00.00
PT = 13+51.33
D.S. = 40 mph
- 8 **CONST. S.R. 306 PROPOSED CURVE**
P.I. STA. 16+61.79
 $\Delta = 13^\circ 13' 20''$ (RT)
Dc = 4' 00' 00"
R = 1,432.39'
T = 166.01'
L = 330.55'
E = 9.59'
 $\Theta_{max} = N.C.$
PC = 14+95.77
PT = 18+26.32
D.S. = 40 mph
- 9 **CONST. S.R. 306 PROPOSED CURVE**
P.I. STA. 28+08.16
 $\Delta = 1^\circ 23' 27''$ (RT)
Dc = 1' 00' 00"
R = 5,729.58'
T = 69.54'
L = 139.07'
E = 0.42'
 $\Theta_{max} = N.C.$
PC = 27+38.62
PT = 28+77.70
D.S. = 40 mph

- 33 **S.R. 306 RAMP I PROPOSED SPIRAL**
P.I. STA. 58+27.40
Ls = 200.00'
 $\theta s = 5^\circ 30' 00''$
LT = 133.40'
ST = 66.73'
x = 199.82'
y = 6.40'
k = 99.97'
p = 1.60'
TS = 56+94.00
ST = 58+94.00
- 34 **S.R. 306 RAMP I PROPOSED CURVE**
P.I. STA. 62+33.80
 $\Delta = 36^\circ 07' 52''$ (LT)
Dc = 5' 30' 00"
R = 1,041.74'
T = 339.80'
L = 656.93'
E = 54.02'
 $\Theta_{max} = 0.060$
PC = 58+94.00
PT = 65+50.93
D.S. = 55 mph
- 35 **S.R. 306 RAMP I PROPOSED CURVE**
P.I. STA. 67+74.89
 $\Delta = 70^\circ 15' 34''$ (RT)
Dc = 18' 00' 00"
R = 318.31'
T = 223.96'
L = 390.33'
E = 70.89'
 $\Theta_{max} = 0.057$
PC = 65+50.93
PT = 69+41.26
D.S. = 30 mph

- 36 **S.R. 306 RAMP O PROPOSED CURVE**
P.I. STA. 175+09.05
 $\Delta = 27^\circ 23' 50''$ (LT)
Dc = 4' 00' 00"
R = 1,432.39'
T = 349.14'
L = 684.93'
E = 41.94'
 $\Theta_{max} = 0.046$
PC = 171+59.91
PT = 178+44.84
D.S. = 45 mph
- 37 **S.R. 306 RAMP O PROPOSED CURVE**
P.I. STA. 180+52.96
 $\Delta = 2^\circ 25' 40''$ (RT)
Dc = 0' 25' 00"
R = 9,822.13'
T = 208.12'
L = 416.18'
E = 2.20'
 $\Theta_{max} = N.C.$
PRC = 178+44.84
PT = 182+61.02
D.S. = 55 mph
- 38 **S.R. 306 RAMP O PROPOSED CURVE**
P.I. STA. 185+62.63
 $\Delta = 2^\circ 30' 47''$ (LT)
Dc = 0' 25' 00"
R = 13,750.99'
T = 301.61'
L = 603.12'
E = 3.31'
 $\Theta_{max} = N.C.$
PRC = 182+61.02
PT = 188+64.14
D.S. = 65 mph

- 39 **S.R. 306 RAMP K PROPOSED CURVE**
P.I. STA. 246+49.92
 $\Delta = 1^\circ 33' 46''$ (RT)
Dc = 0' 25' 00"
R = 13,750.99'
T = 187.54'
L = 375.06'
E = 1.28'
 $\Theta_{max} = N.C.$
PC = 244+62.38
PT = 248+37.44
D.S. = 65 mph
- 40 **S.R. 306 RAMP K PROPOSED CURVE**
P.I. STA. 250+69.73
 $\Delta = 2^\circ 42' 34''$ (LT)
Dc = 0' 35' 00"
R = 9,822.13'
T = 232.29'
L = 464.50'
E = 2.75'
 $\Theta_{max} = N.C.$
PRC = 248+37.44
PT = 253+01.94
D.S. = 55 mph
- 41 **S.R. 306 RAMP K PROPOSED CURVE**
P.I. STA. 258+46.52
 $\Delta = 33^\circ 00' 02''$ (RT)
Dc = 5' 15' 00"
R = 1,091.35'
T = 323.28'
L = 628.58'
E = 46.87'
 $\Theta_{max} = 0.052$
PC = 255+23.24
PT = 261+51.82
D.S. = 45 mph

- 42 **S.R. 306 RAMP N PROPOSED CURVE**
P.I. STA. 365+85.89
 $\Delta = 59^\circ 21' 02''$ (LT)
Dc = 15' 00' 00"
R = 381.97'
T = 217.65'
L = 395.67'
E = 57.66'
 $\Theta_{max} = 0.054$
PC = 363+68.24
PT = 367+63.91
D.S. = 30 mph



- 43 **S.R. 306 RAMP N PROPOSED CURVE**
P.I. STA. 372+39.62
 $\Delta = 29^\circ 18' 23''$ (RT)
Dc = 6' 30' 00"
R = 881.47'
T = 230.48'
L = 450.86'
E = 29.63'
 $\Theta_{max} = 0.060$
PC = 370+09.14
PT = 374+60.00
D.S. = 50 mph

- 44 **S.R. 306 RAMP N PROPOSED SPIRAL**
P.I. STA. 375+26.75
Ls = 200.00'
 $\theta s = 6^\circ 30' 00''$
LT = 133.42'
ST = 66.75'
x = 199.74'
y = 7.56'
k = 99.96'
p = 1.89'
TS = 374+60.00
ST = 376+60.00

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7/12/2006
3:23:24 PM
TMCCARTY-AKRONV8