



CALCULATED
CML
CHECKED
MVJ

**PLAN -- SOM_CENTER_RD. (S.R. 91)
STA. 15+00.00 TO STA. 20+00.00**

LAK-2-3-32

630
1679

10 ϕ CONST. SOM CENTER RD. (S.R. 91)
PROPOSED CURVE

P.I. STA. 15+39.08
 $\Delta = 13^\circ 24' 55''$ (LT)
 $D_c = 1^\circ 15' 00''$
 $R = 4,583.66'$
 $T = 539.08'$
 $L = 1,073.23'$
 $E = 31.59'$
 $\theta_{max} = N.C.$
 $PC = 10+00.00$
 $PT = 20+73.23$
 $D.S. = 40$ mph

BEGIN WORK
STA. 15+01.00
SOM CENTER RD. (S.R. 91)

EX-1
STA. 19+01.31,
115.5' LT. (S.R. 91)
EX. CB (TO REMAIN)
T/G ELEV. = 632.71
EX. 18" ϕ (N) = 628.18
EX. 12" ϕ 12" (E) = 628.68

D-500
STA. 19+03.34, 3.42' RT. (S.R. 91)
PROP. CB NO. 6
T/G ELEV. = 663.18
PROP. ϕ 12" (W) = 657.83
PROP. ϕ 12" (NE) = 657.57

EX-2
STA. 19+01.31,
0.51' RT. (S.R. 91)
EX. CB (TO REMAIN)
T/G ELEV. = 662.59'
EX. ϕ 12" (SW & NE) = 657.79'

D-501
STA. 19+45.00, 40.50' RT. (S.R. 91)
PROP. CB NO. 6
T/G ELEV. = 662.59'
 ϕ 12" (SW) = 658.75'
 ϕ 6" UD (S) = 659.75'

BEGIN SAWCUT
STA. 16+50.00; 11' LT.

GA

ϕ CONST. SOM
CENTER RD.
(S.R. 91)

GC

10

BEGIN SAWCUT
STA. 16+81.00; 31' RT.

C-1

BEGIN SAWCUT
STA. 15+01.00; 11' RT.

2

NOTES: ALL DIMENSIONS MEASURED FROM
CENTERLINE UNLESS OTHERWISE NOTED.

- 1 REVISION 01/13/09:
ADDED 6" CONCRETE TRAFFIC ISLAND
- 2 REVISION 04/07/10:
MOVED CURB LINE 2.5' OFF ϕ
& MODIFIED CATCH BASINS
INFORMATION

A ----- Ex LA ----- Ex LA ----- Ex LA ----- Ex LA ----- Ex LA

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
GA	15+75.00	17+25.00	RT.	PAVEMENT	9.01'	2.50'	23:1
GB	16+81.00	17+25.00	RT.	LANE	33.71'	38.50'	6.5:1
GC	16+50.00	18+50.00	LT.	PAVEMENT	9.31'	6.00'	60.4:1
GD	19+50.00	19+66.51	RT.	PAVEMENT	40.50'	42.38'	6.9:1
GX	16+94.12	17+25.00	RT.	GUARDRAIL	41.72'	40.50'	25.3:1
GZ	16+81.00	17+25.00	RT.	CURB	42.05'	40.50'	25.3:1

FOR SOM CENTER ROAD PROFILE, SEE SHEET 631
FOR UNDERDRAIN DETAILS, SEE SHEET 950

= PROPOSED PAVEMENT WIDENING
SEE TYPICAL SECTIONS ON SHEET 35

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