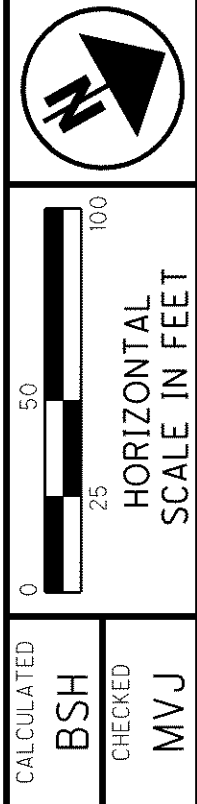


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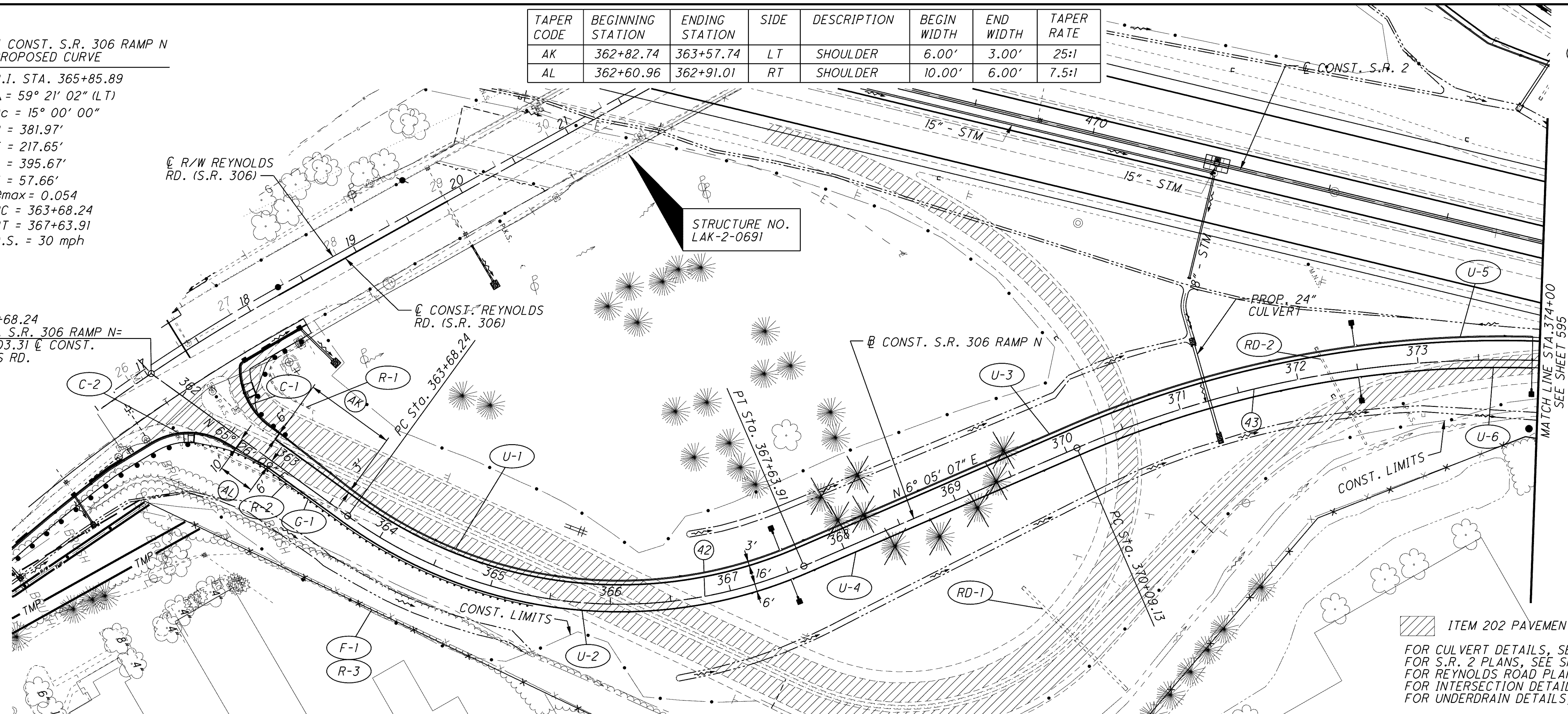
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AK	362+82.74	363+57.74	LT	SHOULDER	6.00'	3.00'	25:1
AL	362+60.96	362+91.01	RT	SHOULDER	10.00'	6.00'	7.5:1

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

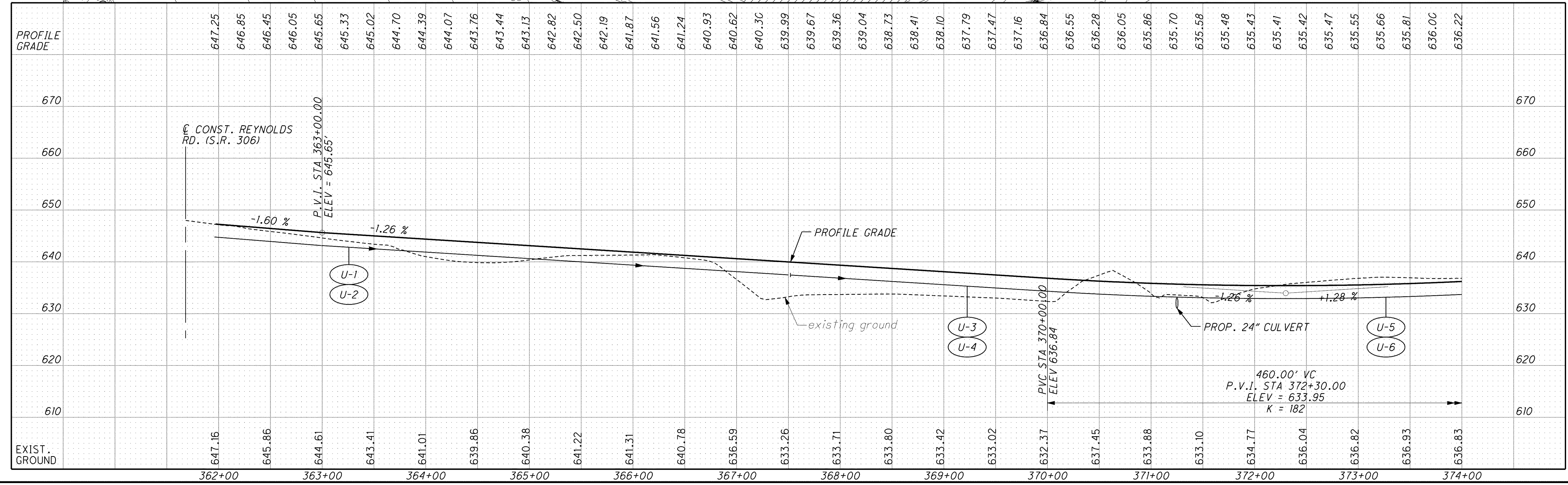
43 CONST. S.R. 306 RAMP N
 PROPOSED CURVE
 P.I. STA. 372+39.62
 $\Delta = 29^\circ 18' 23''$ (RT)
 $D_c = 6^\circ 30' 00''$
 $R = 881.47'$
 $T = 230.48'$
 $L = 450.86'$
 $E = 29.63'$
 $e_{max} = 0.060$
 $PC = 370+09.13$
 $PT = 374+60.00$
 $D.S. = 50$ mph



STA. 361+68.24
 CONST. S.R. 306 RAMP N
 STA. 17+03.31 CONST.
 REYNOLDS RD.



ITEM 202 PAVEMENT REMOVED
 FOR CULVERT DETAILS, SEE SHEET 871 .
 FOR S.R. 2 PLANS, SEE SHEET 278 - 297 .
 FOR REYNOLDS ROAD PLANS, SEE SHEET 721 - 730 .
 FOR INTERSECTION DETAILS, SEE SHEET 831 .
 FOR UNDERDRAIN DETAILS, SEE SHEET 950 .



**PLAN AND PROFILE - S.R. 306 RAMP N
 BEGIN TO STA. 374+00.00**

LAK-2-3.32

594
 1679