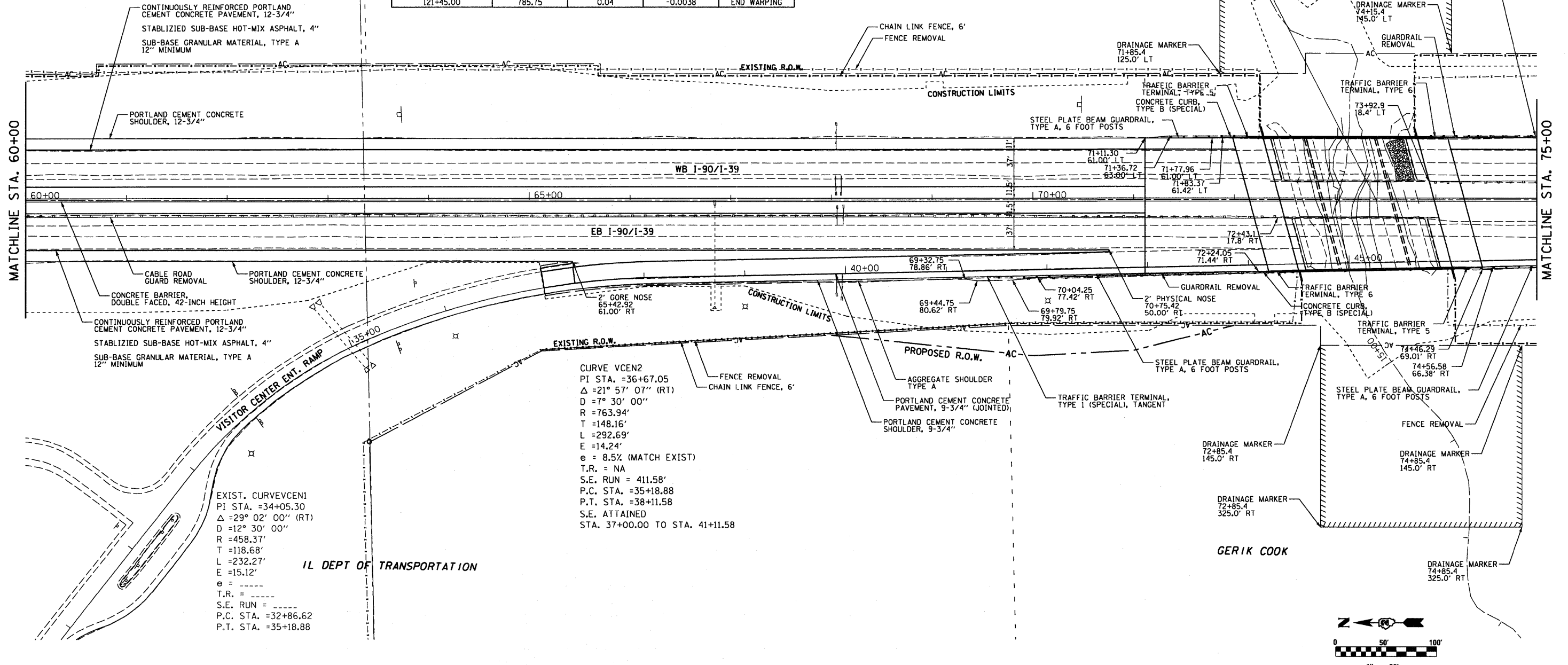


| I-90 INSIDE SHOULDER WARPING | | | | |
|--------------------------------|--------------------------|----------------------|------------------------|---------------|
| STATION | EOS ELEVATION AT BARRIER | SHOULDER CROSS SLOPE | LONGITUDINAL EOS SLOPE | DESCRIPTION |
| LOCATION 1 - EB & WB SHOULDERS | | | | |
| 65+88.00 | 774.56 | 0.04 | -0.0035 | BEGIN WARPING |
| 66+00.00 | 774.51 | 0.0417 | | |
| 66+44.25 | 774.36 | 0.05 | | LOW POINT |
| 67+00.00 | 774.55 | 0.0409 | | |
| 67+10.00 | 774.59 | 0.04 | 0.0035 | END WARPING |
| LOCATION 2 - EB & WB SHOULDERS | | | | |
| 80+00.00 | 780.96 | 0.04 | 0.0046 | BEGIN WARPING |
| 80+73.05 | 781.29 | 0.02 | | HIGH POINT |
| 81+00.00 | 781.17 | 0.0296 | | |
| 81+55.00 | 780.93 | 0.04 | -0.0044 | END WARPING |
| LOCATION 3 - EB & WB SHOULDERS | | | | |
| 91+90.00 | 777.62 | 0.04 | -0.0035 | BEGIN WARPING |
| 92+00.00 | 777.58 | 0.0409 | | |
| 92+50.95 | 777.41 | 0.05 | | LOW POINT |
| 93+00.00 | 777.58 | 0.04 | | |
| 93+10.00 | 777.61 | 0.04 | 0.0035 | END WARPING |
| LOCATION 4 - WB SHOULDERS | | | | |
| 119+35.00 | 785.75 | 0.04 | 0.0037 | BEGIN WARPING |
| 120+00.00 | 785.99 | 0.0313 | | |
| 120+42.03 | 786.15 | 0.02 | | HIGH POINT |
| 121+00.00 | 785.93 | 0.0348 | | |
| 121+45.00 | 785.76 | 0.04 | -0.0037 | END WARPING |
| LOCATION 4 - WB SHOULDERS | | | | |
| 119+35.00 | 785.75 | 0.04 | 0.0037 | BEGIN WARPING |
| 120+00.00 | 786.14 | 0.02 | | HIGH POINT |
| 121+00.00 | 785.92 | 0.0348 | | |
| 121+45.00 | 785.75 | 0.04 | -0.0038 | END WARPING |



DEE DEE PLANKEY

DEE DEE PLANKEY

SN 101-0001 & SN 101-0002 TO BE REMOVED AND REPLACED

GERIK COOK

EXIST. CURVE VCEN1
 PI STA. = 34+05.30
 $\Delta = 29^\circ 02' 00''$ (RT)
 D = 12° 30' 00"
 R = 458.37'
 T = 118.68'
 L = 232.27'
 E = 15.12'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 32+86.62
 P.T. STA. = 35+18.88

CURVE VCEN2
 PI STA. = 36+67.05
 $\Delta = 21^\circ 57' 07''$ (RT)
 D = 7° 30' 00"
 R = 763.94'
 T = 148.16'
 L = 292.69'
 E = 14.24'
 e = 8.5% (MATCH EXIST)
 T.R. = NA
 S.E. RUN = 411.58'
 P.C. STA. = 35+18.88
 P.T. STA. = 38+11.58
 S.E. ATTAINED
 STA. 37+00.00 TO STA. 41+11.58

McClure LOCHNER
 Engineering Associates, Inc.
RWA
 R. W. Anderson & Associates, Inc.

| | | |
|----------------------------|-------------------|-----------|
| USER NAME = .USERNAME. | DESIGNED - | REVISED - |
| FILE NAME = #FILE# | DRAWN - BSL | REVISED - |
| PLOT SCALE = 50.0000 / IN. | CHECKED - PDS | REVISED - |
| PLOT DATE = 10/19/2011 | DATE - 10-21-2011 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEETS - I-90

SCALE: N/A SHEET NO. OF SHEETS STA. 60+00 TO STA. 75+00

| | | | | |
|---------------------------|------------------|------------------|------------------|--------------|
| F.A. RTE. 90 | SECTION (X2-1) R | COUNTY WINNEBAGO | TOTAL SHEETS 510 | SHEET NO. 83 |
| CONTRACT NO. 64C29 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |