

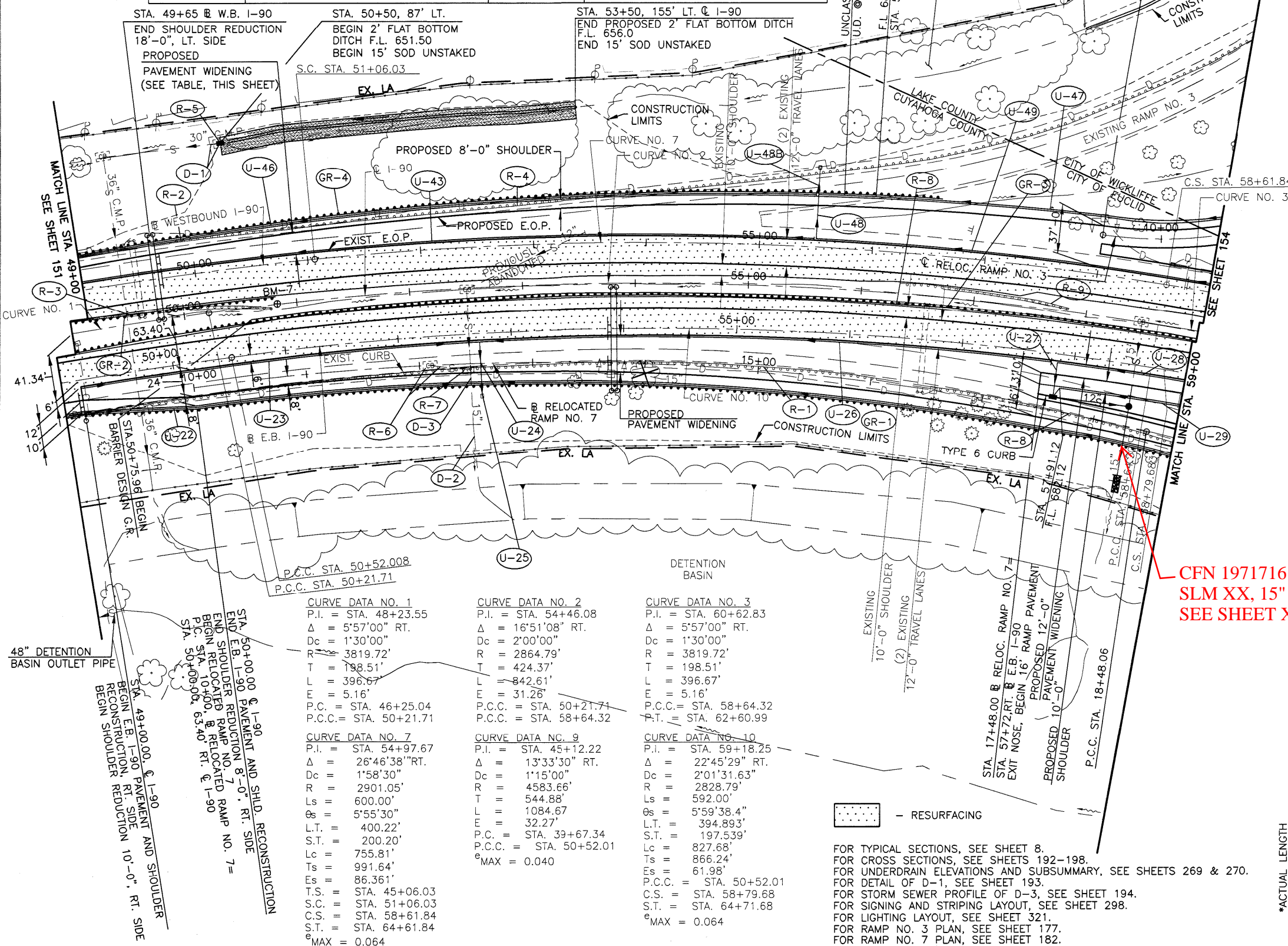
PAVEMENT WIDENING, LT. SIDE			
STATION (@ W.B. I-90)	WIDENING WIDTH (EXISTING E.O.P. TO PROPOSED E.O.P.)	STATION (@ W.B. I-90)	WIDENING WIDTH (EXISTING E.O.P. TO PROPOSED E.O.P.)
48+34.92	10'-0"	53+00.00	24'-4"
48+50.00	13'-1"	53+50.00	25'-7"
49+00.00	14'-4"	54+00.00	26'-11"
49+50.00	15'-8"	54+50.00	28'-2"
50+00.00	16'-10"	55+00.00	29'-4"
50+50.00	18'-1"	55+50.00	30'-8"
51+00.00	10'-4"	56+00.00	32'-0"
51+50.00	20'-7"	56+50.00	33'-2"
52+00.00	21'-10"	57+00.00	34'-6"
52+50.00	23'-1"	57+50.00	35'-8"
		58+00.00	37'-0"

BENCH MARK # 7 - IRON PIN
STA. 50+82.74, 0.49' LT.
@ I-90
ELEV. 682.58

STA. 6+35, 227' RT.
@ RELOCATED RAMP NO. 3
BEGIN DITCH CLEANOUT

STA. 58+00.00 @ W.B. I-90
END PAVEMENT WIDENING 37'-0", LT. SIDE
P.T. STA. 10+ 51.81
END RELOC. RAMP NO.3

STA. 57+63, 212' LT.
@ W.B. I-90
END DITCH CLEANOUT
WOODED - (6) 15" DIA.
TO BE REMOVED



<p>CURVE DATA NO. 1 P.I. = STA. 48+23.55 Δ = 5'57'00" RT. Dc = 1'30'00" R = 3819.72' T = 198.51' L = 396.67' E = 5.16' P.C. = STA. 46+25.04 P.C.C. = STA. 50+21.71</p>	<p>CURVE DATA NO. 2 P.I. = STA. 54+46.08 Δ = 16'51'08" RT. Dc = 2'00'00" R = 2864.79' T = 424.37' L = 842.61' E = 31.26' P.C.C. = STA. 50+21.71 P.C.C. = STA. 58+64.32</p>	<p>CURVE DATA NO. 3 P.I. = STA. 60+62.83 Δ = 5'57'00" RT. Dc = 1'30'00" R = 3819.72' T = 198.51' L = 396.67' E = 5.16' P.C.C. = STA. 58+64.32 P.T. = STA. 62+60.99</p>
<p>CURVE DATA NO. 7 P.I. = STA. 54+97.67 Δ = 26'46'38" RT. Dc = 1'58'30" R = 2901.05' Ls = 600.00' Δ = 5'55'30" L.T. = 400.22' S.T. = 200.20' Lc = 755.81' Ts = 991.64' Es = 86.361' T.S. = STA. 45+06.03 S.C. = STA. 51+06.03 C.S. = STA. 58+61.84 S.T. = STA. 64+61.84 MAX = 0.064</p>	<p>CURVE DATA NO. 9 P.I. = STA. 45+12.22 Δ = 13'33'30" RT. Dc = 1'15'00" R = 4583.66' T = 544.88' L = 1084.67' E = 32.27' P.C. = STA. 39+67.34 P.C.C. = STA. 50+52.01 MAX = 0.040</p>	<p>CURVE DATA NO. 10 P.I. = STA. 59+18.25 Δ = 22'45'29" RT. Dc = 2'01'31.63" R = 2828.79' Ls = 592.00' Δ = 5'59'38.4" L.T. = 394.893' S.T. = 197.539' Lc = 827.68' Ts = 866.24' Es = 61.98' P.C.C. = STA. 50+52.01 C.S. = STA. 58+79.68 S.T. = STA. 64+71.68 MAX = 0.064</p>

FOR TYPICAL SECTIONS, SEE SHEET 8.
FOR CROSS SECTIONS, SEE SHEETS 192-198.
FOR UNDERDRAIN ELEVATIONS AND SUBSUMMARY, SEE SHEETS 269 & 270.
FOR DETAIL OF D-1, SEE SHEET 193.
FOR STORM SEWER PROFILE OF D-3, SEE SHEET 194.
FOR SIGNING AND STRIPING LAYOUT, SEE SHEET 298.
FOR LIGHTING LAYOUT, SEE SHEET 321.
FOR RAMP NO. 3 PLAN, SEE SHEET 177.
FOR RAMP NO. 7 PLAN, SEE SHEET 182.

REF. NO.	STATION	SIDE	ACTUAL LENGTH		TOTAL CARRIED TO GEN. SUM.
			FROM	TO	
R-1	49+00(EB)	RT.	56+79(EB)	48	
R-2	49+00(WB)	LT.	49+82(WB)	46	
R-3	49+00(WB)	RT.	50+75(WB)	46	
R-4	49+82(WB)	LT.	59+00(WB)	982*	
R-5	50+50(WB)	LT.			
R-6	52+14(EB)	RT.	52+50.5(EB)	36	
R-7	52+50.5(EB)	RT.			
R-8	56+79(EB)	RT.	59+00(EB)	221	
R-9	56+37.5(WB)	RT.	57+87.5(WB)	150	
GR-1	49+00(EB)	RT.	59+00(EB)		
GR-2	49+00(WB)	RT.	50+74.38(WB)		
GR-3	49+00(EB)	LT.	59+00(EB)		
GR-4	49+00(WB)	LT.	56+58.39(WB)		
D-1	50+42	LT.			
D-2	52+50	RT.			
D-3	52+50.5	RT.			
TOTAL CARRIED TO GEN. SUM.					2249

CFN 1971716
SLM XX, 15"
SEE SHEET XX

153
454

CUY/LAK-90-29.92/0.00

PLAN I-90
STA. 49+00 TO STA. 59+00

CALCULATED
NMB
CHECKED
EPS

HORIZONTAL
SCALE IN FEET

0 50 100