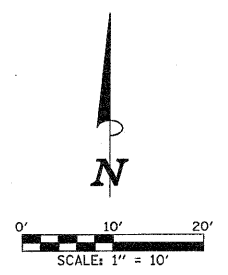


CURVE DATA
 PI STA. = 37+38.84
 Δ = 43° 52' 06" (LT)
 D = 10° 30' 47"
 R = 545.00'
 T = 219.47'
 L = 417.28'
 E = 42.53'
 SE = 2%
 PC STA. = 35+19.37
 PT STA. = 39+36.65

SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

- LEGEND**
- 778.60x PROPOSED SPOT ELEVATION
 - OR G.B. PROPOSED GRADE BREAK
 - ~ PROPOSED DIRECTION OF FLOW
 - H.P. HIGH POINT
 - L.P. LOW POINT
 - ⊗ RADIUS POINT
 - T/C TOP OF CURB
 - RIM RIM ELEVATION



STA. 37+33.92 (¢ VERNON AV.) =
 STA. 200+00.00 (¢ BROOKWOOD DR.)

**BROOKWOOD DRIVE
 PROPOSED ¢ PAVEMENT ELEVATIONS**

STATION	¢ ELEVATION
200+40.00	796.29
200+42.50	796.09
200+45.00	795.90
200+47.50	795.71
200+50.00	795.52
200+52.50	795.33
200+55.00	795.15
200+57.50	794.97
200+60.00	794.80
200+62.50	794.62
200+65.00	794.46
200+67.50	794.29
200+70.00	794.13
200+72.50	793.97
200+75.00	793.81
200+77.50	793.65
200+80.00	793.49
200+82.50	793.33
200+85.00	793.17

THESE ELEVATIONS ARE TO BE USED FOR LAYOUT AND CONTROL OF THE BROOKWOOD DRIVE CENTERLINE PROFILE. NO OTHER PROFILE GEOMETRY IS PROVIDED.

NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHICALLY WITH THE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS SHALL BE REQUIRED BETWEEN THE PAVEMENT AND THE CURB AND GUTTER IN ACCORDANCE WITH STANDARD 606001.
2. TRANSITION PROPOSED CURB HEIGHT, GUTTER WIDTH, AND GUTTER SLOPE TO MATCH EXISTING CURB AND GUTTER IN THE DISTANCE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
3. ELEVATIONS SHOWN WHERE THE SIDEWALK CURB RAMPS MEET THE CURB AND GUTTER ARE TAKEN AT THE TOP OF THE DEPRESSED CURB.
4. THE SIDEWALK 6" MONOLITHIC CURBS SHALL TRANSITION FROM 0" TO FULL HEIGHT AT A RATE OF 1:12 OR FLATTER.
5. ALL STREET RADII ARE DIMENSIONED TO THE EDGE OF PAVEMENT.
6. SEE THE MISCELLANEOUS DETAILS FOR ADDITIONAL INFORMATION ON CURB AND GUTTER TRANSITIONS AND SIDEWALK CURB RAMPS.
7. SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION ON CROSS SLOPES.

TBM 201:
 TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT NW QUADRANT OF VERNON AVE. & BAUGH DR. INTERSECTION. ELEVATION = 810.58

VERTICAL DATUM BASED ON TOWN OF NORMAL RM 314-4 BEING A CHISELED SQUARE ATOP CENTER OF EAST CONCRETE RAIL OF BRIDGE ON TOWANDA AVE. BETWEEN VERNON AVE. AND BAUGH DR., ELEVATION = 796.44 (NGVD 1929 DATUM)

KEY NOTES

- ① 37+61.00
38.50' RT
G.B. 795.58
- ② 200+39.19
18.14' LT
10'R
- ③ 37+47.37
39.00' RT
G.B. 795.98
- ④ MATCH EXISTING DRIVEWAY ELEVATIONS AT BACK OF SIDEWALK

FILE NAME = p:\n0240062\plans\sheets\14int.dgn	DESIGNED - JAJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSECTION DETAILS		F.A.U. RTE. 6354	SECTION 06-00230-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 21
PLOT DATE = 6/5/2010 5:00:42 PM	DRAWN - DLM	REVISED -		SCALE: 1"=10'	SHEET NO. 21 OF 64 SHEETS	STA. 34+05.00 TO STA. 43+05.00	VERNON AVENUE, TOWN OF NORMAL, ILLINOIS		CONTRACT NO. 91430	
	CHECKED - RLH	REVISED -				FED. ROAD DIST. NO. 5		ILLINOIS		FED. AID PROJECT
	DATE - 06/2010	REVISED -		TOWN OF NORMAL SECTION NO. 06-00230-00-BR MCLEAN COUNTY						