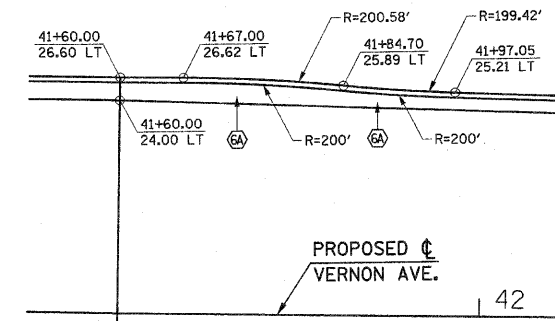


CURVE DATA
 PI STA. = 37+38.84
 $\Delta = 43^\circ 52' 06''$ (LT)
 $D = 10^\circ 30' 47''$
 $R = 545.00'$
 $T = 219.47'$
 $L = 417.28'$
 $E = 42.53'$
 $SE = 2\%$
 PC STA. = 35+19.37
 PT STA. = 39+36.65

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

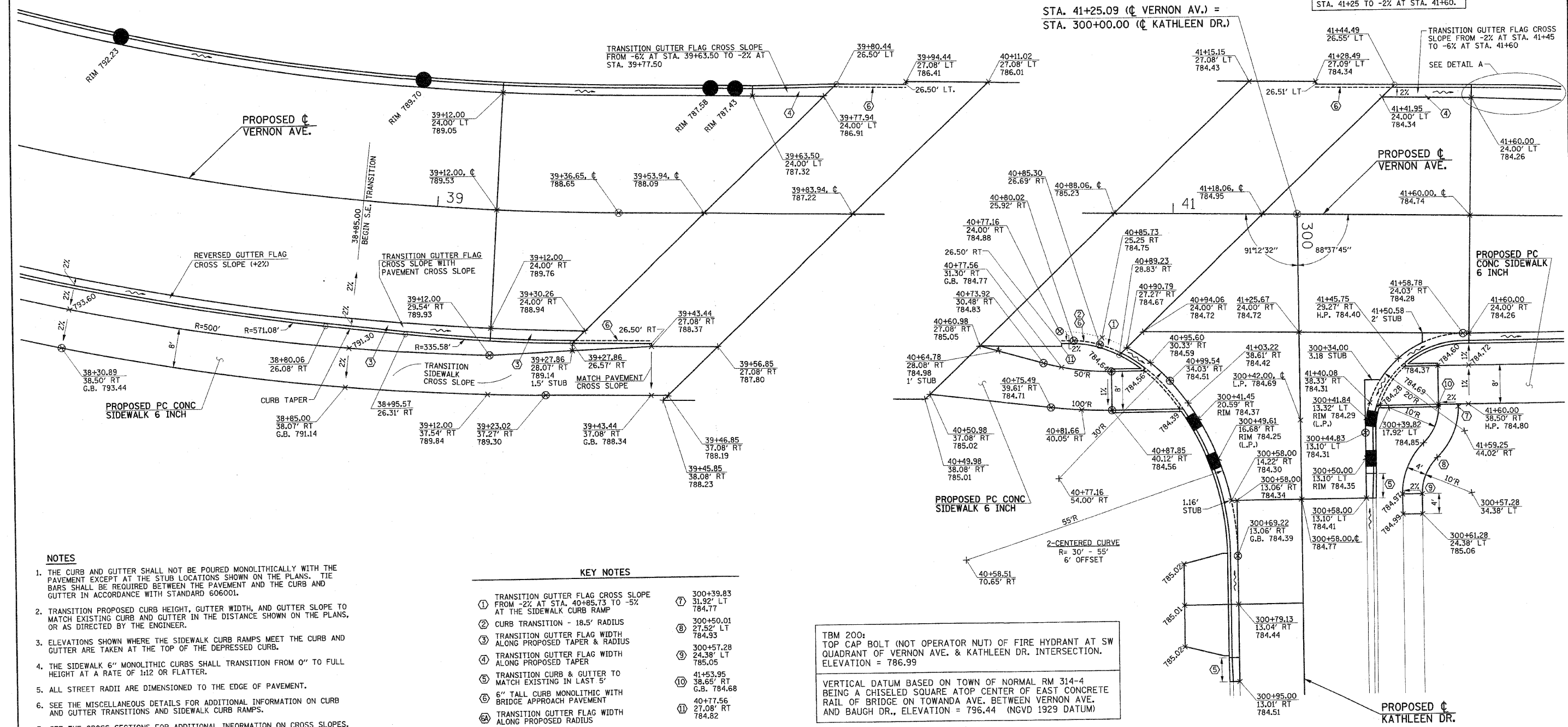
778.60	PROPOSED SPOT ELEVATION
OR G.B.	PROPOSED GRADE BREAK
~	PROPOSED DIRECTION OF FLOW
H.P.	HIGH POINT
L.P.	LOW POINT
⊗	RADIUS POINT
T/C	TOP OF CURB
RIM	RIM ELEVATION



PAVEMENT CROSS SLOPE TRANSITION (RIGHT SIDE ONLY)
 FROM -2% AT STA. 40+90 TO -0.75% AT STA. 41+25, AND FROM -0.75% AT STA. 41+25 TO -2% AT STA. 41+60.

DETAIL A

STA. 41+25.09 (C VERNON AV.) =
 STA. 300+00.00 (C KATHLEEN DR.)



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.

KEY NOTES

- | | | | |
|---|---|---|--------------------------------------|
| ① | TRANSITION GUTTER FLAG CROSS SLOPE FROM -2% AT STA. 40+85.73 TO -5% AT THE SIDEWALK CURB RAMP | ⑦ | 300+39.83
31.92' LT
784.77 |
| ② | CURB TRANSITION - 18.5' RADIUS | ⑧ | 300+50.01
27.52' LT
784.93 |
| ③ | TRANSITION GUTTER FLAG WIDTH ALONG PROPOSED TAPER & RADIUS | ⑨ | 300+57.28
24.38' LT
785.05 |
| ④ | TRANSITION GUTTER FLAG WIDTH ALONG PROPOSED TAPER | ⑩ | 41+53.95
38.65' RT
G.B. 784.68 |
| ⑤ | TRANSITION CURB & GUTTER TO MATCH EXISTING IN LAST 5' | ⑪ | 40+77.56
27.08' RT
784.82 |
| ⑥ | 6" TALL CURB MONOLITHIC WITH BRIDGE APPROACH PAVEMENT | | |
| Ⓐ | TRANSITION GUTTER FLAG WIDTH ALONG PROPOSED RADIUS | | |

TBM 200:
 TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT SW QUADRANT OF VERNON AVE. & KATHLEEN DR. INTERSECTION.
 ELEVATION = 786.99

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)

FILE NAME = p:\n0240062\plans\sheet14\int.dgn
 DESIGNED - JAJ
 DRAWN - DLM
 CHECKED - RLH
 PLOT DATE = 6/5/2010 5:00:43 PM
 DATE - 06/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: 1"=10'	SHEET NO. 22 OF 64 SHEETS	STA. 34+05.00 TO STA. 43+05.00	FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	22
VERNON AVENUE, TOWN OF NORMAL, CONTRACT NO. 91430				