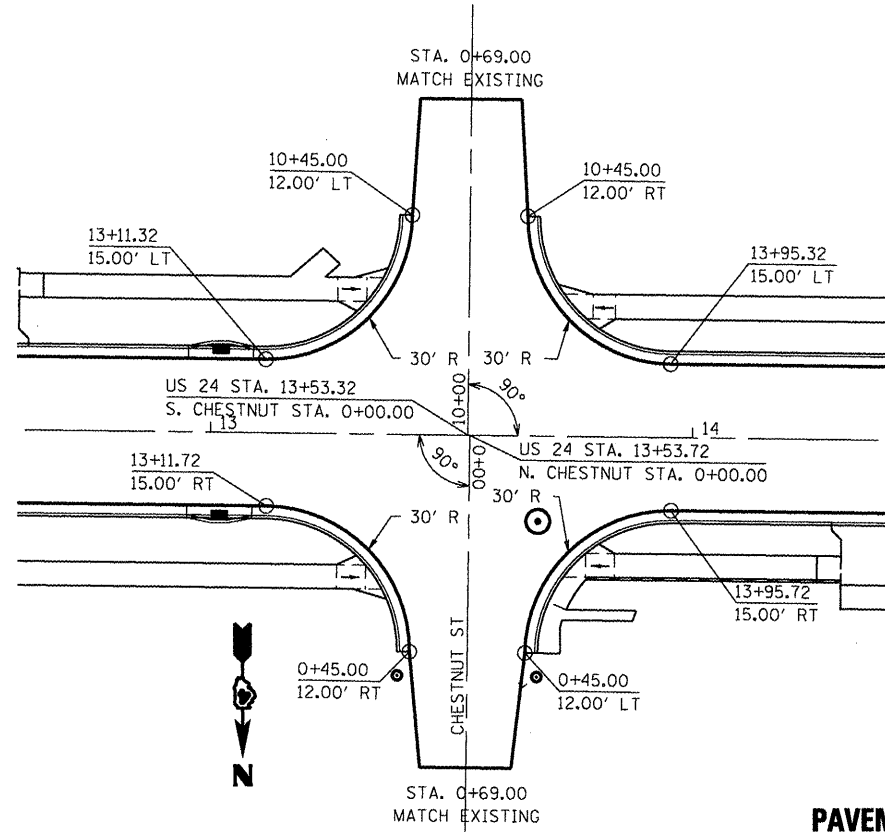


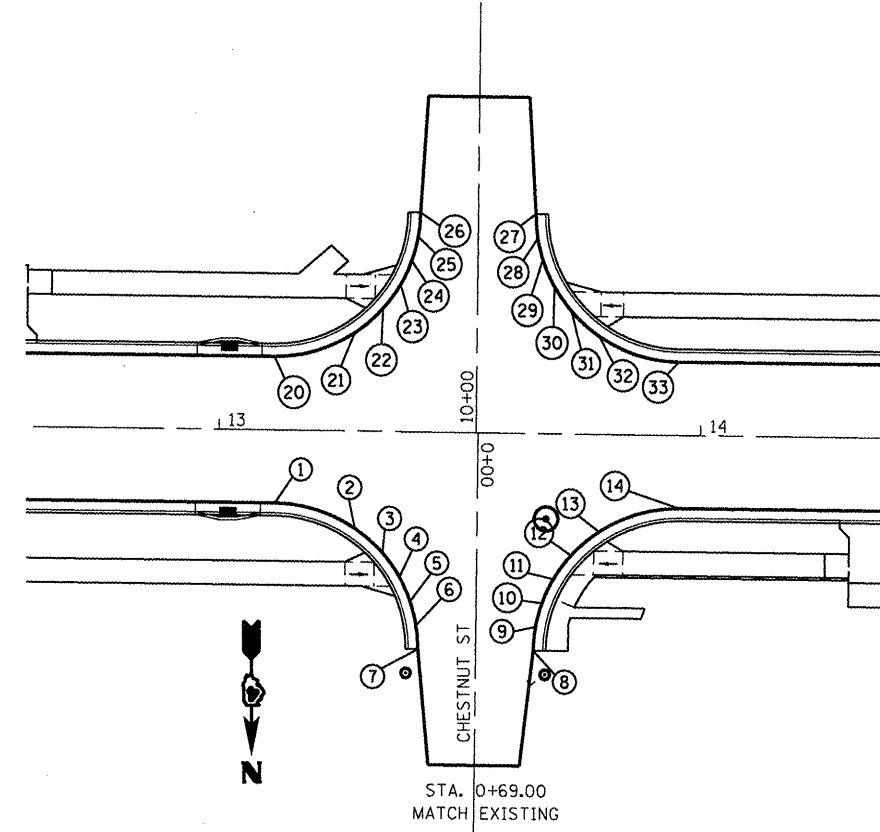
**HORIZONTAL CONTROL**



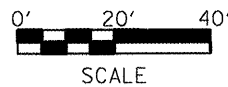
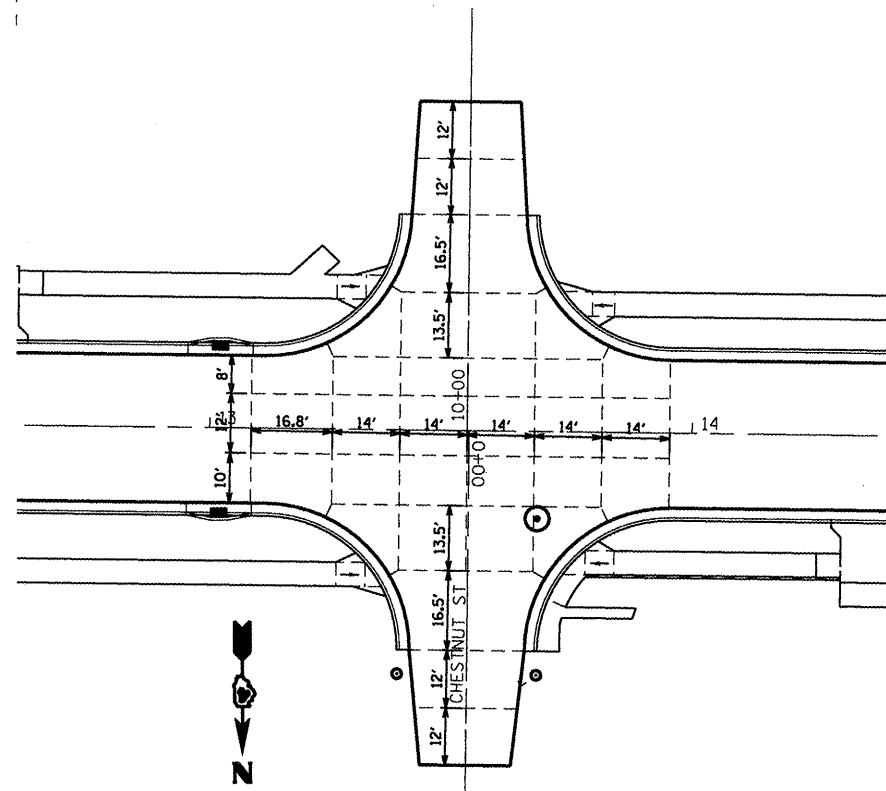
**NOTES:**

1. SEE SIDEROAD PROFILES.
2. TYPICAL TRANSVERSE JOINT SPACING ON US 24 BETWEEN INTERSECTIONS SHALL BE 14'.

**VERTICAL CONTROL**



**PAVEMENT JOINTS**



LOCATION	STATION	OFFSET	ELEVATION
N. CHESTNUT ST			
1	0+15.00	42.00	688.71
2	0+20.00	25.41	688.60
3	0+25.00	19.64	688.55
4	0+30.00	16.02	688.51
5	0+35.00	13.72	688.47
6	0+40.00	12.42	688.44
7	0+45.00	12.00	688.41
8	0+45.00	12.00	688.41
9	0+40.00	12.42	688.30
10	0+35.00	13.72	688.17
11	0+30.00	16.02	688.03
12	0+25.00	19.64	687.87
13	0+20.00	25.42	687.66
14	0+15.00	42.00	687.27

LOCATION	STATION	OFFSET	ELEVATION
S. CHESTNUT ST			
20	10+15.00	42.00	688.72
21	10+20.00	25.42	688.53
22	10+25.00	19.64	688.32
23	10+30.00	16.02	688.22
24	10+35.00	13.72	688.18
25	10+40.00	12.42	688.11
26	10+45.00	12.00	688.03
27	10+45.00	12.00	688.03
28	10+40.00	12.42	688.11
29	10+35.00	13.72	688.17
30	10+30.00	16.02	688.03
31	10+25.00	19.64	687.86
32	10+20.00	25.42	687.67
33	10+15.00	42.00	687.28