

SEC. 17, 18, 19, & 20, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	38
STATION 16+800 TO		STATION 17+960		

**CURVE #5 (IL RTE 40)**  
 P.I. STA. 17+280.773  
 P.C. STA. 17+153.604  
 P.T. STA. 17+405.187  
 $\Delta = 20^\circ 38' 06''$  (LT)  
 R = 698.550 m  
 T = 127.169 m  
 L = 251.583 m  
 S.E. = 6.0%  
 S.E. TRANSITION:  
 17+065.6 - 17+197.6  
 17+361.2 - 17+493.2

**CURVE #34 (CEDAR HILLS DRIVE)**  
 P.I. STA. 1+842.896  
 P.C. STA. 1+691.280  
 P.T. STA. 1+960.067  
 $\Delta = 66^\circ 08' 21''$  (LT)  
 R = 232.849 m  
 T = 151.616 m  
 L = 268.788 m  
 S.E. = 6.0%  
 S.E. TRANSITION:  
 1+660.5 - 1+706  
 1+930 - IL RTE 40 \*

**CURVE #35 (CEDAR HILLS DRIVE)**  
 P.I. STA. 1+575.714  
 P.C. STA. 1+519.707  
 P.T. STA. 1+629.643  
 $\Delta = 26^\circ 59' 10''$  (RT)  
 R = 233.411 m  
 T = 56.007 m  
 L = 109.936 m  
 S.E. = 6.0%  
 S.E. TRANSITION:  
 1+489.2 - 1+534.7  
 1+614.6 - 1+660.1

**CURVE #36 (SERVICE DRIVE 4)**  
 P.I. STA. 1+038.619  
 P.C. STA. 1+019.936  
 P.T. STA. 1+053.457  
 $\Delta = 63^\circ 00' 50''$  (RT)  
 R = 30.480 m  
 T = 18.683 m  
 L = 33.522 m

**CURVE #37 (CEDAR HILLS DRIVE)**  
 P.I. STA. 2+125.297  
 P.C. STA. 2+039.925  
 P.T. STA. 2+203.582  
 $\Delta = 40^\circ 16' 12''$  (RT)  
 R = 232.849 m  
 T = 85.372 m  
 L = 163.657 m  
 S.E. = 6.0%  
 S.E. TRANSITION:  
 2+039.926 - 2+084.926  
 2+188.583 - 2+234.378

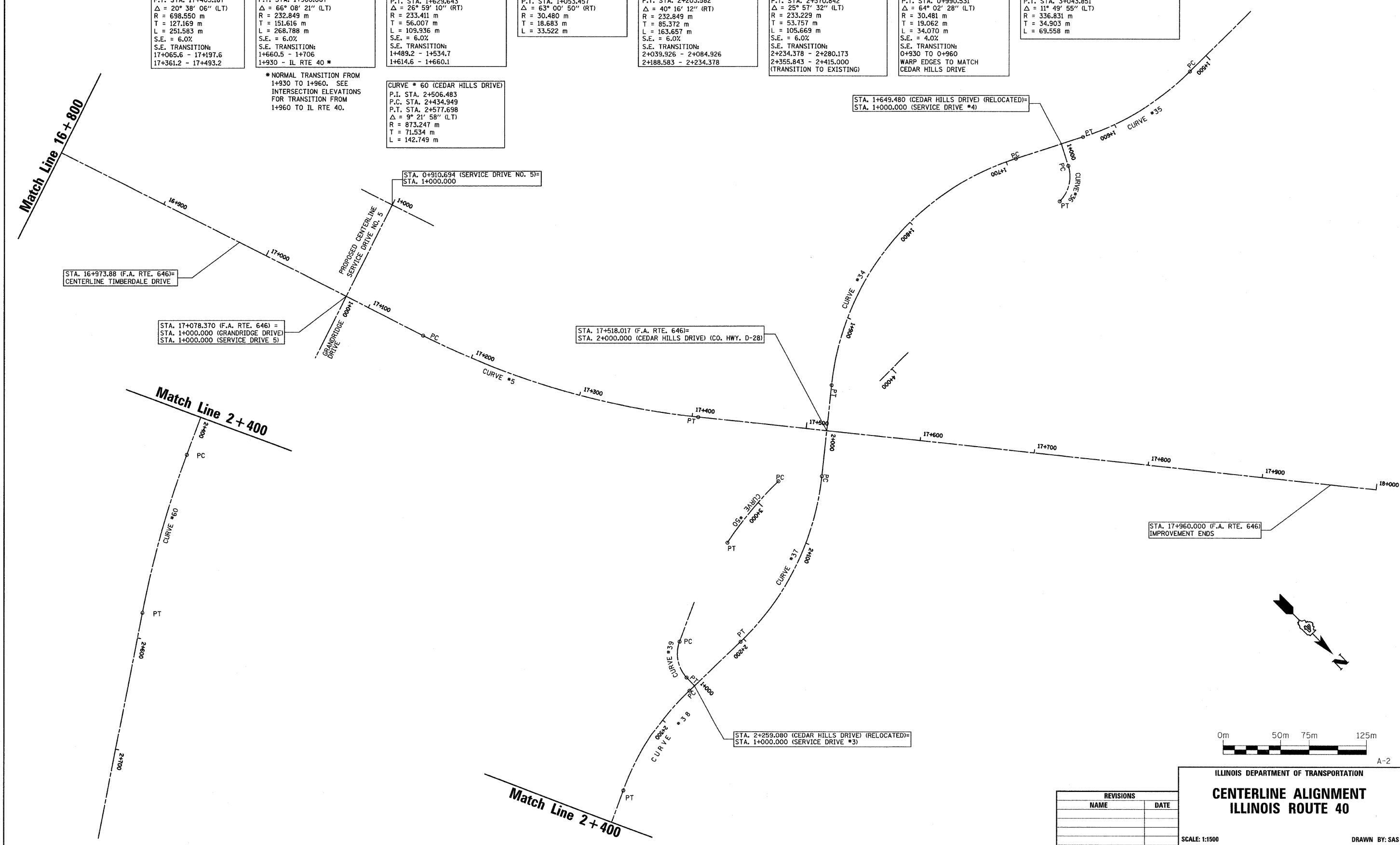
**CURVE #38 (CEDAR HILLS DRIVE)**  
 P.I. STA. 2+318.930  
 P.C. STA. 2+265.173  
 P.T. STA. 2+370.842  
 $\Delta = 25^\circ 57' 32''$  (LT)  
 R = 233.229 m  
 T = 53.757 m  
 L = 105.669 m  
 S.E. = 6.0%  
 S.E. TRANSITION:  
 2+234.378 - 2+280.173  
 2+355.843 - 2+415.000  
 (TRANSITION TO EXISTING)

**CURVE #39 (SERVICE DRIVE 3)**  
 P.I. STA. 0+975.523  
 P.C. STA. 0+956.461  
 P.T. STA. 0+990.531  
 $\Delta = 64^\circ 02' 28''$  (LT)  
 R = 30.481 m  
 T = 19.062 m  
 L = 34.070 m  
 S.E. = 4.0%  
 S.E. TRANSITION:  
 0+930 TO 0+960  
 WARP EDGES TO MATCH  
 CEDAR HILLS DRIVE

**CURVE #50 (SERVICE DRIVE 3 CUL-DE-SAC)**  
 P.I. STA. 3+009.196  
 P.C. STA. 2+974.293  
 P.T. STA. 3+043.851  
 $\Delta = 11^\circ 49' 55''$  (LT)  
 R = 336.831 m  
 T = 34.903 m  
 L = 69.558 m

\*NORMAL TRANSITION FROM  
 1+930 TO 1+960. SEE  
 INTERSECTION ELEVATIONS  
 FOR TRANSITION FROM  
 1+960 TO IL RTE 40.

**CURVE #60 (CEDAR HILLS DRIVE)**  
 P.I. STA. 2+506.483  
 P.C. STA. 2+434.949  
 P.T. STA. 2+577.698  
 $\Delta = 9^\circ 21' 58''$  (LT)  
 R = 873.247 m  
 T = 71.534 m  
 L = 142.749 m



STA. 16+973.88 (F.A. RTE. 646)=  
 CENTERLINE TIMBERDALE DRIVE

STA. 17+078.370 (F.A. RTE. 646) =  
 STA. 1+000.000 (GRANDRIDGE DRIVE)  
 STA. 1+000.000 (SERVICE DRIVE 5)

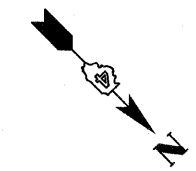
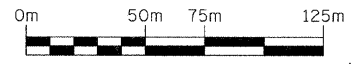
STA. 0+910.694 (SERVICE DRIVE NO. 5)=  
 STA. 1+000.000

STA. 17+518.017 (F.A. RTE. 646)=  
 STA. 2+000.000 (CEDAR HILLS DRIVE) (CO. HWY. D-28)

STA. 1+649.480 (CEDAR HILLS DRIVE) (RELOCATED)=  
 STA. 1+000.000 (SERVICE DRIVE #4)

STA. 17+960.000 (F.A. RTE. 646)  
 IMPROVEMENT ENDS

STA. 2+259.080 (CEDAR HILLS DRIVE) (RELOCATED)=  
 STA. 1+000.000 (SERVICE DRIVE #3)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CENTERLINE ALIGNMENT  
 ILLINOIS ROUTE 40**  
 SCALE: 1:1500  
 DATE: 3/13/09  
 DRAWN BY: SAS  
 CHECKED BY: ECM