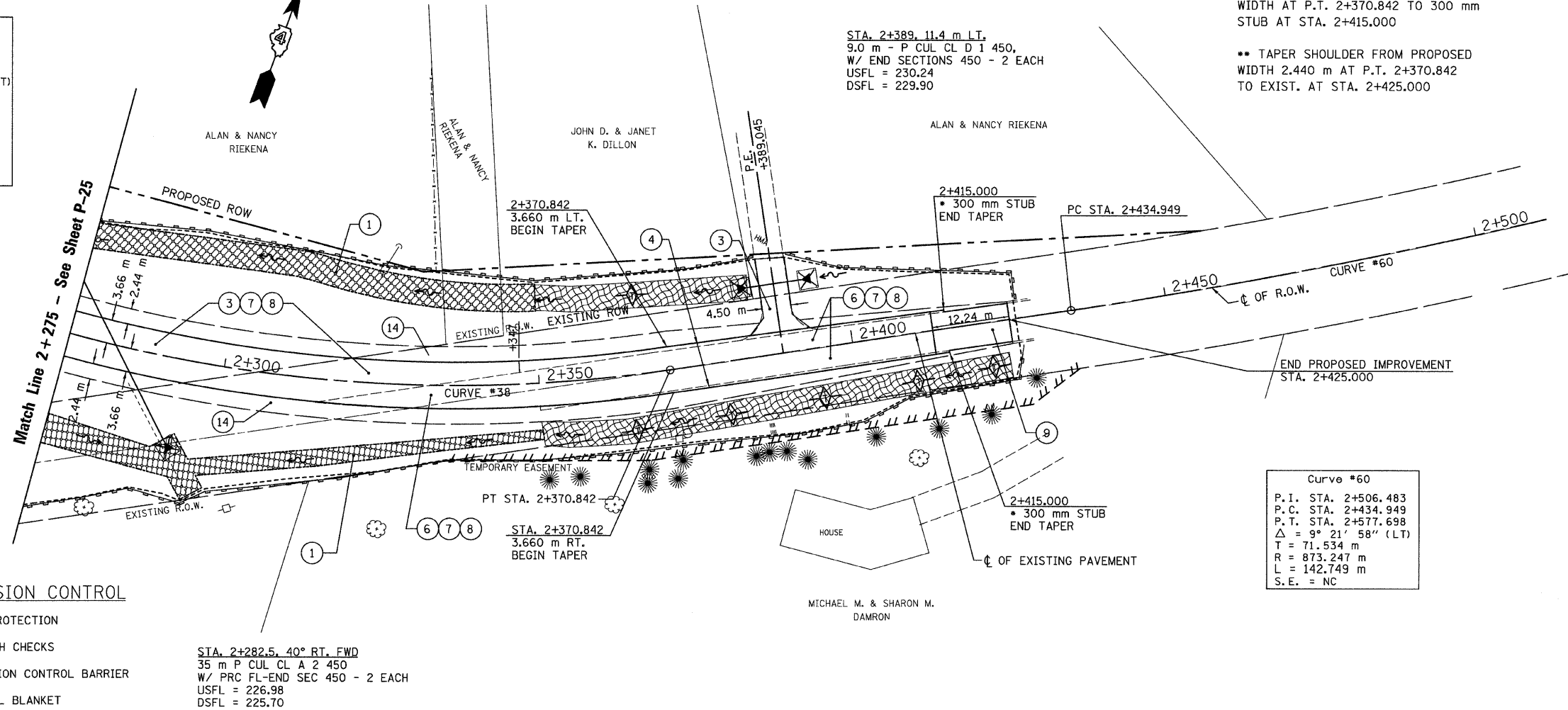


SEC. 17 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	113
STATION 2+275 TO STATION 2+425				

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

\* TAPER FROM PROPOSED PAVEMENT WIDTH AT P.T. 2+370.842 TO 300 mm STUB AT STA. 2+415.000  
 \*\* TAPER SHOULDER FROM PROPOSED WIDTH 2.440 m AT P.T. 2+370.842 TO EXIST. AT STA. 2+425.000



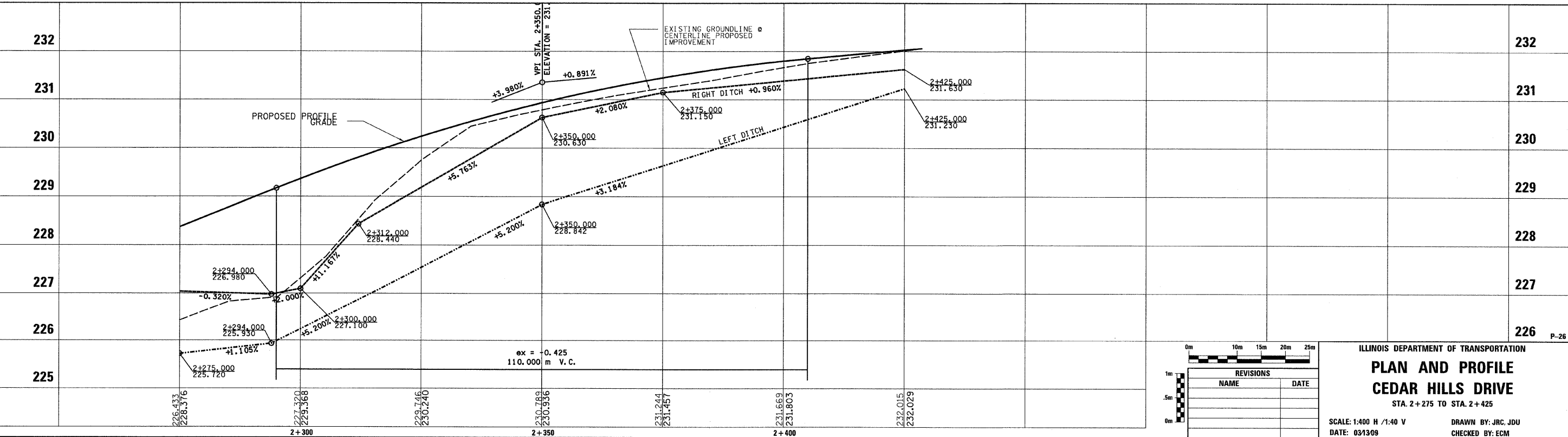
- LEGEND**
- ① FABRIC FORMED CONCRETE REVETMENT MAT
  - ② AGGREGATE BASE COURSE
  - ③ HOT-MIX ASPHALT BASE COURSE
  - ④ HOT-MIX ASPHALT BASE COURSE WIDENING
  - ⑤ AGGREGATE SURFACE COURSE
  - ⑥ LEVELING BINDER (MACHINE METHOD)
  - ⑦ HOT-MIX ASPHALT BINDER COURSE
  - ⑧ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE
  - ⑨ HOT-MIX ASPHALT REMOVAL-BUTT JOINT
  - ⑩ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)
  - ⑪ PORTLAND CEMENT CONCRETE PAVEMENT
  - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
  - ⑬ HOT-MIX ASPHALT REMOVAL (VAR. DEPTH)
  - ⑭ AGGREGATE SHOULDERS
  - ⑮ HOT-MIX ASPHALT SHOULDERS
  - ⑯ COMBINATION CONCRETE CURB AND GUTTER

**LEGEND - EROSION CONTROL**

- ⊗ INLET & PIPE PROTECTION
- ◇ TEMPORARY DITCH CHECKS
- PERIMETER EROSION CONTROL BARRIER
- ▨ EROSION CONTROL BLANKET

STA. 2+282.5, 40° RT, FWD  
 35 m P CUL CL A 2 450  
 W/ PRC FL-END SEC 450 - 2 EACH  
 USFL = 226.98  
 DSFL = 225.70

Curve #60  
 P.I. STA. 2+506.483  
 P.C. STA. 2+434.949  
 P.T. STA. 2+577.698  
 $\Delta = 9^\circ 21' 58''$  (LT)  
 T = 71.534 m  
 R = 873.247 m  
 L = 142.749 m  
 S.E. = NC



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAN AND PROFILE**  
**CEDAR HILLS DRIVE**  
 STA. 2+275 TO STA. 2+425  
 SCALE: 1:400 H / 1:40 V  
 DATE: 03/13/09  
 DRAWN BY: JRC, JDU  
 CHECKED BY: ECM