

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44B)BR	PEORIA	31	7
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 68217

DATA	CURVE 24-6	CURVE 24-7	CURVE 24-8	CURVE 24-9	CURVE 24-10
PI STA	16+451.911	19+720.747	21+446.936	22+614.910	23+047.430
DELTA ANGLE	51°25'02" RT	7°04'33" LT	19°10'48" LT	9°37'55" RT	9°13'06" RT
TANGENT	706.060	122.008	293.173	227.481	140.792
CURVE LENGTH	1,316.054	243.705	580.860	453.891	280.977
RADIUS	1,466.516	1,973.372	1,735.179	2,700.000	1,746.377
EXTERNAL	161.117	3.768	24.593	9.566	5.666
PC STA	15+745.851	19+598.740	21+153.763	22+387.429	22+906.637
PT STA	17+061.905	19+842.445 BK	21+734.623 BK	22+841.319 BK	23+187.615
DESIGN SPEED	80 km/hr	110 km/hr	110 km/hr	110 km/hr	110 km/hr
SUPERELEVATION	0.025 (EX)	0.028	0.032	0.021	0.032

DATA	CURVE C-2	CURVE C-3	CURVE C-4
PI STA	100+102.909	100+372.270	100+428.456
DELTA ANGLE	95°43'01" LT	199°29'53" LT	115°12'54" RT
TANGENT	58.018	161.221	43.346
CURVE LENGTH	87.705	96.449	55.299
RADIUS	52.500	27.700	27.500
EXTERNAL	25.746	191.283	23.833
PC STA	100+044.891	100+211.049	100+385.111
PT STA	100+132.596	100+307.498	100+440.410
DESIGN SPEED	< 40 km/hr	< 40 km/hr	< 40 km/hr
SUPERELEVATION	N.C.	N.C.	N.C.

DATA	CURVE XOW
PI STA	96+332.095
DELTA ANGLE	15°01'49" RT
TANGENT	125.325
CURVE LENGTH	249.211
RADIUS	950.000
EXTERNAL	8.231
PC STA	96+206.770
PT STA	96+455.981
DESIGN SPEED	110 km/hr
SUPERELEVATION	0.050

DATA	CURVE W-1	CURVE W-2	CURVE W-3	CURVE W-4
PI STA	30+141.225	40+395.997	40+466.411	40+671.545
DELTA ANGLE	5°27'56" LT	5°04'29" LT	2°23'15" RT	6°42'18" RT
TANGENT	14.559	35.292	20.558 m	136.786
CURVE LENGTH	29.095	70.538	41.109	273.304
RADIUS	305.000	796.400	986.600	2,523.600
EXTERNAL	0.347	0.782	0.214	3.704
PC STA	30+126.666	40+360.705	40+445.853	40+534.759
PT STA	30+155.761	40+431.243	40+486.963	40+808.063
DESIGN SPEED	< 40 km/hr	< 40 km/hr	< 40 km/hr	80 km/hr
SUPERELEVATION	N.C.	N.C.	N.C.	N.C.

DATA	CURVE S-1
PI STA	110+110.795
DELTA ANGLE	60°36'54" RT
TANGENT	20.459
CURVE LENGTH	37.028
RADIUS	35.000
EXTERNAL	5.541
PC STA	110+090.336
PT STA	110+127.364
DESIGN SPEED	< 30 km/hr
SUPERELEVATION	0.080

**BENCHMARKS**

TEMPORARY BENCHMARKS	DESCRIPTION	OFFSET STATION	ELEVATION METRIC
TBM CE1	CHISELED SQUARE ON NORTHEAST CORNER OF SOUTH HEADWALL OF BOX CULVERT AT PEYTON CREEK (ON SOUTH SIDE OF US ROUTE 24)	STA 17+281 22.8 m RT	EL 143.761
TBM CE2	HIGHEST POINT ON TOP OF RIGHT-OF-WAY MARKER IN NORTHWEST QUADRANT OF INTERSECTION OF STRUBE ROAD AND US ROUTE 24	STA 18+009 11.6 m LT	EL 143.293
TBM CE3	RAILROAD SPIKE IN POWER POLE	STA 18+603 29.7 m LT	EL 135.095
TBM CE4	RAILROAD SPIKE IN POWER POLE ON US ROUTE 24	STA 19+193 29.6 m RT	EL 137.432
TBM CE5	(NGS 16 DLW 1971) STANDARD BRASS DISC IN TOP OF NORTHWEST WINGWALL OF BRIDGE ON US ROUTE 24	STA 20+489 1.0 m LT	EL 140.119
TBM CE5A	RAILROAD SPIKE 0.15 m ABOVE GROUND IN NORTH FACE OF POWER POLE, SOUTH OF US ROUTE 24 AND EAST OF EAST LEVEE FOR DRY RUN CREEK, EAST OF GLASFORD ROAD.	STA 20+518 63.1 m RT	EL 136.954
TBM CE6	RAILROAD SPIKE IN POWER POLE	STA 21+503 144.8 m LT	EL 148.799
TBM CE7	RAILROAD SPIKE IN POWER POLE	STA 22+106 55.2 m LT	EL 148.467
TBM CE8	CHISELED SQUARE IN CENTER OF WEST HEADWALL OF CONCRETE CATCH BASIN IN NORTHWEST QUADRANT OF INTERSECTION OF KINGSTON MINES ROAD AND WHEELER ROAD	STA 22+955 47.8 m LT	EL 151.782

DATA	CURVE F-1	CURVE F-2	CURVE F-3	CURVE F-4
PI STA	200+086.913	200+204.852	200+776.391	200+839.470
DELTA ANGLE	33°30'05" RT	33°30'02" LT	12°48'07" LT	12°48'06" RT
TANGENT	28.593	30.097	11.218	10.657
CURVE LENGTH	1,466.516m	58.469	22.343	21.226
RADIUS	95.000	100.000	100.000	95.000
EXTERNAL	4.210	4.431	0.627	0.596
PC STA	200+058.320	200+174.755	200+765.172	200+828.812
PT STA	200+113.868	200+233.225	200+787.516	200+850.038
DESIGN SPEED	< 40 km/hr	< 40 km/hr	< 40 km/hr	< 40 km/hr
SUPERELEVATION	N.C.	N.C.	N.C.	N.C.

DATA	CURVE G-1	CURVE G-2	CURVE G-3	CURVE G-4
PI STA	9+878.728	9+960.139	10+118.905	10+530.295
DELTA ANGLE	7°27'20" RT	19°05'56" RT	52°47'20" LT	39°14'01" RT
TANGENT	30.512	15.141	95.287	122.642
CURVE LENGTH	58.835	30.001	176.898	235.623
RADIUS	90.000	90.000	192.000	344.098
EXTERNAL	5.031	1.265	22.344	21.202
PC STA	9+848.216	9+944.998	10+023.618	10+407.653
PT STA	9+907.051	9+974.998	10+200.516	10+643.276
DESIGN SPEED	< 40 km/hr	< 40 km/hr	50 km/hr	
SUPERELEVATION	N.C.	N.C.	0.048	0.040

DATA	CURVE BP-1	CURVE BP-2	CURVE BP-3	CURVE BP-4
PI STA	110+131.952	110+189.620	110+243.348	110+296.996
DELTA ANGLE	23°57'47" LT	6°11'24" (LT)	10°24'00" LT	10° 24' 00" (RT)
TANGENT	48.160	10.917	12.832	12.832
CURVE LENGTH	94.911	21.812	25.594	25.594
RADIUS	226.933	201.900	141.000	141.000
EXTERNAL	5.054	0.295	0.583	0.583
PC STA	110+083.792	110+178.704	110+230.516	110+284.164
PT STA	110+178.704	110+200.516	110+256.110	110+309.758
DESIGN SPEED				
SUPERELEVATION	0.048	0.048	N.C.	N.C.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**WHEELER ROAD**

**BENCHMARKS AND CURVE DATA**

SCALE: NONE      DRAWN BY: E.D.

DATE: \*\*\*\*DATE\*\*\*      CHECKED BY: G.T.

