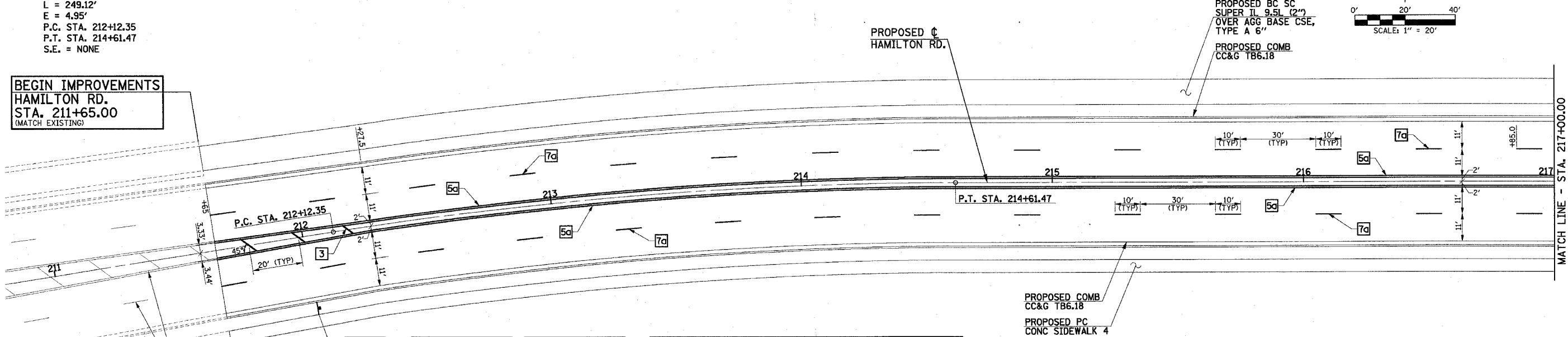


PROPOSED  $\phi$   
HAMILTON RD.  
CURVE DATA  
P.I. STA. 213+37.17  
 $\Delta = 9^{\circ}04'32''$   
 $D = 3^{\circ}38'35''$   
 $T = 124.82'$   
 $R = 1572.74'$   
 $L = 249.12'$   
 $E = 4.95'$   
P.C. STA. 212+12.35  
P.T. STA. 214+61.47  
S.E. = NONE

NOTE:  
THE PROPOSED TRAFFIC CONTROL SIGNS SHOWN WILL BE FURNISHED AND INSTALLED BY OTHERS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 14 DAYS PRIOR TO OPENING THE PROPOSED ROADWAYS TO TRAFFIC. THE ENGINEER WILL COORDINATE THE SIGN INSTALLATION WITH THE CITY OF BLOOMINGTON.

BEGIN IMPROVEMENTS  
HAMILTON RD.  
STA. 211+65.00  
(MATCH EXISTING)



PAVEMENT MARKING PLACED DURING CONSTRUCTION OF SECTION NO. 93-00295-00-PV

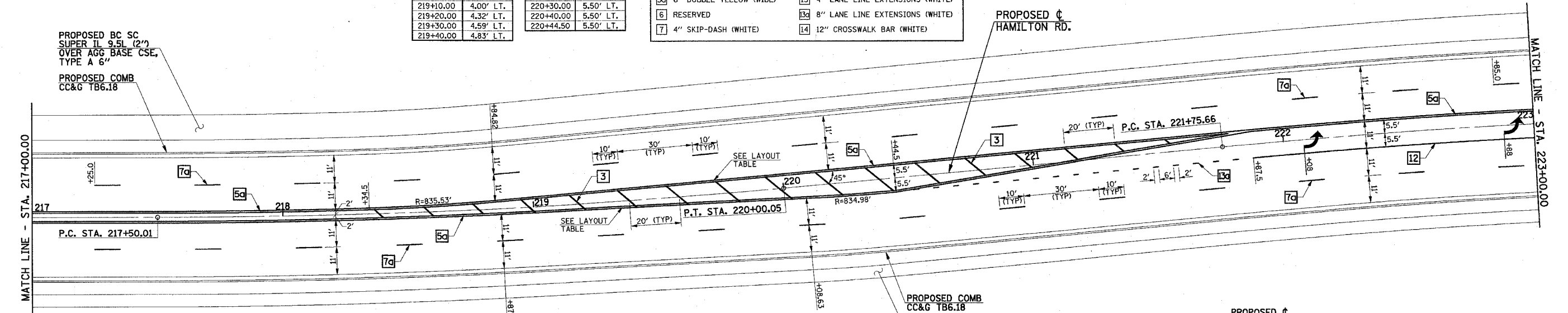
SPEED LIMIT  
**45**  
R2-1-2430

LIMITS OF EPOXY PAVEMENT MARKING

STATION	PAVEMENT MARKING OFFSET
218+34.50	2.00' LT.
218+40.00	2.01' LT.
218+50.00	2.10' LT.
218+60.00	2.27' LT.
218+70.00	2.52' LT.
218+80.00	2.85' LT.
218+90.00	3.26' LT.
219+00.00	3.65' LT.
219+10.00	4.00' LT.
219+20.00	4.32' LT.
219+30.00	4.59' LT.
219+40.00	4.83' LT.

STATION	PAVEMENT MARKING OFFSET
219+50.00	5.04' LT.
219+60.00	5.20' LT.
219+70.00	5.33' LT.
219+80.00	5.43' LT.
219+90.00	5.48' LT.
220+00.00	5.50' LT.
220+10.00	5.50' LT.
220+20.00	5.50' LT.
220+30.00	5.50' LT.
220+40.00	5.50' LT.
220+44.50	5.50' LT.

TYPICAL PAVEMENT MARKING LEGEND			
1	4" SKIP-DASH (YELLOW)	7c	6" SKIP-DASH (WHITE)
1c	6" SKIP-DASH (YELLOW)	8	4" SOLID (WHITE)
2	4" SOLID (YELLOW)	8c	6" SOLID (WHITE)
2c	6" SOLID (YELLOW)	9	12" DIAGONAL (WHITE)
3	12" DIAGONAL (YELLOW)	10	6" CROSSWALK (WHITE)
4	4" DOUBLE YELLOW (NARROW)	11	24" STOP BAR (WHITE)
5	4" DOUBLE YELLOW (WIDE)	12	8" SOLID (WHITE)
5c	6" DOUBLE YELLOW (WIDE)	13	4" LANE LINE EXTENSIONS (WHITE)
6	RESERVED	13c	8" LANE LINE EXTENSIONS (WHITE)
7	4" SKIP-DASH (WHITE)	14	12" CROSSWALK BAR (WHITE)



PROPOSED  $\phi$   
HAMILTON RD.  
CURVE DATA  
P.I. STA. 218+75.12  
 $\Delta = 5^{\circ}18'22''$   
 $D = 2^{\circ}07'19''$   
 $T = 125.11'$   
 $R = 2700.00'$   
 $L = 250.04'$   
 $E = 2.90'$   
P.C. STA. 217+50.01  
P.T. STA. 220+00.05  
S.E. = NONE

STATION	PAVEMENT MARKING OFFSET
218+87.00	2.00' RT.
218+90.00	2.00' RT.
219+00.00	2.03' RT.
219+10.00	2.10' RT.
219+20.00	2.20' RT.
219+30.00	2.34' RT.
219+40.00	2.52' RT.
219+50.00	2.74' RT.
219+60.00	2.99' RT.

STATION	PAVEMENT MARKING OFFSET
219+70.00	3.28' RT.
219+80.00	3.60' RT.
219+90.00	3.97' RT.
220+00.00	4.37' RT.
220+10.00	4.79' RT.
220+20.00	5.14' RT.
220+30.00	5.37' RT.
220+40.00	5.49' RT.
220+44.50	5.50' RT.

PROPOSED  $\phi$   
HAMILTON RD.  
CURVE DATA  
P.I. STA. 223+20.04  
 $\Delta = 5^{\circ}10'00''$   
 $D = 1^{\circ}47'26''$   
 $T = 144.38'$   
 $R = 3200.00'$   
 $L = 288.56'$   
 $E = 3.26'$   
P.C. STA. 221+75.66  
P.T. STA. 224+64.22  
S.E. = TO MATCH MORRIS AVE. P.G.L.  
(SEE S.E. TRANSITION TABLES)

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**HAMILTON ROAD PAVEMENT MARKING**  
DATE: 3-05  
DRAWN BY: J.L.B.  
CHECKED BY: R.L.H.  
SCALE: 1"=20'