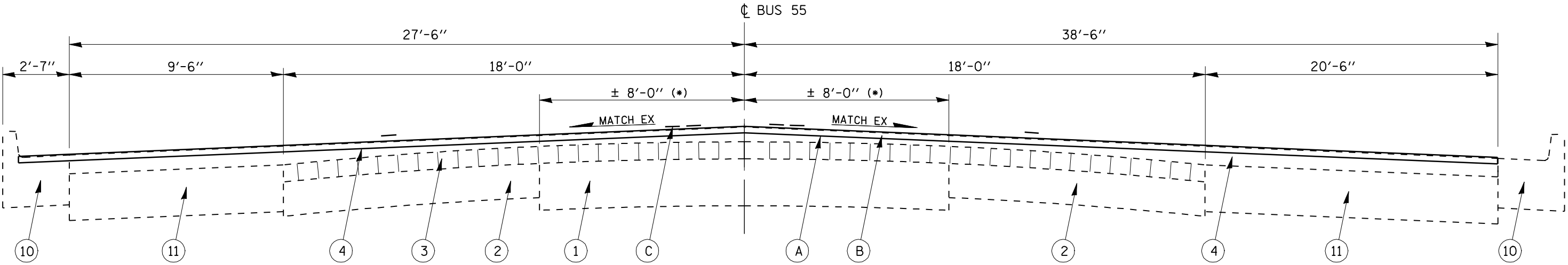


STA. 132+49.80 TO STA. 134+33.38

(*)- DISTANCE WAS SCALED FROM
SPRINGFIELD CITY PLANS,
SECTION 26 CS, 1940



STA. 134+33.38 TO STA. 135+41.72

(*)- DISTANCE WAS SCALED FROM
SPRINGFIELD CITY PLANS,
SECTION 26 CS, 1940

NOTE:
PROPOSED PAVEMENT MARKING IS
SHOWN ON THE PLAN SHEETS

LEGEND

- | | | | |
|---|---|----|--|
| 1 | EXISTING CONCRETE BASE COURSE FOR TROLLEY CAR RAIL BED, DEPTH UNKNOWN | 8 | EXISTING 1/2"Ø DEFORMED BAR, 2' LENGTHS @ 2'-6" CTRS |
| 2 | EXISTING CONCRETE BASE COURSE FOR BRICK FOUNDATION, DEPTH UNKNOWN | 9 | EXISTING P.C.C. PAVEMENT, 8", WITH STD. #1810 OR STD. 1820 PAVEMENT FABRIC |
| 3 | EXISTING BRICK PAVEMENT | 10 | EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.24 |
| 4 | EXISTING BITUMINOUS CONCRETE SURFACE | 11 | EXISTING PCC BASE COURSE, 9" |
| 5 | EXISTING CONCRETE CURBING | A | PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 1 1/2" |
| 6 | EXISTING COMBINATION CONCRETE CURB & GUTTER | B | PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1 1/2" DEPTH) |
| 7 | EXISTING LONGITUDINAL METAL JOINT WITH 1/2"Ø DEFORMED BARS, 2' LENGTHS @ 2'-6" CTRS | C | PROPOSED THERMOPLASTIC PAVEMENT MARKING - LINE 5" |