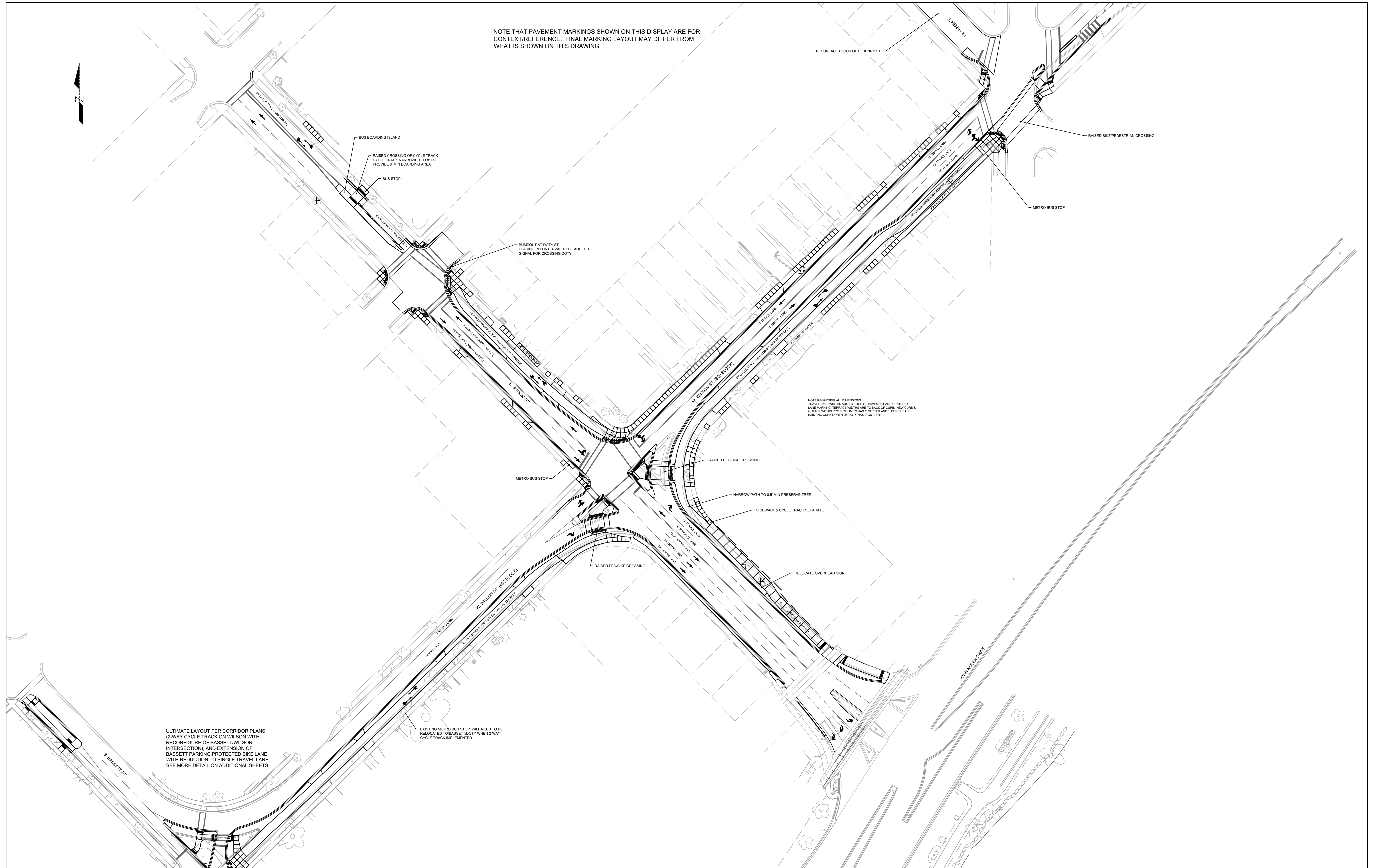


NOTE THAT PAVEMENT MARKINGS SHOWN ON THIS DISPLAY ARE FOR CONTEXT/REFERENCE. FINAL MARKING LAYOUT MAY DIFFER FROM WHAT IS SHOWN ON THIS DRAWING

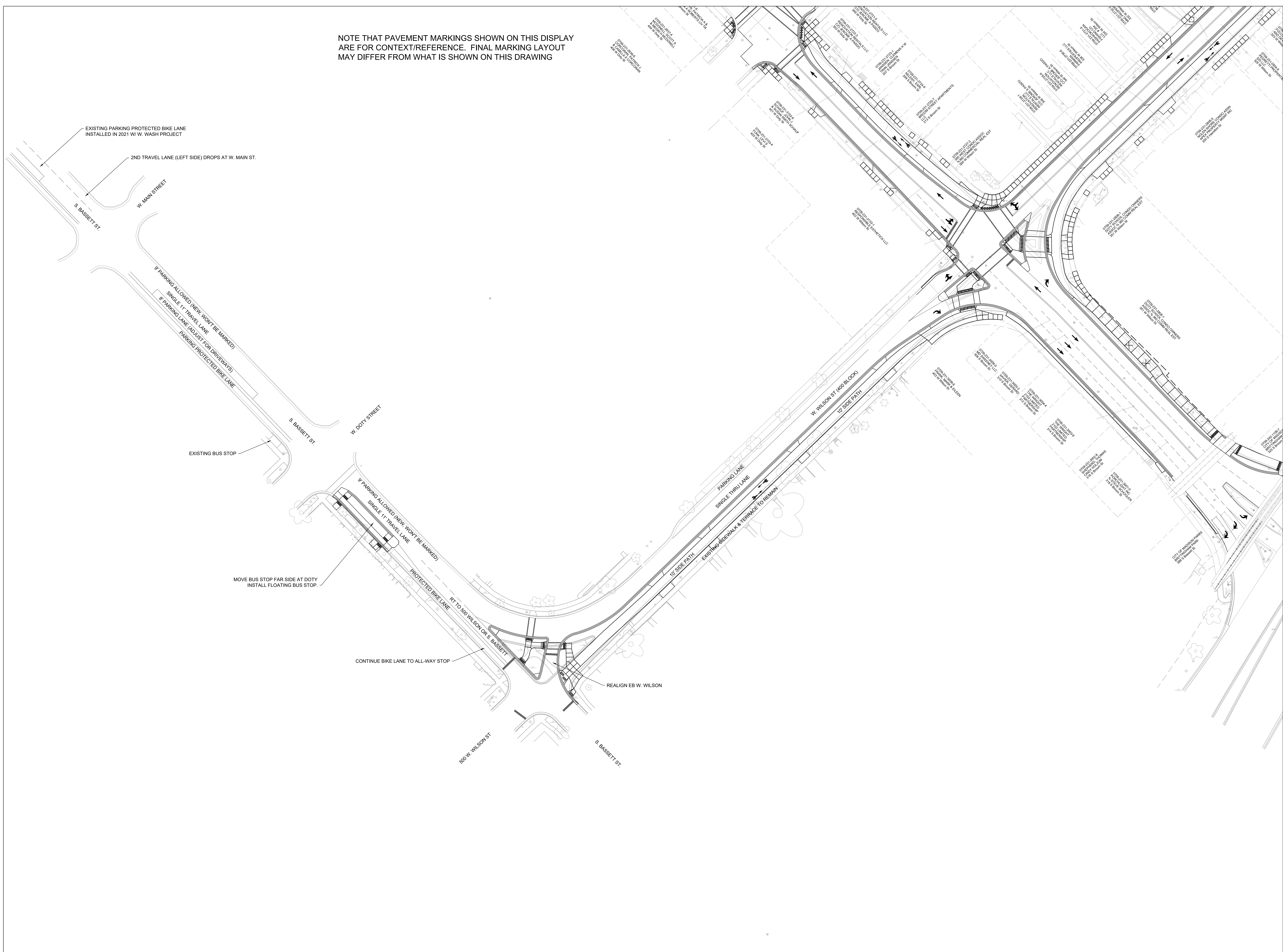


NOTE REGARDING ALL DIMENSIONS:
TRAVEL LANE WIDTHS ARE TO EDGE OF PAVEMENT AND CENTER OF LANE MARKING. TERRACE WIDTHS ARE TO BACK OF CURB. NEW CURB & GUTTER WITHIN PROJECT LIMITS HAS 1' GUTTER AND 1' CURB HEAD. EXISTING CURB NORTH OF DOTY HAS 2' GUTTER.

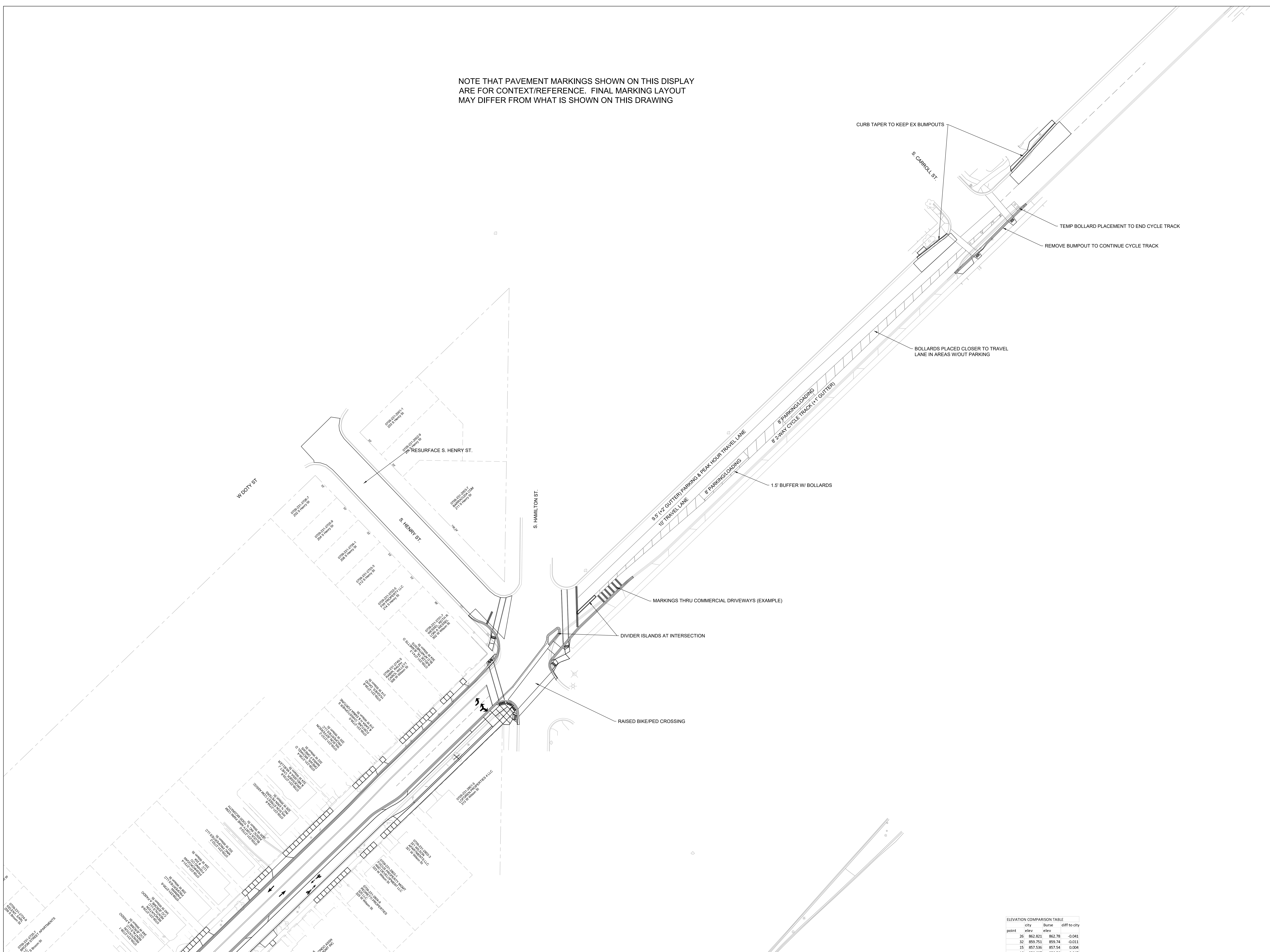
ULTIMATE LAYOUT PER CORRIDOR PLANS (2-WAY CYCLE TRACK ON WILSON WITH RECONFIGURE OF BASSETT/WILSON INTERSECTION), AND EXTENSION OF BASSETT PARKING PROTECTED BIKE LANE WITH REDUCTION TO SINGLE TRAVEL LANE. SEE MORE DETAIL ON ADDITIONAL SHEETS

EXISTING METRO BUS STOP WILL NEED TO BE RELOCATED TO BASSETT/DOTY WHEN 2-WAY CYCLE TRACK IMPLEMENTED

NOTE THAT PAVEMENT MARKINGS SHOWN ON THIS DISPLAY ARE FOR CONTEXT/REFERENCE. FINAL MARKING LAYOUT MAY DIFFER FROM WHAT IS SHOWN ON THIS DRAWING



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ELEVATION COMPARISON TABLE

point	city elev	Buse elev	diff to city
26	862.821	862.78	-0.041
32	859.751	859.74	-0.011
15	857.536	857.54	0.004
16	856.607	856.56	-0.047