

GENERAL NOTES

1. FROM STA. 261+67.74 TO STA. 411+00, ONLY THE ULTIMATE WESTBOUND PORTION WILL BE CONSTRUCTED BY THESE PLANS AND IS DESIGNATED "INITIAL CONSTRUCTION" (SEE TYPICAL SECTION, SHT. NO. 6). THE CENTERLINE OF THIS CONSTRUCTION IS DESIGNATED "WB CENTERLINE" REFERRING TO THE ULTIMATE CONSTRUCTION.
2. MAINLINE STATIONING REFERRED TO IN NOTES IS THAT OF THE SURVEYED BASELINE, ALSO KNOWN AS THE ULTIMATE "MEDIAN CENTERLINE". FOR CLARITY, IT HAS BEEN ASSUMED THE INITIAL CENTERLINE OF CONSTRUCTION OR "WB CENTERLINE" STATIONING IS EQUAL AND OPPOSITE THAT OF THE SURVEYED BASELINE. THEREFORE, NOTES REFERRING TO "RIGHT" AND "LEFT" OF A GIVEN STATION SHOULD BE UNDERSTOOD TO MEAN "RIGHT" AND "LEFT" OF THE INITIAL CENTERLINE OF CONSTRUCTION.
3. ULTIMATE CONSTRUCTION AS DETAILED ON THESE TYPICAL SECTIONS IS NOT SHOWN ON THE PLANS. THE ULTIMATE EASTBOUND ROADWAY IS SHOWN IN DASHED LINES ON THE CROSS SECTIONS FOR RIGHT OF WAY PURPOSES ONLY.
4. THE PROFILE GRADE LINE ("PGL") AND THE POINT OF ROTATION WILL BE NORMALLY SHOWN AT THE ULTIMATE MEDIAN EDGE OF PAVEMENT OF THE WESTBOUND ROADWAY, 12 FT. RIGHT OF THE "WB CENTERLINE". IN DESIGNATED AREA, THE PGL AND PT. OF ROTATION WILL TRANSFER TO BE WB CENTERLINE. THESE AREAS WILL BE SHOWN AS "PGL TRANSITION" ON PLANS, PROFILES, TYPICAL SECTIONS, EARTHWORK SHEETS, AND DETAILED ON 20 SCALE PLANS. WB CENTERLINE ELEVATIONS WILL BE FOUND IN "TABLES FOR PROFILE GRADE TRANSITIONS" SHT. NO. 32.

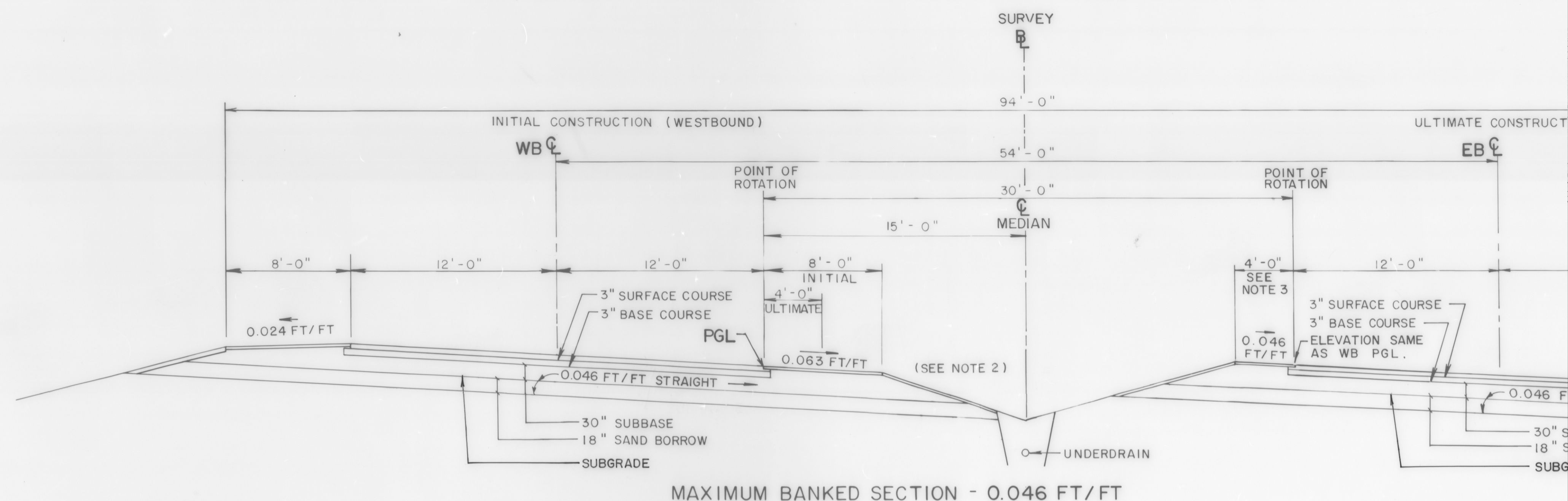
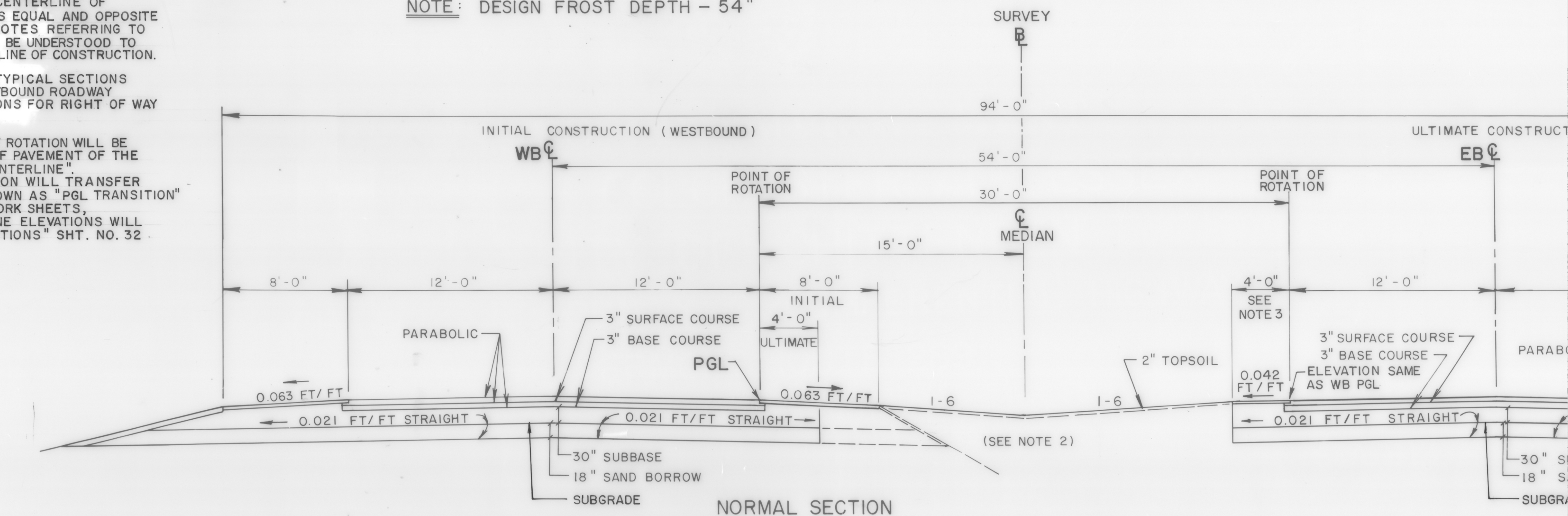
ULTIMATE CONSTRUCTION TYPICAL SECTIONS

3" BITUMINOUS CONCRETE PAVEMENT (1-1/4" TYPE III, 1-3/4" TYPE II)	406.25
3" BASE COURSE, BITUMINOUS CONCRETE, TYPE I	406.25
30" SUBBASE OF DENSE GRADED CRUSHED STONE	301.35
18" SAND BORROW	203.31

SHOULDERS: 1-1/4" BITUMINOUS CONCRETE PAVEMENT, TYPE III (1 LIFT)

406.25

NOTE: DESIGN FROST DEPTH - 54"



NOTES:

1. FOR DETAILS OF INITIAL CONSTRUCTION TYPICAL SECTIONS SEE SHEET NOS. 5 & 6.
2. FOR DITCH & BACKSLOPE DETAILS ON INITIAL CONSTRUCTION, SEE SHEET NO. 5 & 6.
3. SHOULDERS LESS THAN 8'-0" SHALL BE CONSTRUCTED WITH THE SAME SLOPE AS THE ADJACENT TRAVELWAY.