

DISTRICT	COUNTY	ROUTE	SEC.	SHEET
4-0	LUZERNE	4 Spur	4	3 of 13
Larksville, Edwardsville and Kingston Boroughs				

GENERAL NOTES

The Legal Width of Right of Way:-
Between Sta 25+60.00 and Sta 25+96.00 is variable as shown on final plan 4 Spur approved by Governor Gifford Pinchot on April 12, 1934.

* Between Sta. 25+96.00 and Sta. 120+87.93 is variable as shown on final plan Route 4 Section 6 Approved by Gifford Pinchot on Feb. 3, 1926.

Between Sta. 120+87.93 to Sta. 121+00.00 is Eighty (80') feet as shown on final plan Route 4 Spur Section 2 approved by Governor Arthur H. James on July 12, 1940.

Between Sta. 25+60.00 to Sta. 35+44.00, Sta. 47+00.00 to Sta. 52+50.00 and Sta. 103+00.00 to Sta. 121+00.00 the proposed finished pavement will be approximately 0.25 feet higher than the existing pavement.

* From Sta. 35+50 to Sta. 116+76 is One hundred and twenty (120') feet in accordance with deeds secured by the County Commissioners of Luzerne County from abutting property owners subsequent to Plan Feb. 3, 1926.

All fills 6' or over are to be placed and rolled in layers one-half the Specified depth for the class of materials encountered in accordance with Sec. 3.4.3 of the Specification

The Department reserves the right to eliminate any or all of this work. The Contractor is hereby notified not to perform any such work, except grading which is within the Highway Right of Way, until so ordered in writing by the Engineer.

See Special Requirements in the proposal for Public Convenience and Safety.

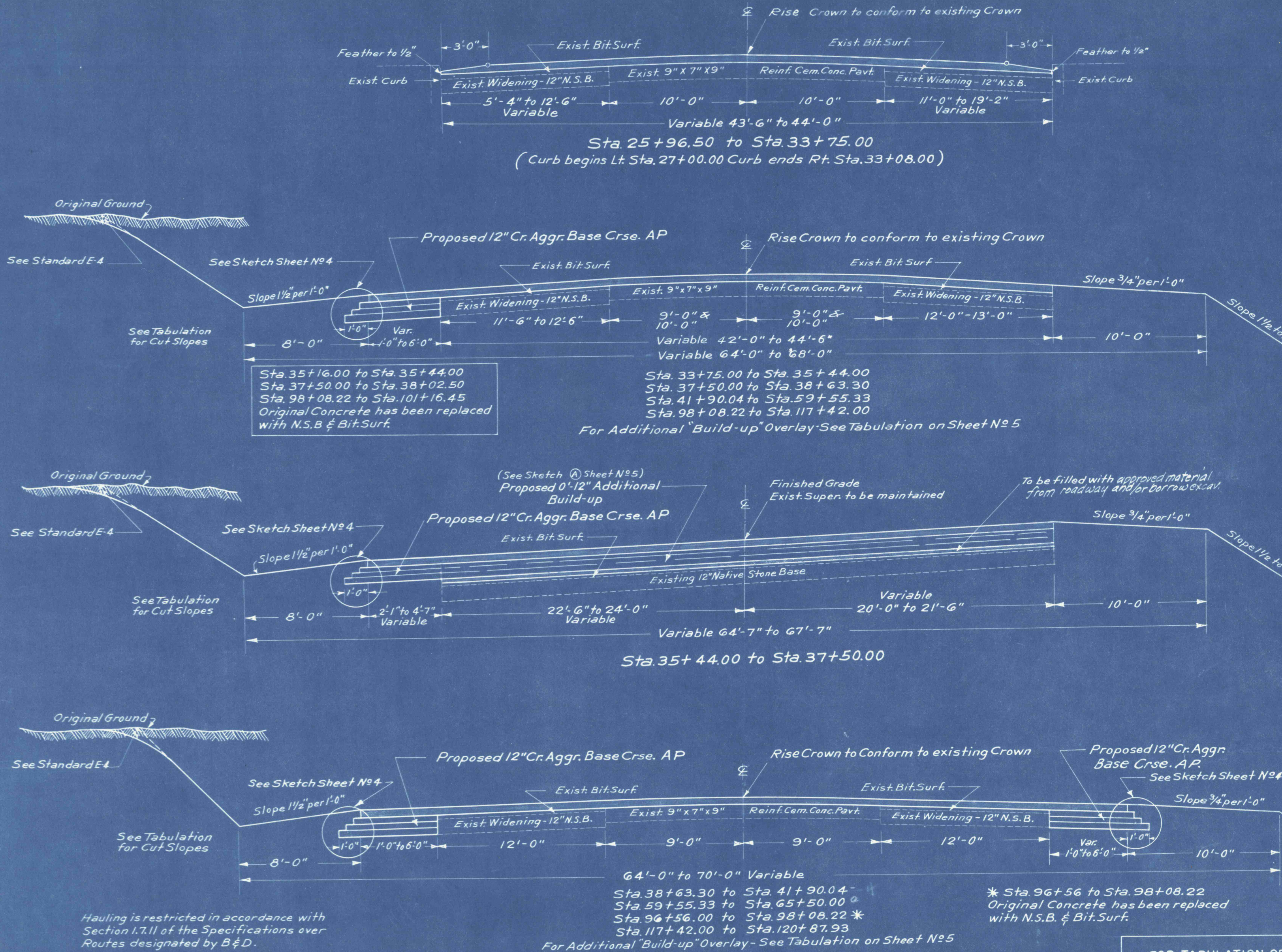
Specification Form 408 Dated 1950

Construction Details other than shown on these drawings shall conform to the attached Standard Sheets:-

F-4.....Nov. 15, 1951	Misc. Inlets.....May 23, 1951
B-1.....Sept. 9, 1949	Standard Inlets.....Aug. 14, 1940
SD-1.....Mar. 24, 1947	GF-C.....Feb. 2, 1947
SD-10.....Mar. 24, 1947	GF-SP.....Feb. 2, 1947
SD-12.....Mar. 24, 1947	GF-RCP.....Feb. 2, 1947
SD-14.....Oct. 12, 1950	

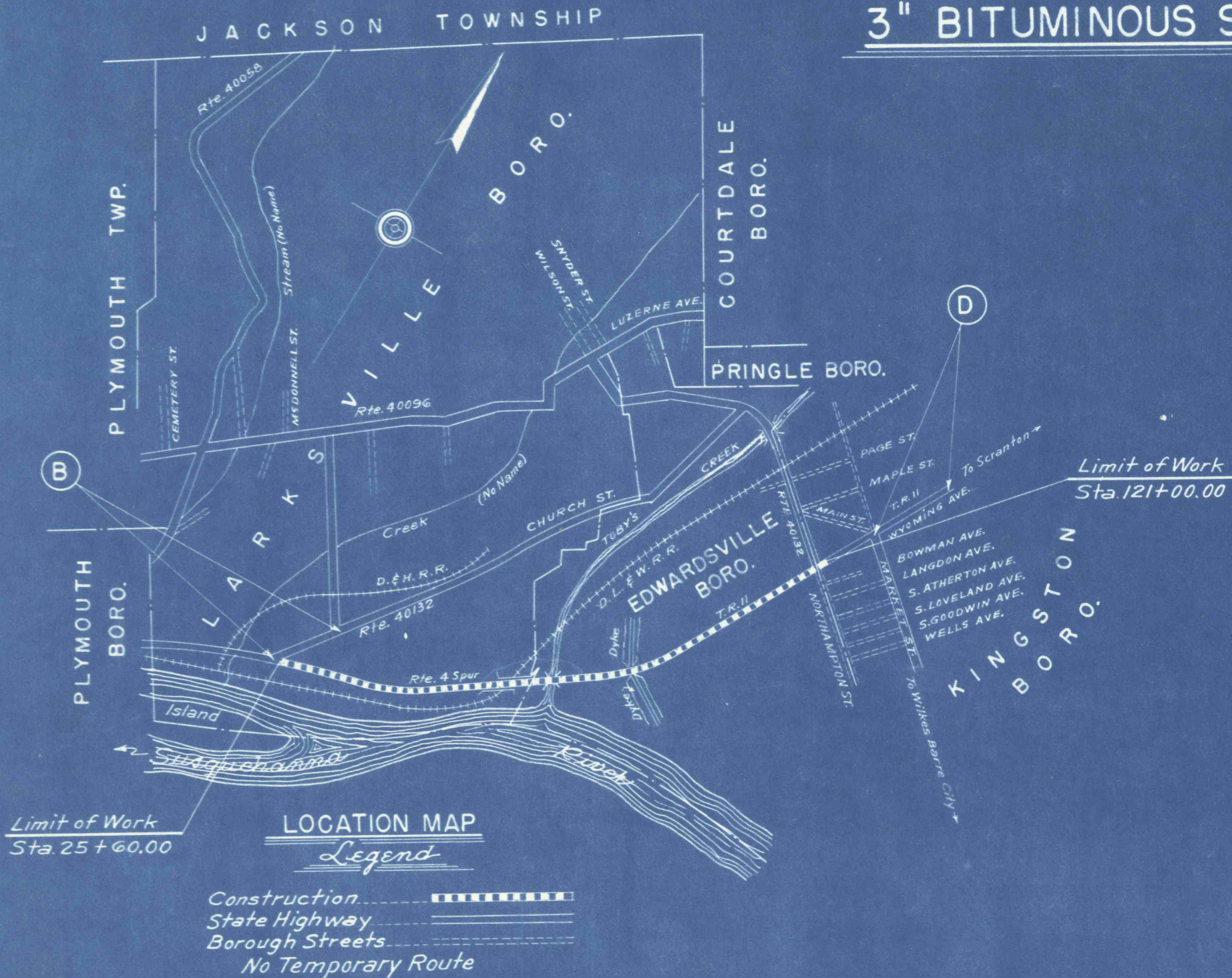
Class A-1 Asphaltic Cement shall be used in the Bit. Surf. Crse. 1D-2.

Either crushed stone, slag, or washed & crushed gravel to be used as a coarse aggregate in the Bit. Surf. Crse. 1D-2.



3" BITUMINOUS SURFACE COURSE 1D-2

FOR TABULATION OF VARIABLE SHOULDER WIDTHS AND SLOPES See Sheet N25



OVERALL LENGTH OF THIS PROJECT = 9544.74 LIN. FEET

GRADING SECTION

THE FOLLOWING INFORMATION ON THE ESTIMATED AMOUNTS OF GRADING QUANTITIES HAS BEEN USED BY THE DEPARTMENT OF HIGHWAYS IN ITS PRELIMINARY ESTIMATE FOR THIS PROJECT AND SHALL NOT BE TAKEN OR USED AS A WAIVER OF ANY PROVISIONS OF THE SPECIFICATIONS AND CONTRACT. QUANTITIES SHOWN HERE ARE APPROXIMATE.

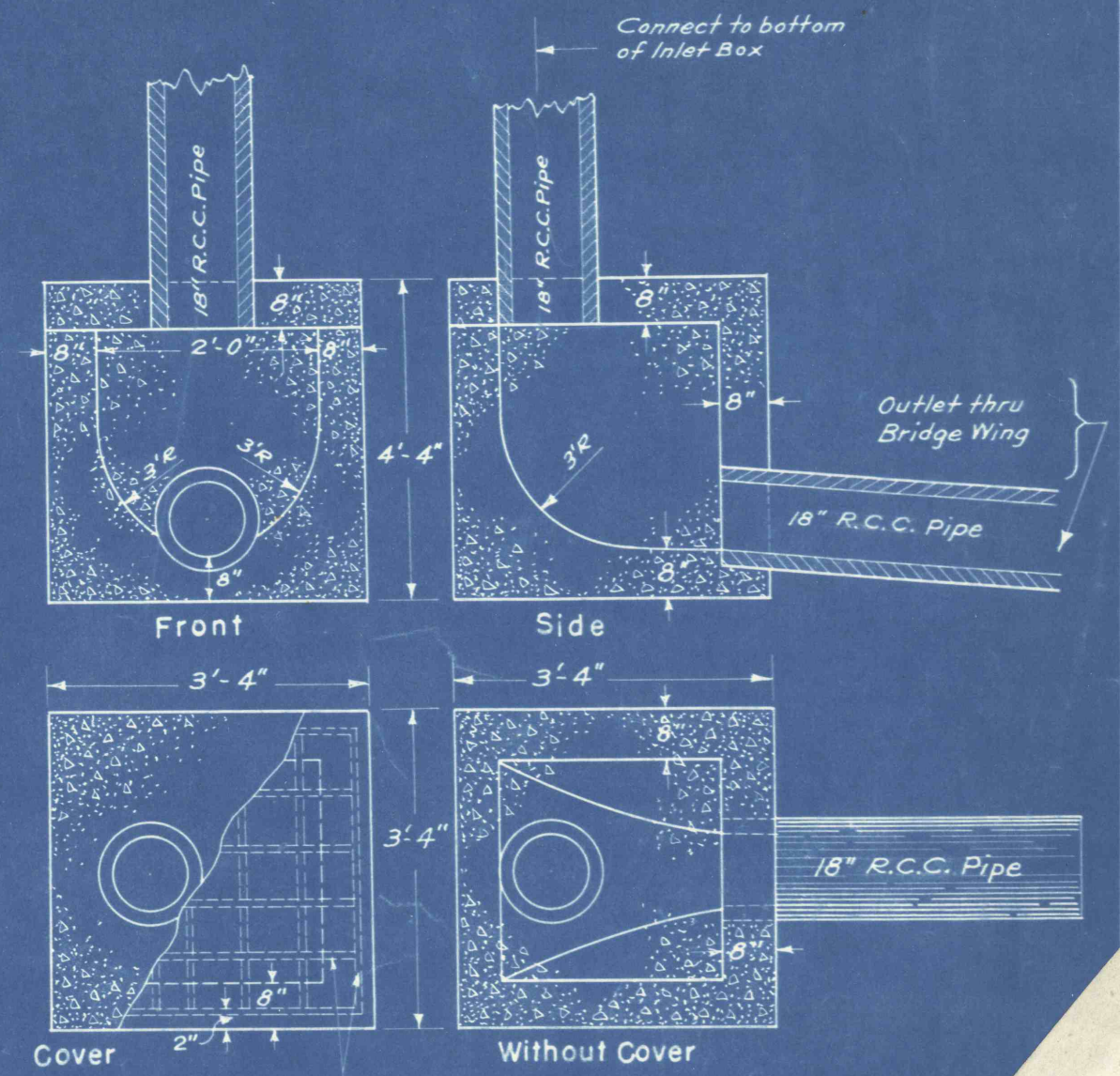
STATIONS	LENGTH IN FEET	CU. YDS. OF CLASS 1 EXCAV.	CU. YDS. OF CLASS 2 EXCAV.	CU. YDS. OF COMPLETED EMBANKMENT	CU. YDS. OF BORROW EXCAV.
25+60 to 121+00	9544.74	22,448	3,888	86,560	73,779

CONSTRUCTION EQUALITY

Sta. 97+93.01 Bk= Sta. 97+88.27 Ahd.

PUBLIC UTILITIES

Delaware Lackawanna and Western Railroad
Hoboken, New Jersey
Luzerne County Gas and Electric Company
Kingston, Penna.
Bell Telephone Company
Wilkes Barre, Penna.
Scranton Spring Brook Water Service Company
Wilkes Barre, Penna.
Keystone Gas Co.
260 S. Broad St., Philadelphia, Penna.



JUNCTION BOX

Sta. 73+80 Rt.