



Pennsylvania Turnpike Commission

PO Box 67676
Harrisburg PA 17106-7676
717.939.9551

March 5, 2015

RECEIVED

MAR - 6 2015

Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
Attn.: Ms. Rosemary Chiavetta, Secretary
P. O. Box 3265
Harrisburg, PA 17105-3265

PA PUBLIC UTILITY COMMISSION
SECRETARY'S BUREAU

**Re: Mainline Turnpike Bridge Replacement Project
Bridge No. EB-103, Turnpike Milepost 228.54, Railroad Milepost 51-13.97
Carrying the Pennsylvania Turnpike over Tracks of the Norfolk Southern Railroad
Cumberland County, Pennsylvania**

**Application of the Pennsylvania Turnpike Commission for
Approval of the Replacement of the Crossing Where the Turnpike (Interstate 76)
Crosses Above the Grade of The Tracks and Right-of-Way of
Norfolk Southern Railway Corporation Lines
Located in Middlesex Township, Cumberland County, Pennsylvania**

Dear Ms. Chiavetta:

Enclosed is an original and three (3) copies of a PUC Application, including Exhibits A, B, C, D and E, an Affidavit attesting to the veracity of the information contained in the Application and a Certificate of Service indicating that copies of the Application were mailed to each of the organizations listed. It was requested that objections raised by any party of interest be forwarded to the PUC, in writing, within two (2) weeks from the date that each party received its copy of the application.

Please note that deed descriptions for parcels to be appropriated will follow this submission.

The Pennsylvania Turnpike Commission is also prepared to attend a field conference and to provide additional information as requested. If you have any questions, please call Mr. Walter Wimer, P.E., at 717-831-7590, or by e-mail at wwimer@paturndpike.com.

Sincerely,

Gary L. Graham, P.E.
Assistant Chief Engineer - Design

GLG/WWW/caw
Enclosures

- cc: Dan Radle (AECOM, c/o Norfolk Southern Railroad) – w/att. – certified mail
- Charlotte Krupa (PPL Electric Utilities Corporation) – w/att. – certified mail
- Mark Shupe (Columbia Trans. Comm. c/o Midstream Energy) – w/att. – certified mail
- Lynn Langer (PADEP SC Regional Office) – w/att. – certified mail
- Eileen Gault (Middlesex Township) – w/att. – certified mail

**APPLICATION FOR APPROVAL OF THE CONSTRUCTION, ALTERATION,
RELOCATION, ABOLITION, OR SUSPENSION OF ANY CROSSING AT GRADE OR
ABOVE OR BELOW GRADE
(Public Utility Law, Section 2702 of Title 66)**

BEFORE

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Application of the Pennsylvania Turnpike Commission for approval of the replacement of the crossing, above grade, at a point where the Pennsylvania Turnpike (Interstate 76) crosses over the Norfolk Southern Railroad located in Middlesex Township, Cumberland County, Pennsylvania.

Application
Docket No.

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PA PUBLIC UTILITY COMMISSION
SECRETARY'S BUREAU

To Pennsylvania Public Utility Commission:

1. The name and address of the applicant are the Pennsylvania Turnpike Commission, P.O. Box 67676, Harrisburg, Pennsylvania, 17106-7676.
2. The name and address of applicant's attorney are Doreen McCall, Chief Counsel, Pennsylvania Turnpike Commission, P.O. Box 67676, Harrisburg, Pennsylvania, 17106-7676.
3. The Pennsylvania Turnpike Commission, by Authority of Section 3 of the Act of July 18, 2007, P.L. 169, No. 44, is presently engaged in the reconstruction of Bridge No. EB-103, located at Milepost 228.54 of the Pennsylvania Turnpike mainline.

The Pennsylvania Turnpike Commission hereby requests that approval be granted for the replacement of the crossing, above grade, at a point where the Pennsylvania Turnpike (Interstate 76) crosses over the Norfolk Southern Railroad located in Middlesex Township, Cumberland County, Pennsylvania. The existing crossing is a Pennsylvania Turnpike Commission owned bridge (Bridge No. EB-103) located at Turnpike Milepost 228.54, between the Carlisle Interchange and the Gettysburg Pike Interchange, and was originally ordered on June 15, 1949, and modified on August 27, 1951, under application Docket No. 74013 (see Exhibit E).

4. The proposed replacement crossing will be comprised of a three span steel structure with an out-to-out width of 125'-4½". The proposed replacement structure will provide a minimum vertical clearance of 23'-0 3/8" measured from the top of rail to the underside of the superstructure and a horizontal clearance of 26'-4 ¾" from the centerline of existing track to the face of the nearest pier and 18'-9 7/8" from the centerline of future track to the face of nearest pier. The following attachments have been prepared depicting specific crossing information: Exhibit A – Location Map; Exhibit B – Roadway Typical Sections; Exhibit C – Bridge Type, Size and Location plans for the Turnpike Mainline Bridge (EB-103) at Milepost 228.54.

5. The Pennsylvania Turnpike Commission also hereby requests that the aerial easements necessary for the construction of the proposed replacement turnpike crossing over the property of the Norfolk Southern Railroad Corporation be appropriated. Attached as Exhibit D are right-of-way plans that describe and depict the required property.

6. The Pennsylvania Turnpike Commission has initiated contact with the following concerned in or affected by the proposed replacement of the crossing:

- a) Norfolk Southern Railroad Corporation, 1200 Peachtree Street, Atlanta, GA 30309
Contact: Dan Radle Jr., AECOM, 100 Sterling Parkway, Suite 205, Mechanicsburg, PA 17050
- b) PPL Electric Utilities Corporation, 2 North 9th Street, Allentown, PA 18101
Attn: Charlotte Krupa, Agency Coordinator
- c) Midstream Energy Group, 10707 Corporate Drive, Suite 158, Stafford, TX 77477
Contact: Mark Shupe, Columbia Transmission Communications, 1895 Granite Station Road, Gettysburg, PA 17325
- d) Commonwealth of Pennsylvania, Department of Environmental Protection, South Central Regional Office, 909 Elmerton Avenue, Harrisburg, PA 17110, Attn: Lynn Langer, Regional Director
- e) Middlesex Township, 350 N. Middlesex Road, Carlisle, PA 17013, Attn: Eileen Gault, Manager


7. The bridge reconstruction is necessary in order to replace the structurally deficient and functionally obsolete structure. Current deficiencies include a deteriorating bridge deck and substructure. The bridge is functionally obsolete due to substandard left and right side shoulder widths in both the eastbound and westbound directions. The project will ultimately improve traffic flow and safety for the continuing growth of traffic volume on the Turnpike.

8. The construction cost for the proposed bridge replacement at Milepost 228.54 shall be solely funded by the Pennsylvania Turnpike Commission. The new replacement crossing will be owned by the Pennsylvania Turnpike Commission and all future maintenance costs of the new replacement crossing shall also be solely funded by the Pennsylvania Turnpike Commission.

Whereas, the Pennsylvania Turnpike Commission agrees to pay all construction costs and to reimburse all affected public service companies and utilities in private right-of-way for any and all costs to said proposed construction incurred by them subject, however, to the provisions of any agreement with the Commission to the contrary, an order without a hearing is requested.

Wherefore, applicant prays your Honorable Commission to approve the application.

Respectfully Submitted
The Pennsylvania Turnpike Commission

By: 
Gary L. Graham, P.E.
Assistant Chief Engineer - Design

VERIFICATION

I, Gary L. Graham, hereby state that the facts above set forth are true and correct (or are true and correct to the best of my knowledge, information and belief) and that I expect to be able to prove the same at a hearing held in the matter. I understand that the statements herein are made subject to the penalties of 18 Pa. C.S. §4904 (relating to unsworn falsification to authorities).

Date: 3.5.15



Gary L. Graham, P.E.

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SECRETARY'S BUREAU

ATTACHMENTS:

Exhibit A – Location Map

Exhibit B – Roadway Typical Sections (PA Turnpike)

Exhibit C – Bridge Type, Size, and Location Plans – EB-103 at MP 228.54

Exhibit D – Right-of-Way Plans at EB-103

Exhibit E – Existing PUC Orders – Original (1949) and Modified (1951)

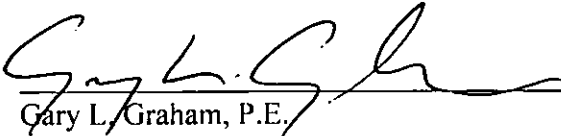
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SECRETARY'S BUREAU

COMMONWEALTH OF PENNSYLVANIA)
) SS
COUNTY OF DAUPHIN)

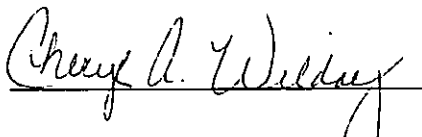
Gary L. Graham, P.E. being duly sworn according to law, deposes, and says that he is the Assistant Chief Engineer of the Pennsylvania Turnpike Commission; that he is authorized by said Commission to and does make this Affidavit for it; and that the facts above set forth are true and correct to the best of his knowledge, information and belief, and that he expects that said Pennsylvania Turnpike Commission to be able to prove the same at any hearing held in this matter.

Date: 3.5.15


Gary L. Graham, P.E.
Assistant Chief Engineer - Design

SWORN TO AND SUBSCRIBED

before me this 5th
day of March, 2015



Notary Public

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PA PUBLIC UTILITY COMMISSION
SECRETARY'S BUREAU

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Cheryl A. Wilday, Notary Public
Lower Swatara Twp., Dauphin County
My Commission Expires March 14, 2018
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES



EXHIBIT A – LOCATION MAP

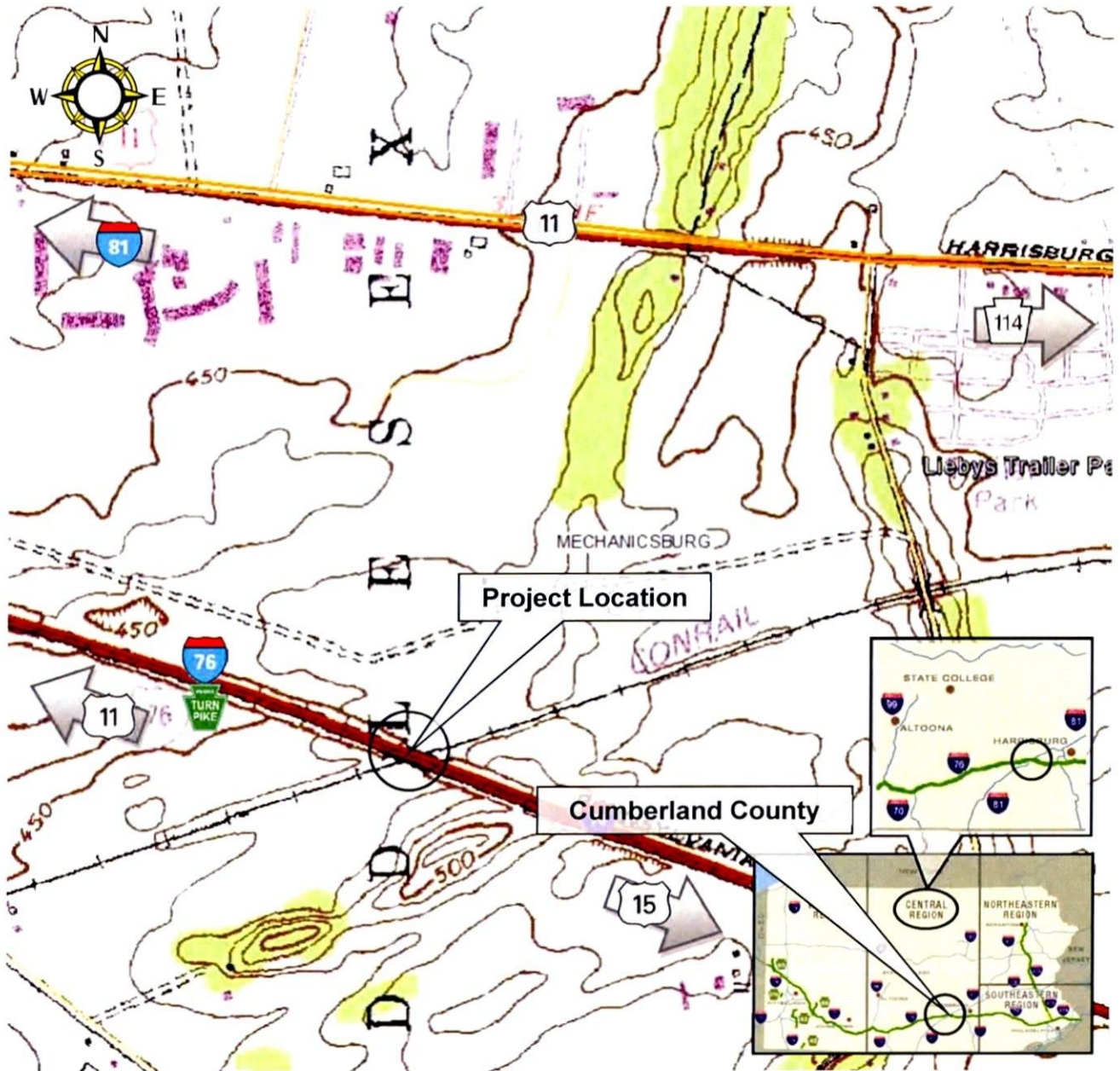
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MAR - 6 2015

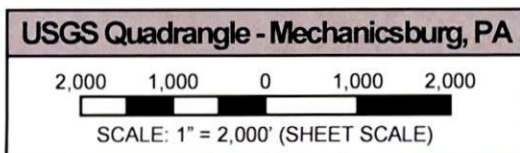
PA PUBLIC UTILITY COMMISSION
SECRETARY'S BUREAU

**BRIDGE EB-103 OVER NORFOLK SOUTHERN RAILROAD
 MAINLINE BRIDGE REPLACEMENT
 MIDDLESEX TOWNSHIP
 CUMBERLAND COUNTY**

PROJECT LOCATION MAP



LOCATION MAP
 1:24,000 SCALE



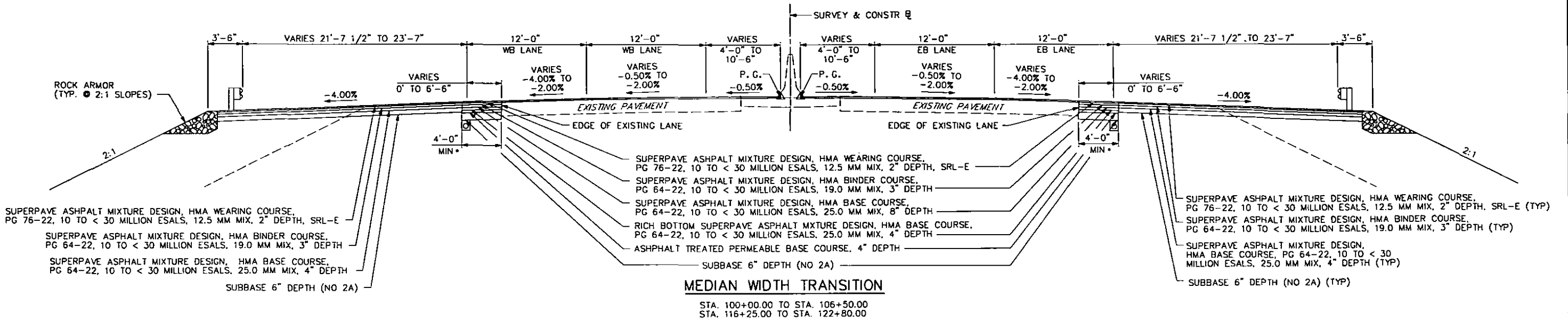
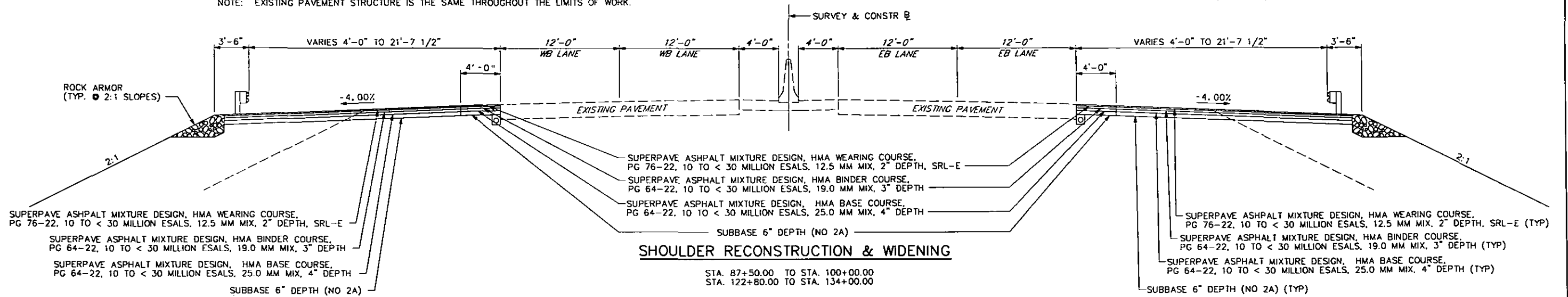
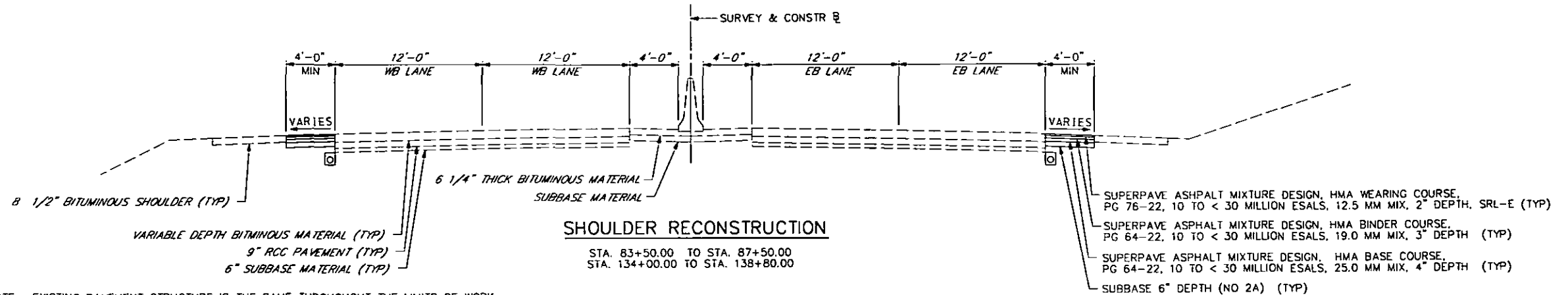
**Bridge EB-103 Over Norfolk Southern Railroad
 Milepost Number 228.54
 Middlesex Township
 Cumberland County**

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EXHIBIT B – ROADWAY TYPICAL SECTIONS



* FULL DEPTH LANE RECONSTRUCTION VARIES 4'-0" TO 6'-6".
 WIDEN WITH EDGE OF PROPOSED LANE AS NEEDED.

PLOTTED: 2/5/2015

PREPARED BY:
 WHITNEY BAILEY COX & MAGNANI, LLC
 100 STERLING PARKWAY, SUITE 108
 MECHANICSBURG, PA 17050

PREPARED FOR:
 THE PENNSYLVANIA
 TURNPIKE COMMISSION



NO.	REVISIONS	DATE	APPR.

WBS NUMBER
 T-228.54S001-3-02

NETWORK NUMBER: 6004552

FILE NAME: R0ts01.dgn

DRAWING TYPE: 1A

STRUCTURE NUMBER: EB-103

SCALE: NOT TO SCALE

REPLACEMENT OF BRIDGE NO. EB-103
 AT MILEPOST 228.54

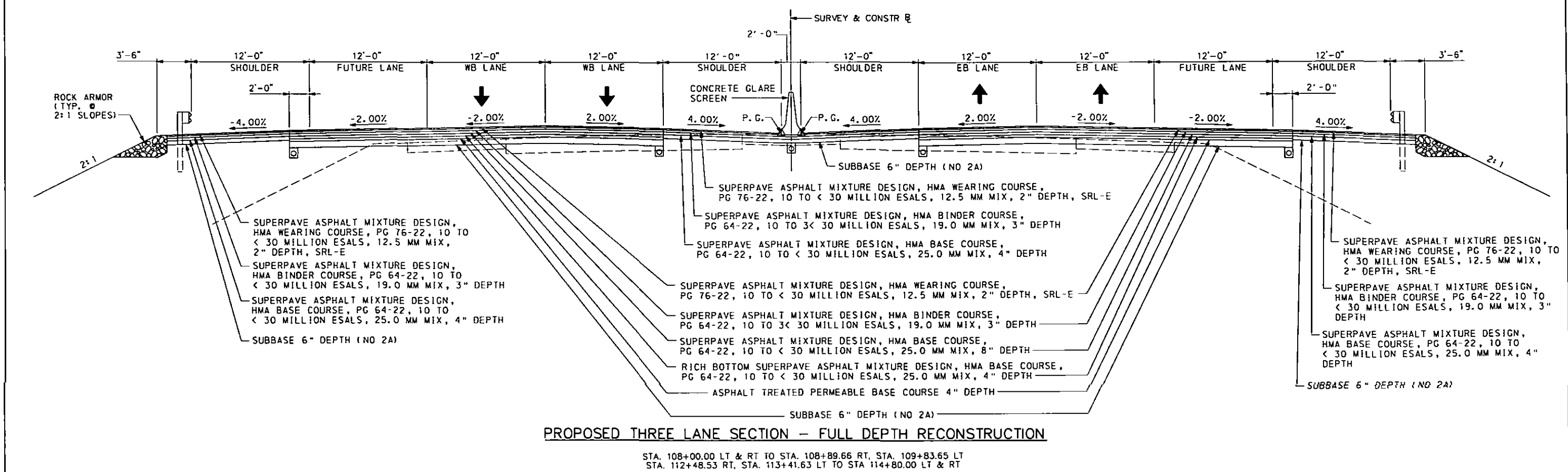
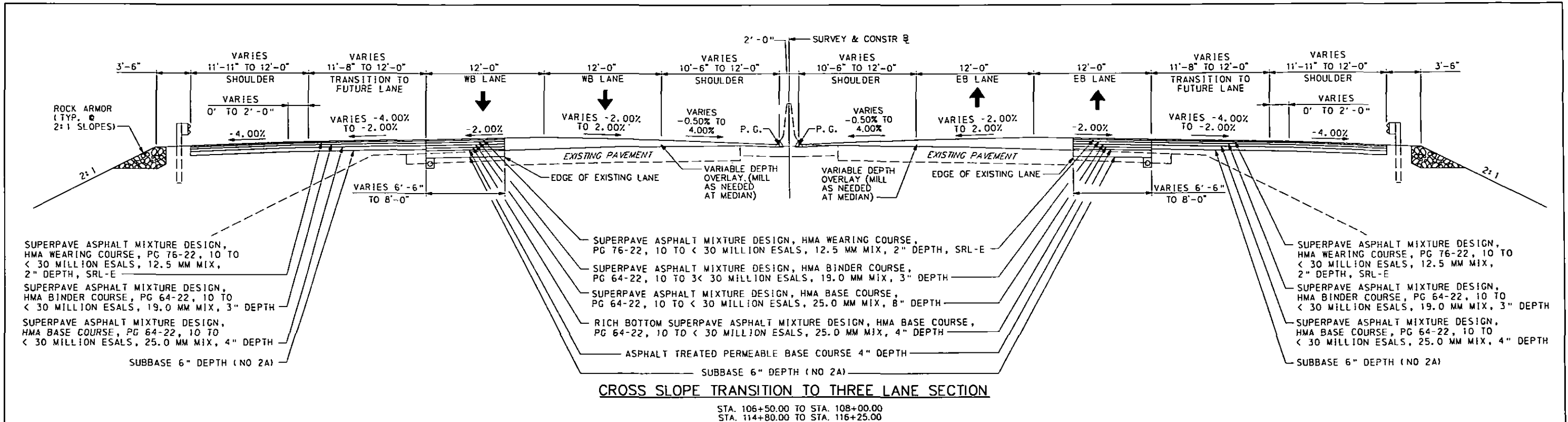
DISTRICT: 3 COUNTY: CUMBERLAND

TOWNSHIP / BOROUGH: MIDDLESEX TOWNSHIP

TYPICAL SECTIONS

DRAWING: 1 OF 2

SHEET: 4 OF 23



PLOTTED: 2/5/2015

PREPARED BY:
 WHITNEY BAILEY COX & MAGNANI, LLC
 100 STERLING PARKWAY, SUITE 108
 MECHANICSBURG, PA 17050

PREPARED FOR:
 THE PENNSYLVANIA
 TURNPIKE COMMISSION



NO.	REVISIONS	DATE	APPR.

WBS NUMBER
 T-228.54S001-3-02

NETWORK NUMBER: 6004552

FILE NAME: RDb02.dgn

DRAWING TYPE: 1A

STRUCTURE NUMBER: EB-103

SCALE: NOT TO SCALE

REPLACEMENT OF BRIDGE NO. EB-103
 AT MILEPOST 228.54

DISTRICT: 3 COUNTY: CUMBERLAND
 TOWNSHIP / BOROUGH: MIDDLESEX TOWNSHIP

TYPICAL SECTIONS

DRAWING: 2 OF 2
 SHEET: 5 OF 23

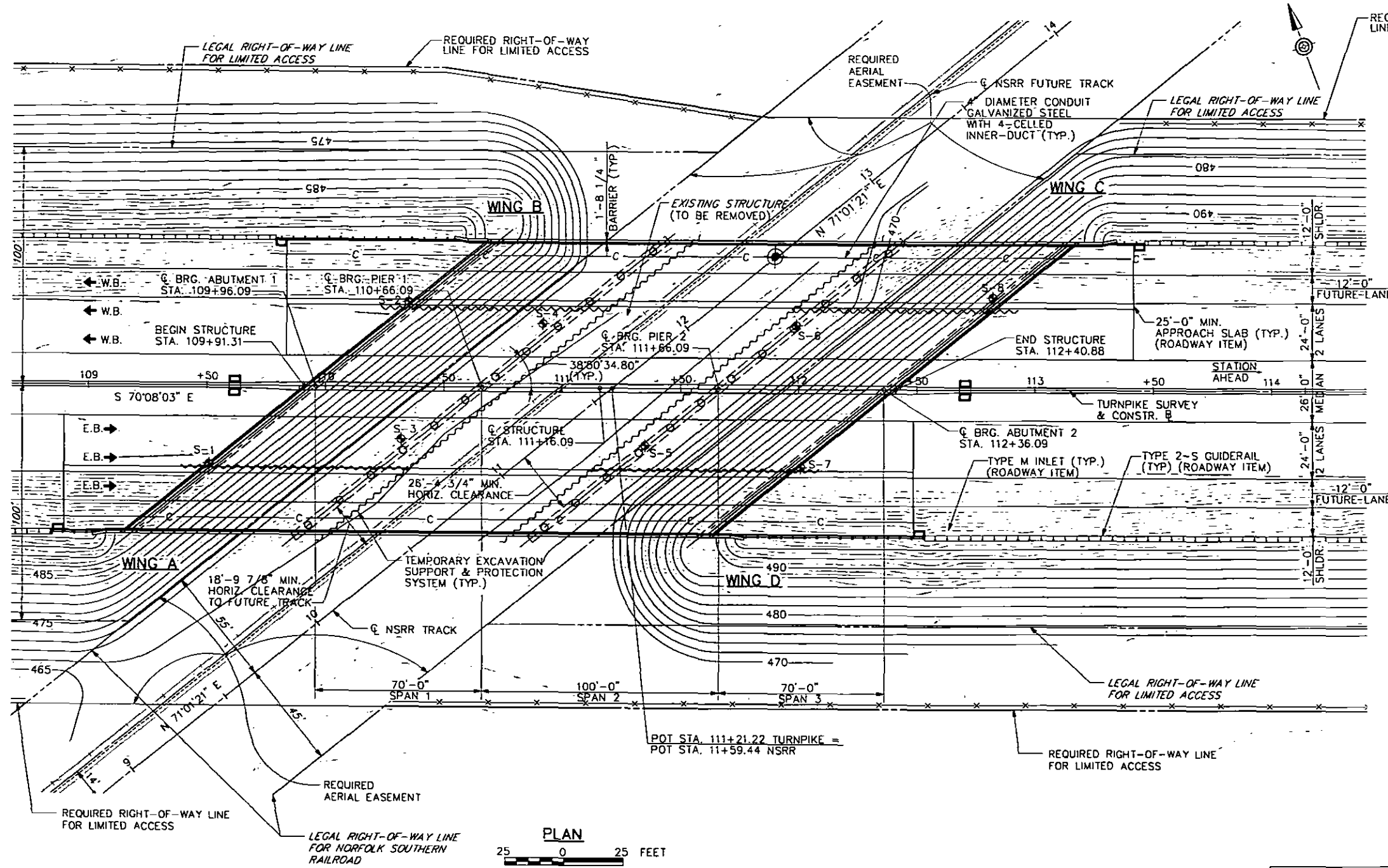
EXHIBIT C – BRIDGE TYPE, SIZE AND LOCATION PLANS

(EB-103 AT MP 228.54)

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EXISTING RAILROAD VERTICAL PROFILE
 +0.49%
 STA. 10+00.00 STA. 13+25.00

EXISTING RAILROAD HORIZONTAL PROFILE
 TANGENT N86°46'43"E

PA TURNPIKE VERTICAL PROFILE
 +2.14% -1.48%

P.V.I. STA. 111+50.00
 ELEV. = 500.76
 V.C. = 1129.51'
 M.O. = -5.12'
 P.V.C. STA. 105+85.24
 P.V.T. STA. 117+14.76

PA TURNPIKE HORIZONTAL PROFILE
 TANGENT N13°49'58"W

EXISTING STRUCTURE DATA

TYPE: THREE SPAN CONTINUOUS COMPOSITE STEEL I-BEAM BRIDGE

SPAN LENGTH: 59'-4", 82'-4", 59'-4"

UNDERCLEARANCE: 23'-3"

LATERAL CLEARANCE: 17'-3"

SKIEW: 38°50'34.80"

BRIDGE WIDTH: 26'-6" (CURB-TO-CURB EACH BOUND)

LIVE LOADING: ---

YEAR BUILT: 1949

PROPOSED STRUCTURE DATA

TYPE: 3 SPAN CONTINUOUS COMPOSITE STEEL GIRDER BRIDGE

SPAN LENGTH: 70'-0", 100'-0", 70'-0"

UNDERCLEARANCE: 23'-0 3/8"

LATERAL CLEARANCE: 26'-4 3/4" TO C TRACK
 18'-9 7/8" TO C FUTURE TRACK

SKIEW: 38°50'34.80"

BRIDGE WIDTH: 125'-4 1/2" (OUT-TO-OUT)

LIVE LOADING: PHL-93 OR P-82 (204 KIP PERMIT LOAD)

- LEGEND
- ⊙ POINT OF MINIMUM VERTICAL CLEARANCE
 - ⊙ APPROXIMATE LOCATION OF PROPOSED TEST BORINGS
 - PROPOSED GUIDERAIL
 - C- PROPOSED ITS CONDUIT
 - ➔ TRAFFIC DIRECTION
 - 485- PROPOSED CONTOURS
 - 485- EXISTING CONTOURS
 - ~~~~~ TEMPORARY EXCAVATION SUPPORT & PROTECTION SYSTEM

- NOTES
1. FOR ELEVATION, SEE SHEET 2.
 2. FOR CONSTRUCTION STAGING AND TYPICAL SECTION, SEE SHEETS 3 AND 4.
 3. FOR GENERAL NOTES AND ABBREVIATIONS, SEE SHEET 5.

WINGWALL LENGTHS

WING A	14'-0"
WING B	13'-0"
WING C	18'-0"
WING D	12'-0"

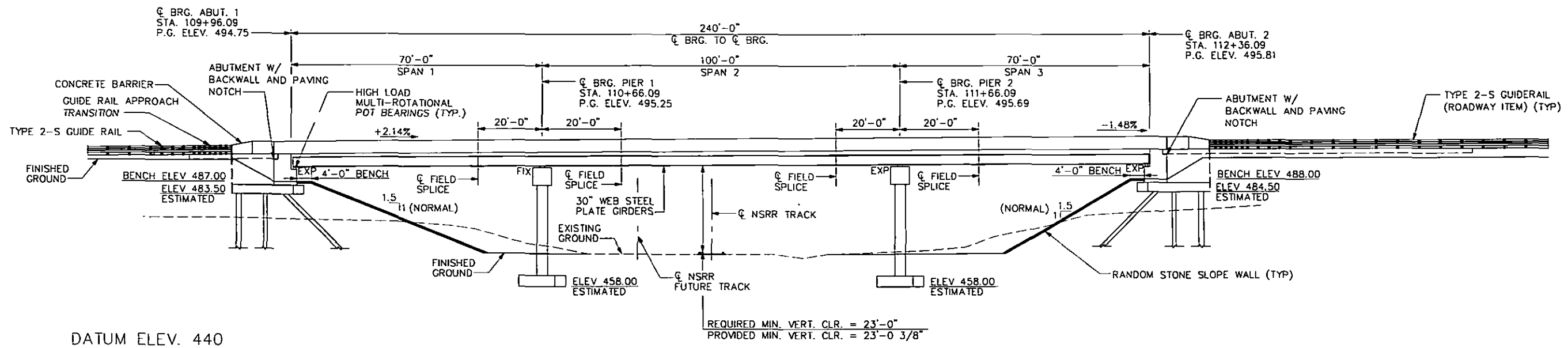
CORE BORING LOCATIONS

BORING NUMBER	STATION	OFFSET
S-1	109+51.00	33' RT
S-2	110+35.00	36' LT
S-3	110+32.00	22' RT
S-4	110+92.00	27' LT
S-5	111+35.00	24' RT
S-6	111+99.00	27' LT
S-7	112+01.00	33' RT
S-8	112+82.00	39' LT

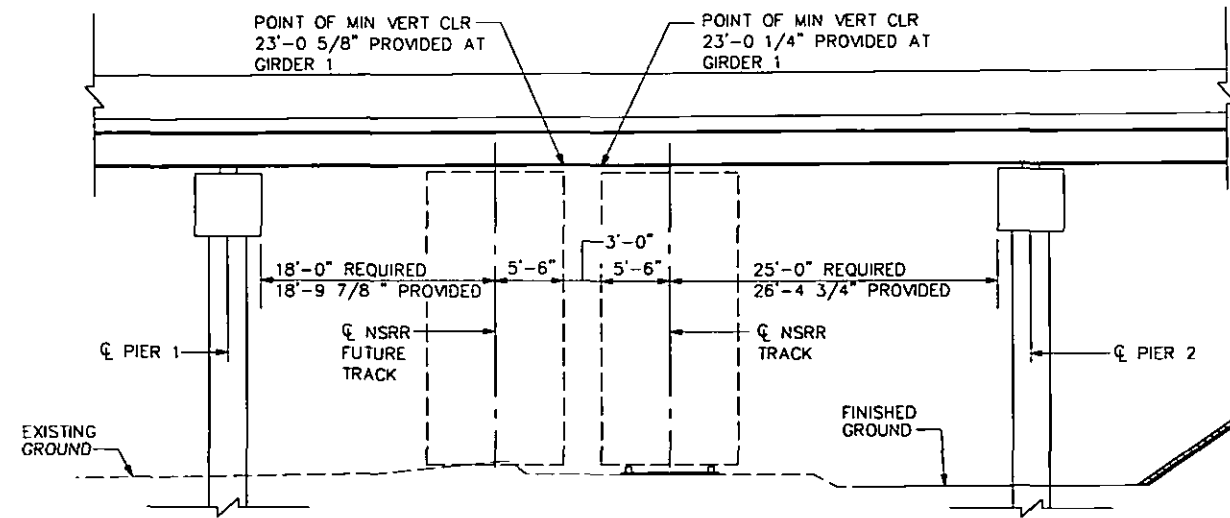
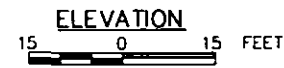
BRIDGE LOAD RATING FACTORS

VEHICLE	INVENTORY	OPERATING
PHL-93	1.050	1.361
P-82	---	1.396
ML-80	2.200	2.851
HS20	1.842	2.387
H20	1.842	2.387
TK527	2.083	2.700

PREPARED BY: WHITNEY BAILEY COX & MAGNANI, LLC 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050		PREPARED FOR: THE PENNSYLVANIA TURNPIKE COMMISSION	WBS NUMBER T-228.54S001-3-02 NETWORK NUMBER: 6004552 FILE NAME: 01_TSL_3span_PTC.dgn DRAWING TYPE: 2G STRUCTURE NUMBER: EB-103	REPLACEMENT OF BRIDGE NO. EB-103 AT MILEPOST 228.54	PA TURNPIKE OVER NORFOLK SOUTHERN RAILROAD STA. 111+21.22 MILEPOST 228.54 3-SPAN CONTINUOUS COMPOSITE STEEL GIRDER BRIDGE GENERAL PLAN
			SCALE: AS NOTED	DISTRICT: 3 COUNTY: CUMBERLAND TOWNSHIP / BOROUGH: MIDDLESEX TOWNSHIP	DRAWING: 1 OF 5 SHEET: 1 OF 5
			NO. REVISIONS DATE APPR.		



DATUM ELEV. 440



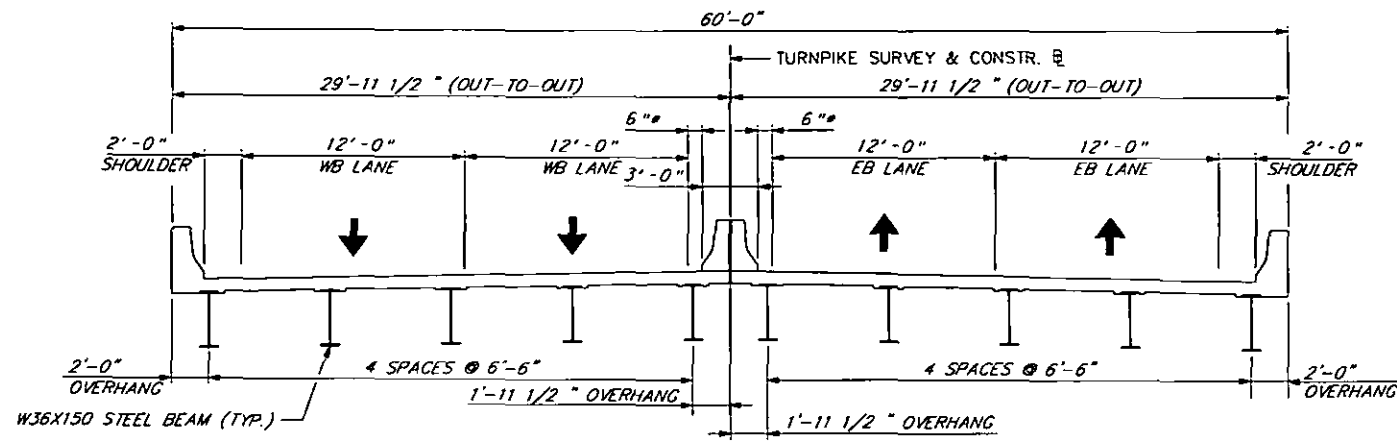
DATUM ELEV. 450

CLEARANCE ENVELOPE
(PERPENDICULAR TO \bar{C} NSRR TRACKS)
5 0 5 FEET

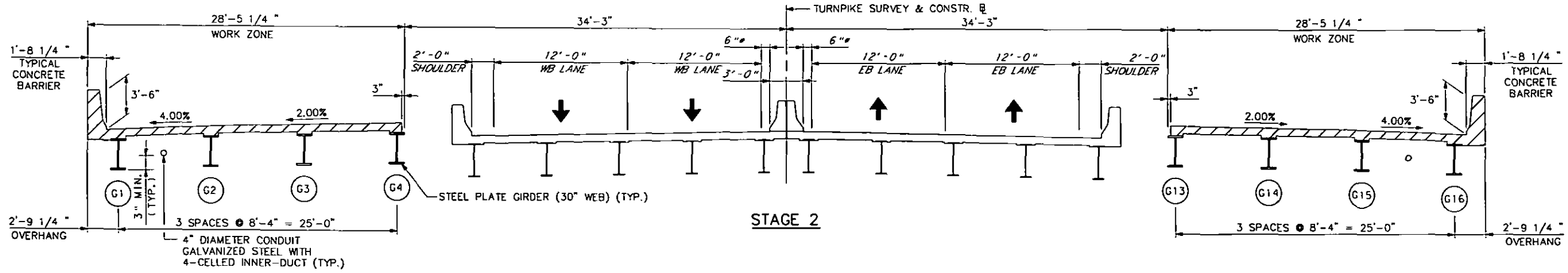
NOTES

1. FOR GENERAL NOTES AND ABBREVIATIONS, SEE SHEET 5.

PREPARED BY: WHITNEY BAILEY COX & MAGNANI, LLC 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050 PREPARED FOR: THE PENNSYLVANIA TURNPIKE COMMISSION		NO. REVISIONS DATE APPR.	WBS NUMBER T-228.54S001-3-02	REPLACEMENT OF BRIDGE NO. EB-103 AT MILEPOST 228.54	PA TURNPIKE OVER NORFOLK SOUTHERN RAILROAD STA. 111+21.22 MILEPOST 228.54 3-SPAN CONTINUOUS COMPOSITE STEEL GIRDER BRIDGE ELEVATION
			NETWORK NUMBER: 6004552 FILE NAME: 02_TSL_Elevation.dgn DRAWING TYPE: 2G STRUCTURE NUMBER: EB-103		
			SCALE: AS NOTED		



EXISTING TYPICAL SECTION



STAGE 2

NOTES:

1. FOR STAGE 3A, STAGE 3B AND FINAL PROPOSED SECTION, SEE SHEET 4.
2. FOR ADDITIONAL TEMPORARY CONCRETE BARRIER DETAILS, SEE PTS-710.

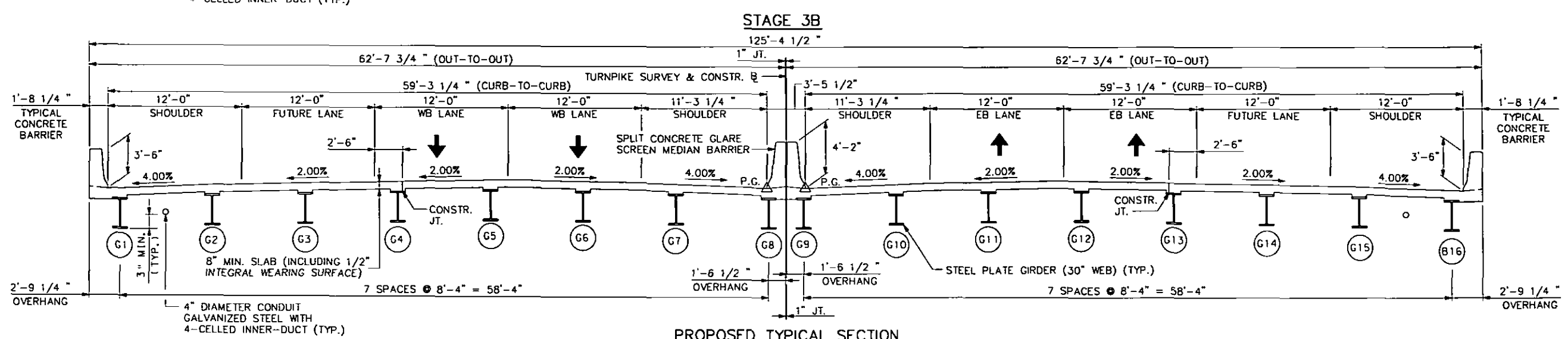
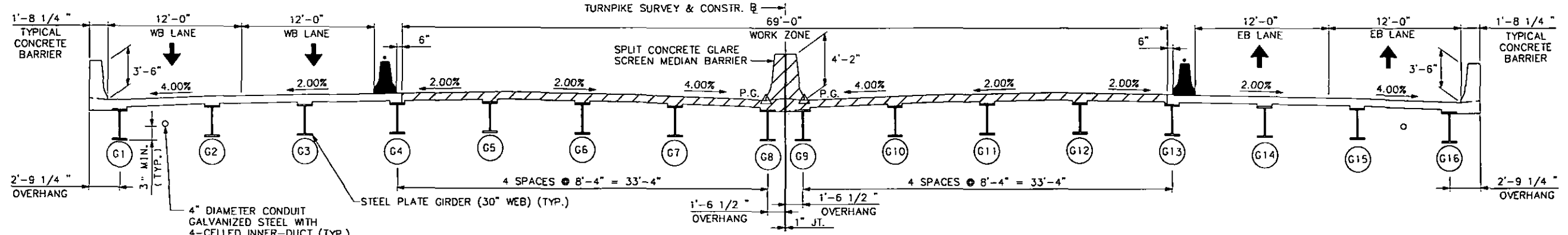
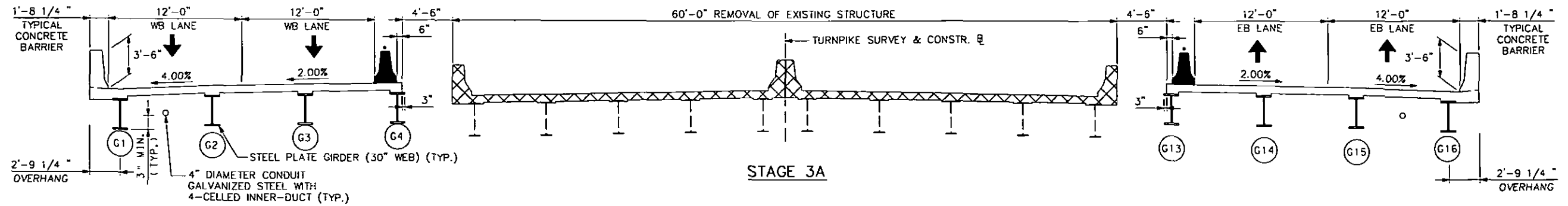
CONSTRUCTION STAGING

- STAGE 1:
1. PERFORM SHOULDER RECONSTRUCTION FROM STA. 100+00.00 TO 106+50.00, LT & RT AND STA. 116+25.00 TO 122+80.00, LT & RT.
- STAGE 2:
1. INSTALL TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM FROM BACK OF ABUTMENTS TO END OF CONSTRUCTION LIMITS.
 2. CONSTRUCT PORTION OF ABUTMENTS AND PIERS TO REQUIRED LIMITS FOR CONSTRUCTION OF THE SUPERSTRUCTURE SHOWN.
 3. PLACE NEW BEAMS 1-4 AND 13-16.
 4. CONSTRUCT DECK AND TYPICAL CONCRETE BARRIER TO THE LIMITS SHOWN.
- STAGE 3A:
1. PLACE TEMPORARY CONCRETE BARRIER ON NEW PORTIONS OF WESTBOUND AND EASTBOUND BRIDGES AS SHOWN.
 2. SHIFT TRAFFIC TO THE NEW PORTIONS OF THE BRIDGES AND MAINTAIN TWO LANES (12'-0") OF TRAFFIC IN EACH DIRECTION AS SHOWN.
 3. REMOVE EXISTING STRUCTURE TO A MINIMUM OF 1' BELOW THE BOTTOM OF FOOTING ELEVATION OR AS REQUIRED TO PLACE THE NEW FOUNDATION.
- STAGE 3B:
1. CONSTRUCT REMAINDER OF ABUTMENTS AND PIERS.
 2. PLACE NEW BEAMS 5-8 AND 9-12.
 3. CONSTRUCT DECK AND SPLIT CONCRETE GLARE SCREEN MEDIAN BARRIER ON NEW PORTION OF BRIDGE.
 4. REMOVE TEMPORARY CONCRETE BARRIERS.
 5. SHIFT TRAFFIC TO THE FINAL CONFIGURATION.

LEGEND






PREPARED BY: WHITNEY BAILEY COX & MAGNANI, LLC 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050 PREPARED FOR: THE PENNSYLVANIA TURNPIKE COMMISSION		WBS NUMBER T-228.54S001-3-02	REPLACEMENT OF BRIDGE NO. EB-103 AT MILEPOST 228.54	PA TURNPIKE OVER NORFOLK SOUTHERN RAILROAD STA. 111+21.22 MILEPOST 228.54 3-SPAN CONTINUOUS COMPOSITE STEEL GIRDER BRIDGE CONSTRUCTION STAGING
		NETWORK NUMBER: 6004552 FILE NAME: 03_TSL_ConstSt1.dgn DRAWING TYPE: 2G STRUCTURE NUMBER: EB-103		
NO. REVISIONS DATE APPR.		SCALE: 2 0 2 4 FEET	DRAWING: 3 OF 5 SHEET: 3 OF 5	



NOTES:

1. FOR EXISTING SECTION AND STAGE 2, SEE SHEET 3.

LEGEND

-  TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED, TYPE C
-  EXISTING STRUCTURE TO BE REMOVED
-  PROPOSED CONSTRUCTION

PREPARED BY:
WHITNEY BAILEY COX & MAGNANI, LLC
100 STERLING PARKWAY, SUITE 108
MECHANICSBURG, PA 17050

PREPARED FOR:
THE PENNSYLVANIA
TURNPIKE COMMISSION



NO.	REVISIONS	DATE	APPR.

WBS NUMBER
T-228.54S001-3-02

NETWORK NUMBER: 6004552

FILE NAME: 04_TSL_ConstS2.dgn

DRAWING TYPE: 2G

STRUCTURE NUMBER: EB-103

SCALE: 2 0 2 4 FEET

REPLACEMENT OF BRIDGE NO. EB-103
AT MILEPOST 228.54

DISTRICT: 3 COUNTY: CUMBERLAND

TOWNSHIP / BOROUGH: MIDDLESEX TOWNSHIP

PA TURNPIKE OVER
NORFOLK SOUTHERN RAILROAD
STA. 111+21.22 MILEPOST 228.54
3-SPAN CONTINUOUS COMPOSITE
STEEL GIRDER BRIDGE
CONSTRUCTION STAGING

DRAWING: 4 OF 5
SHEET: 4 OF 5

EXHIBIT D – RIGHT-OF-WAY PLANS AT EB-103

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PA PUBLIC UTILITY COMMISSION
SECRETARY'S BUREAU

COMMONWEALTH OF PENNSYLVANIA



PENNSYLVANIA TURNPIKE COMMISSION

DRAWINGS FOR
ESTABLISHING AND REESTABLISHING
LIMITED ACCESS HIGHWAY AND
AUTHORIZING ACQUISITION OF RIGHT-OF-WAY
FOR

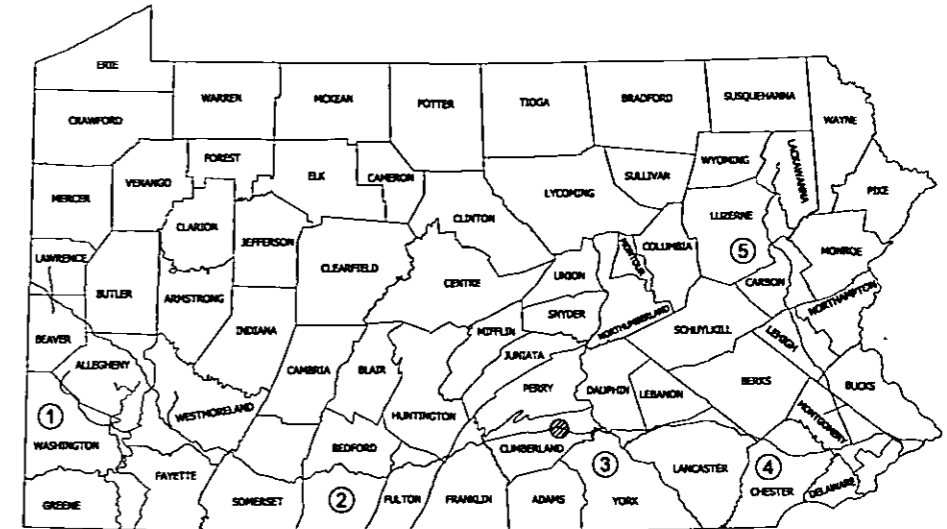
REPLACEMENT OF BRIDGE EB-103
AT MILEPOST 228.54
OVER NORFOLK SOUTHERN RAILROAD
IN CUMBERLAND COUNTY

CONTRACT NO. T-228.54S001-3-02
PUC DOCKET NO. A-00000000

LIMIT OF PUC JURISDICTION STA. 108+73.85 TO 113+35.78
CONTAINS PLANS FOR:
NORFOLK SOUTHERN RAILWAY COMPANY

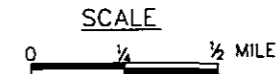
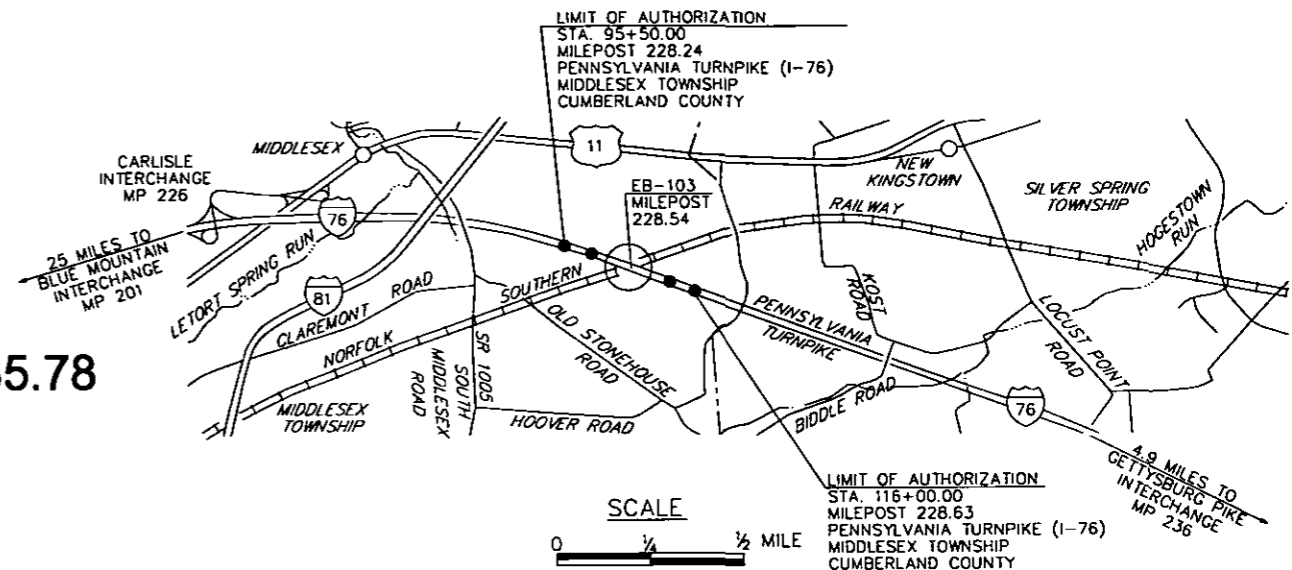
THIS PLAN PREPARED PURSUANT TO SECTION 2 OF THE ACT OF MAY 29, 1945, P.L. 1108, AS AMENDED, SECTION 2003 (3) (e) OF THE ADMINISTRATIVE CODE (ACT OF APRIL 9, 1929, P.L. 177, AS AMENDED BY ACT 1979-100), AND SECTION 402 (b) (3) OF THE EMINENT DOMAIN CODE OF 1964M AS AMENDED, AND SECTION 4 OF THE ACT OF DECEMBER 15, 1971 (P.L. 596, NO. 160) AS AMENDED.

THIS PLAN PREPARED PURSUANT TO PENNSYLVANIA TURNPIKE COMMISSION ENABLING ACTS, ACT 211 OF MAY 21, 1937, P.L. 774, 36 P.S. & 652 ET SEC. AND AS AMENDED AND ACT 61 OF SEPTEMBER 30, 1985, P.L. 240, 36 & 651.1 ET SEQ. AND AS AMENDED.



PROJECT LOCATION

DISTRICT	COUNTY	TOWNSHIP / BOROUGH	SECTION	SHEETS
3	CUMBERLAND	MIDDLESEX TOWNSHIP		5



DESIGN DESIGNATION
HIGHWAY CLASSIFICATION - LIMITED ACCESS HIGHWAY

DESIGN SPEED	- 75 MPH	A.D.T. (2014)	- 11,237 (EB)
PAVEMENT WIDTH	- 2-12 FT LANES		- 10,506 (WB)
FUTURE LANE	- 12 FT	A.D.T. (2035)	- 15,362 (EB)
SHOULDER WIDTH	- 12 FT		- 14,363 (WB)
MEDIAN WIDTH	- 26 FT	T	- 25

LEGEND

	PROJECT
	US ROUTE
	INTERSTATE HIGHWAY
	STATE & MUNICIPAL ROAD
	TOWNSHIP LINE

RECORDED IN THE OFFICE FOR THE RECORDING OF DEEDS, ETC. IN _____ COUNTY, PENNSYLVANIA.

BOOK _____ PAGE _____

WITNESS MY HAND AND SEAL OF OFFICE.

DATE _____

RECORDER

COMMONWEALTH OF PENNSYLVANIA
COUNTY OF CUMBERLAND
BEFORE ME, A NOTARY PUBLIC, PERSONALLY CAME

OF THE PENNSYLVANIA TURNPIKE COMMISSION WHO ACKNOWLEDGED THE WITHIN PLAN, COMPRISING 21 SEPERATE SHEETS, TO BE AN OFFICIAL PLAN OF THE PENNSYLVANIA TURNPIKE COMMISSION AND DESIRED THAT THE SAME BE RECORDED AS SUCH.

WITNESS MY HAND AND NOTORIAL SEAL

DATE _____

NOTARY PUBLIC

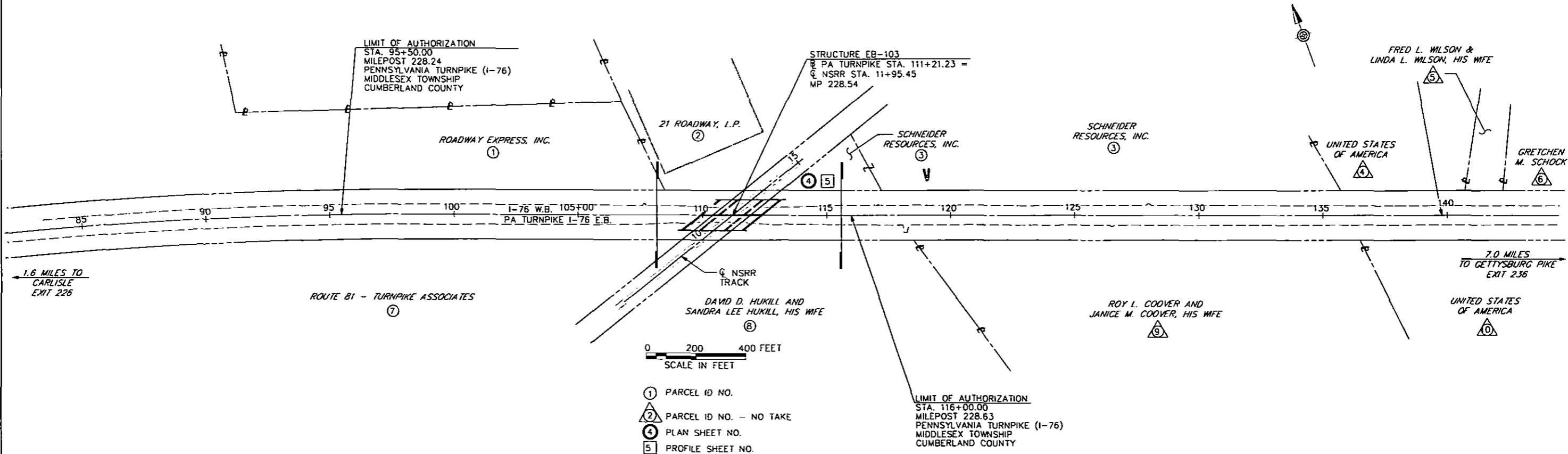
WBS NUMBER T-228.54S001-3-02
NETWORK NUMBER:
FILE NAME: 01PUCtitle01.dgn
DRAWING TYPE:
STRUCTURE NUMBER: EB-103

PREPARED BY: WHITNEY BAILEY COX & MAGNANI 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050
PREPARED FOR: THE PENNSYLVANIA TURNPIKE COMMISSION
DATE _____
DATE _____

APPROVED: _____ DATE _____
CHIEF ENGINEER, PENNSYLVANIA TURNPIKE COMMISSION
RECOMMENDED: _____ DATE _____
SECRETARY TREASURER, PENNSYLVANIA TURNPIKE COMMISSION
COMMISSION APPROVAL

PLOTTED: 2/25/2015

SHEET INDEX	
DESCRIPTION	SHEET
TITLE SHEET	1
INDEX SHEET	2
GENERAL NOTES	3
EB-103 PLAN	4
EB-103 PROFILE	5



SEE DRAWING 3 FOR
 BASELINE GEOMETRY
 INFORMATION

PREPARED BY: WHITNEY BAILEY COX & MAGNANI, LLC 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050 PREPARED FOR: THE PENNSYLVANIA TURNPIKE COMMISSION		<table border="1"> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> <th>APPR.</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	REVISIONS	DATE	APPR.					WBS NUMBER T-228.54S001-3-02	REPLACEMENT OF BRIDGE NO. EB-103 AT MILEPOST 228.54	PUC PLAN INDEX SHEET
			NO.	REVISIONS	DATE	APPR.							
FILE NAME: 02PUCk01.dgn DRAWING TYPE: STRUCTURE NUMBER: EB-103	SCALE: AS NOTED	DISTRICT: 3 COUNTY: CUMBERLAND TOWNSHIP / BOROUGH: MIDDLESEX TOWNSHIP	DRAWING: 2 OF 5 SHEET: 2 OF 5										

GENERAL NOTES

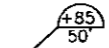
THE LEGAL RIGHT-OF-WAY ON THE PENNSYLVANIA TURNPIKE, I-76, ESTABLISHED AS A LIMITED ACCESS HIGHWAY, FROM STA. 82+50.00 (MILEPOST 228.00) TO STA. 139+80.00 (MILEPOST 229.08) IS 200' AND IS VARIABLE IN WIDTH AS ESTABLISHED BY A PLAN OF THE PENNSYLVANIA TURNPIKE FOR SECTION 21-A-2 (REVISION 3), APPROVED BY THE PENNSYLVANIA TURNPIKE COMMISSION ON MAY 10, 1950.

THE LEGAL RIGHT-OF-WAY FOR THE NORFOLK SOUTHERN RAILROAD IS 95 FEET IN WIDTH AS ESTABLISHED BY A PLAN OF THE PENNSYLVANIA TURNPIKE FOR SECTION 21-A-2 (REVISION 3), SHEET 5 OF 23, APPROVED BY THE PENNSYLVANIA TURNPIKE COMMISSION ON MAY 10, 1950.

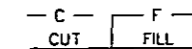
EASEMENTS GRANTED BY NORFOLK SOUTHERN RAIL ROAD TO THE PENNSYLVANIA TURNPIKE COMMISSION WERE ESTABLISHED BASED ON PLAN NO. R.W. 3316, DATED APRIL 12, 1948.

THE REQUIRED RIGHT-OF-WAY FOR THIS PROJECT SHALL BE ACQUIRED IN FEE SIMPLE UNLESS OTHERWISE NOTED. AREAS, IF ANY, DESIGNATED AS REQUIRED FOR OTHER THAN RIGHT-OF-WAY SHALL BE ACQUIRED IN SUCH ESTATE AS DESIGNATED.

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.

 HALF CIRCLED NUMBER INDICATES A SCALED DIMENSION

THE FOLLOWING SYMBOL IS USED TO DEPICT SLOPE LIMITS.



THE HORIZONTAL CONTROL IS BASED ON NAD 83 STATE PLANE COORDINATES (SOUTH ZONE).

THE VERTICAL CONTROL IS BASED ON NAVD 1988 DATUM AND PTC BENCHMARKS.

ALL CURVE DATA IS BASED ON THE ARC DEFINITION UNLESS OTHERWISE NOTED.

THERE ARE NO NAVIGABLE STREAMS ON THIS PROJECT.

WHERE AN AERIAL EASEMENT IS ACQUIRED, IT SHALL INCLUDE AN EASEMENT IN THE AIR FOR THE ACCOMMODATION OF THE ELEVATED HIGHWAY STRUCTURE UNLIMITED IN VERTICAL DIMENSION ABOVE THE STRUCTURE, A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF PIERS AND OTHER APPURTENANCES AND A TEMPORARY EASEMENT FOR CONSTRUCTION PURPOSES INCLUDING THE STORAGE OF MATERIALS DURING CONSTRUCTION FOR THE ENTIRE AREA. THE FOLLOWING LIMITATIONS SHALL BE IMPOSED ON THE PROPERTY BENEATH THE AREA AFFECTED BY THE AERIAL EASEMENT.

THE NOTES ON THESE DRAWINGS SHALL NOT BE CONSTRUED AS LIMITING OR INTERFERING IN ANY WAY WITH THE PRESENT AND FUTURE OPERATION, USE, MAINTENANCE, REPAIR, RENEWAL, CHANGE, ADDITION, BETTERMENT OR ALTERATION OF THE RAILROAD AND ITS SUPPORTING FACILITIES.

THE FILING OF THIS PLAN IS NOT A CONDEMNATION OF THE PROPERTIES DESIGNATED THEREIN AND DOES NOT IN ANY MANNER WHATSOEVER RESTRICT THE USE OR DISPOSAL THEREOF. AUTHORIZATION TO CONDEMN UNDER THIS PLAN EXTENDS FOR ONLY ONE YEAR FROM THE DATE OF THE COMMISSION'S SIGNATURE INITIALLY AUTHORIZING ACQUISITION OR SUBSEQUENTLY REVISING THE PLAN OR REAUTHORIZING ACQUISITION THEREUNDER.

SUMMARY OF PROJECT COORDINATES

BASED ON PA STATE PLANE COORDINATE SYSTEM (NAD 83)

RTE	STATION	POINT	COORDINATES		BEARING
			NORTH	EAST	
I-76 ORIGINAL RIGHT-OF-WAY &	34+48.13	PC	326653.5081	2138625.2492	N 88°18'57" E
	67+19.28	PI	326749.6436	2141894.9896	
	99+13.13	PT	325638.0398	2144971.4780	S 70°08'03" E
	152+90.81	POT	323810.5953	2150029.1360	

NOTE: FOUR DECIMAL PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY. THEY DO NOT IMPLY A PRECISION BEYOND 2 DECIMAL PLACES.

RTE	STATION	POINT	COORDINATES		BEARING
			NORTH	EAST	
I-76 SURVEY & RIGHT-OF-WAY &	34+48.13	PC	326653.5081	2138625.2492	N 88°18'57" E
	67+19.28	PI	326749.6436	2141894.9896	
	99+13.13	PT	325638.0398	2144971.4780	S 70°08'03" E
	152+90.81	POT	323810.5953	2150029.1360	

NOTE: FOUR DECIMAL PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY. THEY DO NOT IMPLY A PRECISION BEYOND 2 DECIMAL PLACES.

EB-103 PLAN NOTES


THE TIES, BEARINGS, AND DISTANCES ON THE TAKING AREAS OF THE PLAN ARE IN GEOMETRIC AGREEMENT WITH THE PENNSYLVANIA TURNPIKE SURVEY & R/W BASELINE AND ARE NOT NECESSARILY IN THE SYSTEM OF ADJACENT RESIDUE DESCRIBED BY THE DEED CALLS.

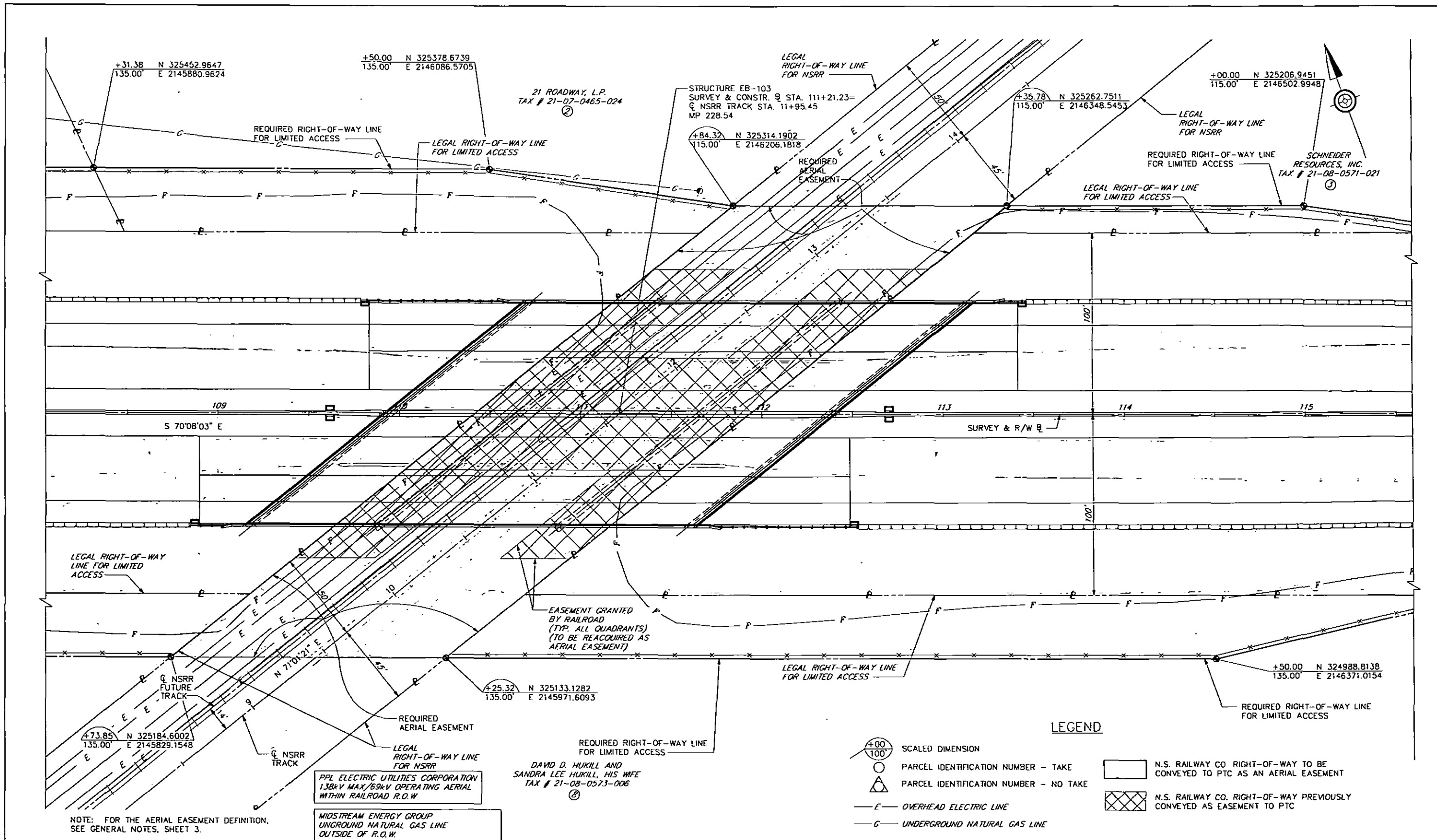
THIS PROPERTY PLOT PLAN IS PLOTTED FROM THE DEED OF RECORD IN THE COUNTY COURTHOUSE AND REFLECTS THE ACCURACY AND/OR INACCURACY OF THE DEED.

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.

THIS PROPERTY PLOT PLAN IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.

THE REQUIRED RIGHT-OF-WAY FOR THIS PROJECT SHALL BE ACQUIRED IN FEE SIMPLE UNLESS OTHERWISE NOTED. AREAS, IF ANY, DESIGNATED AS REQUIRED FOR OTHER THAN RIGHT-OF-WAY SHALL BE ACQUIRED IN SUCH ESTATE AS DESIGNATED.

	PREPARED BY:		WBS NUMBER T-228.54S001-3-02			REPLACEMENT OF BRIDGE NO. EB-103 AT MILEPOST 228.54	PUC PLAN GENERAL NOTES			
	WHITNEY BAILEY COX & MAGNANI, LLC 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050		FILE NAME: 03PUC_GNs.dgn							
	PREPARED FOR:		DRAWING TYPE:							
	THE PENNSYLVANIA TURNPIKE COMMISSION		STRUCTURE NUMBER: EB-103							
			NO.	REVISIONS	DATE	APPR.	SCALE: AS NOTED	DISTRICT: 3	COUNTY: CUMBERLAND	DRAWING: 3 OF 5
								TOWNSHIP / BOROUGH: MIDDLESEX TOWNSHIP		SHEET: 3 OF 5



LEGEND

- $\frac{+00}{100}$ SCALED DIMENSION
- \bigcirc PARCEL IDENTIFICATION NUMBER - TAKE
- \triangle PARCEL IDENTIFICATION NUMBER - NO TAKE
- E— OVERHEAD ELECTRIC LINE
- G— UNDERGROUND NATURAL GAS LINE
- N.S. RAILWAY CO. RIGHT-OF-WAY PREVIOUSLY CONVEYED AS EASEMENT TO PTC
- N.S. RAILWAY CO. RIGHT-OF-WAY TO BE CONVEYED TO PTC AS AN AERIAL EASEMENT

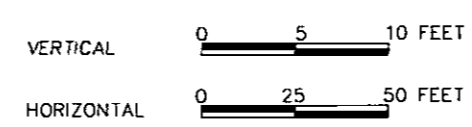
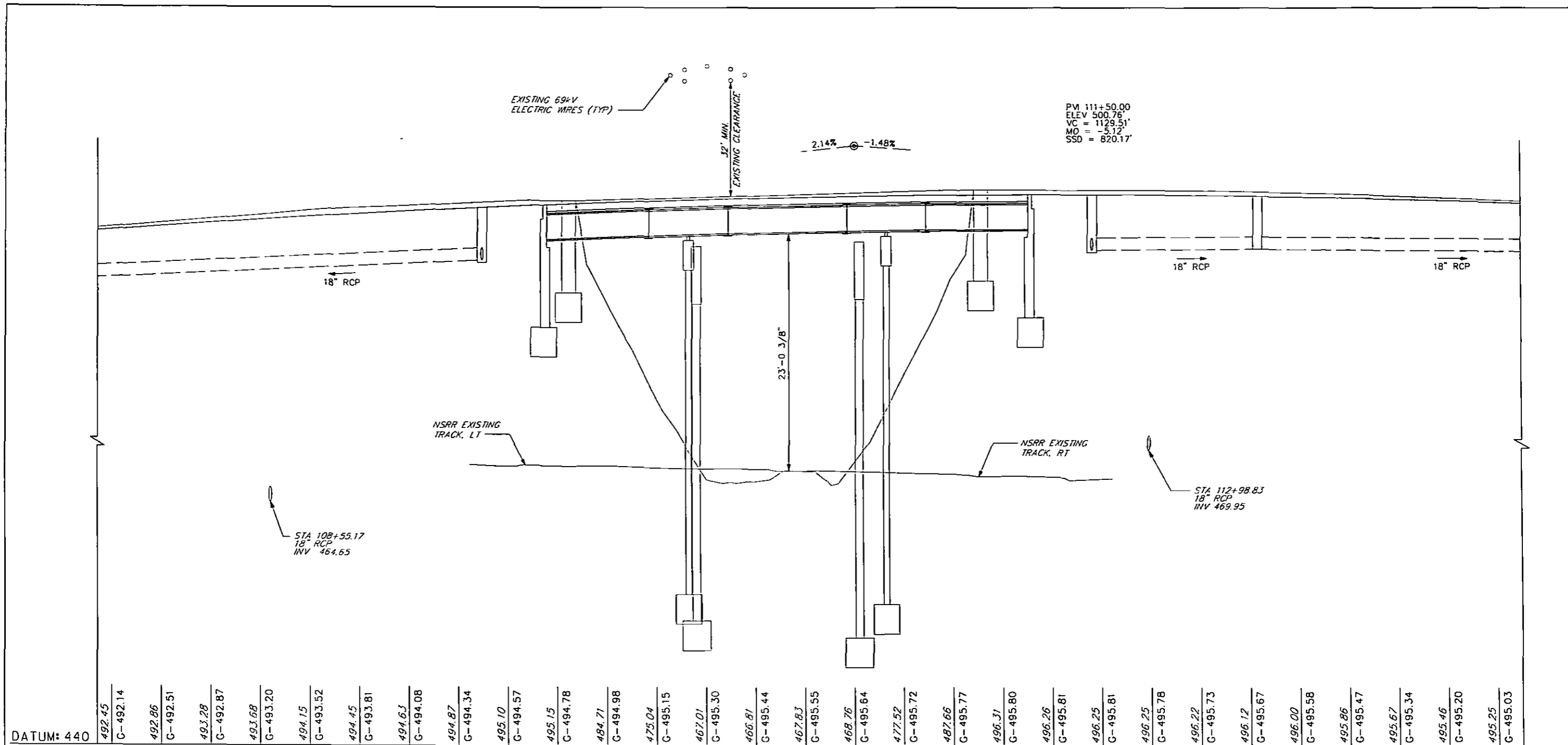
NOTE: FOR THE AERIAL EASEMENT DEFINITION, SEE GENERAL NOTES, SHEET 3.

PPL ELECTRIC UTILITIES CORPORATION
138kV MAX/69kV OPERATING AERIAL WITHIN RAILROAD R.O.W.

MIDSTREAM ENERGY GROUP
UNGROUND NATURAL GAS LINE OUTSIDE OF R.O.W.

DAVID D. HUKILL AND SANDRA LEE HUKILL, HIS WIFE
TAX # 21-08-0573-006

	PREPARED BY: WHITNEY BAILEY COX & MAGNANI, LLC 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050					WBS NUMBER T-228.54S001-3-02	REPLACEMENT OF BRIDGE NO. EB-103 AT MILEPOST 228.54	PUC PLAN EB-103 PLAN
	PREPARED FOR: THE PENNSYLVANIA TURNPIKE COMMISSION							
						SCALE: AS NOTED		



PREPARED BY: WHITNEY BAILEY COX & MAGNANI, LLC 100 STERLING PARKWAY, SUITE 108 MECHANICSBURG, PA 17050 PREPARED FOR: THE PENNSYLVANIA TURNPIKE COMMISSION		WBS NUMBER T-228.54S001-3-02			REPLACEMENT OF BRIDGE NO. EB-103 AT MILEPOST 228.54		PUC PLAN EB-103 PROFILE	
		NO.	REVISIONS	DATE				

EXHIBIT E – EXISTING PUC ORDER

(ORIGINAL 1949 & MODIFIED 1951)

RECEIVED

MAR - 6 2015

PA PUBLIC UTILITY COMMISSION
SECRETARY'S BUREAU

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application Docket No. 74-013

In re: Application of PENNSYLVANIA TURNPIKE COMMISSION for approval of the construction of a crossing above grade, at a point where the Philadelphia Extension of its Turnpike will cross over and above the track of the Cumberland Valley Branch of The Pennsylvania Railroad Company, at or about Turnpike Station 111/11.24 in the Township of Middlesex, Cumberland County, and the allocation of the costs and expenses incident thereto.

ORDER

BY THE COMMISSION, JUNE 15, 1949:

Pennsylvania Turnpike Commission, by authority of Act No. 211 of the General Assembly approved May 21, 1937, P. L. 774, and Act No. 11 of the General Assembly approved May 16, 1940, P. L. 949, has laid out and is presently engaged in constructing portions of the Philadelphia Extension of the Pennsylvania Turnpike which extends from its junction with the existing turnpike at a point near Middlesex, Cumberland County to a point in the City of Philadelphia, Philadelphia County.

At a point in Middlesex Township, Cumberland County, at or about Pennsylvania Turnpike Station 111/11.24, the new toll highway, constructed as proposed, will cross above grade the single track of the Cumberland Valley Branch of the Philadelphia Division of The Pennsylvania Railroad Company.

In the instant application, Pennsylvania Turnpike Commission seeks our approval of the construction of the proposed crossing above grade, and the allocation of the costs and expenses incident thereto.

A general construction plan, prepared by Pennsylvania Turnpike Commission and submitted of record at the hearing held in this proceeding on May 9, 1949, as Pennsylvania Turnpike Commission

Exhibit No. 1, provides for the construction of the new crossing above grade. According to the plan, the highway will cross the single track of the railroad company at or about Pennsylvania Turnpike Station 111/11.24 and at an angle of 38 degrees 52 minutes.

A general plan showing the details of the substructure and superstructure of the proposed new bridge, prepared by Pennsylvania Turnpike Commission and submitted of record at the hearing held May 9, 1949, as Pennsylvania Turnpike Commission Exhibit No. 2, shows that the proposed new bridge consists of a three span continuous I-beam bridge supported at each end upon reinforced concrete abutments and at the intermediate points upon reinforced concrete piers; the center span having a total length of 82 feet 4 inches center to center of bearings and the two approach spans each 59 feet 4 inches center to center of bearings. The bridge will provide a reinforced concrete roadway 70 feet in width between curbs.

The proposed new bridge will provide a minimum vertical clearance of 23 feet one inch measured from the top of rail of the railroad track to the underside of the substructure and a horizontal clearance of 15 feet 1-3/4 inches from the gauge of rail of the track to the face of the nearest pier.

The record does not contain an estimate of the cost of constructing the proposed improvement. However, the Turnpike Commission has agreed to furnish all material and do all work necessary to construct the entire improvement, exclusive of the work of altering the facilities of The Pennsylvania Railroad Company or other utility companies, and to bear the entire cost thereof.

According to the record, it will not be necessary for this Commission to lay out any new highways or to appropriate any private property for the purpose of the improvement.

The record shows that it will be necessary for The Pennsylvania Railroad Company to relocate temporarily overhead telephone and telegraph lines during the period of construction of the bridge, and upon completion of the bridge relocate the line to its permanent location.

The cost of making these alterations is estimated by the railroad company at \$600. The Turnpike Commission has agreed to reimburse the railroad company the entire cost incurred by the railroad company in making these alterations to its facilities.

A witness for Pennsylvania Power & Light Company testifying at the hearing stated that the construction of the crossing above grade, as proposed, will involve the alteration of a 12,000 volt distribution line of Pennsylvania Power & Light Company which is presently located within the right of way limits of The Pennsylvania Railroad Company at the site of the proposed crossing. The estimated cost of altering the line of Pennsylvania Power & Light Company is \$3,500. The witness stated that Pennsylvania Power & Light Company expects to be reimbursed by Pennsylvania Turnpike Commission the cost of making the necessary alterations to its power line.

The record clearly establishes the necessity for the construction of the proposed crossing above grade, and no objection to the construction thereof in accordance with the general and detail plans submitted of record have been entered.

Upon full consideration of the matters and things involved, we find and determine that the construction of a crossing above grade, at a point in Middlesex Township, Cumberland County, at or about Pennsylvania Turnpike Station 111/11.24 where the Philadelphia Extension of the Pennsylvania Turnpike crosses the single track and right of way of the Cumberland Valley Branch of the Philadelphia Division of The Pennsylvania Railroad Company, in accordance with the general plan submitted of record at the hearing held in this proceeding on May 9, 1949, as Pennsylvania Turnpike Commission Exhibit No. 1, is necessary or proper for the service, accommodation, convenience or safety of the public; THEREFORE,

IT IS ORDERED:

1. That the instant application be and is hereby approved.
2. That a crossing above grade be constructed at a point in Middlesex Township, Cumberland County, at or about Pennsylvania

Turnpike Survey Station 111/11.24 where the Philadelphia Extension of the Pennsylvania Turnpike crosses the single track of the Cumberland Valley Branch of the Philadelphia Division of The Pennsylvania Railroad Company, in accordance with the general plan submitted of record at the hearing held in this proceeding on May 9, 1949, as Pennsylvania Turnpike Commission Exhibit No. 1, which said plan is attached hereto, made part hereof, and is hereby approved, except in so far as it may relate to the division of work or to the allocation of the costs and expenses incident to the construction and maintenance of the improvement.

3. That the plans which were submitted of record at the hearing held in this proceeding on May 9, 1949, as Pennsylvania Turnpike Commission Exhibit No. 2, showing the details of the substructure and superstructure of the crossing above grade, herein ordered constructed, be and are hereby approved.

4. That Pennsylvania Turnpike Commission, at its sole cost and expense, furnish all material and do all work necessary to construct the substructure and superstructure of the new bridge in accordance with the approved plans.

5. That Pennsylvania Turnpike Commission, at its sole cost and expense, furnish all material and do all work necessary to effect the vacation and relocation, removal or demolition of any nonutility structures, including occupied dwellings located upon property necessary for the construction of the crossing improvement in accordance with this order.

6. That any relocation of, changes in, or removal of any adjacent structures, equipment or other facilities of any public utility, other than The Pennsylvania Railroad Company, which may be required as incidental to the execution of the improvement herein ordered, be made by said public utility, at the expense of Pennsylvania Turnpike Commission, and in such a manner as will not interfere with the construction of the improvement.

7. That The Pennsylvania Railroad Company furnish all material and do all work required to make any necessary alterations of its tracks, signals, wire lines and other facilities located on its right of way and, in addition, maintain flagmen or watchmen to protect its train movements during the time the new bridge is being constructed over its track and during the time alterations are being made to its facilities on its right of way in accordance with this order.

8. That Pennsylvania Turnpike Commission, at its sole cost and expense, furnish all material and do all work necessary to complete the remainder of the crossing improvement in accordance with the approved general and detail construction plans.

9. That all work necessary to complete the improvement herein ordered be done in a manner satisfactory to this Commission and be fully completed on or before June 1, 1950, and that on or before said date each party, herein required to do work, report to this Commission the date of actual completion of its respective portion and at the earliest practicable time, subsequent to said date of completion, submit to this Commission a detailed statement of the actual cost incurred by it in furnishing material and performing work in compliance with this order.

10. That Pennsylvania Turnpike Commission cooperate with The Pennsylvania Railroad Company so that in the construction of the crossing improvement, in accordance with this order, the operation of the facilities of the railroad company will not be endangered or unnecessarily impeded.

11. That, during the time the new bridge is being constructed over its track, The Pennsylvania Railroad Company cooperate with Pennsylvania Turnpike Commission and operate its trains in the vicinity of the new bridge in a safe manner, at reduced speed and under control.

12. That Pennsylvania Turnpike Commission pay The Pennsylvania Railroad Company a sum or sums of money equal to the actual

cost of watchman and flagman services rendered by the said railroad company, in accordance with this order, to protect its train operations during the time the new bridge is being constructed over its tracks.

13. That Pennsylvania Turnpike Commission pay The Pennsylvania Railroad Company, when and as certified by Pennsylvania Public Utility Commission, a sum or sums of money equal to the actual costs of material furnished and work done by said railroad company in the construction of the improvement in accordance with this order, including the cost of watchman and flagman services rendered by said railroad company during the time the railroad company is making any necessary alterations to the facilities on its right of way in accordance with this order.

14. That The Pennsylvania Railroad Company pay any money to which it may be entitled as compensation for damages for any of its property taken, injured or destroyed by reason of the construction of the improvement in accordance with this order.

15. That Pennsylvania Turnpike Commission pay all compensation for damages due to the owners, exclusive of The Pennsylvania Railroad Company, for property taken, injured or destroyed by reason of the construction of the crossing improvement in accordance with this order.

16. That, upon completion of the improvement herein ordered; The Pennsylvania Railroad Company, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its altered facilities.

17. That, upon completion of the improvement herein ordered, Pennsylvania Turnpike Commission, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the remainder of the crossing improvement, including the entire substructure and superstructure of the new crossing above grade, herein ordered constructed.

PENNSYLVANIA PUBLIC UTILITY COMMISSION . . .

(signed) John Siggins, Jr.

Chairman

ATTEST:

J. R. Walter
Secretary

file

Mr. Jones

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Misc.

Application Docket No. 74013

In re: Application of PENNSYLVANIA TURNPIKE COMMISSION - For approval of the construction of a crossing above grade, at a point where the Philadelphia Extension of its Turnpike will cross over and above the track of the Cumberland Valley Branch of The Pennsylvania Railroad Company, at or about Turnpike Station 111/11.24 in the Township of Middlesex, Cumberland County, and the allocation of the costs and expenses incident thereto.

ORDER

BY THE COMMISSION, AUGUST 27, 1951:

This matter is before us upon petition of Pennsylvania Turnpike Commission, dated May 1, 1951, seeking modification of our order issued June 15, 1949 in this proceeding.

Our order issued June 15, 1949 provides, inter alia, for the construction of a crossing above grade, at a point in Middlesex Township, Cumberland County, where the Philadelphia Extension of the Turnpike crosses over and above the grade of the single track of the Cumberland Valley Branch of The Pennsylvania Railroad Company, in accordance with the general plan prepared by Pennsylvania Turnpike Commission and submitted of record at the hearing held May 9, 1949 as Pennsylvania Turnpike Commission Exhibit No. 1.

Our order of June 15, 1949 also approves the detail bridge plans which were prepared by Pennsylvania Turnpike Commission and submitted of record at the hearing held in this proceeding on May 9, 1949 as Pennsylvania Turnpike Commission Exhibit No. 2.

In the instant petition, Pennsylvania Turnpike Commission seeks our approval of revised detail plans, marked E.B-103, sheets Nos. 1 to 9, inclusive, in lieu of the detailed plans approved by our order of June 15, 1949.

The approved detail plans show the bridge consisting of a 3-span continuous I-beam structure having a total length of 201 feet and comprising a central span 82 feet 4 inches center to center of piers and two adjacent spans each 59 feet 4 inches center of pier to center of abutment. The detail plans also show that the

bridge will provide a roadway having a clear width of 70 feet between curbs.

It is set forth in the instant petition that it is the practice of Pennsylvania Turnpike Commission to provide a roadway width of only 56 feet between curbs on bridges over 100 feet in length constructed to carry the turnpike over streams or over and above the grade of railroad tracks and public highways. In this instance, the bridge is approximately 201 feet in length and, therefore, the detail plans as approved by the order have been revised to provide a clear roadway width of 56 feet between curbs. The details of the new design are shown on sheets Nos. 1 to 9, inclusive, of Plan E.B-103, which said plan is attached to and made part of the instant petition.

Upon full consideration of the matters and things involved, we find and determine that our order issued June 15, 1949 in this proceeding should be modified in accordance with the instant petition of Pennsylvania Turnpike Commission; THEREFORE;

IT IS ORDERED:

1. That the prayer of the instant petition of Pennsylvania Turnpike Commission, dated May 1, 1951, be and is hereby granted.
2. That the revised detail plans, marked E.B-103 sheets Nos. 1 to 9 inclusive, showing the details of the substructure and superstructure of the proposed new bridge to be constructed to carry the turnpike across and above the grade of the tracks of the Cumberland Valley Branch of The Pennsylvania Railroad Company, prepared by Pennsylvania Turnpike Commission and attached to the instant petition, be substituted for the detail plans submitted of record at the hearing held in this proceeding on May 9, 1949, as Pennsylvania Turnpike Commission Exhibit No. 2 and approved by our order issued June 15, 1949, which said revised detail plans are made part hereof and are hereby approved.

3. That, in all respects not inconsistent herewith, our order issued June 15, 1949 in this proceeding remain in full force and effect.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Commissioners:

(signed) B. F. Morgal
Henry Houck
Harold A. Scragg
John B. Conly

ATTEST:

/s/ J. A. WALTER
Secretary
(SEAL)

FORM P.T.C. 6913

AFTER FIVE DAYS RETURN TO

COMMONWEALTH OF PENNSYLVANIA

PENNSYLVANIA TURNPIKE COMMISSION

P.O. BOX 67676

HARRISBURG, PA - 17106-7676

THE RETURN ADDRESS FOLD AT DOTTED LINE

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03/06/2015

US POSTAGE

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