



August 28, 2019

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

\* Re: Application of the Commonwealth of Pennsylvania, Department of Transportation, for approval to replace the superstructure and substructure of the public above-grade crossing, where State Route 8017 (Ramp B) and State Route 8017 (Ramp D) cross above two tracks of Consolidated Rail Corporation and New Jersey Transit, DOT No. Unknown in the City of Philadelphia, Philadelphia County.

Dear Secretary Chiavetta:

Enclosed for filing, please find the Application of the Department of Transportation.

A copy of this Application and Exhibits has been served upon the parties in the Certificate of Service to the Application.

Sincerely,

A handwritten signature in black ink, appearing to be "R Magee", written over a horizontal line.

Robert Magee  
District Grade Crossing/Utility Engineer  
Engineering District 6-0  
Department of Transportation

Enclosures

cc: Parties of Record

Mark Chappell, P.E., Right-of-Way and Utilities Section, 7<sup>th</sup> Floor, CKB

Gina M. D'Alfonso, Office of Chief Counsel, 9<sup>th</sup> Floor, CKB

Ronald J. Hull, P.E. Rail Safety Engineering Section PUC, 3<sup>rd</sup> Floor, CKB

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of the Commonwealth of Pennsylvania, Department of Transportation, for approval to replace the superstructure and substructure of the public above-grade crossing, where State Route 8017 (Ramp B) and State Route 8017 (Ramp D) cross above two tracks of Consolidated Rail Corporation and New Jersey Transit, DOT No. Unknown in the City of Philadelphia, Philadelphia County.

Application  
Docket No. \_\_\_\_\_

**Electronically Filed**

To the Pennsylvania Public Utility Commission:

1. The name and address of Applicant are Commonwealth of Pennsylvania, Department of Transportation by Charles H. Davies, P.E., Assistant District Executive, Engineering District 6-0, 7000 Geerdes Boulevard, King of Prussia, PA 19406.
2. The name and address of attorney for the Applicant are Jason D. Sharp, Chief Counsel, Commonwealth of Pennsylvania, Department of Transportation, Office of Chief Counsel, PO Box 8212, Harrisburg, PA 17105-8212.
3. The Applicant is an agency of Commonwealth of Pennsylvania, organized and existing under the Administrative Code of 1929, 71 P.S. § 511, et seq. and generally 36 P.S. § 670 - 401 et seq.
4. The names and addresses of the persons, parties and entities concerned in, or affected by the proposed construction, to the best of the Applicant's knowledge, are shown in the certificate of service. In addition to those served, the Applicant requests that the following also receive service of all documents in this matter:

Mark J. Chappell, P.E., Chief  
Utilities and Right of Way Section  
Pennsylvania Department of Transportation  
PO Box 3362  
Harrisburg, PA 17105-3362

Gina M. D'Alfonso, Senior Counsel in Charge  
Office of Chief Counsel  
Pennsylvania Department of Transportation  
PO Box 8212  
Harrisburg, PA 17105-8212

5. It is desirable to replace the superstructure and substructure of the bridges carrying State Route 8017 (Ramp B) and State Route 8017 (Ramp D). The original composite steel plate girders on the Ramp B structure will be replaced with composite tubular steel beams and the vertical clearance will be decreased from 24 feet, 1-1/4 inches to 23 feet, 7/8 inch. Along the north track of Consolidated Rail Corporation, the horizontal clearance will be increased from 25 feet, 3 inches to 54 feet, 8 inches; the south track horizontal clearance increases from 21 feet, 11-7/16 inches to 56 feet, 1 inch. The Ramp D structure composite steel plate girders beams will be replaced in kind; however, the vertical clearance will be reduced from 24 feet, 1-1/4 inches to 23 feet, 7-1/2

inches. The existing horizontal clearance along the Consolidated Railroad Corporation's north track of 29 feet, 5 inches will be increased to 49 feet, 10 inches; the south track clearance increases from 37 feet, 9 inches to 48 feet, 3 inches. A Location Map is attached hereto and marked as Exhibit "A". The preliminary Type, Size & Location plan sheets and construction plan sheets are attached hereto and marked as Exhibit "B".

6. The Average Daily Traffic for State Route 8017 (Ramp B) is 8,373, and for State Route 8017 (Ramp D) is 10,468 with both having 17% trucks.

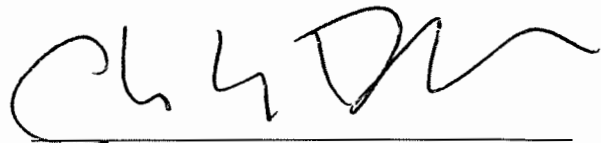
7. The estimated total cost for the replacement of Ramp B and Ramp D over the tracks of Conrail and New Jersey Transit is \$5,156,140.00. The funding for construction of this project will be with 100% Federal Funds.

8. This project is necessary and proper for the safety and convenience of the public.

9. A conference of all parties of interest should be held to discuss the proposed improvement.

Wherefore, Applicant respectfully requests that the Public Utility Commission approve this application.

Respectfully Submitted:



Charles H. Davies, P.E.  
Assistant District Executive  
Engineering District 6-0  
Department of Transportation  
7000 Geerdes Boulevard  
King of Prussia, PA 19406  
Phone 610-205-6671  
Fax 610-205-6903

Dated: 8/22/14

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of the Commonwealth of Pennsylvania, Department of Transportation, for approval to replace the superstructure and substructure of the public above-grade crossing, where State Route 8017 (Ramp B) and State Route 8017 (Ramp D) cross above two tracks of Consolidated Rail Corporation and New Jersey Transit, DOT No. Unknown in the City of Philadelphia, Philadelphia County.


Application  
Docket No. \_\_\_\_\_

**Electronically Filed**

VERIFICATION

I, Robert Magee, P.E., District Grade Crossing/Utility Engineer, hereby state that the facts above set forth 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 this 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: 8/28/2019

  
\_\_\_\_\_  
Robert Magee, P.E.  
District Grade Crossing/Utility Engineer

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of the Commonwealth of Pennsylvania, Department of Transportation, for approval to replace the superstructure and substructure of the public above-grade crossing, where State Route 8017 (Ramp B) and State Route 8017 (Ramp D) cross above two tracks of Consolidated Rail Corporation and New Jersey Transit, DOT No. Unknown in the City of Philadelphia, Philadelphia County.

Application  
Docket No. \_\_\_\_\_

**Electronically Filed**

**CERTIFICATE OF SERVICE**

I hereby certify that I have this day served a true copy of the foregoing document upon the participants listed below, in accordance with the requirements of 52 Pa. Code § 1.54, by first class mail, postage prepaid:

Mr. Ryan M. Hill, Director Design & Construction  
Consolidated Rail Corporation  
1000 Howard Blvd – 4<sup>th</sup> floor  
Mount Laurel, NJ 08054-2355

Mr. Raymond Maleski  
New Jersey Transit  
One Penn Plaza  
Newark, NJ 07105-2246

Jessica Posner, Third Party Development Lead  
National Railroad Passenger Corporation  
Engineering I&C  
2955 Market St – 4S  
Philadelphia, PA 19104

Marcel S. Pratt, City Solicitor  
City of Philadelphia Law Department  
1515 Arch Street – 17<sup>th</sup> floor  
Philadelphia, PA 19102-1595

Patrick O'Donnell, Right-of-Way Manager\*  
City of Philadelphia Department of Streets  
1401 JFK Boulevard – Room 940 MSB  
Philadelphia, PA 19102-1676


Vahe Hovsepian, Design Manager  
City of Philadelphia Water Department  
1101 Market Street -5<sup>th</sup> Floor  
Philadelphia, PA 19107-2994

Monica Lyv, Senior Staff Engineer\*  
Philadelphia Gas Works  
800 West Montgomery Avenue  
Planning Section – 2<sup>nd</sup> floor  
Philadelphia, PA 19122-2898

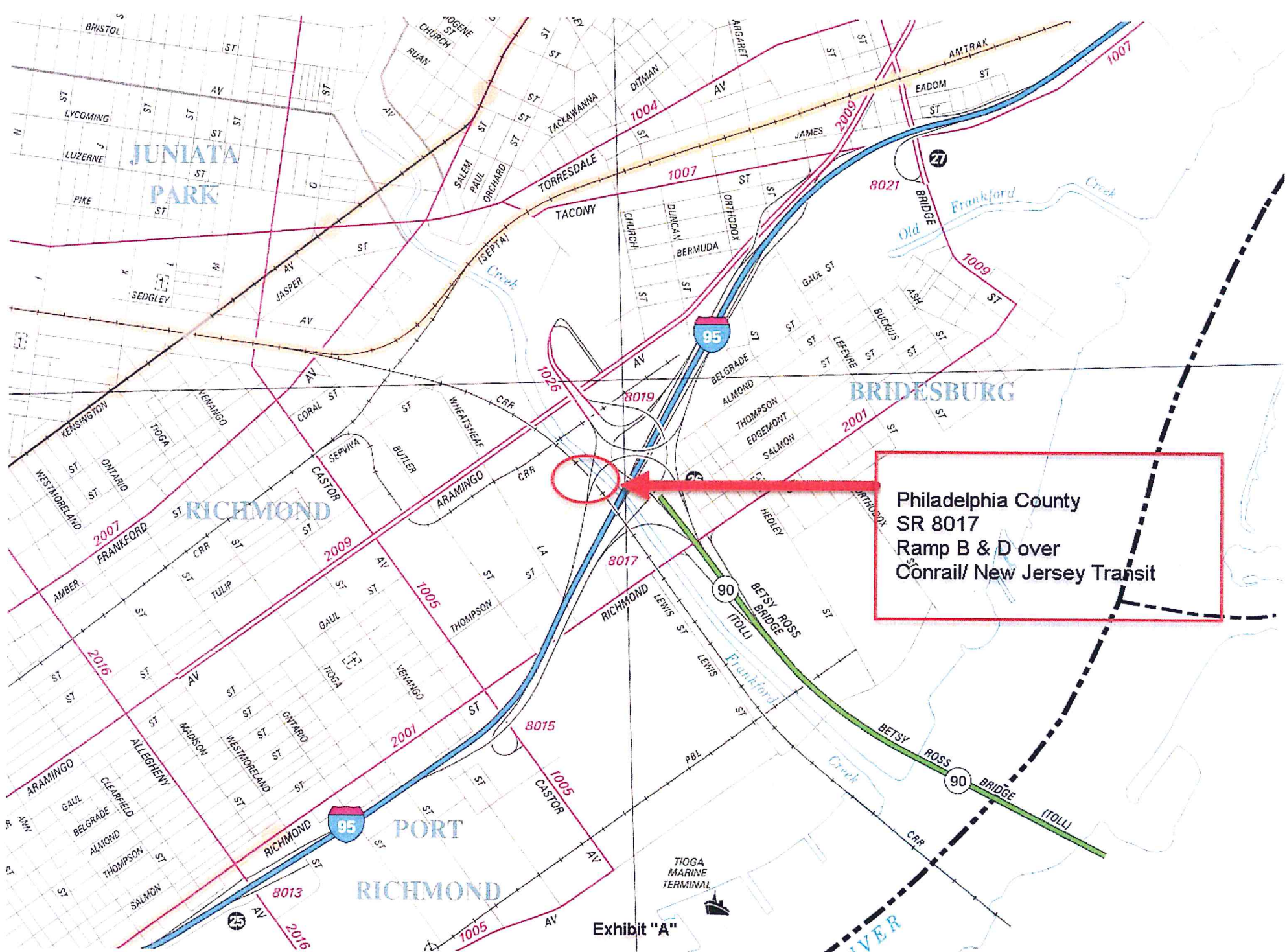
William Hensil, Program Manager  
PECO Energy Company  
1050 W Swedesford Road  
Berwyn, PA 19312

Laura Lippincott, Senior Analyst  
Verizon Pennsylvania, LLC  
1050 Virginia Drive, Floor 4  
Fort Washington, PA 19034

Dated this 28<sup>th</sup> Day of August 2019

  
Robert Magee  
District Grade Crossing/Utility Engineer

\*This reflects a corrected service address placed on the mailing envelope when copies of this application with the Certificate of Service were mailed out to the parties but before this e-filing. The service address has been corrected for this e-filing.



Philadelphia County  
SR 8017  
Ramp B & D over  
Conrail/ New Jersey Transit

Exhibit "A"

DISTRICT	COUNTY	TOWNSHIP	CITY	ROUTE	SECTION	TOTAL SHEETS
6-0	PHILADELPHIA	----	PHILADELPHIA	0095	BR2	89

ECMS NO. 79904

**ALSO INCLUDED:**

TRAFFIC CONTROL PLAN	65 SHEETS
SIGNING AND SIGN LIGHTING PLAN	18 SHEETS
PAVEMENT MARKING PLAN	15 SHEETS
POST CONSTRUCTION STORMWATER MANAGEMENT PLAN	38 SHEETS
EROSION AND SEDIMENT POLLUTION CONTROL PLAN	123 SHEETS
HIGHWAY LIGHTING PLAN	26 SHEETS
<b>STRUCTURE PLANS</b>	
S-37128 (RAMP A OVER FRANKFORD CREEK)	5 SHEETS
S-38366 (RAMP B OVER I-95)	13 SHEETS
S-38480 (RAMP B OVER CONRAIL)	4 SHEETS
S-37601 (RAMP B/D OVER OPEN GROUND)	7 SHEETS
S-37600 (RAMP B/D OVER LUZERNE)	9 SHEETS
S-38636 (WALL B/D)	4 SHEETS
S-38635 (WALL B/H)	4 SHEETS
S-37498 (RAMP D OVER CONRAIL)	26 SHEETS
S-37599 (RAMP H)	45 SHEETS
<b>CROSS SECTIONS</b>	
EXISTING STRUCTURE PLANS	109 SHEETS
S-10294	13 SHEETS
S-10295	68 SHEETS
S-32058	XX SHEETS
S-10300	56 SHEETS

# COMMONWEALTH OF PENNSYLVANIA



## DEPARTMENT OF TRANSPORTATION

### DRAWINGS FOR CONSTRUCTION

OF  
STATE ROUTE 0095 SECTION BR2  
IN PHILADELPHIA COUNTY

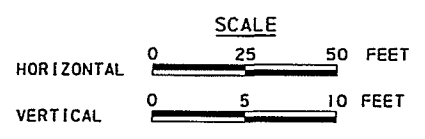
FROM STA 470+00.00 TO STA 500+00.00 LENGTH 2800.00 FT 0.530 MI  
FROM SEG 0254 OFFSET 1059 TO SEG 0264 OFFSET 0741 (NB)  
FROM SEG 0255 OFFSET 0895 TO SEG 0265 OFFSET 0741 (SB)

ALSO  
STATE ROUTE 8017

ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 345+00 TO STATION 846+50 BY PLAN FOR LEGISLATIVE ROUTE 1000 SECTION 2E APPROVED BY GOVERNOR GEORGE LEADER, DECEMBER 27, 1956.

ESTABLISHED AND RE-ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 424+10 TO STATION 493+00 BY PLAN FOR LEGISLATIVE ROUTE 1000 SECTION H-1 R/W AND FROM STATION 256+92 TO STATION 265+20 BY PLAN FOR LEGISLATIVE ROUTE 1078 SECTION C-3 R/W APPROVED BY GOVERNOR MILTON J. SHAPP, MARCH 8, 1972.

RE-ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 479+24 TO STATION 537+58.55 BY PLAN FOR LEGISLATIVE ROUTE 1000 SECTION H-2 R/W AND FROM STATION 229+70.41 TO STATION 256+92 BY PLAN FOR LEGISLATIVE ROUTE 1078 SECTION C-2 R/W APPROVED BY GOVERNOR MILTON J. SHAPP, APRIL 19, 1972.



**DESIGN DESIGNATION - SR 0095**  
HIGHWAY CLASSIFICATION - URBAN INTERSTATE  
DESIGN SPEED - 60 MPH  
PAVEMENT WIDTH - 2 @ 36'  
SHOULDER WIDTH - 10'

**TRAFFIC DATA**  
CURRENT YEAR A. D. T. - 165,900 (2020)  
DESIGN YEAR A. D. T. - 170,700 (2040)  
D. H. V. - 8,710  
D - 51%  
T - 17%

PUC APPLICATION DOCKET NO. A-2012-2290759

PLANS PREPARED BY  
**STV Incorporated**  
1818 MARKET STREET  
SUITE 1410  
PHILADELPHIA, PA 19103

**GEOFFREY N. STRYKER P.E.**  
DATE: \_\_\_\_\_

RECOMMENDED	DATE: _____
_____	DISTRICT EXECUTIVE
RECOMMENDED	DATE: _____
_____	DEPUTY SECRETARY
APPROVED	DATE: _____
_____	SECRETARY OF TRANSPORTATION (ON BEHALF OF THE GOVERNOR AS WELL AS THE SECRETARY)

I:\Projects\2012\A-2012-2290759\Drawings\1000\1000-0002\CAD\Drawings\Highways\Construction\111e\_1-95\_BR2.dgn  
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**GENERAL NOTES**

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	0095	BR2	4 OF 89
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS	DATE	BY	

DELOLISH AND REMOVE BUILDINGS AND STRUCTURES MARKED [D] AS A LUMP SUM ITEMS AT THE LOCATIONS INDICATED.

BUILDINGS AND STRUCTURES MARKED [E] ARE ENCROACHMENTS WHICH ARE THE RESPONSIBILITY OF THE PROPERTY OWNER TO REMOVE. IN CASE ANY ENCROACHMENTS SO MARKED ARE NOT REMOVED BY THE PROPERTY OWNER, DO NOT INTERFERE WITH OR REMOVE SAME UNTIL AUTHORIZED IN WRITING BY THE ENGINEER.

THE HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA SOUTH STATE PLANE COORDINATE (NAD 83) SYSTEM. AVERAGE COMBINED SCALE FACTOR IS 0.99999483.

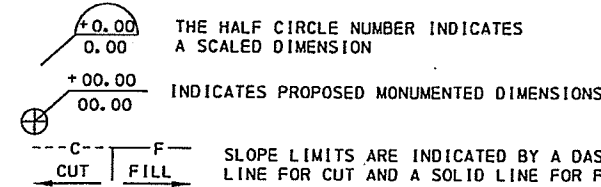
THE VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN DATUM OF 1988 (NAVD 88). THERE IS A DIFFERENCE OF -4.63 FEET BETWEEN THE NATIONAL GEODETIC VERTICAL DATUM USED FOR ELEVATIONS SHOWN ON THESE DRAWINGS AND THE DATUM USED BY THE CITY OF PHILADELPHIA FIFTH SURVEY DISTRICT. ELEV 10.00' NGVD = ELEV 5.37' CITY OF PHILADELPHIA.

DO NOT INTERFERE WITH THE OPERATION OF ANY FIRE HYDRANT, FIRE CALL BOX OR POLICE CALL BOX.

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

SR 0095 IS A NHS ROUTE FROM STA 470+00.00 TO STA 500+00.00.

THE FRANKFORD CREEK IS A NAVIGABLE STREAM AND A PUBLIC HIGHWAY.



CHILTON ENGINEERING, INC. IS RESPONSIBLE FOR SURVEY BOOK GROUP NO. 10,373.

SUSQUEHANNA CIVIL, INC. IS RESPONSIBLE FOR SURVEY BOOK GROUP NO. 10,414.

PICKERING, CORTS AND SUMMERSON CONSULTING ENGINEERS AND SURVEYORS ARE RESPONSIBLE FOR SURVEY BOOK 2011-10246.

THIS IS A FEDERAL-AID PROJECT AND AS SUCH IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE FEDERAL HIGHWAY ADMINISTRATION AND THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION.

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR MUST CONTACT THE PA ONE CALL SYSTEM, INC., PHONE 1-800-242-1776, SERIAL NO. \_\_\_\_\_ FOR THE CITY OF PHILADELPHIA.

HIGHLY MAINTAINED AND MOWED SURFACES ON 4:1 SLOPES AND FLATTER TO BE SEEDED WITH SEEDING AND SOIL SUPPLEMENTS - FORMULA B.

3:1 SLOPES AND STEEPER, AND DRAINAGE SWALES AND DITCHES ARE TO BE SEEDED WITH SEEDING AND SOIL SUPPLEMENTS - FORMULA D.

ALL AREAS NOT NORMALLY MOWED ARE TO BE SEEDED WITH SEEDING AND SOIL SUPPLEMENT - FORMULA L.

STREAM EMBANKMENT TO BE SEEDED WITH SEEDING AND SOIL SUPPLEMENT - FORMULA W.

TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE DEPARTMENT.

DRAINAGE EASEMENT. AN EASEMENT FOR THE CONSTRUCTION, INSPECTION, MAINTENANCE, REPAIR, RECONSTRUCTION, AND ALTERATION OF HIGHWAY DRAINAGE FACILITIES. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY FLOW OF WATER. HOWEVER, NO STRUCTURE OF ANY KIND MAY BE ERRECTED IN THE AREA, NOR MAY ANY PIPE OR DITCH BE CONNECTED TO THE DEPARTMENT'S PIPE OR DITCH WITHOUT ADVANCED WRITTEN APPROVAL BY THE DEPARTMENT OF TRANSPORTATION.

SR 0095 PREVIOUSLY KNOWN AS LR 1000

THE LEGAL RIGHT-OF-WAY ON SR 0095 (FORMERLY LR 1000) WAS ESTABLISHED FROM STA 345+00.00 TO STA 846+50.00 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 1000 SECTION 2E APPROVED BY GOVERNOR GEORGE LEADER ON DECEMBER 27, 1956.

THE LEGAL RIGHT-OF-WAY ON SR 1026 FROM STATION 1005+33.24 TO STATION 1006+29.16 IS VARIABLE IN WIDTH BASED ON THE PLAN OF SR 1026 SECTION BSR GR/W, SIGNED ON MARCH 7, 2013, AND RECORDED ON MARCH 27, 2013 IN THE PHILADELPHIA COUNTY RECORDER'S OFFICE IN PLAN BOOK 95, PAGE 1134.

THE LEGAL RIGHT-OF-WAY FOR SR 1026 FROM STATION 1006+29.16 TO STATION 1010+13.02 IS VARIABLE IN WIDTH IN ACCORDANCE WITH DRAWINGS ESTABLISHING LIMITED ACCESS HIGHWAY AND AUTHORIZING ACQUISITION OF RIGHT-OF-WAY FOR SR 1026, SECTION H03 R/W APPROVED BY THE SECRETARY OF TRANSPORTATION ON APRIL 5, 1997 AND RECORDED ON APRIL 24, 1997 IN THE PHILADELPHIA COUNTY OFFICE FOR THE RECORDING OF DEEDS, ECT. IN PLAN BOOK 82, PAGES 39 TO 89.

THE LEGAL RIGHT-OF-WAY FOR SR 1026 FROM STATION 1010+13.02 TO STATION 1027+18.86 IS VARIABLE IN WIDTH IN ACCORDANCE WITH THE DRAWINGS ESTABLISHING LIMITED ACCESS HIGHWAY AND AUTHORIZING ACQUISITION RIGHT-OF-WAY FOR SR 1026, SECTION BRO R/W APPROVED BY THE SECRETARY OF TRANSPORTATION ON MARCH 7, 2013 AND RECORDED ON MARCH 27, 2013 IN THE PHILADELPHIA COUNTY RECORDER'S OFFICE IN PLAN BOOK 95, PAGE 1184.

THE LEGAL RIGHT-OF-WAY WIDTH FOR SR 1026 ON THE WEST SIDE OF THE WESTERLY LEGAL RIGHT-OF-WAY LINE OF SR 2009 (ARAMINGO AVENUE) IS VARIABLE IN WIDTH IN ACCORDANCE WITH DRAWINGS ESTABLISHING LIMITED ACCESS HIGHWAY AND AUTHORIZING ACQUISITION OF RIGHT OF WAY FOR SR 1026, SECTION H03 R/W APPROVED BY THE SECRETARY OF TRANSPORTATION ON APRIL 5, 1997 AND RECORDED ON APRIL 24, 1997 IN THE PHILADELPHIA COUNTY OFFICE FOR THE RECORDING OF DEEDS, ETC. IN PLAN BOOK 82, PAGES 39 TO 89.

THE LEGAL RIGHT-OF-WAY WIDTH FOR SR 2009 (ARAMINGO AVENUE) FROM WHEATSHEAF LANE TO DUNCAN STREET IS 108.27 FEET (CITY OF PHILADELPHIA DISTRICT STANDARD MEASUREMENT OF 108 FEET) BASED ON CITY STREET PLAN REVISING PORTIONS OF CITY PLANS NOS. 55 AND 187 OF THE 23RD AND 45TH WARDS AND AUTHORIZED BY ORDINANCES OF COUNCIL APPROVED FEBRUARY 17, 1948 AND DECEMBER 13, 1950, CONFIRMED BY BOARD OF SURVEYORS ON JANUARY 15, 1951 AND FILED IN THE CITY PLANS OFFICE, DEPARTMENT OF STREETS, PHILADELPHIA, PA.

THE LEGAL RIGHT-OF-WAY WIDTH FOR CHURCH STREET FROM SEPVIVA STREET TO SR 2009 (ARAMINGO AVENUE) IS 60.15 FEET (CITY OF PHILADELPHIA DISTRICT STANDARD MEASUREMENT OF 60 FEET) BASED ON CITY STREET PLAN REVISING PORTIONS OF CITY PLANS NOS. 55 AND 187 OF THE 23RD AND 45TH WARDS AND AUTHORIZED BY ORDINANCES OF COUNCIL APPROVED FEBRUARY 17, 1948 AND DECEMBER 13, 1950, CONFIRMED BY BOARD OF SURVEYORS ON JANUARY 15, 1951 AND FILED IN THE CITY PLANS OFFICE, DEPARTMENT OF STREETS, PHILADELPHIA, PA.

THE LEGAL RIGHT-OF-WAY WIDTH FOR DUNCAN STREET FROM SEPVIVA STREET TO SR 2009 (ARAMINGO AVENUE) IS 50.13 FEET (CITY OF PHILADELPHIA DISTRICT STANDARD MEASUREMENT OF 50 FEET) BASED ON CITY STREET PLAN REVISING PORTIONS OF CITY PLANS NOS. 55 AND 187 OF THE 23RD AND 45TH WARDS AND AUTHORIZED BY ORDINANCES OF COUNCIL APPROVED FEBRUARY 17, 1948 AND DECEMBER 13, 1950, CONFIRMED BY BOARD OF SURVEYORS ON JANUARY 15, 1951 AND FILED IN THE CITY PLANS OFFICE, DEPARTMENT OF STREETS, PHILADELPHIA, PA.

THE LEGAL RIGHT-OF-WAY WIDTH FOR JUNIATA STREET FROM SR 2001 (RICHMOND STREET) TO ALMOND STREET IS 60.15 FEET (CITY OF PHILADELPHIA DISTRICT STANDARD MEASUREMENT OF 60 FEET) BASED ON CITY STREET PLAN REVISING CITY PLAN CP305. APPROVED BY ORDINANCE OF PHILADELPHIA CITY COUNCIL ON OCTOBER 15, 1970, CONFIRMED BY BOARD OF SURVEYORS ON OCTOBER 18, 1971 AND APPROVED BY PHILADELPHIA CITY PLANNING COMMISSION ON DECEMBER 22, 1970.

THE LEGAL RIGHT-OF-WAY WIDTH FOR THOMPSON STREET FROM ADAMS AVENUE TO JUNIATA STREET IS 50.13 FEET (CITY OF PHILADELPHIA DISTRICT STANDARD MEASUREMENT OF 50 FEET) BASED ON CITY STREET PLAN REVISING CITY PLAN CP305. APPROVED BY ORDINANCE OF PHILADELPHIA CITY COUNCIL ON OCTOBER 15, 1970, CONFIRMED BY BOARD OF SURVEYORS ON OCTOBER 18, 1971 AND APPROVED BY THE PHILADELPHIA CITY PLANNING COMMISSION ON DECEMBER 22, 1970.

ESTABLISHED AND RE-ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 424+10 TO STATION 493+00 BY PLAN FOR LEGISLATIVE ROUTE 1000 SECTION H-1 R/W AND FROM STATION 256+92 TO STATION 265+20 BY PLAN FOR LEGISLATIVE ROUTE 1078 SECTION C-3 R/W APPROVED BY GOVERNOR MILTON J. SHAPP, MARCH 8, 1972.

RE-ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 479+24 TO STATION 537+58.55 BY PLAN FOR LEGISLATIVE ROUTE 1000 SECTION H-2 R/W AND FROM STATION 229+70.41 TO STATION 256+92 BY PLAN FOR LEGISLATIVE ROUTE 1078 SECTION C-2 R/W APPROVED BY GOVERNOR MILTON J. SHAPP, APRIL 19, 1972.

ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 27+20 TO STATION 50+73 BY PLAN FOR STATE ROUTE 1026 SECTION H03 R/W APPROVED BY SECRETARY OF TRANSPORTATION BRADLEY L. MALLORY ON BEHALF OF GOVERNOR THOMAS J. RIDGE, APRIL 5, 1997.

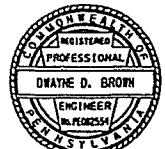
RE-ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 492+35.06 TO STATION 493+87.25 STATE ROUTE 0095 SECTION BRO R/W APPROVED BY THE SECRETARY OF TRANSPORTATION, MARCH 7, 2013 AND RECORDED ON MARCH 27, 2013.

RE-ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 492+35.06 TO STATION 493+87.25 STATE ROUTE 0095 SECTION BRO R/W REV 1 APPROVED BY THE SECRETARY OF TRANSPORTATION, JANUARY 16, 2014 AND RECORDED ON FEBRUARY 11, 2014.

RE-ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 492+35.06 TO STATION 493+87.25 STATE ROUTE 0095 SECTION BRO R/W REV 2 APPROVED BY THE SECRETARY OF TRANSPORTATION, APRIL 1, 2014 AND RECORDED ON MAY 7, 2014.

THE LEGAL RIGHT-OF-WAY ON SR 1026 FROM STATION 1005+53.24 TO STATION 1007+44.08 IS VARIABLE IN WIDTH BASED ON THE PLAN OF SR 1026 SECTION BSR GR/W, SIGNED ON MARCH 7, 2013, AND RECORDED ON MARCH 27, 2013 IN THE PHILADELPHIA COUNTY RECORDER'S OFFICE IN PLAN BOOK 95, PAGE 1134.

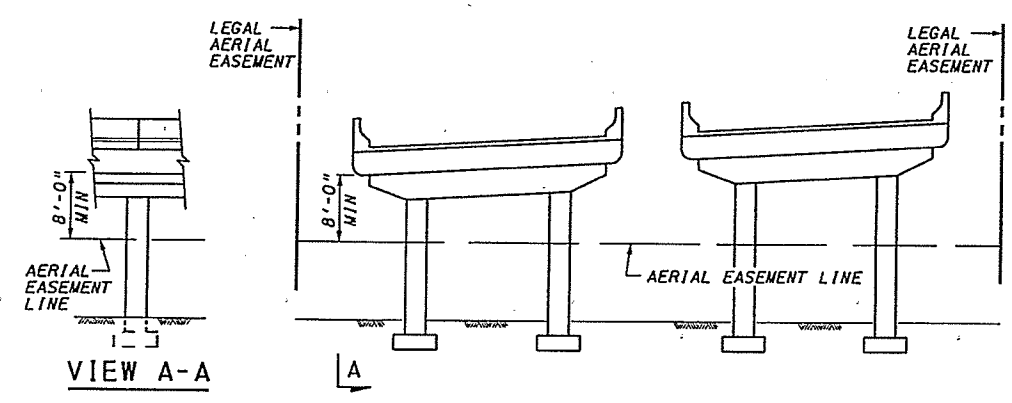
I:\Projects\10410473\10410473\_0002\Drawings\Highways\Construction\General notes 01-1-95 BR2.dgn 3/10/10 PJL



**GENERAL NOTES**

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	0095	BR2	5 OF 89
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS	DATE	BY	

**EXISTING AERIAL EASEMENT SKETCH**



SKETCH SHOWING ESTATE PREVIOUSLY ACQUIRED FOR A LIMITED AERIAL EASEMENT

- RAMP A SURVEY & R/W BASELINE: STA 24+88.96 TO STA 25+49.00  
 STA 33+21.56 TO STA 35+62.00  
 STA 36+52.50 TO STA 37+12.69  
 STA 53+36.14 TO STA 55+96.50
- RAMP B SURVEY & R/W BASELINE: STA 51+01.00 TO STA 57+63.00  
 STA 33+76.00 TO STA 38+23.00
- RAMP D SURVEY & R/W BASELINE: STA 57+78.00 TO STA 61+09.00  
 STA 50+44.00 TO STA 57+15.00
- RAMP H SURVEY & R/W BASELINE: STA 42+15.00 TO STA 42+85.50  
 STA 33+70.00 TO STA 38+48.00

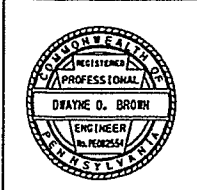
A PLANE 8' MIN. BELOW THE UNDERSIDE OF THE VIADUCT. THE ESTATE ACQUIRED ABOVE THIS PLANE MAY BE ENCROACHED ON BY MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

A PLANE 8' MIN. BELOW UNDERSIDE OF THE VIADUCT. THE ESTATE ACQUIRED ABOVE THIS PLANE MAY BE ENCROACHED ON BY THE MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

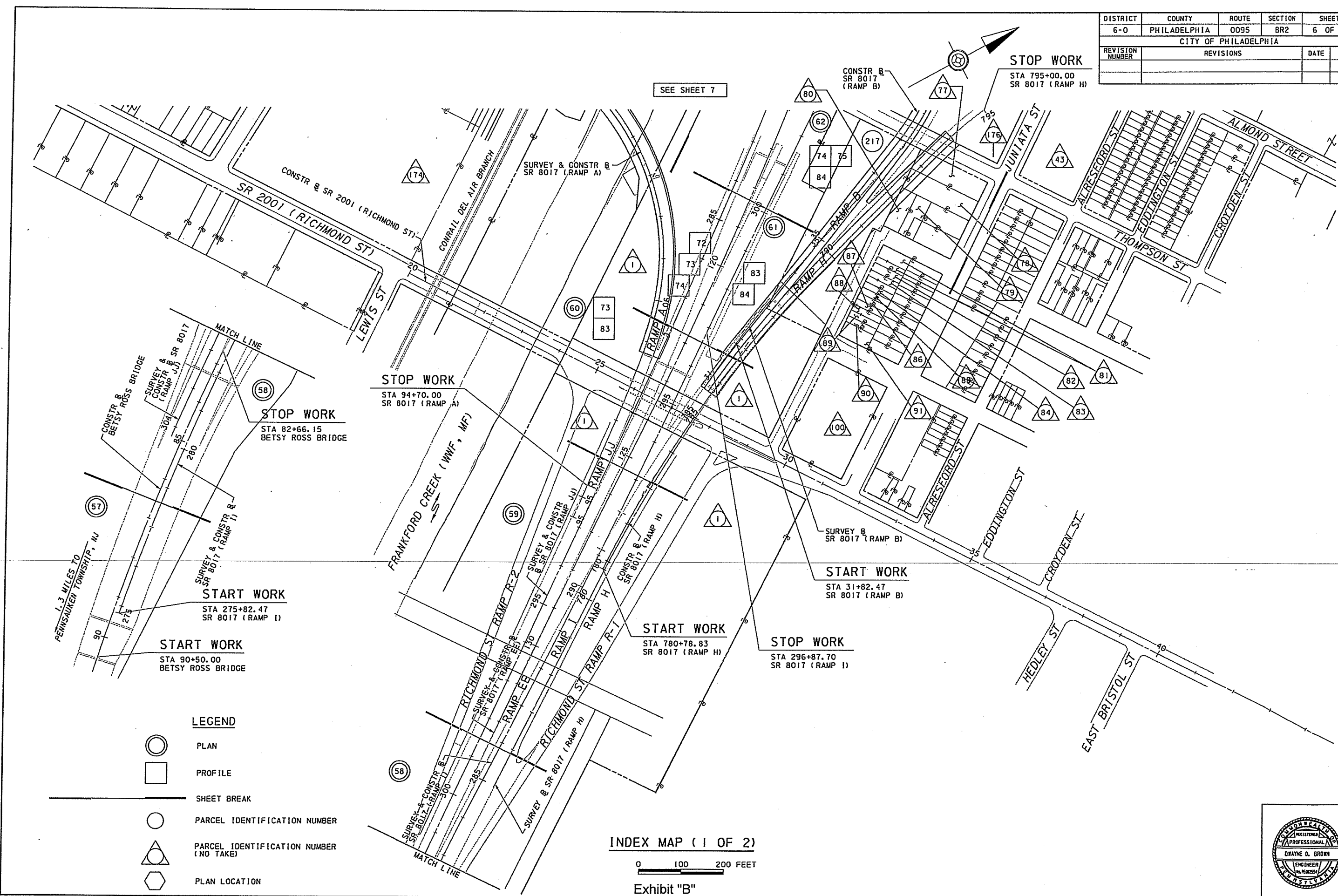
1. WHERE AN AERIAL EASEMENT IS ACQUIRED, IT SHALL INCLUDE AN EASEMENT IN THE AIR FOR THE ACCOMMODATION OF THE ELEVATED HIGHWAY STRUCTURE UNLIMITED IN VERTICAL DIMENSION ABOVE THE STRUCTURE, A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF PIERS AND OTHER APPURTENANCES AND A 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.
  2. NO USE SHALL BE MADE OF THE PROPERTY WHICH SHALL ENDANGER THE STRUCTURE OR THE HEALTH, SAFETY OR WELFARE OF THE TRAVELING PUBLIC.
  3. NO FLAMMABLE, EXPLOSIVE, DANGEROUS OR HAZARDOUS MATERIAL SHALL BE USED, PLACED OR STORED ON THE PROPERTY.
  4. NO BUILDING OR OTHER FACILITY SHALL BE CONSTRUCTED ON THE PROPERTY WITHOUT PRIOR AUTHORITY OF THE DEPARTMENT OF TRANSPORTATION. IF AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.
  5. NO INTERFERENCE SHALL BE MADE WITH THE RIGHT OF THE DEPARTMENT OF TRANSPORTATION TO ENTER UPON THE PROPERTY FOR THE PURPOSES OF INSPECTION, MAINTENANCE, REPAIR, PAINTING, RECONSTRUCTION OR ALTERATION OF THE STRUCTURE OR APPURTENANCES. MOVEABLE ITEMS MAY HAVE TO BE REMOVED BY THE OWNER DURING SOME OR ALL OF THE ABOVE OPERATIONS.
  6. ANY SUBSTANTIAL CHANGE IN PROPERTY USE TO BE MADE SUBSEQUENT TO THE ACQUISITION OF THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.
  7. 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.

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GENERAL NOTES



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	0095	BR2	6 OF 89
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS	DATE	BY	



SEE SHEET 7

STOP WORK  
STA 795+00.00  
SR 8017 (RAMP H)

STOP WORK  
STA 82+66.15  
BETSY ROSS BRIDGE

STOP WORK  
STA 94+70.00  
SR 8017 (RAMP A)

START WORK  
STA 275+82.47  
SR 8017 (RAMP I)

START WORK  
STA 90+50.00  
BETSY ROSS BRIDGE

START WORK  
STA 780+78.83  
SR 8017 (RAMP H)

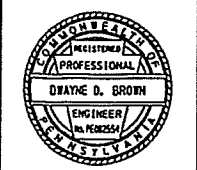
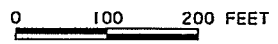
START WORK  
STA 31+82.47  
SR 8017 (RAMP B)

STOP WORK  
STA 296+87.70  
SR 8017 (RAMP I)

**LEGEND**

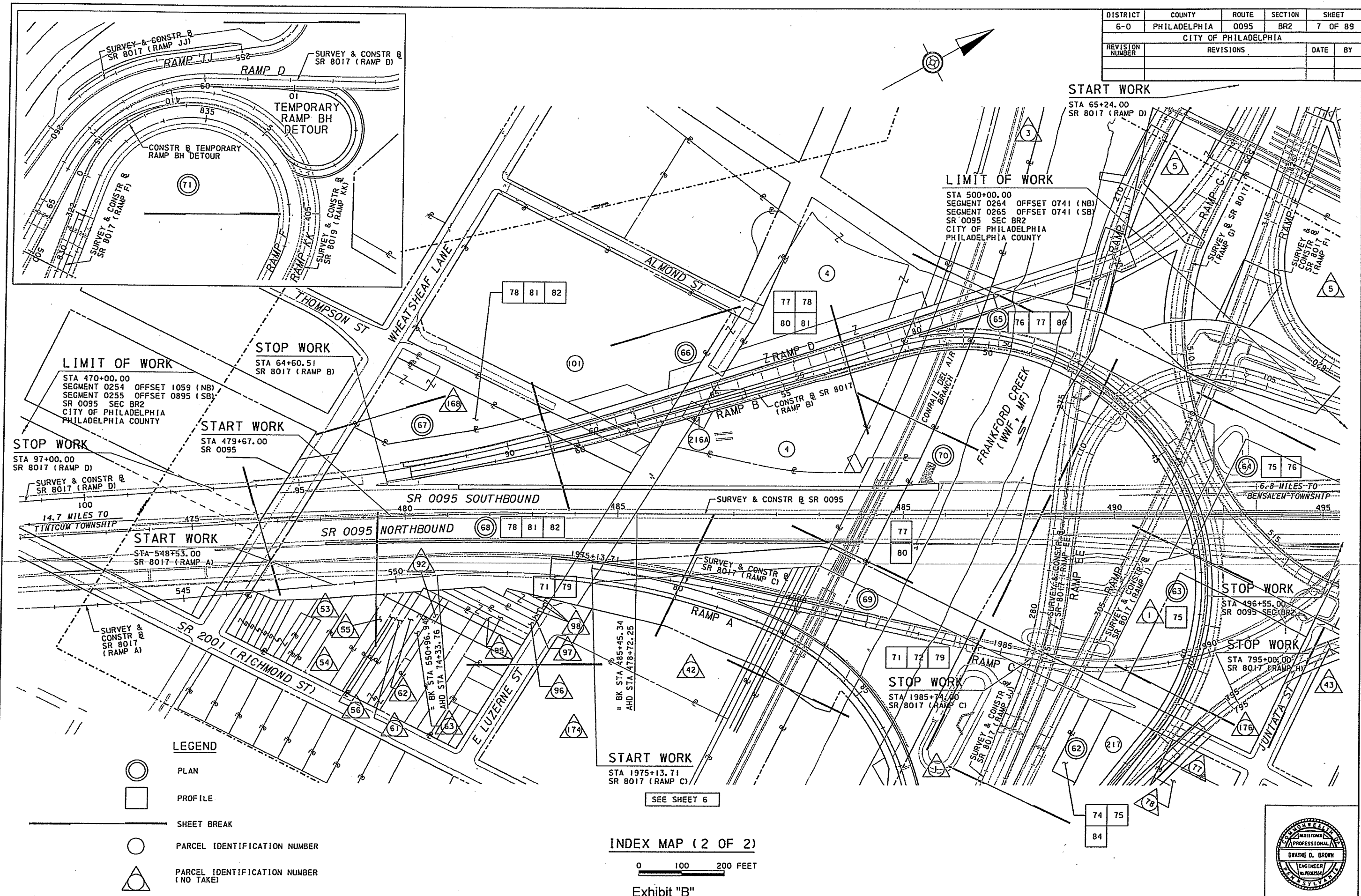
- PLAN
- PROFILE
- SHEET BREAK
- PARCEL IDENTIFICATION NUMBER
- PARCEL IDENTIFICATION NUMBER (NO TAKE)
- PLAN LOCATION

**INDEX MAP ( 1 OF 2 )**

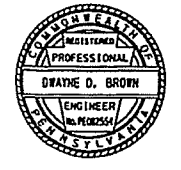


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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	0095	BR2	7 OF 89
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS	DATE	BY	



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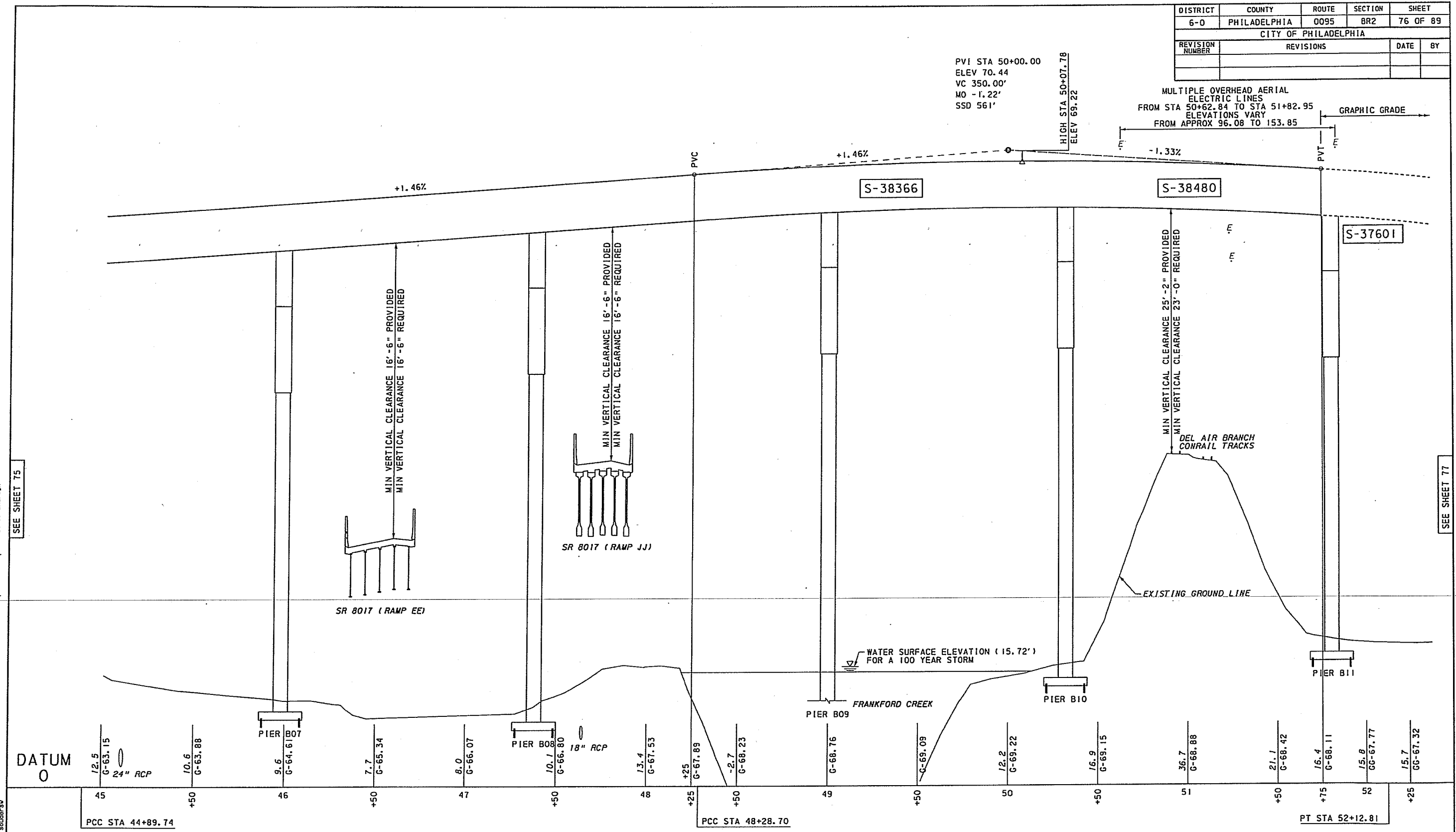




DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	0095	BR2	76 OF 89
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS	DATE	BY	

PVI STA 50+00.00  
 ELEV 70.44  
 VC 350.00'  
 MO -1.22'  
 SSD 561'

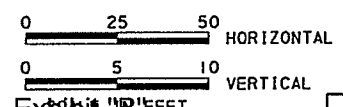
MULTIPLE OVERHEAD AERIAL  
 ELECTRIC LINES  
 FROM STA 50+62.84 TO STA 51+82.95  
 ELEVATIONS VARY  
 FROM APPROX 96.08 TO 153.85



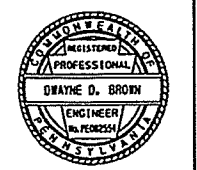
SEE SHEET 75

SEE SHEET 77

PROFILE - SR 8017 (RAMP B)



FOR PLAN, SEE SHEETS 64-65  
 SURVEY BOOK NO. 2011 - 10246  
 SURVEY BOOK NO. 10,373



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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	0095	BR2	80 OF 89
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS			DATE BY

**START WORK**

STA 65+24.00  
SR 8017 (RAMP D)

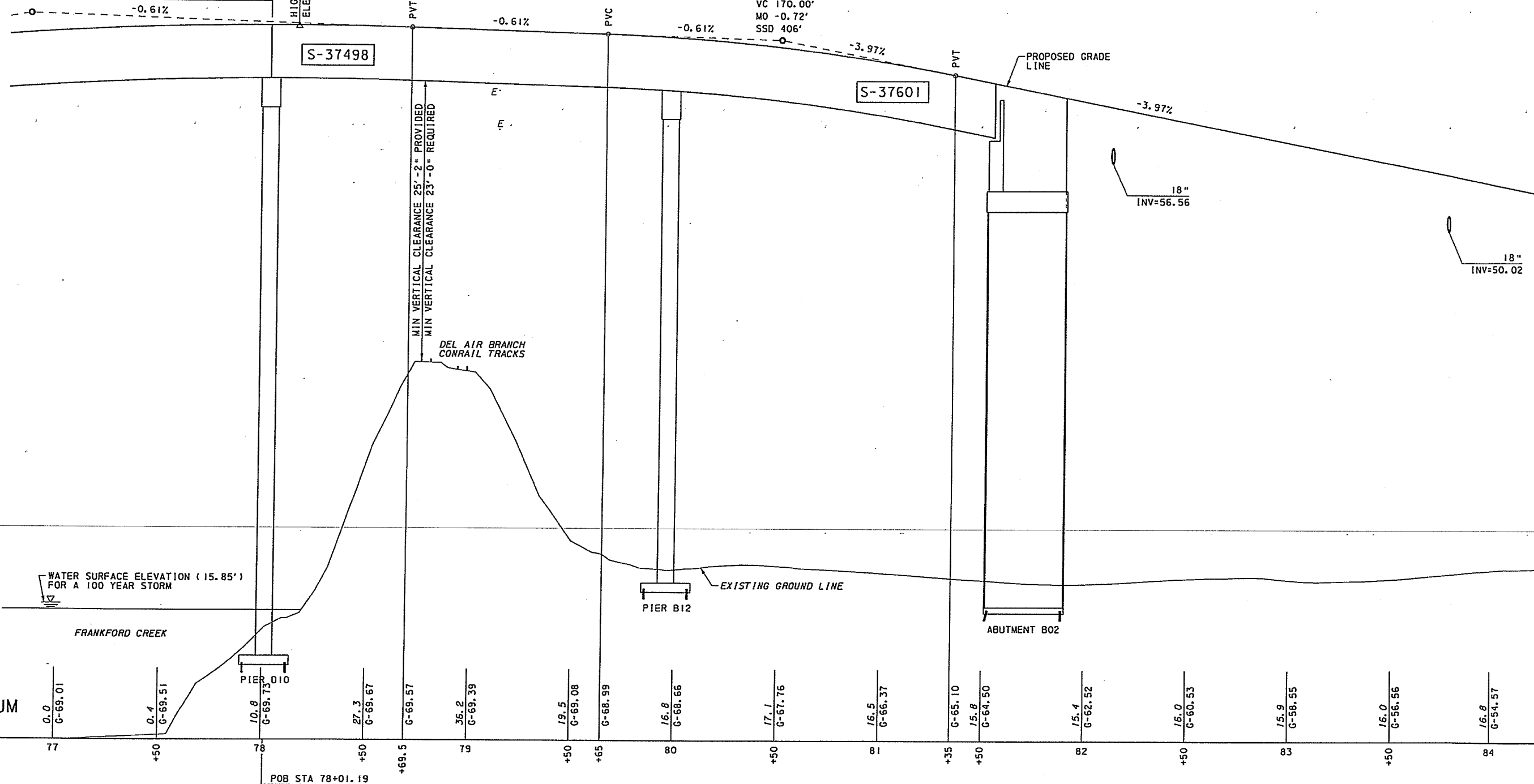
PVI STA 76+85.00  
ELEV 70.69  
VC 369.00'  
MO -1.88'  
SSD 449'

SEE CONTRACT BRO

MULTIPLE OVERHEAD AERIAL ELECTRIC LINES  
FROM STA 78+42.79 TO STA 79+75.40  
ELEVATIONS VARY FROM APPROX 93.71 TO 151.63

HIGH STA 78+14.60  
ELEV 69.74

PVI STA 80+50.00  
ELEV 68.48  
VC 170.00'  
MO -0.72'  
SSD 406'



**PROFILE - SR 8017 (RAMP D)**

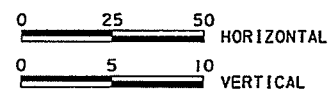
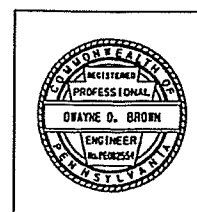


EXHIBIT B FEET

SURVEY BOOK NO. 2011 - 10246

FOR PLAN, SEE SHEETS 65-66 & 70

SURVEY BOOK NO. 10,373

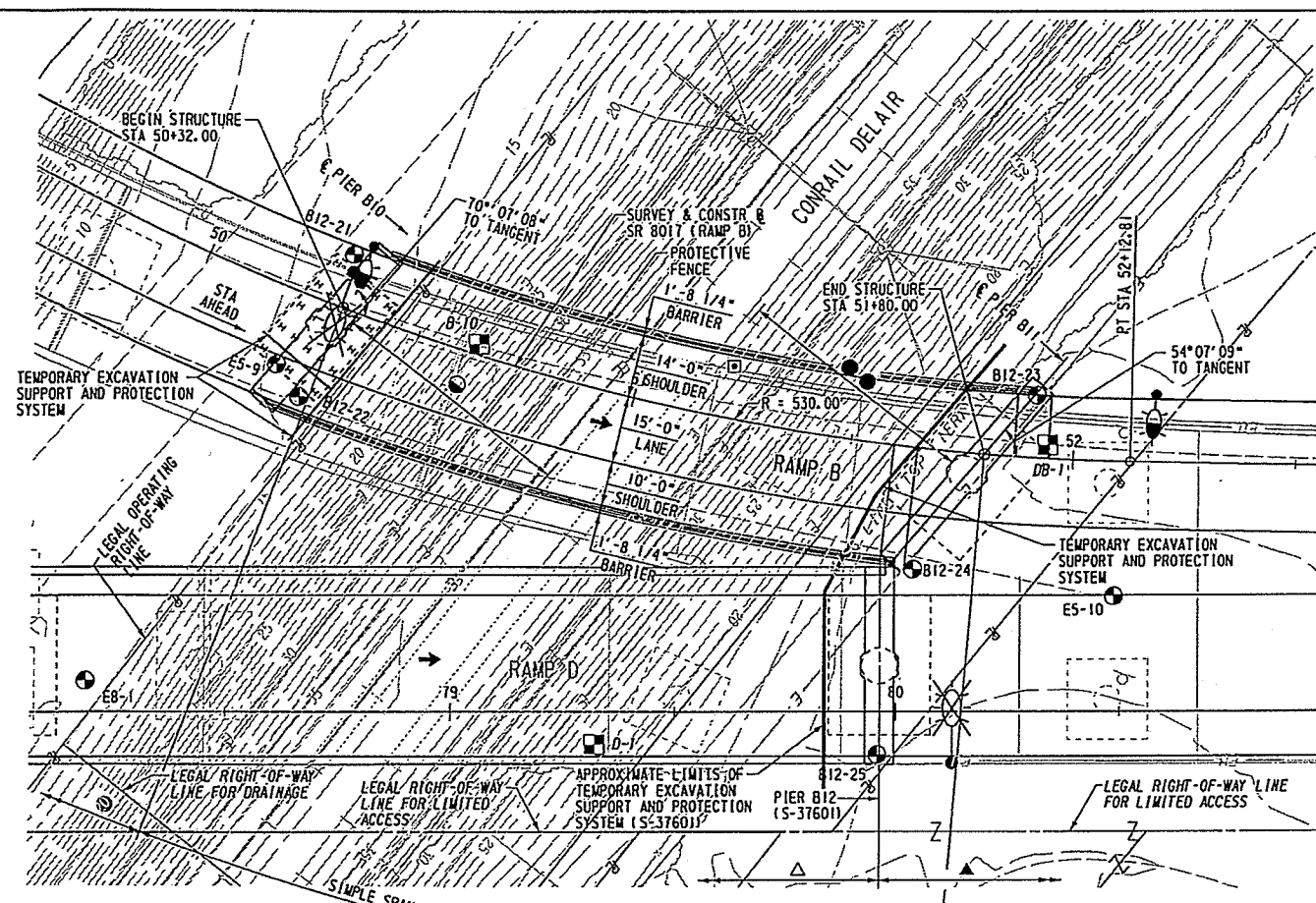


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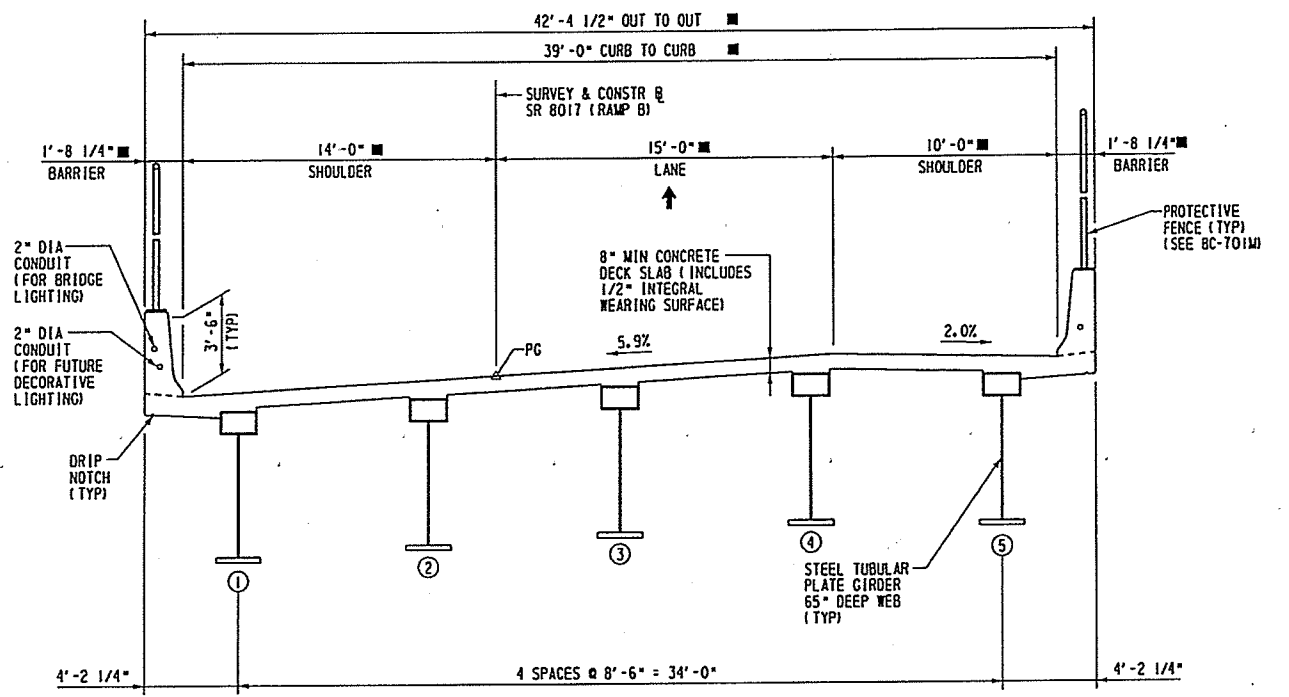
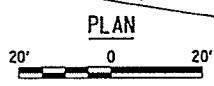
SEE SHEET 81



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TEST BORING LOCATIONS		
BORING	STATION	OFFSET
B12-21	50+30	12' LT
B12-22	50+30	22' RT
B12-23	51+91	14' LT
B12-24	51+67	27' RT
B12-25	51+64	69' RT



**TYPICAL SECTION**  
(LOOKING STATION AHEAD)

**HORIZONTAL CURVE DATA    VERTICAL CURVE DATA**

SURVEY & CONSTR B SR 8017 (RAMP B)		SURVEY & CONSTR B SR 8017 (RAMP B)	
PI STA 50+29.63	$\Delta = 41^{\circ}31'28''$ LT	$+1.46\%$	$-1.33\%$
D = $10^{\circ}48'38''$	T = 200.93'	PVI STA 50+00.00	PVI ELEV = 70.44
L = 384.11'	R = 530.00'	VC = 350.00'	MO = -1.22'
E = 36.81'		SSD = 561'	

**HYDROLOGIC AND HYDRAULIC DATA - FRANKFORD CREEK**

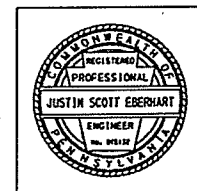
DRAINAGE AREA = 36.8 SQUARE MILES		EXISTING	PROPOSED
50-YEAR (PENNDOT DESIGN FLOOD)	DISCHARGE	16,151 CFS	16,151 CFS
	WATER SURFACE ELEV	14.85'	14.84'
100-YEAR (PADEP DESIGN FLOOD)	DISCHARGE	17,884 CFS	17,884 CFS
	WATER SURFACE ELEV	15.73'	15.72'
100-YEAR (FEWA DESIGN FLOOD)	DISCHARGE	17,500 CFS	17,500 CFS
	WATER SURFACE ELEV	15.41'	15.40'
	VELOCITY	6.01 FT/S	6.01 FT/S

- LEGEND**
- 20 — EXISTING CONTOURS
  - DIRECTION OF TRAFFIC
  - POINT-OF-MINIMUM-VERTICAL UNDERCLEARANCE
  - PROPOSED BORING LOCATION
  - ⊠ EXISTING BORING LOCATION
  - E — EXISTING AERIAL ELECTRICAL
  - P — PROPERTY LINE
  - ▲ SR 8017 (RAMP B) OVER GROUND (S-37601)
  - △ SR 8017 (RAMP D) OVER CONRAIL (S-37498)
  - SR 8017 (RAMP B) OVER I-95 (S-38366)
  - MEASURED NORMAL TO SURVEY & CONSTR E SR 8017 (RAMP B)
  - CONTRACTOR TO VERIFY
  - MIN HORIZ CLR PROVIDED = 54'-8"
  - MIN HORIZ CLR REQUIRED = 12'-6"
  - MIN HORIZ CLR PROVIDED = 56'-1"
  - MIN HORIZ CLR REQUIRED = 12'-6"

- NOTES**
- FOR GENERAL NOTES AND LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
  - FOR INDEX OF DRAWINGS, SEE SHEET 4.
  - FOR LOAD RATINGS TABLE, SEE SHEET 5.
  - FOR STAKE-OUT PLAN, SEE SHEET 7.
  - FOR SUMMARY OF QUANTITIES, SEE SHEET 9.
  - FOR FRAMING PLAN, SEE SHEET 30.
  - GIRDER SPACINGS MEASURED NORMAL TO GIRDERS. OVERHANG DIMENSIONS MEASURED NORMAL TO EXTERIOR GIRDERS.

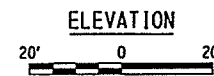
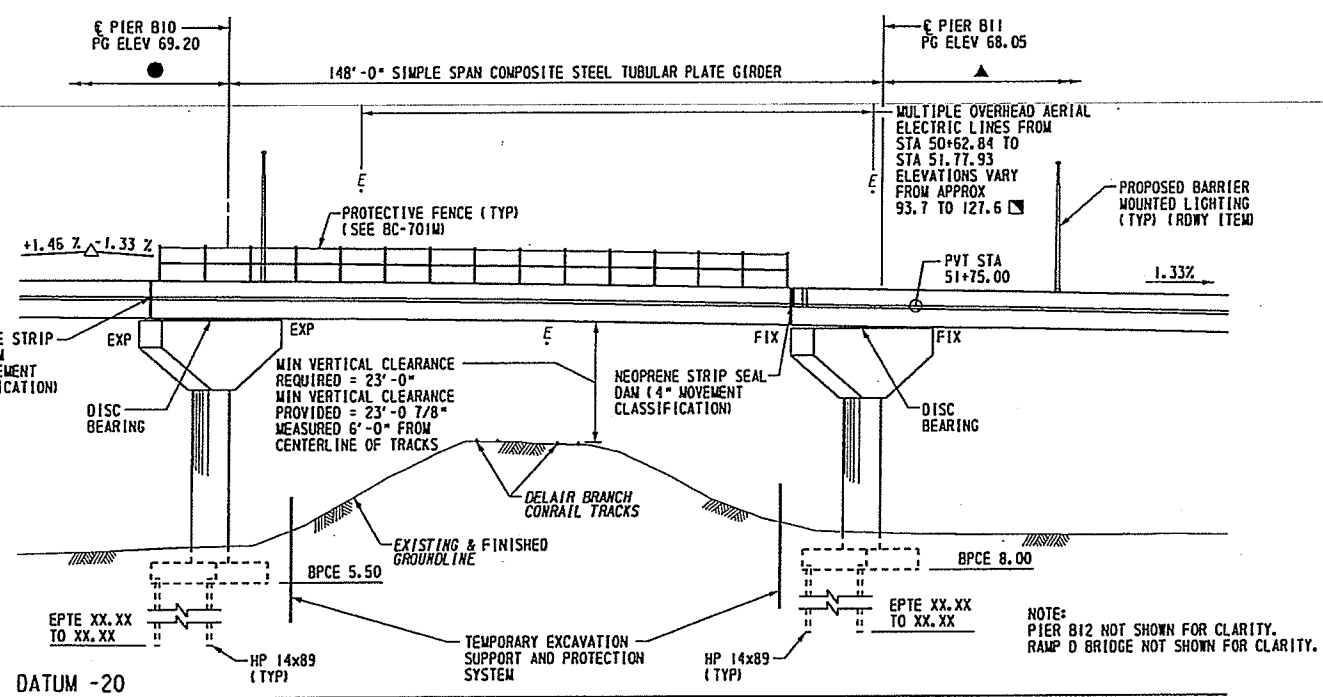
Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

COMMONWEALTH OF PENNSYLVANIA  
 DEPARTMENT OF TRANSPORTATION  
 PHILADELPHIA COUNTY  
 SR 8017 SEC BR2  
 SEGMENT 0760    OFFSET 1349  
 SR 8017 (RAMP B), STA 51+06.00  
 OVER CONRAIL  
 SINGLE SPAN CURVED STEEL TUBULAR PLATE GIRDER BRIDGE  
 GENERAL PLAN & ELEVATION



**STV**

RECOMMENDED \_\_\_\_\_ SHEET 2 OF 27  
S-38480



NOTE:  
PIER B12 NOT SHOWN FOR CLARITY.  
RAMP D BRIDGE NOT SHOWN FOR CLARITY.

DESIGNED: ODK    CHECKED: ARG    CADD: JAS    CHECKED: JSE

**GENERAL NOTES**

**GENERAL**

- PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408/2016, AASHTO/AWS D1.5M/D1.5, 2008 BRIDGE WELDING CODE (USE AASHTO/AWS D1.1/D1.1M, 2008 FOR WELDING NOT COVERED IN AASHTO/AWS D1.5M/D1.5, 2008) AND CONTRACT SPECIAL PROVISIONS.
- PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270/M270M (ASTM A709/A709M GRADE 50 DESIGNATION, EXCEPT WHEN OTHERWISE NOTED).
- PROVIDE 2 INCHES CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.
- USE CLASS AAAP CEMENT CONCRETE IN DECK SLABS.
- USE CLASS AA CEMENT CONCRETE IN BARRIERS.
- USE CLASS A CEMENT CONCRETE IN PIERS, PEDESTALS AND FOOTINGS.
- A HIGHER CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER CLASS CONCRETE AT NO ADDITIONAL COST TO THE DEPARTMENT, IF APPROVED BY THE DISTRICT BRIDGE ENGINEER.
- PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A615/A615M, A996/A996M, OR A706/A706M. DO NOT WELD GRADE 60 REINFORCING STEEL BARS UNLESS SPECIFIED. GRADE 40 REINFORCING STEEL BARS MAY BE SUBSTITUTED WITH A PROPORTIONAL INCREASE IN CROSS-SECTIONAL AREA, IF APPROVED BY THE CHIEF BRIDGE ENGINEER. DO NOT USE RAIL STEEL A996/A996M REINFORCEMENT BARS IN BRIDGE PIERS, FOOTINGS, PILES, BARRIERS, OR WHERE BENDING OR WELDING OF THE REINFORCEMENT BARS IS INDICATED.
- USE EPOXY-COATED REINFORCEMENT BARS IN ALL CAST-IN-PLACE CONCRETE.
- GALVANIZED STEEL REINFORCING BARS MAY BE SUBSTITUTED FOR EPOXY COATED REINFORCING BARS AT NO ADDITIONAL COST TO THE DEPARTMENT.
- RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS, EXCEPT AS INDICATED.
- SITE CLASS IS NOT CLASS E.
- VERIFY ALL DIMENSIONS AND GEOMETRY OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR PROPER FIT OF THE PROPOSED CONSTRUCTION.
- CONSTRUCT DECK SLAB TRANSVERSE CONSTRUCTION JOINT PARALLEL TO BRIDGE CENTERLINE OF BEARINGS.
- CHAMFER EXPOSED CONCRETE EDGES 1 IN X 1 IN, EXCEPT AS NOTED.
- DECK SLAB THICKNESS INCLUDES A 1/2" INTEGRAL WEARING SURFACE.
- ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.
- USE EITHER PERMANENT METAL FORMS OR REMOVABLE FORMS TO CONSTRUCT THE DECK SLAB.
- SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68°.
- PROVIDE MINIMUM EMBEDMENT AND SPLICE LENGTHS IN ACCORDANCE WITH STANDARD DRAWING BC-736M, UNLESS OTHERWISE INDICATED.
- SHOW ANY MODIFICATIONS TO REINFORCEMENT SPLICE AND BENDING DETAILS ON SHOP DRAWINGS.
- PREPARE BEARING AREAS AS SPECIFIED IN PUBLICATION 408/2016, SECTION 1001.3 (K) 9.
- ADJUST TOP OF PEDESTAL AND BEAM SEAT ELEVATIONS IF ACTUAL BEARING HEIGHTS DEVIATE FROM BEARING HEIGHTS SHOWN ON THE PLANS.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE SAFE ERECTION OF ALL STRUCTURES. PROVIDE ALL NECESSARY BRACING AND SUPPORTS. CONSTRUCTION ACTIVITY WILL NOT BE ALLOWED OUTSIDE THE RIGHT-OF-WAY.
- REMOVE PORTIONS OF THE EXISTING STRUCTURE ONLY AS CALLED FOR BY AN APPROVED DEMOLITION PLAN, OR AS PERMITTED BY THE INSPECTOR IN CHARGE. REPLACE IN KIND ANY PORTIONS REMOVED TO PERMIT ACCESS FOR REPAIRS. CONSIDER THIS REPLACEMENT INCIDENTAL TO THE ASSOCIATED WORK ITEMS, UNLESS SPECIFIED OTHERWISE.
- REPAIR ANY AREAS DAMAGED BEYOND THE REMOVAL LIMITS AT NO EXPENSE TO THE DEPARTMENT.
- ALL EXISTING CONCRETE REMOVED FROM THE STRUCTURE WILL BE DISPOSED OF, OFF SITE, TO THE SATISFACTION OF THE ENGINEER.
- PLACE CURTAIN WALLS CONCRETE AFTER BEAMS ARE SET IN POSITION.
- BRIDGE IS NOT WEIGHT RESTRICTED. SEE PUBLICATION 408 SECTION 105.17 FOR CONSTRUCTION LOADING LIMITS.
- NOTIFY THE REGIONAL HEADQUARTERS OF THE FISH COMMISSION PRIOR TO CONSTRUCTION AND COOPERATE WITH FISH COMMISSION DURING CONSTRUCTION.

SOUTHWEST REGION OFFICE  
255 WEST BRUBAKER VALLEY ROAD  
ELM, PA 17521  
(717) 626-0228

**DESIGN SPECIFICATIONS**

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SEVENTH EDITION, 2014, AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, APRIL 2015 EDITION.
- LIVE LOAD DISTRIBUTION TO GIRDERS IS BASED UPON THREE DIMENSIONAL FINITE ELEMENT ANALYSIS.
- DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD.

**DESIGN LIVE LOADS**

- PHL-93 OR P-82 (204 KIP PERMIT LOAD).
- STEEL STRUCTURES FATIGUE DESIGN IS BASED ON THE FOLLOWING:  
ADTT: 1008 (2050)

**DEAD LOADS**

- INCLUDES SURFACE AREA DENSITY OF 0.03 KSF FOR FUTURE WEARING SURFACE ON DECK SLAB.
- INCLUDES A SURFACE AREA DENSITY OF 0.015 KSF FOR PERMANENT METAL DECK FORMS WHICH TAKES INTO ACCOUNT THE WEIGHT OF FORM, PLUS THE WEIGHT OF THE CONCRETE IN THE VALLEYS OF THE FORMS.

**PROTECTIVE COATING**

- APPLY PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES) TO THE TOP OF ALL SUBSTRUCTURES AND PEDESTALS (EXCLUDING BEARING SURFACE). SEE COATING LIMIT SKETCHES, SHEET 4.
- APPLY PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE) TO THE INSIDE FACE AND TOP SURFACE OF BOTH BARRIERS. ONLY APPLY PROTECTIVE COATING IF CONCRETE IS POURED BETWEEN SEPTEMBER 1 AND MARCH 1 PER PUB 408/2016, SECTION 1001.3(K) 6. SEE COATING LIMIT SKETCHES, SHEET 4.
- APPLY ACRYLIC PAINT TO ALL EXPOSED SURFACE OF ALL SUBSTRUCTURES (EXCLUDING THE TOP) TO 1 FOOT BELOW THE FINISHED GROUND LINE FOR ALL PROPOSED SUBSTRUCTURES. ALSO APPLY TO THE OUTSIDE FACE OF THE BARRIER, THE OUTSIDE FACE OF THE DECK SLAB, AND THE UNDERSIDE OF THE DECK SLAB TO THE TOP FLANGE. SEE COATING LIMIT SKETCHES, SHEET 4.

**UTILITY NOTES**

- COORDINATE, LOCATE, AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408/2016, SECTIONS 105.06 AND 107.12.

**EXISTING STRUCTURE PLANS**

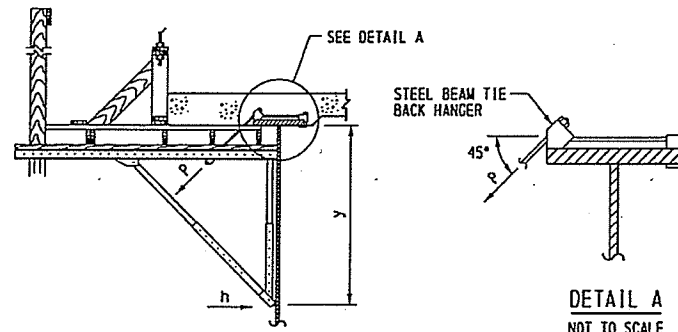
- DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURE SUPPLIED IN THE ORIGINAL DESIGN DRAWINGS OR MADE AVAILABLE TO YOU BY THE DEPARTMENT OR ITS AUTHORIZED AGENTS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.
- THE INFORMATION SHOWN ON THE PLANS FOR THE EXISTING STRUCTURE IS NOT PART OF THE PLANS, PROPOSAL, OR CONTRACT AND IS NOT TO BE CONSIDERED A BASIS FOR COMPUTATION OF THE UNIT PRICES USED FOR BIDDING PURPOSES. THERE IS NO EXPRESSED OR IMPLIED AGREEMENT THAT INFORMATION IS CORRECTLY SHOWN. THE BIDDER IS NOT TO RELY ON THIS INFORMATION, BUT IS TO ASSUME THE POSSIBILITY THAT CONDITIONS AFFECTING THE COST AND/OR QUANTITIES OF WORK TO BE PERFORMED MAY DIFFER FROM THOSE INDICATED.
- ORIGINAL DESIGN DRAWINGS:  
S-10295 (NOVEMBER 1971)
- THE EXISTING BRIDGE STRUCTURAL MEMBERS CONTAIN LEAD PAINT AND CHROMIUM BASED ON LABORATORY TESTING. NO KNOWN ASBESTOS CONTAINING MATERIAL ARE PRESENT ON THE SITE.

**STRUCTURAL STEEL**

- IF GIRDERS CANNOT BE SHIPPED IN THE LENGTHS SHOWN ON THE PLANS, FIELD SPLICE(S) WILL BE PERMITTED AT THE REQUEST OF THE CONTRACTOR, BUT NO COMPENSATION WILL BE ALLOWED FOR THE SPLICES.
- IF GIRDERS CAN BE FABRICATED IN LENGTHS LONGER THAN THE SECTIONS SHOWN ON THE PLANS BY ELIMINATING FIELD SPLICES, FIELD SPLICE(S) MAY BE OMITTED AT THE REQUEST OF THE CONTRACTOR. THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR SECURING A HAULING PERMIT. APPROVAL FOR ELIMINATION OF A FIELD SPLICE AT THE SHOP DRAWING STAGE DOES NOT OBLIGATE THE DEPARTMENT TO ISSUE A HAULING PERMIT.
- DO NOT USE FORM SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.
- ALL FASTENERS ARE 7/8" INCH DIAMETER A325 HIGH STRENGTH BOLTS, EXCEPT AS NOTED. OVERSIZED HOLES ARE NOT PERMITTED.
- REAM SUBDRILLED OR SUBPUNCHED HOLES FOR FIELD SPLICES IN THE FABRICATION SHOP.
- DO NOT MAKE WELDS BY MANUAL SHIELDED METAL ARC PROCESS FOR PRIMARY GIRDER WELDS, SUCH AS FLANGE-TO-WEB WELDS OR FOR SHOP SPLICES OF WEBS AND FLANGES.
- DO NOT WELD PERMANENT METAL DECK FORMS OR OTHER ATTACHMENTS TO GIRDER TOP FLANGES IN TENSION AREAS (TENSION AREAS OF TOP FLANGES ARE DESIGNATED ON THE PLANS). THREADED STUDS FOR THE SUPPORT OF THE OVERHANG DECK FORMING BRACKET IS PERMITTED PROVIDED THE THREADED STUD IS ATTACHED WITH THE SAME WELDING PROCESS AS SHEAR STUDS.
- PROVIDE WELDED STUD SHEAR CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO ASTM A108.
- SET ANCHOR BOLTS TO TEMPLATE OR IN PREFORMED HOLES. DO NOT DRILL UNLESS SPECIFICALLY INDICATED ON PLANS. FILL THE PREFORMED HOLES WITH NON-SHRINK GROUT. FILL THE CLEARANCE BETWEEN ANCHOR BOLTS AND HOLES IN MASONRY PLATES WITH APPROVED NON-HARDENING CAULKING COMPOUND CONFORMING TO PUBLICATION 408/2016, SECTION 705.8.
- PAINT STRUCTURAL STEEL IN ACCORDANCE WITH PUBLICATION 408/2016, SECTION 1060. SEE SPECIAL PROVISIONS FOR PAINT COLOR.
- STABILITY OF PARTIAL GIRDERS AND COMPLETE GIRDERS IS TO BE MAINTAINED BY THE CONTRACTOR DURING ERECTION, UNTIL ALL GIRDERS AND DIAPHRAGMS ARE IN-PLACE AND ALL BOLTS ARE PROPERLY INSTALLED. ERECTION LOADS INCLUDING SELF WEIGHT OF THE STEEL MEMBERS, WIND LOADING AND CONSTRUCTION LIVE LOAD EFFECTS ARE TO BE EVALUATED BY THE CONTRACTOR FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF ERECTION.
- AN ALTERNATE SLAB PLACEMENT SEQUENCE MAY BE PERMITTED AT THE REQUEST OF THE CONTRACTOR. SUBMIT FOR REVIEW AND APPROVAL TO THE DEPARTMENT A REVISED SLAB PLACEMENT SEQUENCE WITH SUPPORT CALCULATIONS AND COMPUTER STRESS ANALYSIS. SATISFY THE REQUIREMENTS OF THE ORIGINAL SLAB PLACEMENT SEQUENCE. OBTAIN WRITTEN APPROVAL PRIOR TO THE USE OF THE REVISED SLAB PLACEMENT SEQUENCE AND/OR CAMBER VALUES. NO COMPENSATION WILL BE ALLOWED FOR THE DEVELOPMENT AND APPROVAL OF THE REVISED SLAB PLACEMENT SEQUENCE AND CAMBER VALUES. THE DEPARTMENT WILL BE SOLE JUDGE OF THE ACCEPTABILITY OF THE REVISED SLAB PLACEMENT SEQUENCE AND CAMBER VALUES.
- HEAT-CURVED GIRDERS ARE NOT PERMITTED.
- THE STEEL SUPERSTRUCTURE SHALL BE DETAILED AND FABRICATED FOR STEEL DEAD LOAD FIT (SOLF) GIRDER WEBS SHALL BE PLUMB UNDER THE DEAD LOAD OF THE GIRDERS BEFORE ANY OTHER LOADS ARE APPLIED.
- BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS IN ACCORDANCE WITH PUBLICATION 408/2016 SECTION 1060.3(D) 3. REBLAST UNPAINTED ELEMENTS THAT REMAIN UNASSEMBLED FOR A PERIOD OF 12 MONTHS OR MORE FOLLOWING THE INITIAL CLEANING.
- WELDING OF REINFORCEMENT BARS DURING THE FABRICATION OR CONSTRUCTION IS NOT PERMITTED UNLESS SPECIFIED.

**LIST OF ABBREVIATIONS**

ADTT - AVERAGE DAILY TRUCK TRAFFIC	LL+I - LIVE LOAD PLUS IMPACT
AHD - AHEAD	LONG - LONGITUDINAL
ALT - ALTERNATE	LRFD - LOAD AND RESISTANCE FACTOR DESIGN
APPROX - APPROXIMATE	LT - LEFT
ℓ - BASELINE	MAX - MAXIMUM
BOT - BOTTOM	MIN - MINIMUM
BPCE - BOTTOM OF PILE CAP ELEVATION	MO - MIDDLE ORDINATE
BRG - BEARING	NB - NORTHBOUND
CCNS - CLOSED CELL NEOPRENE SPONGE	NO - NUMBER
CE - CENTRIFUGAL FORCE	OD - OUTSIDE DIAMETER
CFS - CUBIC FEET PER SECOND	PCP - PREFORMED CELLULAR POLYSTYRENE
CGS - CENTER OF GRAVITY OF STEEL	PG - PROFILE GRADE
℄ - CENTERLINE	PL - PLATE
CLR - CLEARANCE	PSF - POUNDS PER SQUARE FOOT
COL - COLUMN	PSI - POUNDS PER SQUARE INCH
CONSTR - CONSTRUCTION	PTFE - POLYTETRAFLUOROETHYLENE
CWN - CHARPY V-NOTCH	PVI - POINT OF VERTICAL INTERSECTION
DIA - DIAMETER	R - RADIUS
DIST - DISTANCE	RCP - REINFORCED CONCRETE PIPE
DISTR - DISTRIBUTION	RDWY - ROADWAY
DL - DEAD LOAD	REINF - REINFORCEMENT
DRG - DRAWING	REQ'D - REQUIRED
EA - EACH	RF - REAR FACE
EF - EACH FACE	RT - RIGHT
ELEV - ELEVATION	SB - SOUTHBOUND
EPTE - ESTIMATED PILE TIP ELEVATION	SERV - SERVICE LIMIT STATE
EMBED - EMBEDMENT	SHLDR - SHOULDER
EQ - EQUAL	SPA - SPACES OR SPACING
ES - EQUAL SPACES	SQ - SQUARE
EXP - EXPANSION	SSD - STOPPING SIGHT DISTANCE
E - EXTERNAL DISTANCE	STA - STATION
FF - FRONT FACE	STD - STANDARD
FT - FEET	STR - STRENGTH LIMIT STATE
HORIZ - HORIZONTAL	T - TANGENT
ID - INSIDE DIAMETER	TRANS - TRANSVERSE
IN - INCHES	TYP - TYPICAL
INV - INVERT	UNO - UNLESS NOTED OTHERWISE
JT - JOINT	VERT - VERTICAL
KIP OR K - KILOPOUNDS	VC - VERTICAL CURVE
KSF - KIPS PER SQUARE FOOT	W - WIND LOAD ON SUPERSTRUCTURE AND LIVE LOAD
KSI - KIPS PER SQUARE INCH	W/ - WITH
L - LENGTH	WP - WORK POINT
LC - LONG CHORD	WSEL - WATER SURFACE ELEVATION
LT - LONG TANGENT	YR - YEAR



**TYPICAL OVERHANG FORMING DETAIL**

NOT TO SCALE

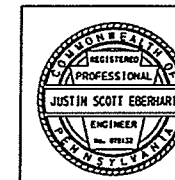
NOMINAL DEPTH y (in)	MAXIMUM PERMISSIBLE HORIZONTAL LOAD h (kip/ft)
36	1.250
56	0.750
76	0.540

MAXIMUM PERMISSIBLE JACK SPACING 4'

THE FASCIA GIRDERS ARE DESIGNED FOR A TEMPORARY CONSTRUCTION LOAD APPLIED TO THE WEB AT A MAXIMUM 4 FT. INTERVAL. THIS LOAD (SEE TABLE) APPROXIMATES THE HORIZONTAL COMPONENT OF A DECK OVERHANG FORM SUPPORT BRACKET AND CONSISTS OF AN ALLOWANCE FOR THE WEIGHT OF THE CONCRETE, FORMS, AND INCIDENTAL LOADS, PLUS THE DECK FINISHING MACHINE, WHERE A TRANSVERSE STIFFENER SPACING LESS THAN THAT REQUIRED FOR THE FINAL DESIGN SHEAR, IS INDICATED FOR CONSTRUCTIBILITY. THE SPACING FOR THE FINAL DESIGN SHEAR MAY BE USED IF THE OVERHANG FORMS ARE SUPPORTED FROM THE BOTTOM FLANGE OF THE FASCIA GIRDER, OR IF THE GIRDER WEB IS ADEQUATELY BRACED TO PREVENT BUCKLING DUE TO LOADS FROM WEB-BEARING FORM SUPPORT BRACKETS. THE CONTRACTOR HAS THE OPTION TO MODIFY THE OVERHANG BRACKET FROM THAT DESCRIBED HEREIN PROVIDED WORKING DRAWINGS INCLUDING CALCULATIONS, SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE COMMONWEALTH OF PENNSYLVANIA, ARE SUBMITTED FOR REVIEW AND ACCEPTANCE AND SHOW THE MODIFICATIONS DO NOT CAUSE UNACCEPTABLE DEFORMATIONS OR STRESSES IN THE BRIDGE AND IT IS UNDERSTOOD THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE SATISFACTORY COMPLETION OF THE BRIDGE.

**WELDING NOTES**

- WELDING SPECIFICATIONS: AASHTO/AWS D1.5M/D1.5, 2008 BRIDGE WELDING CODE CONSISTENT WITH PUB 408 1105.03(M) AND THE CONTRACT SPECIAL PROVISIONS. DO NOT FIELD-WELD ON ANY PART OF THE EXISTING BRIDGE, WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- MAKE TACK WELDS WITH THE SAME TYPE OF ELECTRODE AND INCORPORATE IN THE FINAL WELD. NO OTHER TACK WELDING WILL BE PERMITTED.
- DO NOT WELD WHEN SURFACES TO BE WELDED ARE MOIST OR EXPOSED TO RAIN, SNOW, OR WIND, OR WHEN WELDERS ARE EXPOSED TO INCLEMENT CONDITIONS THAT WILL ADVERSELY AFFECT THE QUALITY OF THE WORK.
- DO NOT WELD OR BURN WHEN THE TEMPERATURE IS BELOW 0°F. PREHEAT AND MAINTAIN THE TEMPERATURE OF THE METAL TO AT LEAST 70°F WHEN THE TEMPERATURE OF THE METAL IS BETWEEN 0°F AND 32°F DURING WELDING OR BURNING.
- PREHEAT THE STEEL TO THE SPECIFIED MINIMUM TEMPERATURE FOR A DISTANCE EQUAL TO THE THICKNESS OF THE PART BEING WELDED, BUT NOT LESS THAN 3 IN. IN ALL DIRECTIONS FROM THE POINT OF WELDING.
- REMOVE BY APPLICATION OF HEAT ANY MOISTURE PRESENT AT POINT OF WELD. PROVIDE WINDBREAKS FOR PROTECTION FROM DIRECT WIND.
- PRIOR TO PLACING THE WELD, THOROUGHLY CLEAN ALL PORTIONS OF NEW AND EXISTING SURFACES TO RECEIVE WELDS OF ALL FOREIGN MATTER, INCLUDING PAINT FILM, FOR A DISTANCE OF 2 IN. FROM EACH SIDE OF THE OUTSIDE LINES OF THE WELD.
- TEST COMPLETED WELDS USING VISUAL AND NONDESTRUCTIVE METHODS IN ACCORDANCE WITH AASHTO/AWS D1.5M/D1.5 BRIDGE WELDING CODE CHAPTER 6.



**STV**

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

SR 0095 PREVIOUSLY KNOWN AS LR 1000

**COMMONWEALTH OF PENNSYLVANIA**  
**DEPARTMENT OF TRANSPORTATION**

**PHILADELPHIA COUNTY**  
**SR 8017 SEC BR2**  
SEGMENT 0760 OFFSET 1349  
SR 8017 (RAMP B), STA 51+06.00  
OVER CONRAIL

**SINGLE SPAN CURVED STEEL TUBULAR PLATE GIRDER BRIDGE**  
**GENERAL NOTES - 1**

RECOMMENDED \_\_\_\_\_

SHEET 3 OF 27

S- 38480

5/22/2019 2:58:50 PM de:plj  
\\stvr\pub\_siv\inc\cm\3\064\4\013\0410473\0410473\_0002\CADD\rev\mgs\Structures\Temp 5 over Control\Final Das Ign\general notes 01\_ramp b over Control\_1-95-Br2.dgn

DESIGNED: JSE | CHECKED: ARG | CADD: JAS | CHECKED:





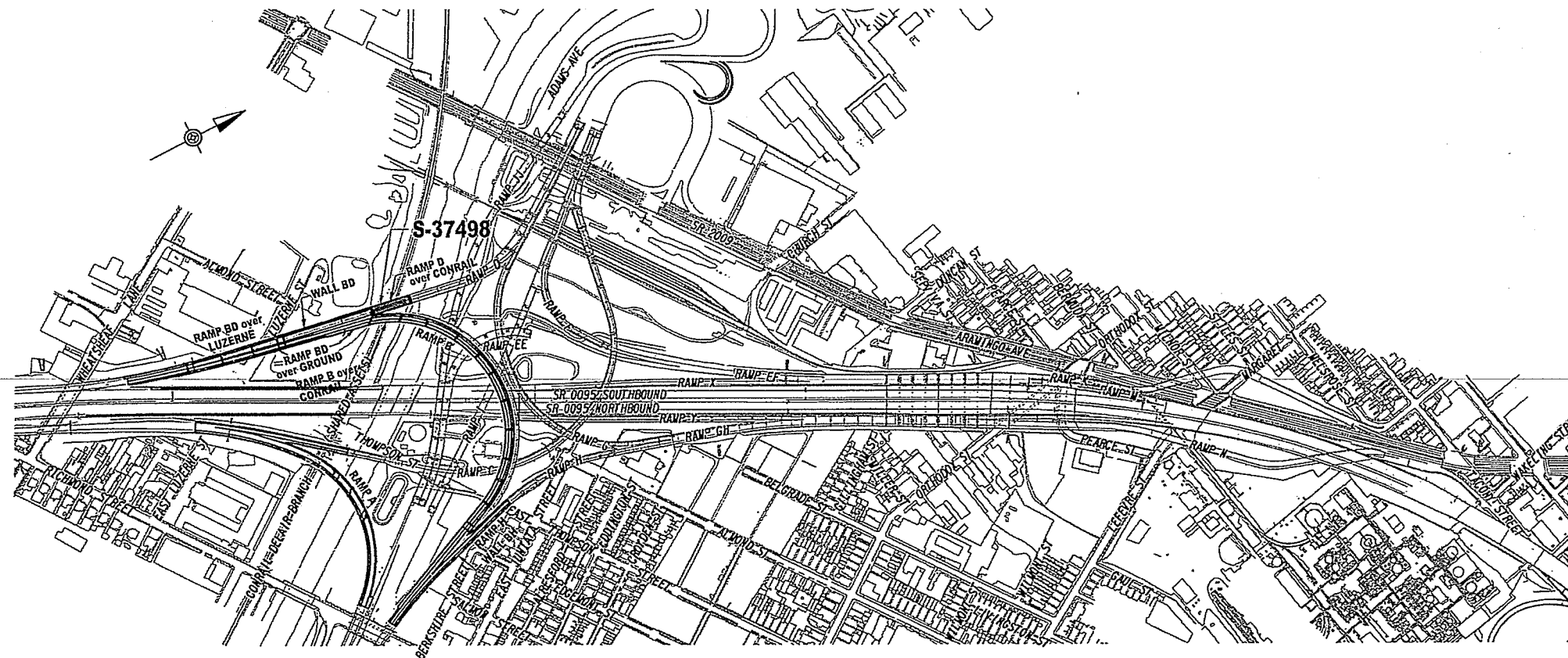
# COMMONWEALTH OF PENNSYLVANIA



## DEPARTMENT OF TRANSPORTATION

### DRAWINGS FOR BRIDGE CONSTRUCTION OF

STATE ROUTE 8017 SECTION BR2  
IN PHILADELPHIA COUNTY



PROJECT KEY MAP

NOTES

1. FOR SUMMARY OF BRIDGE LOAD RATINGS, SEE SHEET 5.
2. FOR INDEX OF DRAWINGS, SEE SHEET 3.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

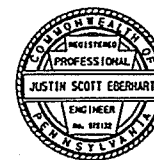
SR 0095 PREVIOUSLY KNOWN AS LR 1000

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
PHILADELPHIA COUNTY  
SR 8017 SEC BR2  
SEGMENT 0250 OFFSET 1339  
SR 8017 (RAMP D), STA 78+98.77  
OVER CONRAIL  
SIMPLE SPAN COMPOSITE STEEL PLATE GIRDER BRIDGE  
TITLE SHEET

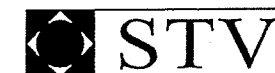
DESIGN REVIEWED BY

Michael Baker  
International

500 OFFICE CENTER DRIVE, SUITE 210  
FORT WASHINGTON, PA 19034



PREPARED BY



STV Incorporated

2040 LINGLESTOWN ROAD, SUITE 104  
HARRISBURG, PA 17110

REVIEW CONSULTANT'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
THE DESIGN REVIEW IS FOR GENERAL CONFORMANCE WITH THE  
DEPARTMENT'S DESIGN AND CONSTRUCTION CRITERIA AND STANDARDS  
AND IS NOT INTENDED TO RELIEVE THE DESIGNER OF FULL  
RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE PLANS.

PROFESSIONAL ENGINEER  
DATE \_\_\_\_\_

RECOMMENDED \_\_\_\_\_

DISTRICT BRIDGE ENGINEER

SHEET 1 OF 26  
+ SUPPLEMENTAL  
DRAWINGS

S- 37498

5/17/2015 8:17:05 AM C:\Users\jld\OneDrive\Documents\Projects\SR 8017\Drawings\Structures\Ramp D over Conrail\Title.Ramp D\_1-95\_BR2.dgn

DESIGNED: BRY | CHECKED: PHM | CADD: JLD | CHECKED: SEY



**GENERAL NOTES**

**GENERAL**

1. PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408/2016, AASHTO/ANS D1.5M/D1.5, 2008 BRIDGE WELDING CODE (USE AASHTO/ANS D1.1/D1.1M, 2008 FOR WELDING NOT COVERED IN AASHTO/ANS D1.5M/D1.5, 2008), AND CONTRACT SPECIAL PROVISIONS.
2. PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270/M270M (ASTM A709/A709M GRADE 50 DESIGNATION), EXCEPT WHEN OTHERWISE NOTED.
3. PROVIDE 2 INCHES CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.
4. USE CLASS AAAP CEMENT CONCRETE IN DECK SLABS.
5. USE CLASS AA CEMENT CONCRETE IN BARRIERS.
6. USE CLASS A CEMENT CONCRETE IN PIERS, PEDESTALS, AND FOOTINGS.
7. A HIGHER CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER CLASS CONCRETE AT NO ADDITIONAL COST TO THE DEPARTMENT, IF APPROVED BY THE DISTRICT BRIDGE ENGINEER.
8. PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A615/A615M, A996/A996M, OR A706/A706M. DO NOT WELD GRADE 60 REINFORCING STEEL BARS UNLESS SPECIFIED. GRADE 40 REINFORCING STEEL BARS MAY BE SUBSTITUTED WITH A PROPORTIONAL INCREASE IN CROSS-SECTIONAL AREA, IF APPROVED BY THE CHIEF BRIDGE ENGINEER. DO NOT USE RAIL STEEL A996/A996M REINFORCEMENT BARS IN BRIDGE PIERS, FOOTINGS, PILES, BARRIERS, OR WHERE BENDING OR WELDING OF THE REINFORCEMENT BARS IS INDICATED.
9. USE EPOXY-COATED REINFORCEMENT BARS IN ALL CAST-IN-PLACE CONCRETE.
10. GALVANIZED STEEL REINFORCING BARS MAY BE SUBSTITUTED FOR EPOXY COATED REINFORCING BARS AT NO ADDITIONAL COST TO THE DEPARTMENT.
11. RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS, EXCEPT AS INDICATED.
12. SITE CLASS IS NOT CLASS E OR F.
13. VERIFY ALL DIMENSIONS AND GEOMETRY OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR PROPER FIT OF THE PROPOSED CONSTRUCTION.
14. CONSTRUCT DECK SLAB TRANSVERSE CONSTRUCTION JOINT PARALLEL TO BRIDGE CENTERLINE OF BEARINGS.
15. CHAMFER EXPOSED CONCRETE EDGES 1 IN X 1 IN, EXCEPT AS NOTED.
16. PLACE CURTAIN WALLS AFTER GIRDERS ARE SET IN POSITION.
17. ALL DIMENSIONS ARE HORIZONTAL, EXCEPT AS NOTED.
18. USE EITHER PERMANENT METAL FORMS OR REMOVABLE FORMS TO CONSTRUCT THE DECK SLAB.
19. DECK SLAB THICKNESS INCLUDES A 1/2" INTEGRAL WEARING SURFACE.
20. SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68°.
21. PROVIDE MINIMUM EMBEDMENT AND SPLICE LENGTHS IN ACCORDANCE WITH STANDARD DRAWING BC-736M, UNLESS OTHERWISE INDICATED.
22. SHOW ANY MODIFICATIONS TO REINFORCEMENT SPLICE AND BENDING DETAILS ON SHOP DRAWINGS.
23. PREPARE BEARING AREAS AS SPECIFIED IN PUBLICATION 408/2016, SECTION 1001.3 (K)9.
24. BRIDGE IS NOT WEIGHT RESTRICTED. SEE PUBLICATION 408/2016 SECTION 105.17 FOR CONSTRUCTION LOADING LIMITS.
25. ADJUST TOP OF PEDESTAL AND BEAM SEAT ELEVATIONS IF ACTUAL BEARING HEIGHTS DEVIATE FROM BEARING HEIGHTS SHOWN ON THE PLANS.
26. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE SAFE ERECTION OF ALL STRUCTURES. PROVIDE ALL NECESSARY BRACING AND SUPPORTS. CONSTRUCTION ACTIVITY WILL NOT BE ALLOWED OUTSIDE THE RIGHT-OF-WAY.
27. REMOVE PORTIONS OF THE EXISTING STRUCTURE ONLY AS CALLED FOR BY AN APPROVED DEMOLITION PLAN, OR AS PERMITTED BY THE INSPECTOR IN CHARGE. REPLACE IN KIND ANY PORTIONS REMOVED TO PERMIT ACCESS FOR REPAIRS. CONSIDER THIS REPLACEMENT INCIDENTAL TO THE ASSOCIATED WORK ITEMS, UNLESS SPECIFIED OTHERWISE.
28. REPAIR ANY AREAS DAMAGED BEYOND THE REMOVAL LIMITS AT NO EXPENSE TO THE DEPARTMENT.
29. ALL EXISTING CONCRETE REMOVED FROM THE STRUCTURE WILL BE DISPOSED OF, OFF SITE, TO THE SATISFACTION OF THE ENGINEER.
30. PLACE CURTAIN WALL CONCRETE AFTER BEAMS ARE SET IN POSITION.

NOMINAL DEPTH y (in)	MAXIMUM PERMISSIBLE HORIZONTAL LOAD h (kip/ft)
36	1.250
56	0.750
76	0.540

MAXIMUM PERMISSIBLE JACK SPACING 4'

THE FASCIA GIRDERS ARE DESIGNED FOR A TEMPORARY CONSTRUCTION LOAD APPLIED TO THE WEB AT A MAXIMUM 4 FT. INTERVAL. THIS LOAD (SEE TABLE) APPROXIMATES THE HORIZONTAL COMPONENT OF A DECK OVERHANG FORM SUPPORT BRACKET AND CONSISTS OF AN ALLOWANCE FOR THE WEIGHT OF THE CONCRETE, FORMS, AND INCIDENTAL LOADS, PLUS THE DECK FINISHING MACHINE, WHERE A TRANSVERSE STIFFENER SPACING LESS THAN THAT REQUIRED FOR THE FINAL DESIGN SHEAR IS INDICATED FOR CONSTRUCTIBILITY. THE SPACING FOR THE FINAL DESIGN SHEAR MAY BE USED IF THE OVERHANG FORMS ARE SUPPORTED FROM THE BOTTOM FLANGE OF THE FASCIA GIRDER, OR IF THE GIRDER WEB IS ADEQUATELY BRACED TO PREVENT BUCKLING DUE TO LOADS FROM WEB-BEARING FROM SUPPORT BRACKETS. THE CONSTRUCTOR HAS THE OPTION TO MODIFY THE OVERHANG BRACKET FROM THAT DESCRIBED HEREIN PROVIDED WORKING DRAWINGS INCLUDED CALCULATIONS, SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE COMMONWEALTH OF PENNSYLVANIA, ARE SUBMITTED FOR REVIEW AND ACCEPTANCE AND SHOW THE MODIFICATIONS DO NOT CAUSE UNACCEPTABLE DEFORMATIONS OR STRESSES IN THE BRIDGE AND IT IS UNDERSTOOD THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE SATISFACTORY COMPLETION OF THE BRIDGE.

**DESIGN SPECIFICATIONS**

1. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SEVENTH EDITION, 2014, AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, APRIL 2015 EDITION.
2. LIVE LOAD DISTRIBUTION TO GIRDERS IS BASED UPON DM-4 DISTRIBUTION FACTORS.
3. DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD.

**DESIGN LIVE LOADS**

1. PHL-93 OR P-82 (204 KIP PERMIT LOAD).
2. STEEL STRUCTURES FATIGUE DESIGN IS BASED ON THE FOLLOWING:  
ADTT: 2482 (2040)

**DEAD LOADS**

1. INCLUDES SURFACE AREA DENSITY OF 0.03 KSF FOR FUTURE WEARING SURFACE ON DECK SLAB.
2. INCLUDES A SURFACE AREA DENSITY OF 0.015 KSF FOR PERMANENT METAL DECK FORMS WHICH TAKES INTO ACCOUNT THE WEIGHT OF FORM, PLUS THE WEIGHT OF THE CONCRETE IN THE VALLEYS OF THE FORMS.
3. INCLUDES 0.024 K/Ft FOR ALUMINUM PROTECTIVE FENCE.

**PROTECTIVE COATING**

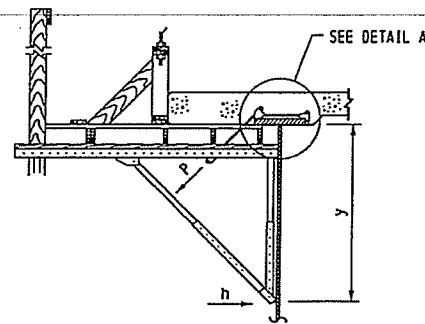
1. APPLY PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES) TO THE TOP OF ALL SUBSTRUCTURES AND PEDESTALS (EXCLUDING BEARING SURFACE).
2. APPLY PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE) TO THE INSIDE FACE AND TOP SURFACE OF BOTH BARRIERS. ONLY APPLY PROTECTIVE COATING IF CONCRETE IS POURED BETWEEN SEPTEMBER 1 AND MARCH 1 PER PUB 408/2016, SECTION 1001.3(K)6.
3. APPLY ACRYLIC PAINT TO ALL EXPOSED SURFACES OF ALL SUBSTRUCTURES (EXCLUDING THE TOP) AND TO 1 FOOT BELOW THE FINISHED GROUND LINE FOR PROPOSED SUBSTRUCTURES. ALSO APPLY TO THE OUTSIDE FACE OF THE BARRIER, THE OUTSIDE FACE OF THE DECK SLAB, AND THE UNDERSIDE OF THE DECK SLAB TO THE TOP FLANGE.

**UTILITY NOTES**

1. COORDINATE, LOCATE, AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408/2016, SECTIONS 105.06 AND 107.12.

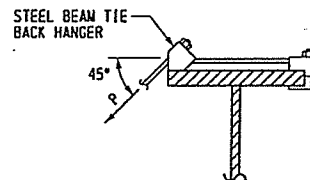
**EXISTING STRUCTURE PLANS**

1. DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURE SUPPLIED IN THE ORIGINAL DESIGN DRAWINGS OR MADE AVAILABLE TO YOU BY THE DEPARTMENT OR ITS AUTHORIZED AGENTS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.
2. THE INFORMATION SHOWN ON THE PLANS FOR THE EXISTING STRUCTURE IS NOT PART OF THE PLANS, PROPOSAL, OR CONTRACT AND IS NOT TO BE CONSIDERED A BASIS FOR COMPUTATION OF THE UNIT PRICES USED FOR BIDDING PURPOSES. THERE IS NO EXPRESSED OR IMPLIED AGREEMENT THAT INFORMATION IS CORRECTLY SHOWN, THE BIDDER IS NOT TO RELY ON THIS INFORMATION, BUT IS TO ASSUME THE POSSIBILITY THAT CONDITIONS AFFECTING THE COST AND/OR QUANTITIES OF WORK TO BE PERFORMED MAY DIFFER FROM THOSE INDICATED.
3. ORIGINAL DESIGN DRAWINGS:  
S-10295 (NOVEMBER 1971)  
S-19095 (AUGUST 1997)  
S-32058 (AUGUST 2014)
4. THE EXISTING BRIDGE STRUCTURAL MEMBERS CONTAIN LEAD PAINT AND CHROMIUM BASED ON LABORATORY TESTING. NO KNOWN ASBESTOS CONTAINING MATERIAL ARE PRESENT ON THE SITE.



TYPICAL OVERHANG FORMING DETAIL

NOT TO SCALE

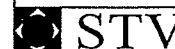
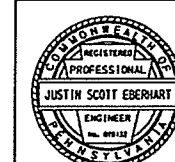


DETAIL A  
NOT TO SCALE

**STRUCTURAL STEEL**

1. IF GIRDERS CANNOT BE SHIPPED IN THE LENGTHS SHOWN ON THE PLANS, FIELD SPLICES WILL BE PERMITTED AT THE REQUEST OF THE CONTRACTOR, BUT NO COMPENSATION WILL BE ALLOWED FOR THE SPLICES.
  2. IF GIRDERS CAN BE FABRICATED IN LENGTHS LONGER THAN THE SECTIONS SHOWN ON THE PLANS BY ELIMINATING FIELD SPLICES, FIELD SPLICES MAY BE OMITTED AT THE REQUEST OF THE CONTRACTOR. THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR SECURING A HAULING PERMIT. APPROVAL FOR ELIMINATION OF A FIELD SPLICE AT THE SHOP DRAWING STAGE DOES NOT OBLIGATE THE DEPARTMENT TO ISSUE A HAULING PERMIT.
  3. DO NOT USE FORM SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.
  4. ALL FASTENERS ARE 7/8-INCH DIAMETER A325 HIGH STRENGTH BOLTS, EXCEPT AS NOTED.
  5. REAM SUBDRILLED OR SUBPUNCHED HOLES FOR FIELD SPLICES IN THE FABRICATION SHOP.
  6. DO NOT MAKE WELDS BY MANUAL SHIELDED METAL ARC PROCESS FOR PRIMARY GIRDER WELDS, SUCH AS FLANGE-TO-WEB WELDS OR FOR SHOP SPLICES OF WEBS AND FLANGES.
  7. DO NOT WELD PERMANENT METAL DECK FORMS OR OTHER ATTACHMENTS TO GIRDER TOP FLANGES IN TENSION AREAS (TENSION AREAS OF TOP FLANGES ARE DESIGNATED ON THE PLANS). THREADED STUDS FOR THE SUPPORT OF THE OVERHANG DECK FORMING BRACKET IS PERMITTED, PROVIDED THE THREADED STUD IS ATTACHED WITH THE SAME WELDING PROCESS AS SHEAR STUDS.
  8. WELDING OF REINFORCEMENT BARS DURING THE FABRICATION OR CONSTRUCTION IS NOT PERMITTED UNLESS SPECIFIED.
  9. PROVIDE WELDED STUD SHEAR CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO ASTM A108.
  10. SET ANCHOR BOLTS TO TEMPLATE OR IN PREFORMED HOLES. DO NOT DRILL UNLESS SPECIFICALLY INDICATED ON PLANS. FILL THE PREFORMED HOLES WITH NON-SHRINK GROUT. FILL THE CLEARANCE BETWEEN ANCHOR BOLTS AND HOLES IN MASONRY PLATES WITH APPROVED NON-HARDENING CAULKING COMPOUND CONFORMING TO PUBLICATION 408/2016, SECTION 705.8.
  11. PAINT STRUCTURAL STEEL IN ACCORDANCE WITH PUBLICATION 408/2016, SECTION 1060. SEE SPECIAL PROVISIONS FOR PAINT COLOR.
  12. STABILITY OF PARTIAL GIRDERS AND COMPLETE GIRDERS IS TO BE MAINTAINED BY THE CONTRACTOR DURING ERECTION, UNTIL ALL GIRDERS AND DIAPHRAGMS ARE IN-PLACE AND ALL BOLTS ARE PROPERLY INSTALLED. ERECTION LOADS INCLUDING SELF WEIGHT OF THE STEEL MEMBERS, WIND LOADING AND CONSTRUCTION LIVE LOAD EFFECTS ARE TO BE EVALUATED BY THE CONTRACTOR FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF ERECTION.
  13. BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS IN ACCORDANCE WITH PUBLICATION 408/2016 SECTION 1060.3(D)3. REBLAST UNPAINTED ELEMENTS THAT REMAIN UNASSEMBLED FOR A PERIOD OF 12 MONTHS OR MORE FOLLOWING THE INITIAL CLEANING.
  14. ALL STEEL IN MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO TENSILE STRESS REQUIRE CHARPY V-NOTCH TESTING. THE STEEL REQUIRING THIS TESTING IS DESIGNATED ON THE PLANS BY "CWN". PERFORM CHARPY V-NOTCH TEST AS SPECIFIED IN PUBLICATION 408/2016, SECTION 1105.02(a)5.
  15. THE STEEL SUPERSTRUCTURE SHALL BE DETAILED AND FABRICATED FOR TOTAL DEAD LOAD FIT (TDLF). GIRDER WEBS SHALL BE PLUMB UNDER THE FULL DEAD LOAD EXISTING AT THE END OF CONSTRUCTION.
- WELDING NOTES**
1. WELDING SPECIFICATIONS: AASHTO/ANS D1.5/D1.5 BRIDGE WELDING CODE (2015) CONSISTANT WITH PUB 408 1105.03(a) AND THE CONTRACT SPECIAL PROVISIONS. DO NOT FIELD-WELD ON ANY PART OF THE EXISTING BRIDGE WITHOUT PRIOR APPROVAL OF THE ENGINEER.
  2. MAKE TACK WELDS WITH THE SAME TYPE OF ELECTRODE AND INCORPORATE IN THE FINAL WELD. NO OTHER TACK WELDING WILL BE PERMITTED.
  3. DO NOT WELD WHEN SURFACES TO BE WELDED ARE MOIST OR EXPOSED TO RAIN, SNOW, OR WIND, OR WHEN WELDERS ARE EXPOSED TO INCLEMENT CONDITIONS THAT WILL ADVERSELY AFFECT THE QUALITY OF THE WORK.
  4. DO NOT WELD OR BURN WHEN THE TEMPERATURE IS BELOW 0°F. PREHEAT AND MAINTAIN THE TEMPERATURE OF THE METAL TO AT LEAST 70°F WHEN THE TEMPERATURE OF THE METAL IS BETWEEN 0°F AND 32°F DURING WELDING OR BURNING.
  5. PREHEAT THE STEEL TO THE SPECIFIED MINIMUM TEMPERATURE FOR A DISTANCE EQUAL TO THE THICKNESS OF THE PART BEING WELDED, BUT NOT LESS THAN 3 IN. IN ALL DIRECTIONS FROM THE POINT OF WELDING.
  6. REMOVE BY APPLICATION OF HEAT-ANY MOISTURE PRESENT AT POINT-OF-WELD.- PROVIDE WINDBREAKS FOR PROTECTION FROM DIRECT WIND.
  7. PRIOR TO PLACING THE WELD, THOROUGHLY CLEAN ALL PORTIONS OF NEW AND EXISTING SURFACES TO RECEIVE WELDS OF ALL FOREIGN MATTER, INCLUDING PAINT FILM, FOR A DISTANCE OF 2 IN. FROM EACH SIDE OF THE OUTSIDE LINES OF THE WELD.
  8. TEST COMPLETED WELDS USING VISUAL AND NONDESTRUCTIVE METHODS IN ACCORDANCE WITH AASHTO/ANS D1.5M/D1.5 BRIDGE WELDING CODE CHAPTER 6.

INDEX OF SHEETS	
SHEET NUMBER	TITLE
1	TITLE SHEET
2	GENERAL PLAN & ELEVATION
3	GENERAL NOTES - 1
4	GENERAL NOTES - 2
5	LOAD RATINGS
6	SUMMARY OF QUANTITIES
7	STAKE-OUT PLAN
8	PIER D10 - FOOTING PLAN
9	PIER D10 - PLAN & ELEVATION
10	PIER D10 - DETAILS
11	REINF BAR SCHEDULE - PIER D10
12	FRAMING PLAN
13	STEEL GIRDER ELEVATION
14	STEEL GIRDER DETAILS
15	FIELD SPLICE DETAILS
16	CAMBER DIAGRAMS
17	METAL BEARINGS - GENERAL
18	METAL EXPANSION BEARINGS
19	METAL FIXED BEARINGS
20	DECK SLAB PLAN
21	DECK SLAB SECTIONS
22	DECK SLAB DETAILS
23	REINF BAR SCHEDULE - DECK SLAB
24	SLAB ELEVATIONS - 1
25	SLAB ELEVATIONS - 2
26	TEST BORINGS - 1



**LIST OF ABBREVIATIONS**

ADTT - AVERAGE DAILY TRUCK TRAFFIC	LL+I - LIVE LOAD PLUS IMPACT
AHD - AHEAD	LONG - LONGITUDINAL
ALT - ALTERNATE	LRFD - LOAD AND RESISTANCE FACTOR DESIGN
APPROX - APPROXIMATE	LT - LEFT
B - BASELINE	MAX - MAXIMUM
BOT - BOTTOM	MIN - MINIMUM
BPCE - BOTTOM OF PILE CAP ELEVATION	MO - MIDDLE ORDINATE
BRG - BEARING	NB - NORTHBOUND
CCNS - CLOSED CELL NEOPRENE SPONGE	NO - NUMBER
CFS - CUBIC FEET PER SECOND	OD - OUTSIDE DIAMETER
CGS - CENTER OF GRAVITY OF STEEL	PCP - PREFORMED CELLULAR POLYSTYRENE
CL - CENTERLINE	PG - PROFILE GRADE
CLR - CLEARANCE	PL - PLATE
COL - COLUMN	PSF - POUNDS PER SQUARE FOOT
CONSTR - CONSTRUCTION	PSI - POUNDS PER SQUARE INCH
CVN - CHARPY V-NOTCH	PTFE - POLYTETRAFLUOROETHYLENE
DIA - DIAMETER	PVI - POINT OF VERTICAL INTERSECTION
DIST - DISTANCE	R - RADIUS
DISTR - DISTRIBUTION	RCP - REINFORCED CONCRETE PIPE
DL - DEAD LOAD	RDWY - ROADWAY
DWG - DRAWING	REINF - REINFORCEMENT
EA - EACH	REQ'D - REQUIRED
EF - EACH FACE	RF - REAR FACE
ELEV - ELEVATION	RT - RIGHT
EPT - ESTIMATED PILE TIP ELEVATION	SB - SOUTHBOUND
EMBED - EMBEDMENT	SERV - SERVICE LIMIT STATE
EQ - EQUAL	SHLR - SHOULDER
ES - EQUAL SPACES	SPA - SPACES OR SPACING
EXP - EXPANSION	SQ - SQUARE
E - EXTERNAL DISTANCE	SSO - STOPPING SIGHT DISTANCE
FF - FRONT FACE	STA - STATION
FT - FEET	STO - STANDARD
HORIZ - HORIZONTAL	STR - STRENGTH LIMIT STATE
ID - INSIDE DIAMETER	T - TANGENT
IN - INCHES	TRANS - TRANSVERSE
INV - INVERT	TYP - TYPICAL
JT - JOINT	UNO - UNLESS NOTED OTHERWISE
KIP OR K - KILOPOUNDS	VERT - VERTICAL
KSF - KIPS PER SQUARE FOOT	VC - VERTICAL CURVE
KSI - KIPS PER SQUARE INCH	W/ - WITH
L - LENGTH	WP - WORK POINT
	WSEL - WATER SURFACE ELEVATION
	YR - YEAR

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

SR 0095 PREVIOUSLY KNOWN AS LR 1000

**COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION**

**PHILADELPHIA COUNTY**  
SR 8017 SEC BR2  
SEGMENT 0250 OFFSET I339  
SR 8017 (RAMP D), STA 78+98.77  
OVER CONRAIL

**SIMPLE SPAN COMPOSITE STEEL PLATE GIRDER BRIDGE  
GENERAL NOTES - 1**

RECOMMENDED \_\_\_\_\_

SHEET 3 OF 26

S- 37498

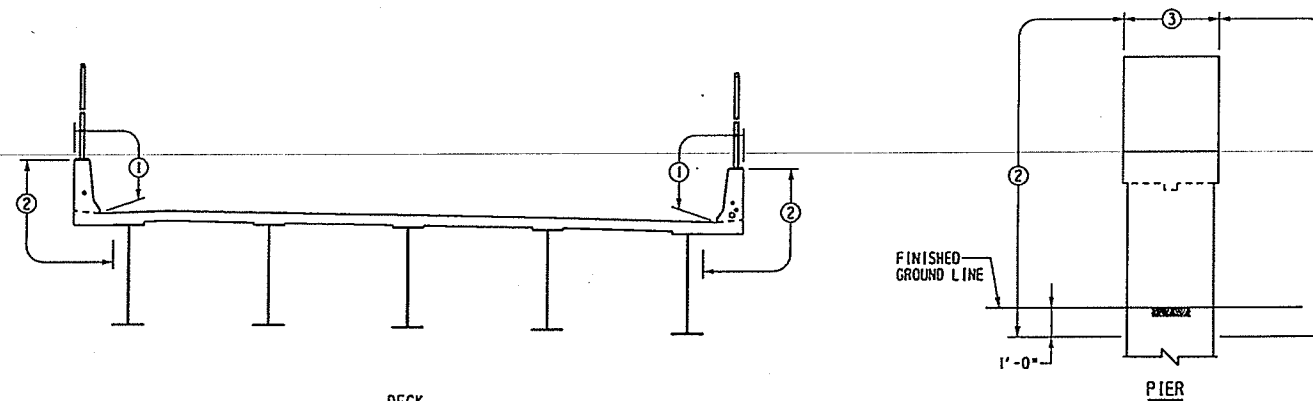
TEST PILE - AS BUILT INFORMATION						
SUBSTRUCTURE UNIT	PILE TYPE	PILE TIP (NONE/NORMAL/HEAVY DUTY)	PILE TIP ELEVATION	FACTORED DESIGN LOAD (KIP)	ULTIMATE PILE CAPACITY AT END OF DRIVING (KIP)	WEAP OR PDA
PIER D10 NORTH	HP 14x89	HEAVY DUTY				
PIER D10 SOUTH	HP 14x89	HEAVY DUTY				

FOUNDATION DESIGN PARAMETERS									
SUBSTRUCTURE	APPLICABLE BORINGS	FOUNDATION TYPE	BEARING STRATUM	ROCK RECOVERY	RQD OR SPT N-VALUE	BOTTOM OF PILE CAP ELEVATION (BPCE) (FEET)	ESTIMATED PILE TIP ELEVATION (EPT) (FEET)	FACTORED RESISTANCE PER PILE STRENGTH/SERVICE	
								DESIGN FACTORED AXIAL RESISTANCE (KIPS)	DESIGN FACTORED LATERAL RESISTANCE (KIPS)
PIER D10	86-13 & D-16	VERTICAL HP14X89 END BEARINGS PILES DRIVEN TO ABSOLUTE REFUSAL ON BEDROCK OR WEATHERED BEDROCK	AMPHIBOLITE/SCHIST	85%	39%	1.0	-36.0 TO -48.0	143.4 / 321.0	15.3 / 9.3

**GENERAL NOTES**

**FOUNDATION AND PILE NOTES**

- PRIOR TO FOOTING CONSTRUCTION, ALLOW THE DISTRICT GEOTECHNICAL ENGINEER (DGE) TO INSPECT AND APPROVE THE BOTTOM OF FOUNDATION.
- PROVIDE HEAVY DUTY TIP REINFORCEMENT ACCORDING TO AASHTO M103 (ASTM A27), GRADE 65-35 OR ASTM A148, GRADE 60 OR 90, AND FABRICATED TIP REINFORCEMENT ACCORDING TO AASHTO M270 (ASTM A709), GRADE 50.
- PROVIDE TWO TEST PILES AT OPPOSITE ENDS OF THE SUBSTRUCTURE. PROVIDE DYNAMIC PILE LOAD TESTING PER ITEM 9000-7102 FOR ALL TEST PILES.
- DRIVE ALL PILES TO ABSOLUTE REFUSAL IN ACCORDANCE WITH PUB 408, SECTION 1005.3(B)4 CASE 2. CONTROL PILE DRIVING IN ACCORDANCE WITH DM-4 PP 1.7.5(A) METHOD A. THE REPRESENTATIVE SHALL DETERMINE THE ACCEPTABILITY OF PILES WHICH ATTAIN REFUSAL ABOVE THE ESTIMATED PILE TIP ELEVATION.
- EXTRACT EXISTING PILES WHICH INTERFERE WITH THE DRIVING OF THE PROPOSED PILES. ADJUSTMENT OF PILE POSITION WITHOUT A REDESIGN IS PERMITTED UP TO 12 INCHES TO AVOID INTERFERENCE WITH EXISTING PILES. SUBMIT CHANGES TO THE REPRESENTATIVE FOR APPROVAL PRIOR TO DRIVING.
- PROVIDE ADEQUATE DEWATERING METHODS DURING EXCAVATION AND FOUNDATION CONSTRUCTION SUCH THAT THE EXCAVATION IS DRY ENOUGH FOR INSPECTION AND CONCRETE PLACEMENT. ALL CONCRETE MUST BE PLACED ON A BEARING SURFACE FREE OF DEBRIS, LOOSE MATERIAL, AND SURFACE WATER.
- EXCAVATE ACCORDING TO CURRENT OSHA OR OTHER APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE STABILITY OF THE EXCAVATIONS.
- TEMPORARY EXCAVATION AND SUPPORT SYSTEMS SHALL FOLLOW THE SPECIAL PROVISION FOR TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEMS.
- SITE IS NOT CLASS E OR F.



**COATING LIMITS**  
NOT TO SCALE

**COATING LEGEND:**

- ① PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE).
- ② ACRYLIC PAINT.
- ③ PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES). (OMIT SEALER AT MASONRY PLATE AREAS, INCLUDES PEDESTALS).

PILE INFORMATION	
PILE TYPE	HP14X89
NOMINAL AXIAL RESISTANCE (KIPS)	641.9
STRENGTH RESISTANCE FACTOR	0.50

Mark	Description	By	Chk'd	Rec'd	Date
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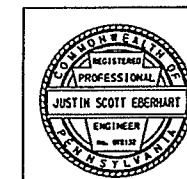
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SIMPLE SPAN COMPOSITE STEEL PLATE GIRDER BRIDGE  
GENERAL NOTES - 2

RECOMMENDED \_\_\_\_\_

SHEET 4 OF 26

S- 37498



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