



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

June 2, 1992

IN REPLY PLEASE
REFER TO OUR FILE

C-844440

JOHN L HEATON CHIEF COUNSEL
PA DEPT OF TRANS
521 TRANS & SAFETY BLDG
HARRISBURG PA 17120

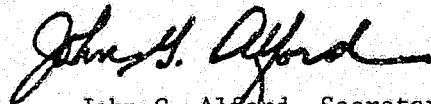
Pennsylvania Department of Transportation
v.
Consolidated Rail Corporation, Snyder Township,
Blair County and The Bell Telephone Company
of Pennsylvania (AAR 506 232 R).

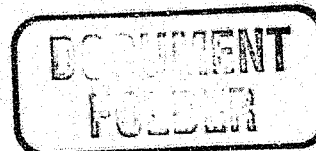
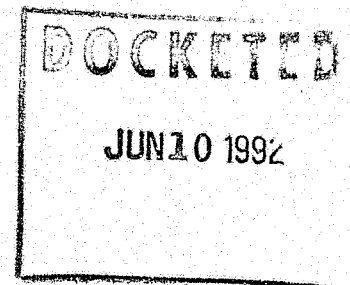
To Whom It May Concern:

This is to advise you that an Order has been adopted by
the Commission in Public Meeting on May 21, 1992 in the above
entitled proceeding.

A copy of this Order has been enclosed for your records.

Very truly yours,


John G. Alford, Secretary



smk
Encls.
Cert.Mail

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105-3265

DOCUMENT
FOLDER

Public Meeting held May 21, 1992

Commissioners Present:

David W. Rolka, Chairman
Joseph Rhodes, Jr., Vice-Chairman
Wendell F. Holland, Commissioner

Pennsylvania Department of Transportation v.
Consolidated Rail Corporation, Snyder Township,
Blair County and The Bell Telephone Company of
Pennsylvania (AAR 506 232 R).

C-844440

DOCKETED

JUN 10 1992

O R D E R

BY THE COMMISSION:

By order entered August 20, 1991, the Commission directed Pennsylvania Department of Transportation to prepare and submit a detailed right-of-way plan, metes and bounds descriptions of railroad property required, and a construction plan for rehabilitation of the bridge structure carrying State Route 4027 above the grade of the tracks of Consolidated Rail Corporation, in Snyder Township, Blair County.

In compliance with numbered Paragraph 2 of the Commission order, Department of Transportation, by letter dated January 10, 1992, submitted a right-of-way plan, consisting of four sheets, metes and bounds descriptions of the railroad property required to be appropriated and a roadway and bridge rehabilitation plan, consisting of 25 sheets, to the parties of record for review and to the Commission for approval.

The costs of construction will be assumed initially by Department of Transportation, with provision for a final hearing to be held, if necessary, upon completion of the improvement, to receive testimony from the affected parties, relevant to the actual costs incurred by the construction work, prior to issuance of an order by the Commission upon the allocation of any unresolved costs incurred by the parties. The responsibilities of future maintenance have been allocated among the parties by the Commission in accordance with its order dated August 20, 1991.

We have carefully reviewed the record in this proceeding, and the plans submitted by Department of Transportation, and upon full consideration of the matters involved, we find and determine that approval of the right-of-way plan and construction plan, and appropriation of railroad property, as directed in numbered Paragraph 2 of our order dated August 20, 1991, is necessary for the rehabilitation of the railroad-highway bridge structure; THEREFORE,

IT IS ORDERED:

1. That the railroad-highway crossing of State Route 4027 above the grade of the tracks of Consolidated Rail Corporation, in Snyder Township, Blair County be altered, by the rehabilitation of the bridge structure, generally in accordance with Department of Transportation's right-of-way plan, consisting of four sheets, and the construction plan, consisting of 25 sheets, submitted to the Commission by Department of Transportation by letter dated January 10, 1992, which plans are made part hereof and are hereby approved.

2. That in accordance with the provisions of Section 2702 of the Pennsylvania Public Utility Code (66 Pa. C.S. 2702), the following described property be and is hereby taken and appropriated for the purpose of the improvement, in accordance with the approved right-of-way plan, and that numbered Paragraph 2 of this order shall be recorded by the Recorder of Deeds of Blair County, and shall be indexed under the name or names of the record owners of said property, grantor(s), and to the Commonwealth of Pennsylvania, grantee, at the sole cost and expense of Pennsylvania Department of Transportation; the above-referenced plan having been recorded by the Department of Transportation in the Office of Recorder of Deeds of Blair County on February 28, 1991, in Highway Docket Book No. 143, to which recording reference is made in aid of the description of the tract of land more particularly described in detail below.

Consolidated Rail Corporation, Property Owner
15 North 32nd Street
Philadelphia, PA 19104-2849

All That Certain tract of land, situated in Snyder Township, Blair County, in an area known as Grazierville, bounded and described as follows, to wit:

TRACT NO. 1
(Aerial Easement)

Beginning at a point on the westerly side of State Route 4027, said point being at the intersection of the southerly right-of-way line of Consolidated Rail Corporation and the westerly boundary of the required aerial easement distant forty-six (46) feet northwesterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 930+11 thereof; thence in a northerly direction along the said boundary to a point on the northerly right-of-way line of Consolidated Rail Corporation distant forty-six (46) feet northwesterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 931+44 thereof; thence in a northeasterly direction along the said right-of-way line of Consolidated Rail Corporation to a point on the easterly boundary of the required aerial easement distant forty (40) feet southeasterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 932+93 thereof; thence in a southerly direction along said boundary to a point on the southerly right-of-way line of Consolidated Rail Corporation distant forty (40) feet southeasterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 931+60 thereof; thence in a southwesterly direction along the said right-of-way line of Consolidated Rail Corporation to a point and place of beginning and containing two hundred and sixty-three thousandths (0.263) of an acre of land more or less.

The above tract of land shown on the Department of Transportation's drawings authorizing acquisition of right-of-way for State Route 4027, Section 002 R/W, as required aerial easement and designated and delineated as part of Parcel No. 1 on Sheet No. 3 of 4 of the said drawings as recorded in

the Office for the Recording of Deeds, etc., in Blair County, Pennsylvania, in Highway Docket No. 143, on February 28, 1991, is a portion of real estate which became legally vested in Consolidated Rail Corporation by deed of Robert W. Blanchette, Richard C. Bond and John H. McArthur, as Trustees of the property of Penn Central Transportation Company, debtor, and recorded November 16, 1978 in Deed Book Vol. 1023 Page 294, in Blair County Courthouse.

3. That in accordance with the provisions of Section 2072 of the Public Utility Code (66 Pa. C.S. §2702), the following described properties be and are hereby taken and appropriated temporarily, for use during the construction period only, in accordance with the approved right-of-way plan, and that numbered Paragraph 3 of this order shall be recorded by the Recorder of Deeds of Blair County, and shall be indexed under the name or names of the record owners of said property, grantor(s), and to the Commonwealth of Pennsylvania, grantee, at the sole cost and expense of Pennsylvania Department of Transportation; the above-referenced plan having been recorded by the Department of Transportation in the office of the Recorder of Deeds of Blair County on February 28, 1991, in Highway Docket Book No. 143, to which recording reference is made in aid of the description of the tracts of land more particularly described in detail below; said temporary appropriation shall terminate upon completion of the highway construction improvement and its opening to public use.

Consolidated Rail Corporation, Property Owner
15 North 32nd Street
Philadelphia, PA 19104-2849

All Those Certain tracts of land, situated in Snyder Township, Blair County, in an area known as Grazierville, bounded and described as follows, to wit:

TRACT NO. 2
(Temporary Construction Easement - Wings)

Beginning at a point on the westerly side of State Route 4027, said point being at the intersection of the southerly right-of-way line of Consolidated Rail Corporation and the easterly boundary of the temporary construction easement (wings) distant forty-six (46) feet northwesterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 930+11 thereof; thence in a southwesterly direction along said right-of-way line of Consolidated Rail Corporation to a point on the westerly boundary of the temporary construction easement (wings) distant seventy-five (75) feet northwesterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 929+63 thereof; thence in a northwesterly direction along said boundary to a point on the northerly boundary of the temporary construction easement (wings) distant eighty (80) feet northwesterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 929+67 thereof; thence in a northeasterly direction along the said boundary to a point on the easterly boundary of the temporary construction (wings) easement distant forty-six (46) feet northwesterly and measured at right angles from the right-of-way baseline of SR 4027 at or about Station 930+26 thereof; thence in a southwesterly direction along said boundary to a point and place of beginning and containing twelve thousands (0.012) of an acre of land more or less.

TRACT NO. 3
(Temporary Construction Area - Wings)

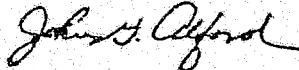
Beginning a point on the easterly side of State Route 4027, said point being at the intersection of the northerly right-of-way line of Consolidated Rail Corporation and the westerly boundary of the temporary construction easement (wings) distant forty (40) feet southeasterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 932+93 thereof; thence in a northeasterly direction along said right-of-way line of Consolidated Rail Corporation to a point on the easterly boundary of the temporary construction easement (wings) distant seventy-five (75) feet southeasterly and measured at right angles to the right-of-way baseline of State Route 4027 at or about Station 933+53 thereof; thence in a southeasterly direction along said boundary to a point on the southerly boundary of the temporary construction easement (wings) distant eighty-eight (88) feet southeasterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 933+45 thereof; thence in a southwesterly direction along the said boundary to a point on the westerly boundary of the temporary construction easement (wings) distant forty (40) feet southeasterly and measured at right angles from the right-of-way baseline of State Route 4027 at or about Station 932+63 thereof; thence in a northeasterly direction along the said boundary to a point and place of beginning and containing twenty-nine (29) thousandths (0.029) of an acre of land more or less.

The above tracts of land shown on the Department of Transportation's drawings authorizing acquisition of right-of-way for State Route 4027, Section 002 R/W, as temporary construction easement (wings) and designated and delineated as part of Parcel No. 1 on Sheet No. 3 of 4 of the said drawings as recorded in the Office for the Recording of Deeds, etc., in Blair County, Pennsylvania, in Highway Docket No. 143, on February 28, 1991, is a portion of real estate which became legally vested in Consolidated Rail Corporation by deed of Robert W. Blanchette, Richard C. Bond and John H. McArthur, as Trustees of the property of Penn Central Transportation Company, debtor, and recorded November 16, 1978 in Deed Book Volume 1023 Page 294, in Blair County Courthouse.

4. That the roadway construction plan, consisting of 25 sheets and submitted to the Commission by letter dated January 10, 1991, be and is hereby approved, and that a certified copy of said plan, with the Commission seal affixed thereto, be placed in the Document Folder of this proceeding.

5. That in all other respects not inconsistent herewith, our order entered August 20, 1991 remain in full force and effect.

BY THE COMMISSION,



John G. Alford
Secretary

(SEAL)

ORDER ADOPTED: May 21, 1992

ORDER ENTERED: JUN 2 1992,

COMMONWEALTH OF PENNSYLVANIA



DEPARTMENT OF TRANSPORTATION

DRAWINGS AUTHORIZING ACQUISITION OF RIGHT-OF-WAY FOR

STATE ROUTE 4027 SECTION 002R/W
IN BLAIR COUNTY

FROM STA. 929+63.00 TO STA. 933+53.00 LENGTH 390.00 FT. 0.074 MI.
FROM SEG. 0020 OFFSET 0341 TO SEG. 0030 OFFSET 0084

THIS PLAN PREPARED PURSUANT TO SECTION 2003 (a) OF THE ADMINISTRATIVE
CODE (ACT OF APRIL 9, 1929, P.L. 177, AS AMENDED BY ACT 1979-1001, AND
SECTION 402 (b) (3) OF THE EMINENT DOMAIN CODE OF 1964 AS AMENDED.

THE PUBLIC UTILITY COMMISSION WILL APPROPRIATE PROPERTY IN COMPLAINT
DOCKET NO. 844440 BETWEEN STA. 930+91.00 AND STA. 932+24.00
PURSUANT TO THE PROVISIONS OF SECTION 2702 (b) OF THE ACT OF JULY 1, 1978,
PL. 598, NO. 116 (66 PS. 2702).

SCALE



DESIGN DESIGNATION

HIGHWAY CLASSIFICATION - MAJOR COLLECTOR
DESIGN SPEED - 40 MPH.
PAVEMENT WIDTH - 40'-0"
SHOULDER WIDTH - 2'-0" TO 6'-0" (EFT)

TRAFFIC DATA

CURRENT A.D.T. - 4635 (1991)
DESIGN YEAR A.D.T. - 5779 (2011)
D.H.V. - 838
D - 50%
T - 2%

RECORDED IN THE OFFICE FOR THE RECORDING OF DEEDS, ETC. IN

Blair COUNTY, PA.
Wright Book 195 PAGE
IN BOOK PAGE

WITNESS MY HAND AND SEAL OF OFFICE

Steph Z. Cury
Feb 3/2011

COMMONWEALTH OF PENNSYLVANIA
COUNTY OF DAUPHIN

BEFORE ME, A NOTARY PUBLIC, PERSONALLY
CAME HOWARD VERIZALDA SECRETARY
OF TRANSPORTATION, WHO ACKNOWLEDGED THE
WITHIN PLAN, COMPRISING 2 SEPARATE
SHEETS, TO BE AN OFFICIAL PLAN OF THE
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
AND DESIRED THAT THE SAME BE RECORDED AS
SUCH.

WITNESS MY HAND AND NOTARIAL SEAL 3-12-91
John E. Spill
NOTARY PUBLIC

PREPARED BY
DISTRICT 9-0 LIAISON UNIT



John E. Spill
ASST. DISTRICT ENGINEER-DESIGN
DATE FEB. 3 1991

DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTIONS	TOTAL SHEETS
STA 9	BLAIR	SANDER		4027		4
STATE PROJECT NUMBER						
SYS	S.R.	W.O.	SPUR	PHA	SECTION	DIST. CO.
8	4027	0	6	002	0	9 2

S.R. 4027 Previously Known as L.R.55

CERTIFIED CORRECT PLANS

Howard Verizalda
APPROVED

JAN 16 1992
SECRETARY'S OFFICE
Public Utility Commission

ATTEST: *John E. Spill*
Secretary

MAY 21 1992

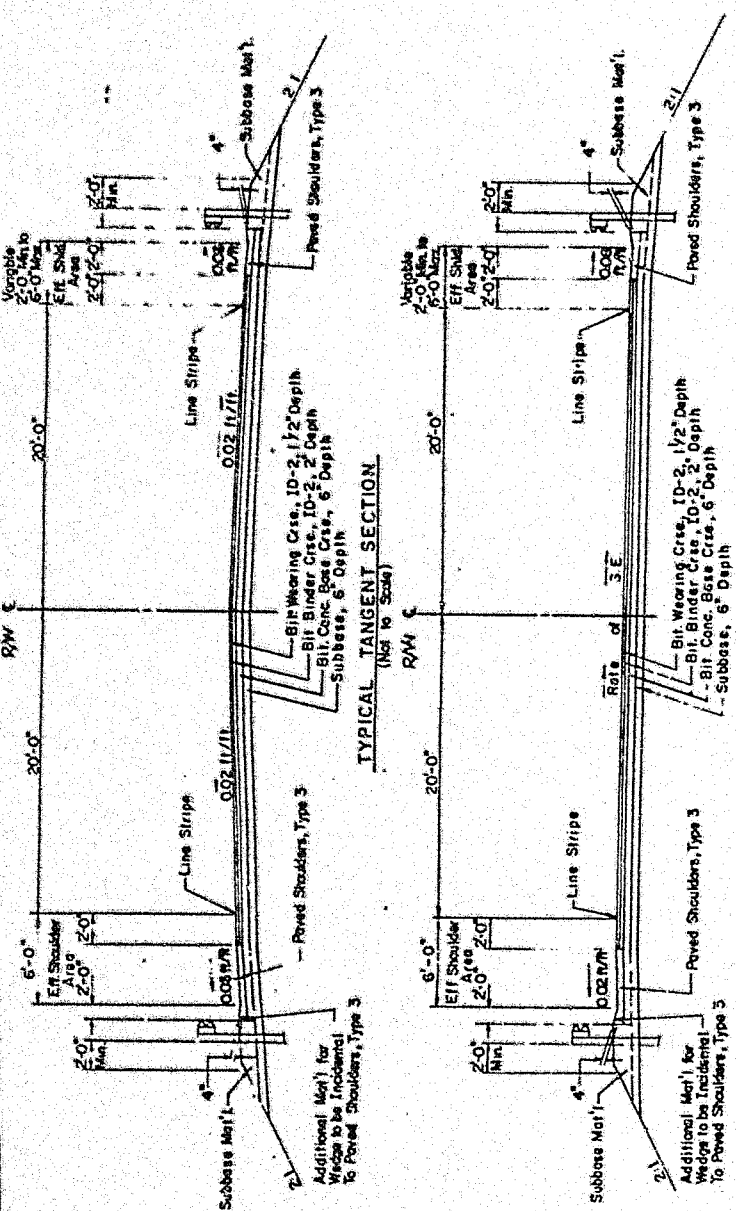
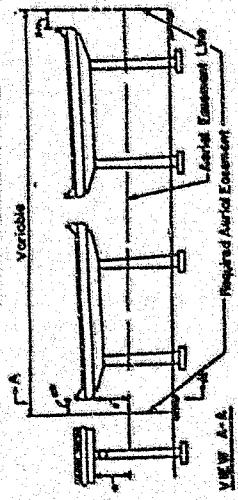
C-144440

RECOMMENDED DATE 1-15-91
John E. Spill
DISTRICT ENGINEER

RECOMMENDED DATE 2-12-91
Howard Verizalda
DEPUTY SECRETARY

APPROVED DATE Jan 16 1992
Howard Verizalda
DEPUTY SECRETARY

SECRETARY OF TRANSPORTATION
(ON BEHALF OF THE GOVERNOR
AS WELL AS HIMSELF)



CIRCLES INDICATE SCALED DIMENSIONS

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.

The Vertical Datum is based on U.S. Coast & Geodetic Survey Sea Level Datum.

The Horizontal Control is based on Assumed Coordinate System.

All Curve Data is based on the Arc Definition unless otherwise indicated.

S.R. 4027 Previously Known as L.R. 55

Temporary Easements Are Required Only Until The Construction Or Work Indicated By The Plan Is Completed, Unless Sooner Reacquired in Writing By The Department.

NO.	DATE	BY	REVISIONS
9-0	BLAIR	SWYDER	TOWNSHIP
1	4027	002 P/W	2 OF 4

GENERAL NOTES
This Road Will Be Work on S.R. 4027 from Sta. 929 + 63 to Sta. 933 + 53. It is variable 60' wide. It is 53' wide on Plan of L.R. 55 Section 8 signed by Governor Arthur H. James on March 22, 1938.

TABULATION OF OVERALL AND AUTHORIZATION LENGTH

STA. 929 + 63 TO STA. 33 + 53.00 = 90.00 LF
= 0.074 MILES

SUMMARY OF PROJECT COORDINATES
BASED ON AN ASSUMED COORDINATE SYSTEM
R/W & E

Route	Station	Point	Coordinates	Ending
			North	East
	924 + 16.63	BEGIN P.C.	4282.11	4502.71
	925 + 75.41	P.I.	4475.15	4675.08
	929 + 30.00	P.T.	4701.72	4800.08
	931 + 34.00	P.O.T.	4896.10	4902.31
	933 + 01.69	P.C.	5112.96	5028.92
	936 + 85.32	P.I.	5361.33	5163.95
	939 + 55.54	END E.T.	5505.93	5407.32

CERTIFIED CORRECT

L. J. Blalock

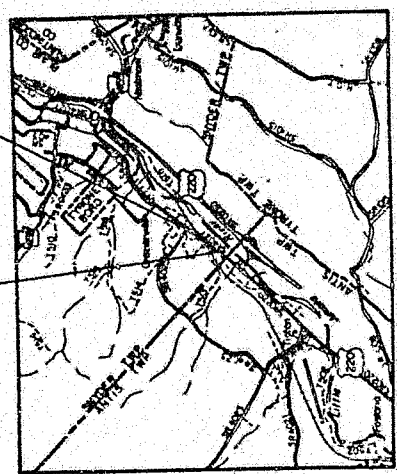
Secretary

LIST OF PUBLIC UTILITIES

- FOU— American Telephone and Telegraph Co.
Room 0000, 3033 Chalk Bridge Road
Yorkton, Va. 22385
Attn: George O'Reilly
(703)-691-5655
- W— Allegheny City Water Authority
Box 20, Greenwood Road
Allegheny, Pa. 15004
Attn: William Costner
(814)-948-2222
- E— Consolidated Rail Corporation
15 North 22nd Street, 12th Floor
Allegheny City, Pa. 15004
Attn: J. D. C. 19104
(215) 596-3600
- TV— SOC Cable Co.
1050 Pennsylvania Ave.
Tyrone, Pa. 16888
Attn: Harold L. Youds
(814)-694-2181
- T— Bell Telephone Co. of Pa.
119 - 18th St. 3rd Floor
Allegheny, Pennsylvania 15801
Attn: G. E. Mallick
(814)-948-5665
- E— Pennsylvania Electric Company
405 West Park Road
Allegheny, Pennsylvania 15803
Attn: E. P. Bahry
(814)-944-7111

TABULATION OF BEGINNING SEGMENT EQUALITIES

SEG. 0020, OFFSET 0000 = STATION 926 + 22
SEG. 0030, OFFSET 0000 = STATION 932 + 69



LOCATION MAP

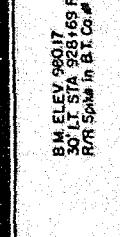
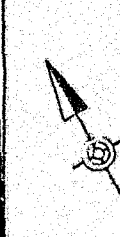
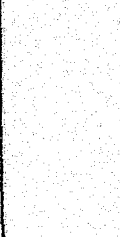
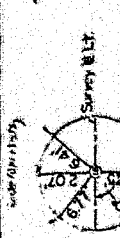
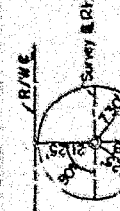
SCALE IN MILES
0 1 2
LEGEND
— STATE HIGHWAY
--- TOWNSHIP ROAD

LIMIT OF AUTHORIZATION
STA. 929 + 63.00
SEG. 0020, OFFSET 0084
S.R. 4027 SECTION 002 R/W
SWYDER TOWNSHIP
BLAIR COUNTY

PROJECT
STATE HIGHWAY
TOWNSHIP ROAD

MAY

DISTRICT	BLAIR	COUNTY	SNYDER TOWNSHIP
ROUTE	S.R. 4027	SECTION	002R/W
OFFSET		DATE	
DATE		DATE	



B.M. ELEV. 962.62
30' LT. STA. 934+35 R/W C
R/R Spine in B.T. Co. #156

P.C. STA. 934+01.69

P.C. STA. 934+01.69

P.T. STA. 929+32.00

P.T. STA. 929+32.00

RIGHT OF WAY C
P.I. STA. 926+75.41
D = 12.3500'
L = 569.00'
E = 515.17'
R = 2292.00'
E = 14.25'

P.C. STA. 924+16.63
P.T. STA. 929+32.00

LIMIT OF AUTHORIZATION
STA. 923+53.00
S.R. 4027 SEC. 002 R/W
SEG. 0030 OFFSET 0084
SNYDER TOWNSHIP
BLAIR COUNTY

ALFRED E. SIGEL and
FAVE F. SIGEL

CLAIR J. JOHNS and
JUDY T. JOHNS

LIMIT OF AUTHORIZATION
STA. 929+63.00
S.R. 4027 SEC. 002 R/W
SEG. 0020 OFFSET 0341
SNYDER TOWNSHIP
BLAIR COUNTY

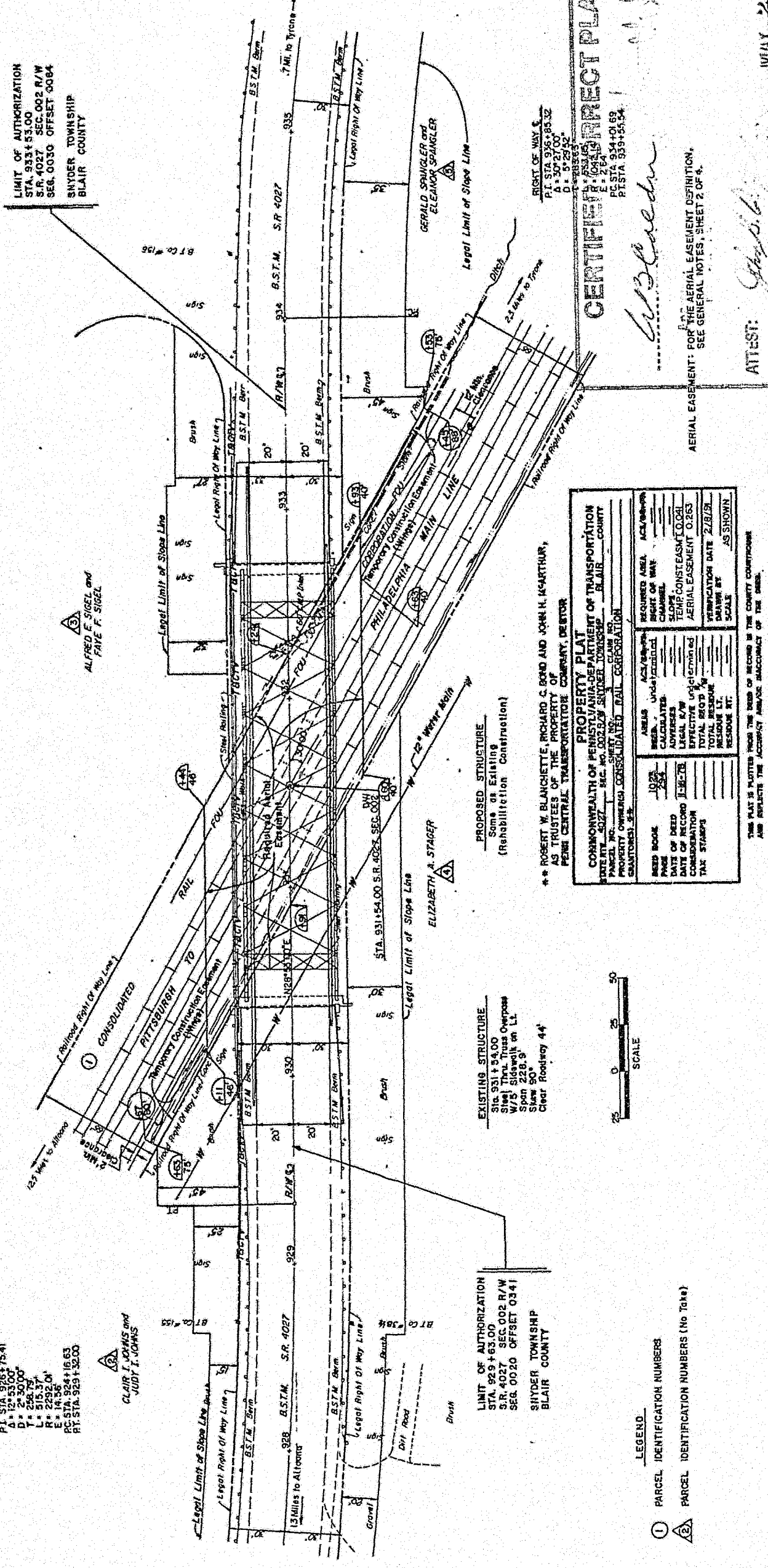
** ROBERT W. BLANCHETTE, RICHARD C. BOND AND JOHN H. McARTHUR,
AS TRUSTEES OF THE PROPERTY OF
PENN CENTRAL TRANSPORTATION COMPANY, DEBTOR

PROPERTY PLAN		REQUIRED AREA	
AREAS	ACQ/IMP/RES	RIGHT OF WAY	ACQ/IMP/RES
BEED BOOK	1027	CHANNEL	
PAGE	254	SLASH	
DATE OF DEED	1-18-78	SEMP. CONSTEANT	0.00
DATE OF RECORD	1-18-78	AERIAL EASEMENT	0.00
CONSIDERATION		RECORDATION DATE	2/18/78
TAX STAMPS		SCALE	AS SHOWN

PROPERTY PLAN
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
STATE RT. 5027 SEC. 002 S.R. 4027 SNYDER TOWNSHIP BLAIR COUNTY
PROPERTY OWNER: CONSOLIDATED RAIL CORPORATION
SALESMAN: J.P.

LEGEND
① PARCEL IDENTIFICATION NUMBERS

② PARCEL IDENTIFICATION NUMBERS (No Take)



CERTIFIED CORRECT PLAN

W. J. Blaudin

AERIAL EASEMENT: FOR THE AERIAL EASEMENT DESCRIPTION, SEE GENERAL NOTES, SHEET 2 OF 4.

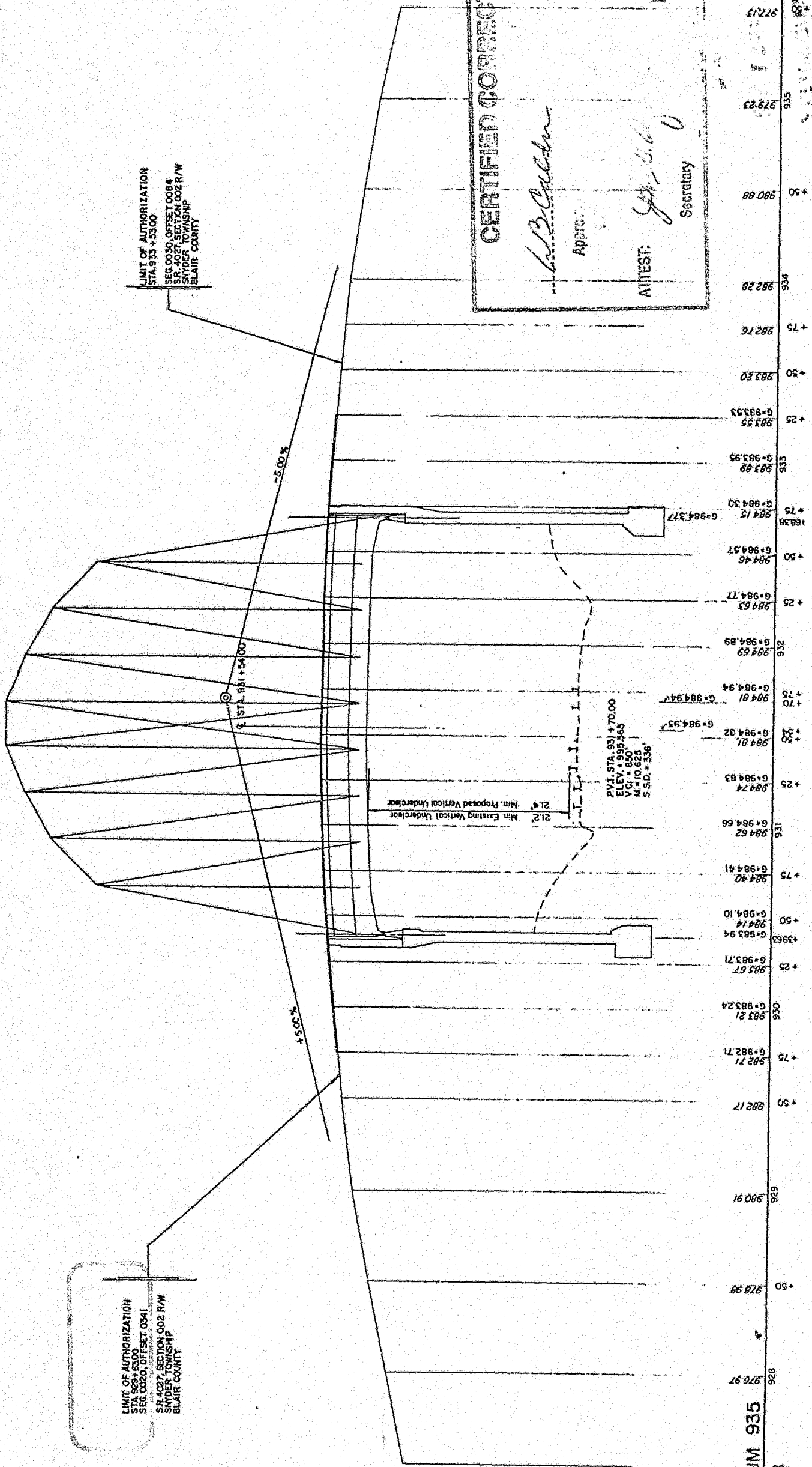
ATTEST:

THIS PLAN IS PLOTTED FROM THE BEST RECORDS IN THE COUNTY COMPTROLLER'S OFFICE AND REFLECTS THE ACCURACY AND/OR INACCURACY OF THE SAME.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BLAIR	SR 4027	002 R/W	4 of 4
PROJECT NUMBER	SNYDER TOWNSHIP			
DATE	MAY			

LIMIT OF AUTHORIZATION
 STA. 933 + 53.00
 SEG. 0030, OFFSET 0084
 S.R. 4027, SECTION 002 R/W
 SNYDER TOWNSHIP
 BLAIR COUNTY

LIMIT OF AUTHORIZATION
 STA. 926 + 53.00
 SEG. 0041, OFFSET 0041
 S.R. 4027, SECTION 002 R/W
 SNYDER TOWNSHIP
 BLAIR COUNTY



21.2' Min. Existing Vertical Underclearance
 21.4' Min. Proposed Vertical Underclearance

PVI STA 931 + 70.00
 ELEV = 993.365
 VCL = 850
 M = 10.625
 S.S.D. = 336'

CERTIFIED CORRECT PLAN

L.B. Calder
 Approver

ATTEST:
J.P. [Signature]
 Secretary

MAY

974.84	+ 50	926
926.97	+ 50	926
928.99	+ 50	928
929.91	+ 50	929
928.17	+ 50	928
927.71	+ 75	927
928.71	+ 75	928
928.21	+ 50	928
928.24	+ 25	928
928.67	+ 25	928
928.71	+ 25	928
928.94	+ 39.50	928
928.14	+ 50	928
928.10	+ 50	928
928.40	+ 75	928
928.62	+ 50	928
928.74	+ 25	928
928.81	+ 25	928
928.82	+ 25	928
928.81	+ 25	928
928.94	+ 75	928
928.69	+ 50	928
928.89	+ 25	928
928.77	+ 25	928
928.46	+ 50	928
928.57	+ 50	928
928.15	+ 75	928
928.30	+ 75	928
928.89	+ 50	928
928.95	+ 25	928
928.55	+ 25	928
928.53	+ 25	928
928.80	+ 50	928
928.76	+ 75	928
928.28	+ 50	928
928.23	+ 50	928
927.13	+ 50	927

DATUM 935

DEPARTMENT OF TRANSPORTATION

DRAWINGS FOR CONSTRUCTION

STATE ROUTE 4027 SECTION 002

IN BLAIR COUNTY

From Sta. 929 + 25.00 To Sta. 933 + 75.00 Length 358.00 Ft. 0.068 MI.

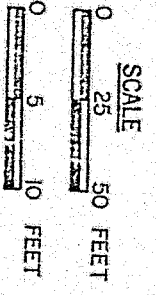
From Seg. 0020 Offset 0303 To Seg. 0030 Offset 0091 N.B.L.
 From Seg. 0021 Offset 0295 To Seg. 0021 Offset 0745 S.B.L.

P.U.C. COMPLAINT DOCKET NO. C-8444440

STATE PROJECT NUMBER										
SYS	S.R. or W.O.	SPUR, PHA	SECTION	DIST.	CO.					
B	4	0	2	7	0	0	2	0	9	2

ALSO INCLUDED:
 TRAFFIC CONTROL PLAN — — — — 2 SHEETS
 STRUCTURE PLAN (S-18120) — — — — 14 SHEETS
 CROSS SECTIONS (Upon Request) — — — — 6 SHEETS

S.R. 4027 Previously Known as L.R. 55

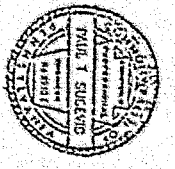


GENERAL DESIGNATION

TRAFFIC DATA

MAJOR COLLECTOR CURRENT A.D.T. — 4,681 (1992)
 — 40 A.M.P.H. DESIGN YEAR A.D.T. — 5,837 (2012)
 — 40' - 0" D.H.V. — 642
 — 2'-0" TO 1'-0" D — 50%
 — (Effect. 1.5) T — 2%
 M — N/A

Prepared by
SUCEVIC, PICCOLOMINI & KUCHAR ENGINEERING INC.
 Uniontown, Pennsylvania



Paul T. Sucevic
 PAUL T. SUCEVIC, P.E. 8940-E
 DATE Oct. 30, 1991

CERTIFIED CORRECT PLANS

L. J. Secker
 Secretary

RECEIVED

JAN 16 1992

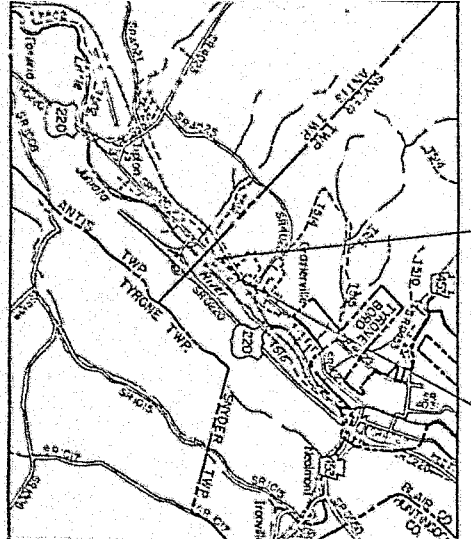
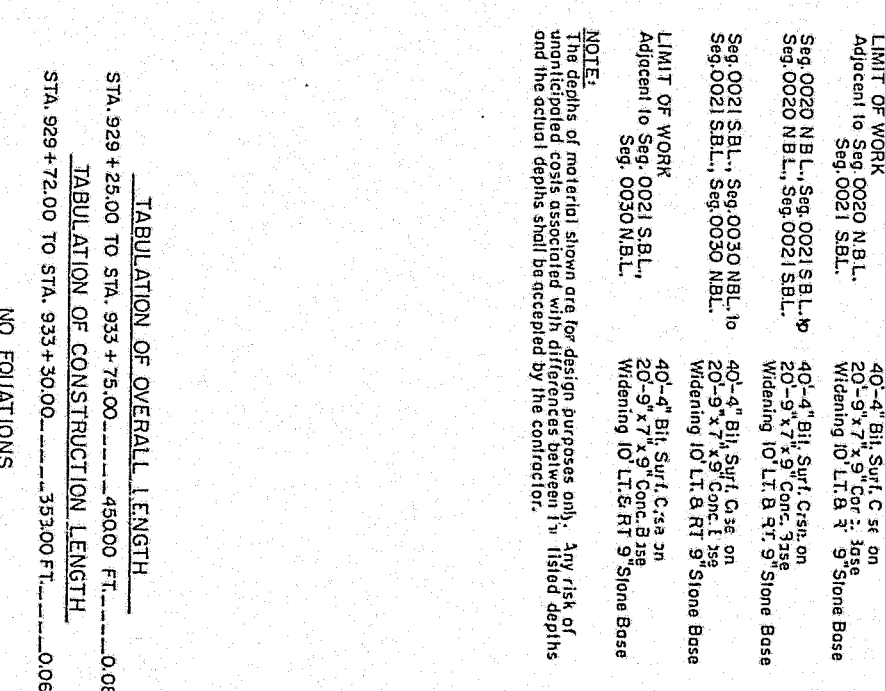
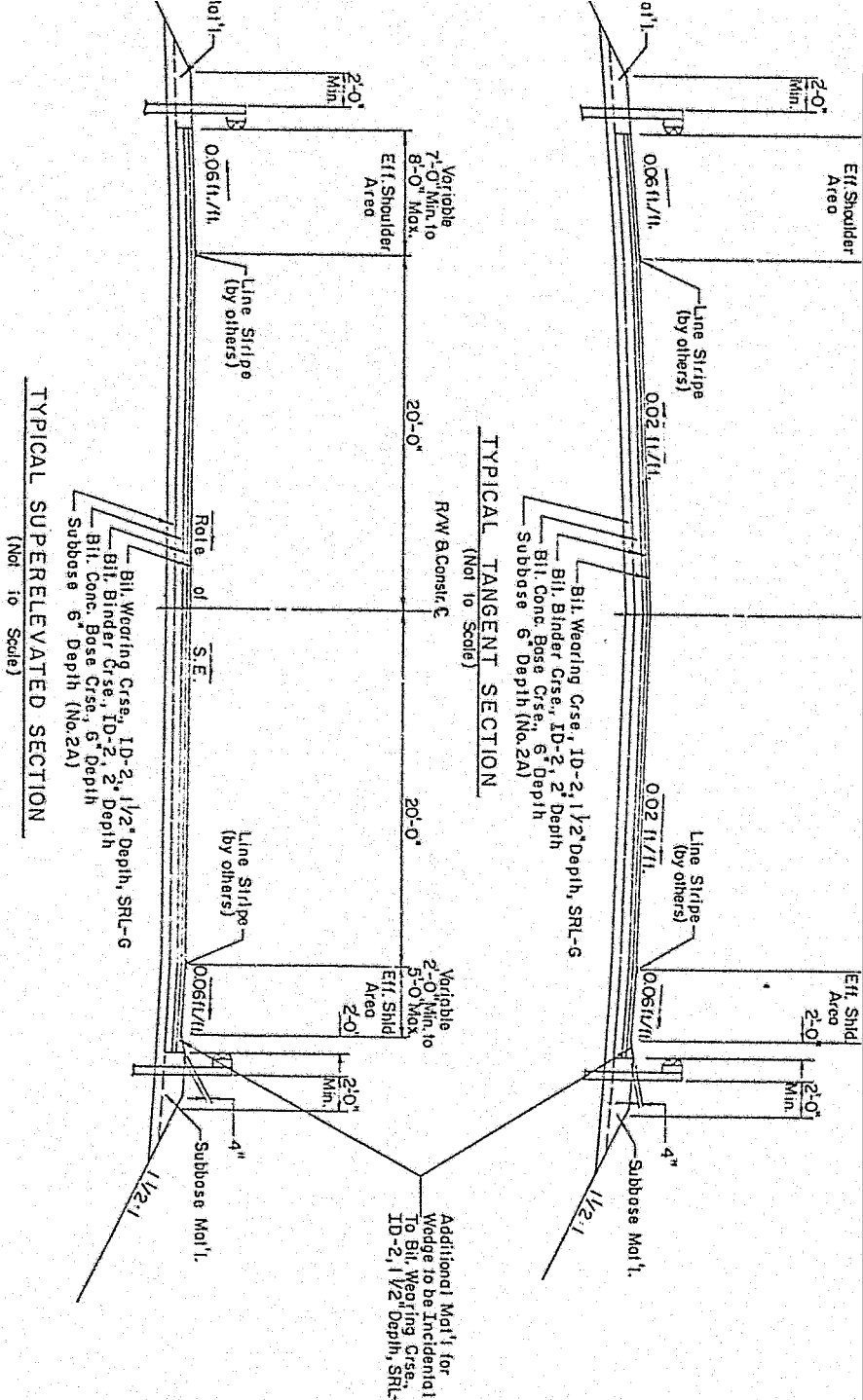
SECRETARY'S OFFICE
 Public Utility Commission

MAY 21 1992

APPROVED: *[Signature]* JAN 6

RECOMMENDED: *[Signature]* JAN 6

SECRETARY OF TRANSPORTATION



PROJECT STATE HIGHWAY TOWNSHIP ROAD
 SCALE IN MILES
 LEGEND
 (SEE TRAFFIC CONTROL PLAN)

STATION 928 + 22 N.B.L.
 STATION 928 + 30 S.B.L.
 STATION 932 + 69 N.B.L.

TABULATION OF BEGINNING SEGMENT EQUALITIES

SEG. 0020, OFFSET 0000 = STATION 928 + 22 N.B.L.
SEG. 0021, OFFSET 0000 = STATION 928 + 30 S.B.L.
SEG. 0030, OFFSET 0000 = STATION 932 + 69 N.B.L.

LIST OF PUBLIC UTILITIES

American Telephone and Telegraph Co.
 Room D006, 3033 Chain Bridge Road
 Oakton Va. 22185
 Attn: George O'Reilly
 (703)-691-6659

Bell Telephone Co. of Pa.
 119 - 18th St. 3rd Floor
 Allentown, Pennsylvania 18601
 Attn: G.W. Mallich, Supervising Engineer
 (610)-946-5666

Pennsylvania Electric Company
 RT 350 South
 Philadelphia, Pa. 19186
 Attn: Wayne Fox
 (814)-342-5907

SBC Cable Co.
 1068 Pennsylvania Ave.
 Tyrone, Pa. 16885
 Attn: Harold L. Youdes
 (814)-684-2131

Allentown City Water Authority
 Box 20, Greenwood Road
 Allentown, Pa. 18601
 Attn: William Cochran
 (610)-949-2222

Consolidated Fuel Corporation
 Room 1200, 15 N. 32nd Street
 Philadelphia, Pa. 19104
 Attn: J.D. Casen, Chief Eng. Design & Const.
 (215)-596-3600

SUMMARY OF PROJECT COORDINATES
 BASED ON AN ASSUMED COORDINATE SYSTEM
 R/W & CONSTR. C

Route	Station	Point	North	East	Bearing
S.R. 4027	924 + 16.63	BEGIN P.C.	4282.12	4302.71	N 41° 46' 00" E
	926 + 75.41	P.I.	4475.13	4675.08	N 28° 53' 00" E
	929 + 32.00	P.T.	4701.72	4800.09	N 28° 53' 00" E
	931 + 54.00	P.O.T.	4896.10	4907.31	N 28° 53' 00" E
	934 + 01.69	P.C.	5112.98	4026.92	N 28° 53' 00" E
	936 + 80.32	P.I.	5361.33	4643.95	N 28° 53' 00" E
	939 + 55.51	P.T.	5506.00	4117.92	N 59° 20' 00" E
		END P.T.			

TABULATION OF OVERALL LENGTH
 STA. 929 + 25.00 TO STA. 933 + 75.00 = 45000 FT. = 0.085 MI.
 STA. 929 + 72.00 TO STA. 933 + 30.00 = 35300 FT. = 0.068 MI.
 NO. EQUATIONS

GENERAL NOTES

The Legal Right of Way on S.R. 4027 from Station 929+25.00 to Station 933+75.00 and from Station 933+53.00 to Station 933+75.00 is variable in width 60 Min. to 63 Max. based on Plan of L.R. 55, Section B Signed by the Governor on March 22, 1939.

The Legal Right of Way on S.R. 4027 from Station 929+63.00 to Station 933+53.00 is variable in width 60 Min. to 63 Max. based on Plan of S.R. 4027, Section B and Recorded in Blair County Courthouse, Recorder of Deeds Office in Highway Document 143.

S.R. 4027 Previously Known as L.R. 55

Construct Project in accordance with Publication 408 Specifications, Dated 1950.

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.

The Vertical Datum is based on U.S. Coast & Geodetic Survey Sea Level Datum.

The Horizontal Control is based on an Assumed Coordinate System.

All Curve Data is based on the Arc Definition unless otherwise indicated.

Temporary Area For Construction is Required until the Construction or Work Indicated by the Plan is Completed, unless sooner Relinquished in Writing by the Department.

Indicates scaled dimensions.

Details, other than those indicated, are on the following Standard Drawings:

RC-10	Approved	Apr. 1, 1991
RC-11	Approved	June 30, 1990
RC-12	Approved	June 30, 1990
RC-13	Approved	May 2, 1983
RC-30	Approved	May 15, 1991
RC-52 (15 Sheets)	Approved	July 26, 1991
TC-7700C (8 Sheets)	Approved	June 20, 1990
BC-739	Approved	June 1, 1991
BC-701	Approved	Nov. 15, 1989
BC-720	Approved	Nov. 15, 1989
BC-732 (12 Sheets)	Approved	Jan. 20, 1989
BC-734 (12 Sheets)	Approved	Nov. 15, 1989
BC-735	Approved	Jan. 20, 1989
BC-736 (12 Sheets)	Approved	Jan. 1, 1991
BC-752	Approved	Jan. 20, 1989
BC-733 (12 Sheets)	Approved	Jan. 1, 1991
BC-737 (13 Sheets)	Approved	Nov. 9, 1989

CERTIFIED CORRECT PLANS

The Aerial Easement Acquired between Station 930 + 91 and Station 932 + 24 includes a surface easement, unlimited in vertical dimensions for the accommodation of pipes and other appurtenances, plus a temporary area for construction and for the storage of materials during construction.

MAY 21 1994

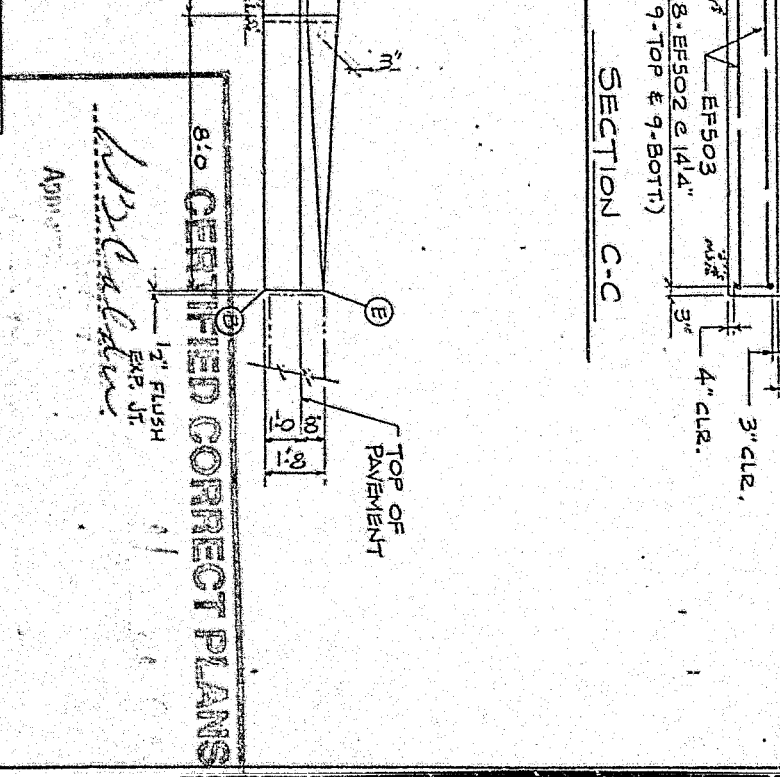
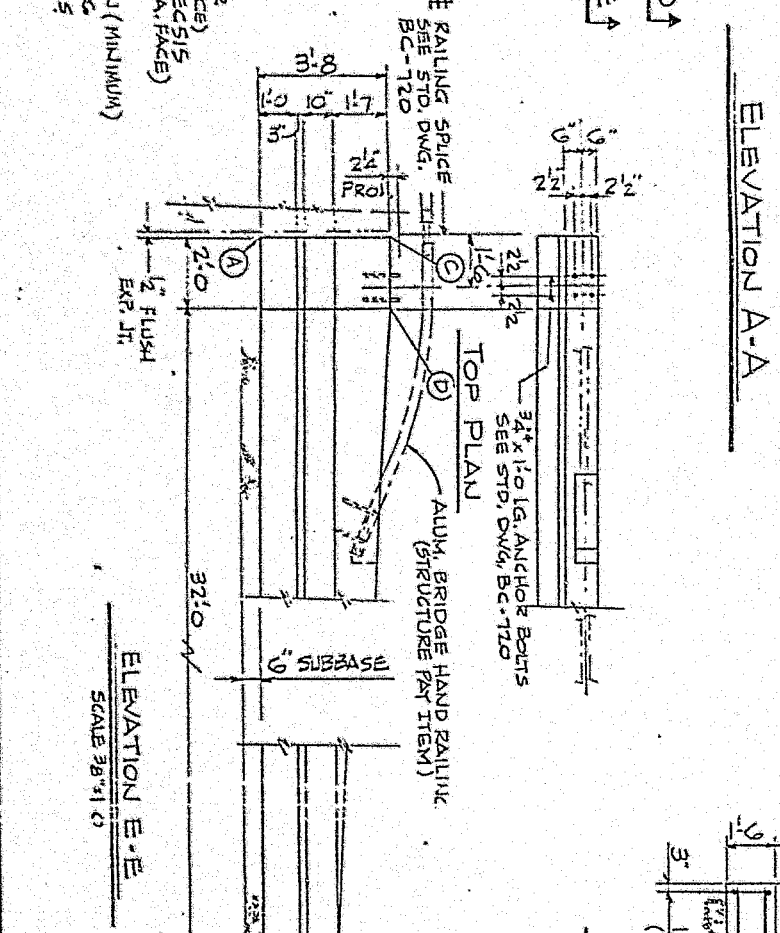
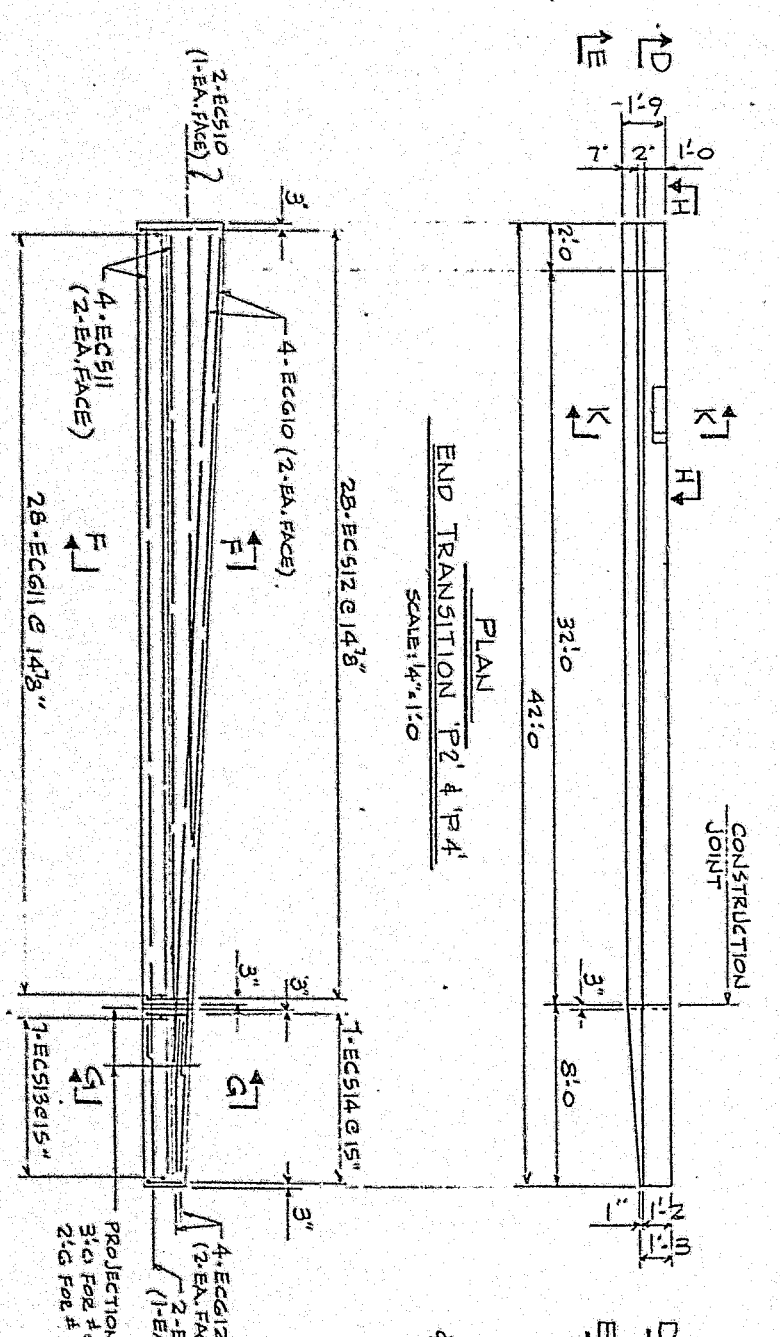
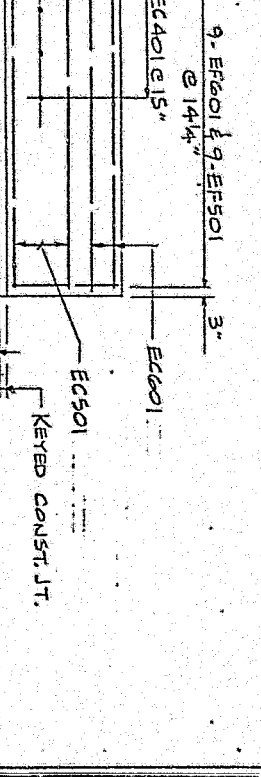
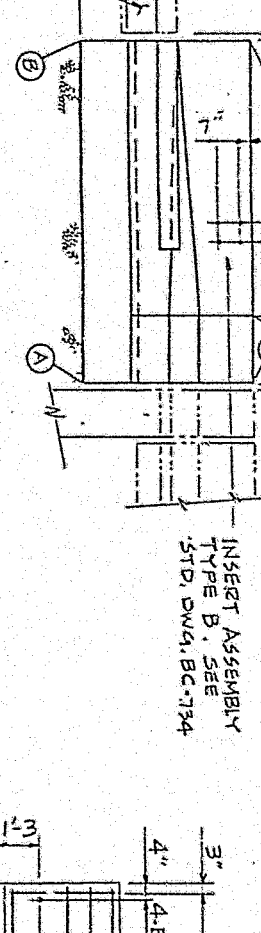
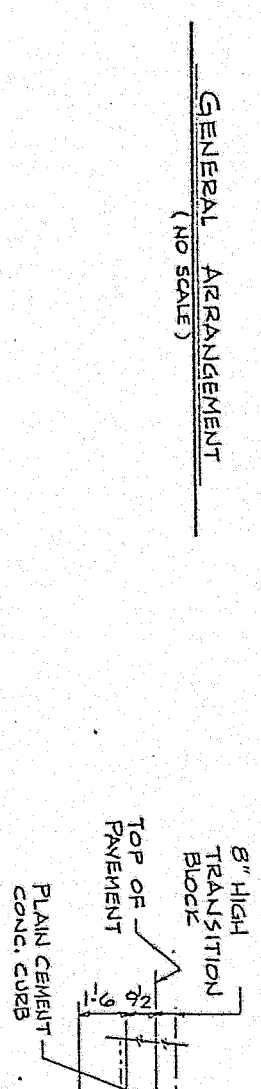
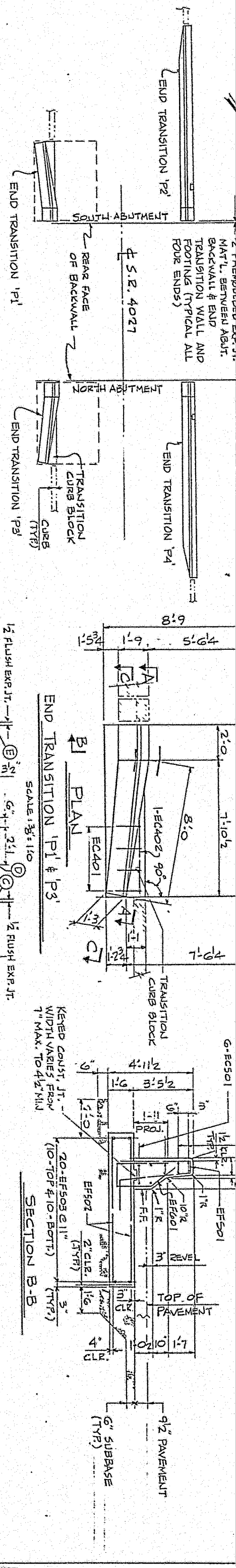


TABLE OF ELEVATIONS

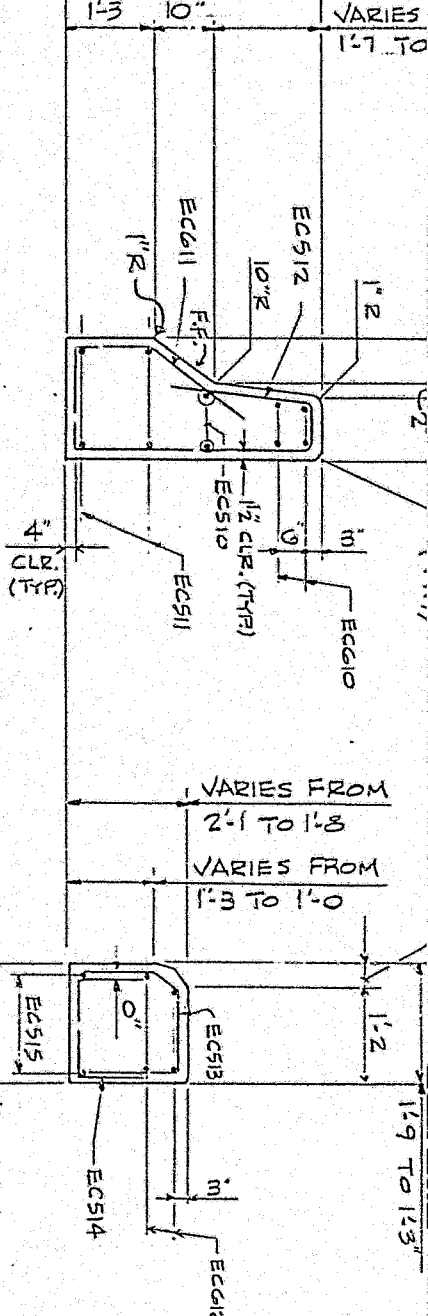
END TRANSITION	A	B	C	D	AT
"P1"	981.16	980.98	981.12	981.03	985.95
"P2"	982.45	981.75	182.12	986.09	985.42
"P3"	981.61	981.47	186.57	986.54	986.49
"P4"	982.90	982.55	186.57	986.54	984.22

SECTION D-D
SCALE: 1/4" = 1'-0"

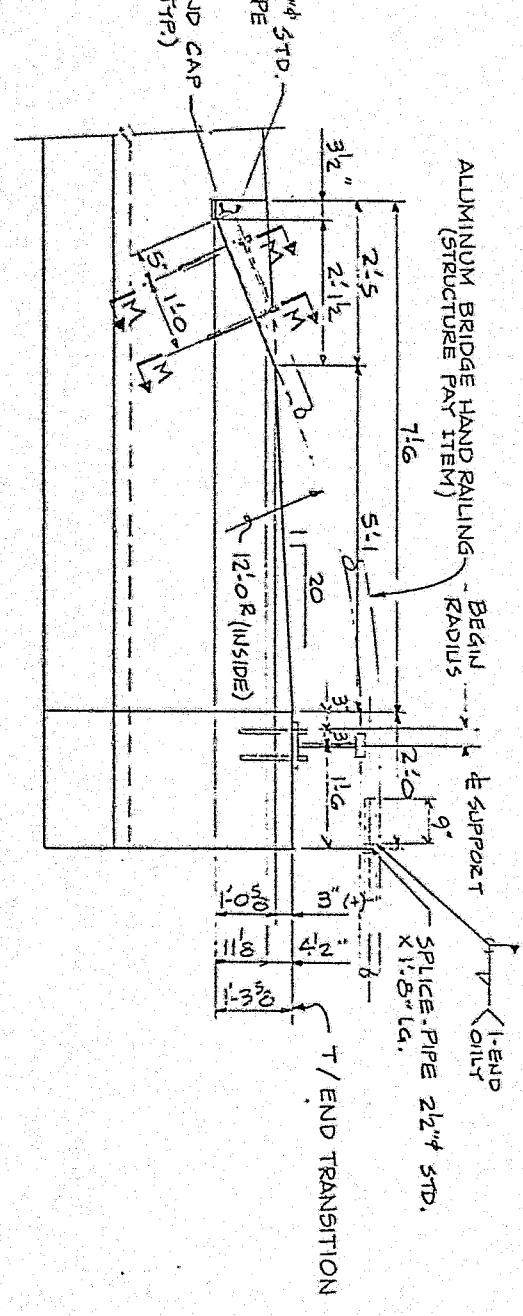
SECRETARY

MAY 21 19

CERTIFIED CORRECT PLANS

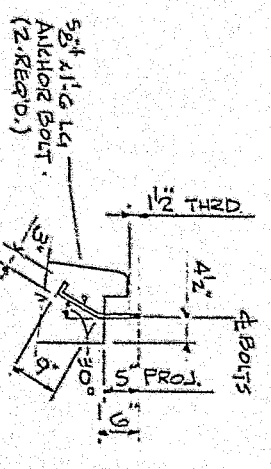


SECTION F-F
(SCALE: 3/4"=1'-0")

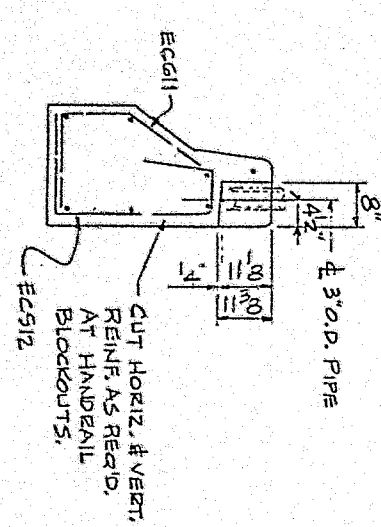


SECTION G-G
(SCALE: 3/4"=1'-0")

ELEVATION H-H
SCALE: 3/4"=1'-0"



SECTION M-M
SCALE: 3/4"=1'-0"



SECTION K-K
CHECKED CORRECT PLANS

APPROVED
DATE: 1/11/07
BY: [Signature]

MARK	SIZE	LENGTH	NO.	TYPE	A	B	C	D	H	K	REMARK
END TRANSITION P1 & P3											
2401	4	1'-7"	8	2	4	1'-3"			3"		
2402	4	4'-0"	2	STR.							
3301	5	9'-8"	12	2	1'-10"	7'-10"			1'-4"		
4501	5	1'-3"	18	28	4'-3"	9"	4'-3 1/4"	1'-11"			5-38
4502	5	8'-5"	36	STR.							
4503	5	9'-6"	40	STR.							
4601	6	9'-8"	8	2	1'-10"	7'-10"			1'-4"		
4601	6	8'-3"	18	15	1'-9"	2'-0"	1'-6"	3'-0"	1'-5"		
END TRANSITION P2 & P4											
4510	5	26'-0"	4	STR.							
4511	5	36'-4"	8	STR.							
4512	5	VAR 1'-9" to 4'-8"	56	15	1'-6"	10'	9"	1'-6"	3"		
4513	5	VAR 3'-4" to 2'-11"	14	29	1'-0"	11"	9"	1'-6"	3"		
4514	5	VAR 3'-8" to 2'-9"	14	12	8"	11"	9"	1'-6"	3"		
4515	5	7'-8"	4	STR.							
4610	6	36'-10"	8	STR.							
4611	6	4'-2"	56	7	1'-6"	11"	1'-9"		1'-5"		
4612	6	7'-8"	8	STR.							
A VARY 2 EA. BY											
A VARY 2 EA. BY											
A VARY 2 EA. BY											

ALL DIMENSIONS ARE OUT-TO-OUT FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING, BC-736. FIGURES IN CIRCLES SHOW TYPES. ALL REINFORCEMENT BARS ARE GRADE 60. ALL REINFORCEMENT BARS ARE EPOXY COATED.

DATE: 1/11/07

* SEE SPECIAL PROVISIONS
 (P) PREDETERMINED PRICE
 (T) TRAFFIC CONTROL PLAN

EM NO.	QTY.	UNIT	DESCRIPTION	TAB ON SHEET
03 - 0001	389	CY	CLASS 1 EXCAVATION	6
04 - 0100	59	CY	CLASS 3 EXCAVATION	7
05 - 0007	637	SY	BITUMINOUS CONCRETE BASE COURSE, 6" DEPTH	6
50 - 0106	801	SY	SUBBASE 6" DEPTH (NO. 2A)	6
20 - 0313	637	SY	BITUMINOUS WEARING COURSE, ID-2, 1 1/2" DEPTH, SRL-G	6
21 - 0202	637	SY	BITUMINOUS BINDER COURSE, ID-2, 2" DEPTH	6
08 - 0001		LS	MOBILIZATION	NO TAB
09 - 0004		LS	INSPECTOR'S FIELD OFFICE AND INSPECTION FACILITIES, TYPE C	NO TAB
609-0011		LS	FIELD LABORATORY	NO TAB
20 - 0400	2	EACH	TERMINAL SECTION, SINGLE	6
20 - 1075	163	LF	TYPE 2-S GUIDE RAIL	6
20 - 1100	25	LF	TYPE 2-SC GUIDE RAIL	6
04 - 0013	6	LB	SEEDING AND SOIL SUPPLEMENTS-FORMULA D INCLUDING MULCH	6
45 - 0002		PDA	UNFORESEEN WATER POLLUTION CONTROL	(P) NO TAB
01 - 0001		LS	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	(T)

ITEM NO.	QTY.	UNIT	DESCRIPTION	TAB ON SHEET
1001 - 0000	336	CY	CLASS AAA CEMENT CONCRETE	7
1001 - 0001	145	CY	CLASS AA CEMENT CONCRETE	6 & 7
1001 - 0010	10	CY	CLASS A CEMENT CONCRETE	6
1001 - 0701		LS	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	7
1002 - 0053	97,542	LB	REINFORCEMENT BARS, EPOXY COATED	6 & 7
* 1003 - 0007	188	EACH	DOWEL HOLES, 16" DEPTH	7
1016 - 0103	235	LF	SIDEWALK PROTECTIVE FENCE VINYL-COATED STEEL	7
* 1018 - 0050		LS	REMOVAL OF PORTION OF EXISTING BRIDGE	7
1019 - 0010	1,682	SY	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (BOILED LINSEED OIL)	6 & 7
1023 - 0001	240	LF	ALUMINUM BRIDGE HAND RAILING	7
1026 - 0013	61	LF	NEOPRENE STRIP SEAL DAM, (2" MOVEMENT)	7
1026 - 0015	61	LF	NEOPRENE STRIP SEAL DAM, (3" MOVEMENT)	7
* 1056 - 0100	313,670	LB	FABRICATED STRUCTURAL STEEL	7
1056 - 0470	6,832	EACH	SHEAR CONNECTORS	7
* 1070 - 0050		LS	PAINTING EXISTING STRUCTURAL STEEL USING INORGANIC ZINC COATING SYSTEMS	7
* 1090 - 0096	1,127	SF	REMOVAL OF DETERIORATED CONCRETE	7
* 1090 - 0100		LS	JACKING BRIDGE SUPERSTRUCTURE	7
* 1090 - 0332	120	LF	EPOXY INJECTION CRACK REPAIR FOR BRIDGE DECKS	7
* 1090 - 0350	298	SY	CONCRETE BRIDGE DECK CRACK SEALER	7

ITEM NO.	QTY.	UNIT	DESCRIPTION	TAB ON SHEET
* 9000 - 0001	24	EACH	DRILLED WEEP HOLES IN ABUTMENT	7
* 9000 - 0002	192	EACH	RIVET REPLACEMENT WITH HIGH STRENGTH BOLTS	7
* 9000 - 0003		LS	POLLUTION CONTROL-COLLECTION AND HANDLING OF BRIDGE SURFACE PREPARATION WASTE	7
* 9000 - 0004	13	TON	DISPOSAL OF HAZARDOUS AND NON-HAZARDOUS BRIDGE SURFACE PREPARATION WASTE	7
* 9000 - 0006	260	SY	PROTECTIVE COATING FOR REINFORCED CONCRETE SUBSTRUCTURE SURFACES	7
* 9000 - 0007	748	SF	SPECIAL MORTAR REPAIRS	7
* 9000 - 0008	379	SF	CLASS AA CEMENT CONCRETE REPAIRS	7
* 9000 - 0009	2	EACH	MODIFIED EXPANSION BEARING	7
* 9000 - 0010		LS	WORKER HEALTH PROTECTION	7
* 9000 - 0011	60	LF	EPOXY INJECTION CRACK REPAIR, MODIFIED	7
* 9000 - 0012	56	EACH	DOWEL HOLES 33" DEPTH	7
* 9000 - 0013	77	SF	SP-1 SIGN	(T)
* 9000 - 0014	153	SF	SP-2 SIGN	(T)
* 962C - 0002	2	EACH	APPROACH END TRANSITION WITHOUT TRAFFIC CONTROL PLAN	(T)

APPROVED
 1/13/2000

APPROACH END TRANSITION WITHOUT TRAFFIC CONTROL PLAN

TABULATION OF STRUCTURE QUANTITIES
S.R.4027, SECTION 002 STA. 931+54.00 (S-18120)

QUANTITIES	ITEM NUMBER UNIT	DESCRIPTION	NORTH ABUTMENT	SOUTH ABUTMENT	SUPER-STRUCTURE	(INFORM.) QUANTITY & UNIT
59	0204 0100 CY	CLASS 3 EXCAVATION	32	27		
336	1001 0090 CY	CLASS AAA CEMENT CONCRETE			336	
129	1001 0001 CY	CLASS AA CEMENT CONCRETE	35	35	59	
LS	1001 0701 LS	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	(30 CY)	(25 CY)		55 CY
94,360	1002 0053 LB	REINFORCEMENT BARS, EPOXY COATED	4,630	4,460	85,270	
188	1003 0007 EACH	DOWEL HOLES, 16" DEPTH	96	92		
235	1016 0103 LF	SIDEWALK PROTECTIVE FENCE VINYL-COATED STEEL			235	
LS	1018 0050 LS	REMOVAL OF PORTION OF EXISTING BRIDGE				
1,578	1019 0010 SY	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (BOILED UNSEED OIL)			1,578	
240	1023 0001 LF	ALUMINIUM BRIDGE HAND RAILING			240	
61	1026 0013 LF	NEOPRENE STRIP SEAL DAM, (2" MOVEMENT)	61			
61	1026 0015 LF	NEOPRENE STRIP SEAL DAM, (3" MOVEMENT)		61		
313,670	1056 0100 LB	FABRICATED STRUCTURAL STEEL			313,670	
6,832	1056 0470 EACH	SHEAR CONNECTORS			6,832	
LS	1070 0050 LS	PAINTING EXISTING STRUCTURAL STEEL USING INORGANIC ZINC COATING SYSTEMS			LS	

TABULATION OF STRUCTURE QUANTITIES
(CONTINUED)

QUANTITIES	ITEM NUMBER UNIT	DESCRIPTION	NORTH ABUTMENT	SOUTH ABUTMENT	SUPER-STRUCTURE	(INFORM.) QUANTITY & UNIT
1,127	1090 0096 SF	REMOVAL OF DETRIMENTAL CONCRETE	707	420		
LS	1090 0100 LS	JACKING BRIDGE SUPERSTRUCTURE			LS	
120	1090 0332 LF	EPOXY INJECTION CRACK REPAIR FOR BRIDGE DECK			120	
298	1090 0350 SY	CONCRETE BRIDGE DECK CRACK SEALER			298	
24	9000 0001 EACH	DRILLED WEEP HOLES IN ABUTMENT	11	13		
192	9000 0002 EACH	RIVET REPLACEMENT WITH HIGH STRENGTH BOLTS			192	
LS	9000 0003 LS	POLLUTION CONTROL-COLLECTION AND HANDLING OF BRIDGE SURFACE PREPARATION WASTE			LS	
13	9000 0004 TON	DISPOSAL OF HAZARDOUS AND NON- HAZARDOUS BRIDGE SURFACE PREPARATION WASTE			13	
260	9000 0005 SY	PROTECTIVE COATING FOR REINFORCED CONCRETE SUBSTRUCTURE SURFACES	140	120		
748	9000 0007 SF	SPECIAL MORTAR REPAIRS	645	103		
379	9000 0008 SF	CLASS AA CEMENT CONCRETE REPAIRS	62	317		
2	9000 0009 SF	MODIFIED EXPANSION BEARING		2		
LS	9000 0010 LS	WORKER HEALTH PROTECTION			LS	
60	9000 0011 LF	EPOXY INJECTION CRACK REPAIR, MODIFIED	30	30		
56	9000 0012 EACH	DOWEL HOLES 33" DEPTH	28	28		

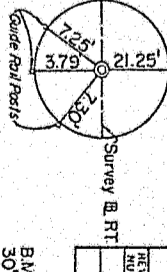
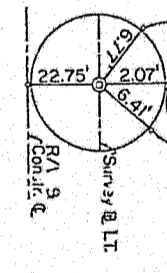
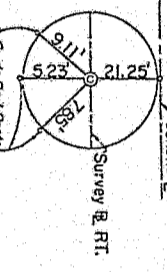
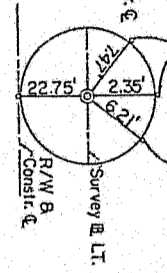
CERTIFIED
CORRECT PLANS

APPROVED BY
PENNA-PUBLIC UTILITIES
30
Approved by

Secretary

MAY 21 19

BM. ELEV. 980.17
30' LT. STA. 928+69 R/W B Constr. C
R/R Spike in B.T. Co. #155



REVISION NUMBER	REVISIONS	DATE	BY

P.T. STA. 929+32.00

P.T. STA. 929+32.00

P.C. STA. 934+01.65

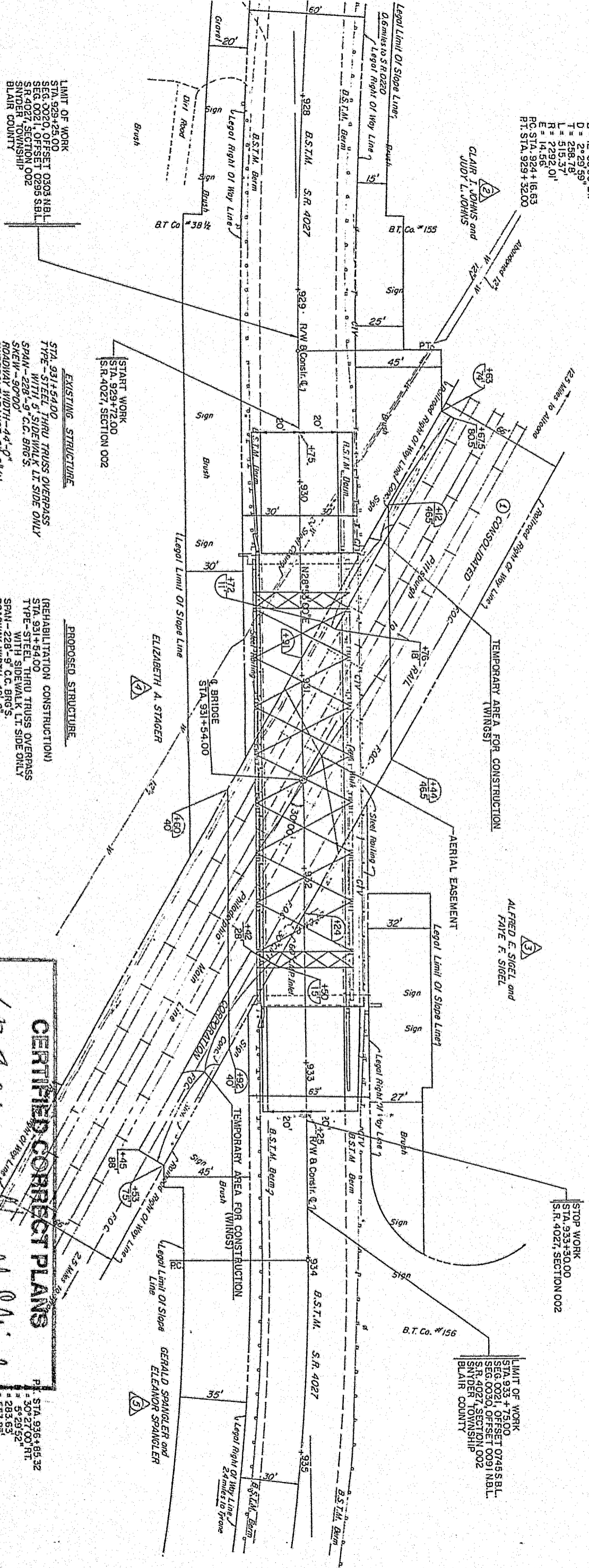
P.C. STA. 934+01.69

BM. ELEV. 982.62
30' LT. STA. 934+35 R/W B Constr. C
R/R Spike in B.T. Co. #156

P.I. STA. 926+75.41
Δ = 12° 53' 00" LT.
D = 2° 29' 59"
T = 258.78'
L = 515.37'
R = 2292.01'
E = 14.56'
P.C. STA. 924+16.83
P.T. STA. 929+32.00

CLAIR J. JOHNS and
JUDITH L. JOHNS

ALFRED E. SIGEL and
FAYE F. SIGEL



LIMIT OF WORK
STA. 929+25.00
SEG. 0021, OFFSET 0303 N.B.L.
S.R. 4027, SECTION 002
SNYDER TOWNSHIP
BLAIR COUNTY

EXISTING STRUCTURE
STA. 931+54.00
TYPE - STEEL THRU TRUSS OVERPASS
WITH 5' SIDEWALK LT. SIDE ONLY
SPAN - 228'-9" C.C. BRGS.
ROADWAY WIDTH - 44'-0"
UNDERCLEARANCE - 21'-2" (1)

PROPOSED STRUCTURE
(REHABILITATION CONSTRUCTION)
STA. 931+54.00
TYPE - STEEL THRU TRUSS OVERPASS
WITH SIDEWALK LT. SIDE ONLY
SPAN - 228'-9" C.C. BRGS.
ROADWAY WIDTH - 42'-6"
UNDERCLEARANCE - 21'-5" (1)
STRUCTURE NO. S-18120
RECOMMENDED

START WORK
STA. 929+72.00
S.R. 4027, SECTION 002

STOP WORK
STA. 933+30.00
S.R. 4027, SECTION 002

LIMIT OF WORK
STA. 933+75.00
SEG. 0030, OFFSET 0745 S.B.L.
SEG. 0030, OFFSET 0091 N.B.L.
S.R. 4027, SECTION 002
SNYDER TOWNSHIP
BLAIR COUNTY

CERTIFIED CORRECT PLANS

Approved by *[Signature]*
Engineer
Penna. Professional Seal No. 10117

ATTEST: *[Signature]*
Secretary

MAY 21 1992

P.I. STA. 936+85.32
P.T. STA. 927+00' RT.
D = 2° 29' 52"
T = 283.63'
L = 553.85'
R = 1042.14'
E = 37.91'
P.C. STA. 934+01.69
P.T. STA. 939+55.54

I 0303 NBL
T 0295 SBL
P 002

+50 978.58
929 980.91
+50 982.17
+75 982.71
G=982.71
930 983.21
G=983.24
+25 983.67
G=983.71
+39.63
+50 G=983.94
984.14
G=984.10
+75 984.40
G=984.41
931 984.62
G=984.66
+25 984.74
G=984.83
+50 984.81
G=984.92
+54
+70 G=984.93
984.81 G=984.94
G=984.94
+75
932 984.69
G=984.89
+25 984.63
G=984.77
+50 984.46
G=984.57
+68.38
+75 984.15 G=984.377
G=984.30
933 983.89
G=983.95
+25 983.55
G=983.55
+50 983.20
+75 982.76
934 982.28
+50 980.88
935 979.23
+50 977.13

START WORK
STA. 929+72.00
S.R. 4027, SECTION 002

+5.00%

BRIDGE
STA. 931+54.00

21.2' (±) Min. Existing Vertical Underclear
21.4' (±) Min. Proposed Vertical Underclear

PVI STA. 931 + 70.00
EL. EV. = 995.465
V/C = 850'
M = 10.623'
S.S.D. = 336'

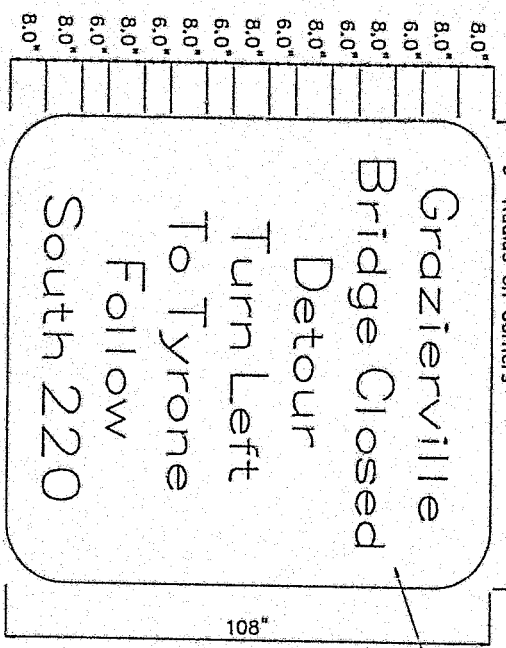
-5.00%

STOP WORK
STA. 933+30.00
S.R. 4027, SECTION 002

LIMIT OF WORK
STA. 933 + 75.00
SEG. 0021, OFFSET 0745 S. BL.
SEG. 0030, OFFSET 0091 NBL.
S.R. 4027, SECTION 002
SNYDER TOWNSHIP
BLAIR COUNTY

CERTIFIED CORRECT PLANS
Approved by
FERNVA PUBLIC WORKS
Engineer
Secretary
ATTEST:
MAY 21 1993

NUMBER	REVISIONS

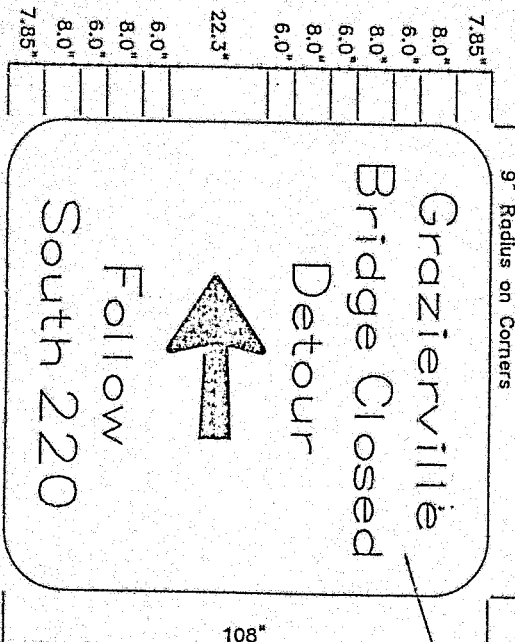


COLOR
BLACK
ON
ORANGE

8" UPPER CASE TO 6" Lower case Series E Modified

14.85	G	8.9	22.85	T	20.85	T	32.0	F	17.95	S	14.85	G
9.0	r	9.3	8.0	U	7.4	o	6.9	o	9.0	o	9.0	r
5.0	d	4.0	5.8	f	5.3	o	7.8	z	5.8	u	5.0	f
7.6	z	7.6	8.4	D	8.0	o	7.8	z	7.6	z	7.6	z
4.0	z	5.1	5.8	e	5.0	n	4.5	l	4.0	l	4.0	z
7.6	z	5.1	5.8	t	6.0	n	4.5	l	5.0	h	7.6	z
4.9	e	6.0	7.8	o	7.5	l	4.0	o	6.0	h	4.9	e
8.3	y	9.0	8.0	u	8.8	y	6.9	l	9.0	h	8.3	y
4.5	l	4.0	3.9	u	6.9	l	6.9	l	4.0	h	4.5	l
4.0	l	6.8	3.9	f	4.8	l	7.9	o	6.8	h	4.0	l
4.0	l	6.9	4.0	f	7.5	n	32.0	w	6.9	h	4.0	l
5.1	e	7.0	22.85	t	5.1	e	4.0	w	5.1	o	5.1	e
14.85	e	5.1	22.85	t	20.85	e	4.0	w	14.85	o	14.85	e
14.85	e	5.1	22.85	t	20.85	e	4.0	w	14.85	o	14.85	e

DETAIL SP-1 SIGN
ITEM NUMBER 9000-0013



COLOR
BLACK
ON
ORANGE

8" UPPER CASE TO 6" Lower case Series E Modified

7.85	G	8.9	33.2	T	35.6	T	32.0	F	17.95	S	7.85	G
8.0	r	5.8	33.2	U	35.6	o	6.9	o	8.0	o	8.0	r
6.0	d	4.0	5.8	f	5.0	n	7.8	z	6.0	u	6.0	f
8.0	z	7.6	8.4	D	8.0	o	7.8	z	8.0	z	8.0	z
6.0	z	5.1	5.8	e	6.0	n	4.5	l	6.0	h	6.0	z
8.0	z	5.1	5.8	t	7.5	l	4.0	o	8.0	h	8.0	z
6.0	e	6.0	7.8	o	8.0	u	6.9	l	6.0	h	6.0	e
8.0	y	9.0	8.0	u	8.0	u	6.9	l	8.0	h	8.0	y
4.5	l	4.0	3.9	u	6.9	l	6.9	l	4.0	h	4.5	l
4.0	l	6.8	3.9	f	4.8	l	7.9	o	4.0	h	4.0	l
4.0	l	6.9	4.0	f	7.5	n	32.0	w	4.0	h	4.0	l
5.1	e	7.0	30.65	t	5.1	e	4.0	w	5.1	o	5.1	e
14.85	e	5.1	30.65	t	20.85	e	4.0	w	14.85	o	14.85	e

DETAIL SP-2 SIGN
ITEM NUMBER 9000-0014

ITEM NUMBER	QTY.	UNIT	DESCRIPTION	REMARK
9000 - 0013	76.5	SF	SP-1 Sign	As Directed
9000 - 0014	153	SF	SP-2 Sign	As Directed

PAYABLE ITEMS

QUANTITY	UNIT	SIGN NO.	DESCRIPTION	SIGN SIZE
1	Eq.	G20-5L	Detour Sign, Left	30" x 24"
6	Eq.	G20-5R	Detour Sign, Right	30" x 24"
1	Eq.	G20-5S	Detour Sign, Straight	30" x 24"
1	Eq.	G20-5SR	Right Advance Detour Sign	30" x 24"
2	Eq.	G20-6R	Detour Arrow Sign, Right	48" x 18"
2	Eq.	G20-7	End Detour Sign	24" x 18"
3	Eq.	M1-4	U.S. Route Marker	30" x 24"
3	Eq.	M4-5	To Marker	24" x 12"
2	Eq.	M6-1	90 Degree Turn Marker	21" x 15"
1	Eq.	M6-3	Straight Through Marker	21" x 15"
2	Eq.	R11-2	Road Closed Sign	48" x 30"
2	Eq.	R11-3	Road Closed-Local Traffic Only	60" x 30"
6	Eq.	W20-2	Advance Detour Sign	36" x 36"
7	Eq.	W20-3	Road Closed Sign	36" x 36"
2	Eq.	W30-1-1	Distance Panel (500 FT)	
4	Eq.	W30-1-2	Distance Panel (1000 FT)	
3	Eq.	W30-1-3	Distance Panel (1500 FT)	
2	Eq.	W30-1-4	Distance Panel (1/2 MILE)	
2	Eq.	W30-1-5	Distance Panel (1 MILE)	
20	Eq.		Type III Barricades	
24	Eq.		Type B Light	

LUMP SUM ITEM 0901 - 0001
MAINTENANCE AND PROTECTION OF
TRAFFIC DURING CONSTRUCTION
REQUIRED LIST OF MATERIAL
(For Information only)

CERTIFIED CORRECT PLANS

Approved by
[Signature]
PENNA. PUBLIC ENGINEER

Approved by
[Signature]
Secretary

ATTEST:
[Signature]
Secretary

MAY 21 1992

GENERAL NOTES

This work consists of the Maintenance of Traffic and the Protection of the Traveling Public approaching the Construction Area and within the Limits of Construction.

Furnish, Erect, Place and Maintain Traffic Control Signs and Devices and Maintain Traffic during hours of Construction and at all other times in accordance with the Methods indicated on these Drawings, and,

- The Special Provisions of the Contract.
- PA Code, Title 67, Chapter 203, Work Zone Traffic Control.
- PA Code, Title 67, Chapter 211, Official Traffic Control Devices.
- PDT Publication No. 35, Approved Construction Materials (Bulletin 15).
- PDT Publication No. 408, Specifications.

Immediately upon completion of the work, remove the Devices. The Department will remove any Traffic Control Devices erected by Department Forces.

The Engineer will inspect all Traffic Control Devices prior to start of work.

Cover or Remove all Signs not in use.

This Traffic Control Plan does not relieve the Contractor of his responsibility as specified in Section 901.3(a) of Publication No. 408.

All Signs or Devices will be new or like fit field conditions.

All Distances may be adjusted slightly to fit field conditions.

The Traffic Control Devices shown do not necessarily depict the actual number of Devices required.

All Conflicting Pavement Markings will be Removed.

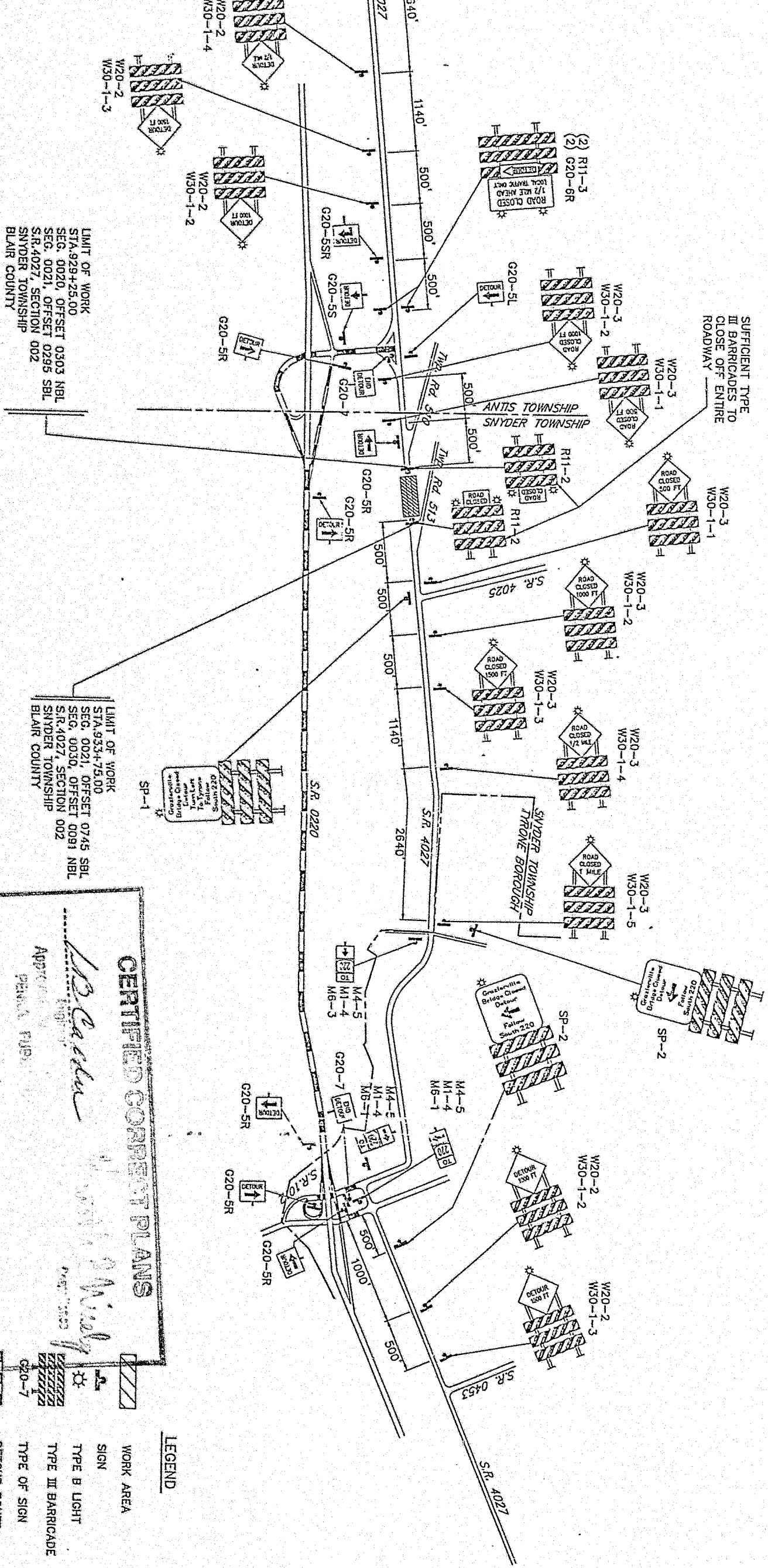
Type III Barricades will extend from outside of shoulder to outside of shoulder at point of closure.

During the Construction of S.R. 4027 Section 002 all traffic will follow the marked Detour.

Designed by S.R. & Co. Engineering Inc.

RECOMMENDED April 4 1992
District Traffic Engineer

TRAFFIC CONTROL PLAN



LIMIT OF WORK
 STA. 929+25.00
 SEG. 0020, OFFSET 0303 NBL
 SEC. 0021, OFFSET 0295 SBL
 SNYDER TOWNSHIP
 BLAIR COUNTY

LIMIT OF WORK
 STA. 933+75.00
 SEC. 0021, OFFSET 0745 SBL
 SEG. 0030, OFFSET 0091 NBL
 SNYDER TOWNSHIP
 BLAIR COUNTY

CERTIFIED CORRECT PLANS

[Signature]
 Approved by
 PENNA. DEP.
 HIGHWAY DIVISION

ATTEST:
[Signature]
 Secretary

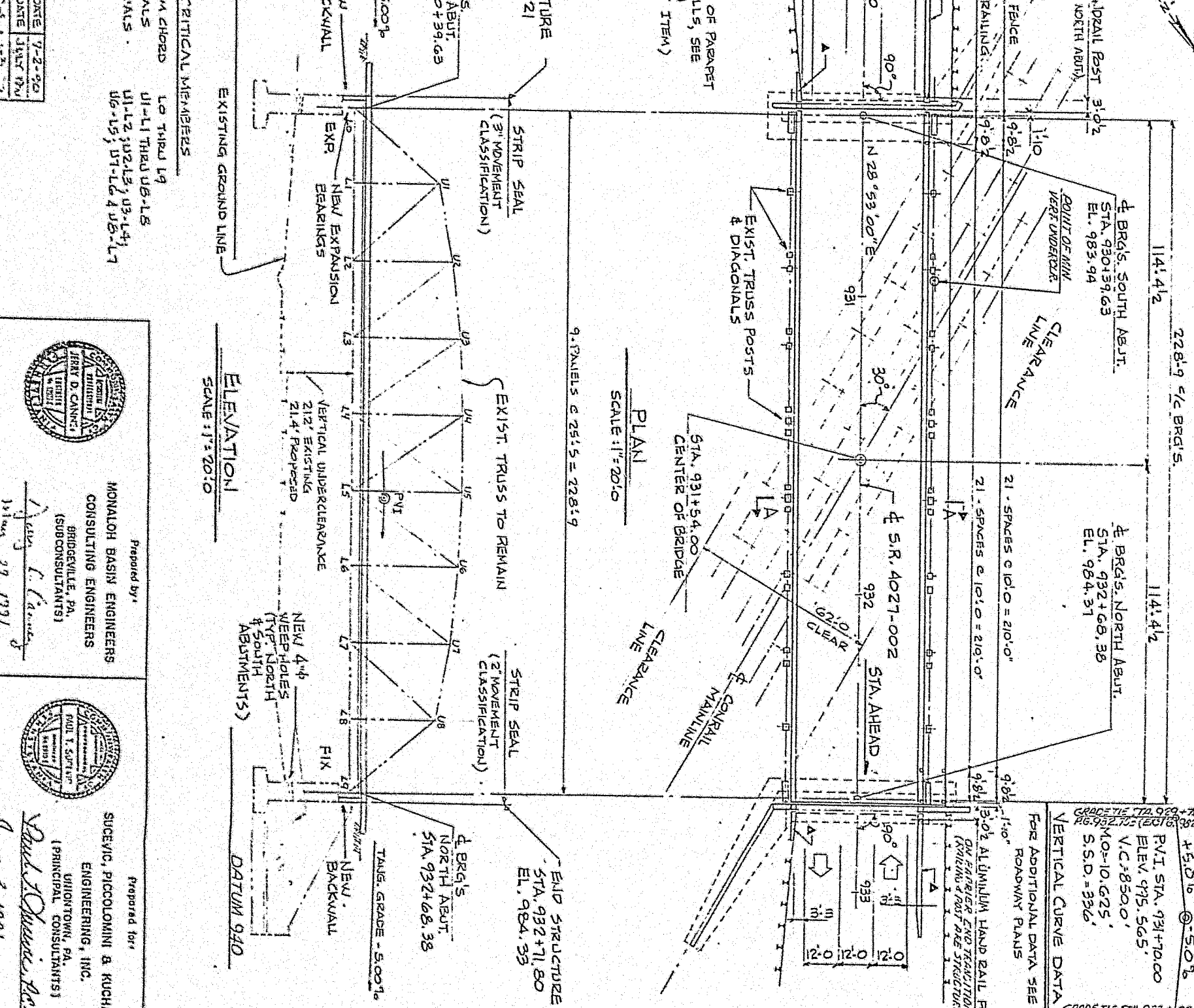
MAY 21 1992

LEGEND

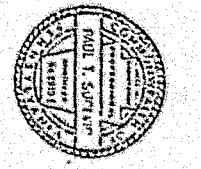
	WORK AREA
	SIGN
	TYPE B LIGHT
	TYPE III BARRICADE
	TYPE OF SIGN
	DETOUR ROUTE

NOT TO SCALE

TRAFFIC CONTROL PLAN



Prepared by:
MONA LOH BASIN ENGINEERS
 CONSULTING ENGINEERS
 BRIDGEVILLE, PA.
 (SUBCONSULTANTS)



Prepared for:
SUJEVIC, PICCOLOMINI & KUCHAR
 ENGINEERING, INC.
 UNIONTOWN, PA.
 (PRINCIPAL CONSULTANTS)

DATE: 7-2-90
 TIME: 1:30 PM

U1-L1 THRU U6-L8
 U1-L2, U2-L3, U3-L4,
 U6-L5, U7-L6 & U8-L7

CRITICAL MEMBERS
 U1-L1 THRU U6-L8
 U1-L2, U2-L3, U3-L4,
 U6-L5, U7-L6 & U8-L7

DATE: 7-2-90
 TIME: 1:30 PM

BRIDGE LOAD RATING TABLE (TONS)

LIVE LOAD	TRUSS		FLOOR BEAM		STRINGER	
	H20	H15-22	H20	H15-22	H20	H15-22
INVESTIGATOR RATING (CRITICAL MEMBER)	43	77	38*	53*	54	69
OPERATING RATING (CRITICAL MEMBER)	72	121	58	89	93	115
MOMENT CAPACITY (FT-K)	122	150	6122	5932	1087	1087
SHEAR CAPACITY (KIP)	122	150	529	975	195	195

NOTES

- TABULATED RATING VALUES DO NOT INCLUDE FUTURE WEARING SURFACE
- TRUSS RATINGS OBTAINED USING VENTURINI STRUSS DESIGN METHOD
- FLOOR BEAM AND STRINGER RATINGS OBTAINED USING VENTURINI STRUSS DESIGN METHOD
- STRONGER RATINGS ARE FOR INTERIOR STRINGERS
- FLOOR BEAM AND STRINGER RATINGS SHOWN ARE FOR MOMENT CAPACITY EXCEPT WHERE SHEAR GOVERNS; DENOTE (V) AND FATIGUE STRENGTH GOVERNS, DENOTED AS (F)
- SEE SHEET N92 FOR ESTIMATED QUANTITIES SEE SHEET N93

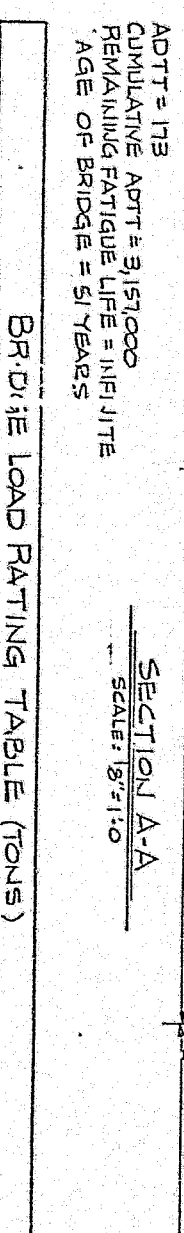
REVISIONS

NO.	DESCRIPTION	BY	CHK'D	APP'D.	DATE
1	AS SHOWN				

COMMINGWEALTH of Pennsylvania
 SECRETARY DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN

BLAIR COUNTY
 S.R. 4027 SEC. 002
 SEG. 003 OFFSET 0000
 S.R. 4027-002 STA. 931+54
 OVER CONRAIL MAINLINE (3-TRACKS)
 REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
 GENERAL PLAN

RECOMMENDED: 12-9-91



VERTICAL CURVE DATA
 FOR ADDITIONAL DATA SEE ROADWAY PLANS

POINT OF MIN. VERT. UNDERLAY
 STA. 930+39.63
 EL. 983.94

POINT OF MAX. VERT. OVERLAY
 STA. 932+68.38
 EL. 984.31

V.C. = 8500'
 MO = 10.625'
 S.S.D. = 336'

P.V.I. STA. 931+70.00
 ELEV. 975.565'

GRADE AT STA. 931+70.00
 PG. 982.702 (EXT. 6.5)
 PG. 985.527 (EXT. 2)
 GRADE AT STA. 932+70.00
 PG. 985.983 (EXT. 2)

SECTION A-A
 SCALE: 1/8" = 1'-0"

NEW SIDEWALK BRACKET (BUILT-UP SECTION)
 NEW SIDEWALK STRINGER W16x26

NEW FLOOR BEAM (BUILT-UP SECTION)
 NEW STRINGERS W24x68 (TRUSS)

EXIST. TRUSS

ADTT = 173
 CUMULATIVE ADTT = 3,157,000
 REMAINING FATIGUE LIFE = INFINITE
 AGE OF BRIDGE = 51 YEARS

BRIDGE LOAD RATING TABLE (TONS)

LIVE LOAD	TRUSS		FLOOR BEAM		STRINGER	
	H20	H15-22	H20	H15-22	H20	H15-22
INVESTIGATOR RATING (CRITICAL MEMBER)	43	77	38*	53*	54	69
OPERATING RATING (CRITICAL MEMBER)	72	121	58	89	93	115
MOMENT CAPACITY (FT-K)	122	150	6122	5932	1087	1087
SHEAR CAPACITY (KIP)	122	150	529	975	195	195

RE STEEL CONFORMING TO AASHTO M223 GRADE 50 (GRADE 50) DESIGNATION FOR FLOOR BEAMS. ALL OTHER STEEL MUST CONFORM TO AASHTO M183 (ASTM A36) EXCEPT WHERE NOTED OTHERWISE.

WERE CONSIDERED FOR THIS STRUCTURE.

ATIONS, DESIGN DIVISION I OF AASHTO, "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" 1989 EDITION, AND AS MODIFIED BY DESIGN MANUAL, PART 4, STRUCTURES (REVISIONS), MEMBER, 1988 REVISIONS).

DISTRIBUTION IS BASED UPON AASHTO METHOD.

DISTANCE WITH STRENGTH DESIGN METHOD. LOAD FACTOR FOR TRUSSES ARE DESIGNED IN ACCORDANCE WITH DESIGN METHOD).

AD, H925 LOADING OR 125% OF ALTERNATE MILITARY LOAD (204,000 POUNDS PERMIT LOAD) WITH THE 100 LB LOADING.

IS BASED ON THE FOLLOWING: ADIT 173: 1986, TRUCK LOAD CYCLES FOR TRANSVERSE MEMBERS AND A TRUCK LOAD CYCLES AND A LANE LOADING OF 100,000 LB LONGITUDINAL MEMBERS.

INCLUDES 30 POUNDS PER SQUARE FOOT FOR FUTURE LOADS ON THE DECK SLAB AND 15 POUNDS PER SQUARE FOOT PLUS WEIGHT OF CONCRETE IN THE VALLEYS OF DECK AREA FORMED USING PERMANENT METAL DECK

CONCRETE COVER ON REINFORCEMENT BARS EXCEPT

CEMENT CONCRETE IN DECK SLAB AND SIDEWALK

CEMENT CONCRETE IN CURBS, PARAPETS, WALLS AND PEDESTALS.

60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A615, RAIL STEEL (A615) OR AXLE STEEL (A615), RAIL STEEL (A615) OR AXLE STEEL (A615) DO NOT WELD GRADE 60 REINFORCING STEEL BARS TO GRADE 40 REINFORCING STEEL BARS. GRADE 40 REINFORCING STEEL BARS MAY BE USED WITH A PROPORTIONAL INCREASE IN CROSS-SECTIONAL AREA.

L REINFORCING BARS.

HORIZONTAL CONSTRUCTION JOINTS EXCEPT AS

IONS AND GEOMETRY OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR PROPER FIT OF CONSTRUCTION.

WALLS MAY BE PLACED UP TO A CONSTRUCTION LEVEL OF THE BOTTOM OF THE DECK SLAB IN CONSTRUCTION OF THE DECK.

CONCRETE EDGES 1" X 1" EXCEPT AS NOTED.

DETAILS OTHER THAN THOSE SHOWN MUST CONFORM TO DRAWINGS.

PLANS FOR THE EXISTING BRIDGE ARE AVAILABLE AT THE DISTRICT OFFICE, DISTRICT 9-O, AT A NOMINAL REPRODUCTION COST. CONTACT DISTRICT BRIDGE ENGINEER FOR ORDERING A SET. 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.

THIS INFORMATION 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 IN THE STRUCTURE DWGS. - S952, DATED APRIL 27, 1939, SHOWING AS SHOP DWGS - D-252, DATED APRIL 11, 1939, SHOWING AS FABRICATED STEEL SUPERSTRUCTURE.

ALL DIMENSIONS SHOWN ARE HORIZONTAL EXCEPT AS NOTED.

USE EITHER PERMANENT METAL FORMS OR REMOVABLE FORMS TO CONSTRUCT THE DECK SLAB AND THE SIDEWALK SLAB.

DECK SLAB INCLUDES A 1/2" INTEGRAL WEARING SURFACE.

SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68 DEGREES.

PROVIDE MINIMUM LAP AND EMBEDMENT LENGTH OF 30 DIAMETERS OR IN ACCORDANCE WITH AASHTO/1989, WHICHEVER IS GREATER.

ALL FASTENERS ARE 7/8" DIAMETER ASTM A325 H.S. BOLTS EXCEPT AS NOTED.

WELDING OF REINFORCEMENT BARS DURING FABRICATION OR CONSTRUCTION IS NOT PERMITTED UNLESS SPECIFIED.

DO NOT MAKE WELDS BY MANUAL SHIELDED METAL ARC PROCESS.

DO NOT USE SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.

PAINT STRUCTURAL STEEL IN ACCORDANCE WITH SECTION 1070 OF PUBLICATION 408/1990 AND THE CONTRACT SPECIAL PROVISIONS. FORMULATE URETHANE FINISH COAT TO MATCH EXISTING FINISHED PAINT COLOR OF THE TRUSS.

PROVIDE AN ACCEPTABLE SYSTEM TO PREVENT ALL DEBRIS FROM FALLING ONTO THE RAILROAD TRACKS AND ADJACENT PROPERTY DURING ALL CONSTRUCTION OPERATIONS IN ACCORDANCE WITH SECTION 1010.3 OF PUBLICATION 408/1990. ANY DEBRIS THAT ACCIDENTALLY FALLS IS TO BE REMOVED IMMEDIATELY.

FABRICATE ALL MEMBERS OR MEMBER COMPONENTS DESIGNATED AS FRAGILE CRITICAL MEMBERS (FCM) TO CONFORM TO THE REQUIREMENTS OF AASHTO GUIDE SPECIFICATIONS FOR FRACTURE CRITICAL NON-REDUNDANT STEEL BRIDGE MEMBERS, MEET THE BASE METAL CHARPY V-NOTCH (CVN) REQUIREMENTS FOR ZONE 2.

REMOVE LOOSE MATERIAL FROM ALL EXISTING CONCRETE SURFACES WHICH COME IN CONTACT WITH NEW CONCRETE AS SPECIFIED IN SECTION 1001.3(m) OF PUBLICATION 408/1990. APPLY AN APPROVED EPOXY BONDING COMPOUND IN ACCORDANCE WITH SECTION 1040.3(d) OF PUBLICATION 408/1990. THE EPOXY BONDING COMPOUND IS TO BE INCIDENTAL TO THE CLASS OF CEMENT CONCRETE BEING PLACED.

CLEAN AND PROPERLY ALIGN REINFORCEMENT BARS WHICH ARE TO REMAIN IN THE STRUCTURE BEFORE PLACING NEW CEMENT CONCRETE.

PAINT WITH A COMPATIBLE EPOXY COATING. IF EPOXY COATED REINFORCING BARS THAT ARE FIELD CUT.

PROVIDE WELDED STUD SHEAR CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO AASHTO M159 (ASTM A109).

FIELD WELDING OF STRUCTURAL STEEL IS NOT PERMITTED.

APPLY PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (BOILED LINED OIL) TO THE ENTIRE BRIDGE DECK, SIDEWALK, PARAPETS AND CURBS. (END, INSIDE FACE AND TOP).

APPLY PROTECTIVE COATING FOR REINFORCED CONCRETE SUB-STRUCTURE SURFACES TO THE FRONT FACE OF ABUTMENT BACKFILLS, AND TOP SURFACE OF BRIDGE SEAT WITHIN THE LIMITS INDICATED AND AS DIRECTED. (SEE CONTRACT SPECIAL PROVISIONS).

THE ENGINEER RESERVES THE RIGHT TO CHANGE THE NATURE AND LIMITS OF WORK TO ASSURE SATISFACTORY REPAIRS.

THE AREAS OF DETERIORATED CONCRETE, AS INDICATED, ARE APPROXIMATE. THE CONTRACTOR IS TO CHECK AND VERIFY ALL EXISTING FIELD CONDITIONS AND DIMENSIONS AND BID ACCORDING TO HIS OWN FINDINGS FOR ADJUSTMENT NOTES AND DETAILS NOT SHOWN, SEE THE CONTRACT SPECIAL PROVISIONS.

THE CONTRACTOR IS RESPONSIBLE FOR THE STRUCTURAL STABILITY AND INTEGRITY OF THE COMPLETE SUPERSTRUCTURE AND SUBSTRUCTURE THROUGHOUT THE DURATION OF THE CONTRACT. ANY DAMAGES INCURRED DURING CONSTRUCTION, AS DETERMINED BY THE ENGINEER, ARE TO BE REPAIRED AND/OR REPLACED AT NO EXTRA COST TO THE DEPARTMENT.

REMOVE PORTION OF EXISTING BRIDGE IN ACCORDANCE WITH SECTION 1010 OF PUBLICATION 408/1990 AND THE CONTRACT SPECIAL PROVISIONS.

UTILITY NOTES

COORDINATE THE REQUIREMENTS FOR PROTECTION AND/OR RELOCATION OF UTILITIES WITH THE UTILITY OWNER PRIOR TO STARTING WORK.

VERIFY AND LOCATE ALL EXISTING UTILITIES PRIOR TO STARTING WORK. CONDUCT OPERATIONS IN A MANNER WHICH ENSURES THE UTILITIES WILL NOT BE DISTURBED OR ENDANGERED AND ASSUME FULL RESPONSIBILITY FOR ANY DAMAGE TO UTILITIES DURING CONSTRUCTION. PENNDOT DOES NOT ASSUME RESPONSIBILITY FOR REIMBURSEMENT, PARTICIPATION IN DESIGN AND/OR REVISIONS OR LIABILITY FOR ACCURACY OF TYPE, SIZE AND LOCATION OF ANY UTILITY.

6	NORTH ABUTMENT PLAN & ELEVATION	DETAILS
5	SOUTH ABUTMENT PLAN & ELEVATION	DETAILS
4	TYPICAL CONCRETE REPAIR	DETAILS
3	TYPICAL CONCRETE REPAIR	DETAILS
2	BEARING DETAILS	
1	FRAMING PLAN	
10	FLOOR STEEL-DETAILS	
11	DECK PLAN & TYPICAL SUPERSTRUCTURE SECTION	
12	SIDEWALK DETAILS & DEAD LOAD DEFLECTIONS	
13	EXPANSION DAMS	
14	REINFORCEMENT BAR SCHEDULE	

CERTIFIED CORRECT PLAN

[Signature]

APPROVED FOR THE DEPARTMENT

SECRETARY

ATTEST:

Secretary

MAY 21

Mark	Description	By	Chk'd.	App'd.	Date
	REVISIONS				

Commonwealth of Pennsylvania

DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

BLAIR COUNTY,
S.R. 4027 SEC. 002

SEG. 0030 OFFSET 0000
S.R. 4027-002 STA. 931+54
OVER CONRAIL MAINLINE (3-TRACKS)

REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRID

1001-0000	CLASS AAA CEMENT CONCRETE (NOTE A)	C.Y.	---	---	---	---	---	---	---
1001-0001	CLASS AA CEMENT CONCRETE	C.Y.	35	35	59	129	---	---	---
1001-0701	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	L.S.	(30 CY)	(25 CY)	---	L.S.	---	---	---
1002-0053	REINFORCEMENT BARS, EPOXY COATED	LB.	4630	4460	85,270	94,360	---	---	---
1003-0007	DOWEL HOLES, 16" DEPTH	EA.	96	92	---	188	---	---	---
1016-0103	SIDEWALK PROTECTIVE FENCE, VINYL-COATED STEEL	L.F.	---	---	235	235	---	---	---
1018-0050	REMOVAL OF PORTION OF EXISTING BRIDGE	L.S.	---	---	---	L.S.	---	---	---
1019-0010	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (BOILED LINSEED OIL)	S.Y.	---	---	1578	1578	---	---	---
1023-0001	ALUMINUM BRIDGE HAND RAILING	L.F.	---	---	240	240	---	---	---
1026-0013	NEOPRENE STRIP SEAL DAM (2" MOVEMENT)	L.F.	61	---	---	61	---	---	---
1026-0015	NEOPRENE STRIP SEAL DAM (3" MOVEMENT)	L.F.	---	61	---	61	---	---	---
1056-0100	FABRICATED STRUCTURAL STEEL (NOTE B)	LB	---	---	313670	313670	---	---	---
1056-0470	SHEAR CONNECTORS	EA.	---	---	6832	6832	---	---	---
1070-0030	PAINTING EXISTING STRUCTURAL STEEL USING INORGANIC ZINC COATING SYSTEMS	L.S.	---	---	L.S.	L.S.	---	---	---
1090-0096	REMOVAL OF DETERIORATED CONCRETE	S.F.	707	420	---	1127	---	---	---
1090-0100	JACKING BRIDGE SUPERSTRUCTURE	L.S.	---	---	L.S.	L.S.	---	---	---
1090-0332	EPOXY INJECTION CRACK REPAIR FOR BRIDGE DECKS	L.F.	---	---	120	120	---	---	---
1090-0350	CONCRETE BRIDGE DECK CRACK SEALER	S.Y.	---	---	298	298	---	---	---
9000-0001	DRILLED WEEP HOLES IN ABUTMENT	EA.	11	13	---	24	---	---	---
9000-0002	RIVET REPLACEMENT WITH HIGH STRENGTH BOLTS	EA.	---	---	192	192	---	---	---
9000-0003	POLLUTION CONTROL-COLLECTION & HANDLING OF BRIDGE SURFACE PREPARATION WASTE	L.S.	---	---	L.S.	L.S.	---	---	---
000-0004	DISPOSAL OF HAZARDOUS & NON-HAZARDOUS BRIDGE SURFACE PREPARATION WASTE	TON	---	---	5	5	---	---	---
000-0006	PROTECTIVE COATING FOR REINFORCED CONCRETE SUBSTRUCTURE SURFACES	S.Y.	140	120	---	260	---	---	---
000-0007	SPECIAL MORTAR REPAIRS	S.F.	645	103	---	748	---	---	---
000-0008	CLASS AA CEMENT CONCRETE REPAIRS	S.F.	62	317	---	379	---	---	---
000-0009	MODIFIED EXPANSION BEARING	EA.	---	2	---	2	---	---	---
000-0010	WORKER HEALTH PROTECTION	L.S.	---	---	---	L.S.	---	---	---
000-0011	EPOXY INJECTION CRACK REPAIR, MODIFIED	L.F.	30	30	---	60	---	---	---
000-0012	DOWEL HOLES, 33" DEPTH	EA.	28	28	---	56	---	---	---

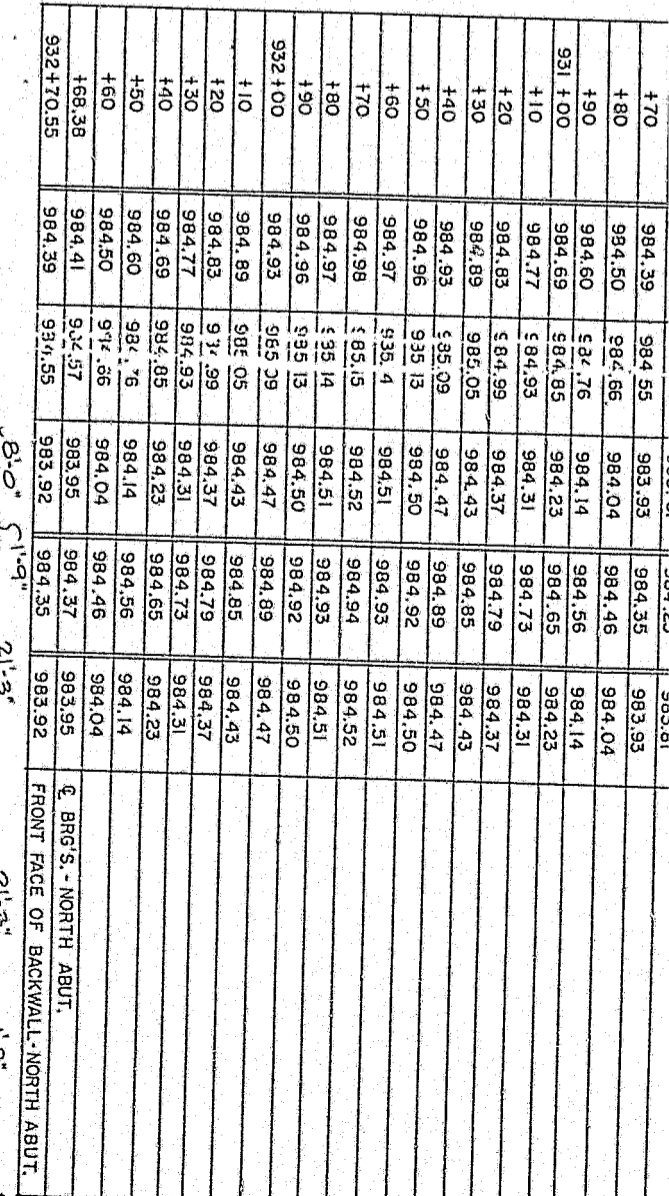
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180	984.50	984.66	984.04	984.46	984.04	984.46	984.04	984.46	984.04
190	984.60	984.76	984.14	984.56	984.14	984.56	984.14	984.56	984.14
931+00	984.69	984.85	984.23	984.65	984.23	984.65	984.23	984.65	984.23
+10	984.77	984.93	984.31	984.73	984.31	984.73	984.31	984.73	984.31
+20	984.83	984.99	984.37	984.79	984.37	984.79	984.37	984.79	984.37
+30	984.89	985.05	984.43	984.85	984.43	984.85	984.43	984.85	984.43
+40	984.93	985.09	984.47	984.89	984.47	984.89	984.47	984.89	984.47
+50	984.96	985.13	984.50	984.92	984.50	984.92	984.50	984.92	984.50
+60	984.97	985.14	984.51	984.93	984.51	984.93	984.51	984.93	984.51
+70	984.98	985.15	984.52	984.94	984.52	984.94	984.52	984.94	984.52
+80	984.97	985.14	984.51	984.93	984.51	984.93	984.51	984.93	984.51
+90	984.96	985.13	984.50	984.92	984.50	984.92	984.50	984.92	984.50
932+00	984.93	985.09	984.47	984.89	984.47	984.89	984.47	984.89	984.47
+10	984.89	985.05	984.43	984.85	984.43	984.85	984.43	984.85	984.43
+20	984.83	984.99	984.37	984.79	984.37	984.79	984.37	984.79	984.37
+30	984.77	984.93	984.31	984.73	984.31	984.73	984.31	984.73	984.31
+40	984.69	984.85	984.23	984.65	984.23	984.65	984.23	984.65	984.23
+50	984.60	984.76	984.14	984.56	984.14	984.56	984.14	984.56	984.14
+60	984.50	984.66	984.04	984.46	984.04	984.46	984.04	984.46	984.04
168.38	984.41	984.57	983.95	984.37	983.95	984.37	983.95	984.37	983.95
932+70.55	984.39	984.55	983.92	984.35	983.92	984.35	983.92	984.35	983.92

NOTES:

- ALL QUANTITIES SHOWN ARE APPROXIMATE.
- (A) QUANTITIES OF CLASS AAA CEMENT CONCRETE INCLUDES 31 CY. OF CONCRETE IN VALLEYS OF THE METAL DECK FORMS.
- (B) SUMMARY OF FABRICATED STRUCTURAL STEEL INCLUDES:
A 572 (GRADE 50) - 120,030 LBS.
A 36 - 193,640 LBS.
TOTAL - 313,670 LBS.
- QUANTITIES FOR LUMP SUM ITEMS IN () ARE FOR INFORMATION ONLY.
- * INDICATES ITEMS HAVING SPECIAL PROVISIONS.

NOTES:

- FOR GENERAL PLAN SEE SHEET NO 1.
- FOR GENERAL NOTES AND INDEX OF SHEETS, SEE SHEET NO. 2.

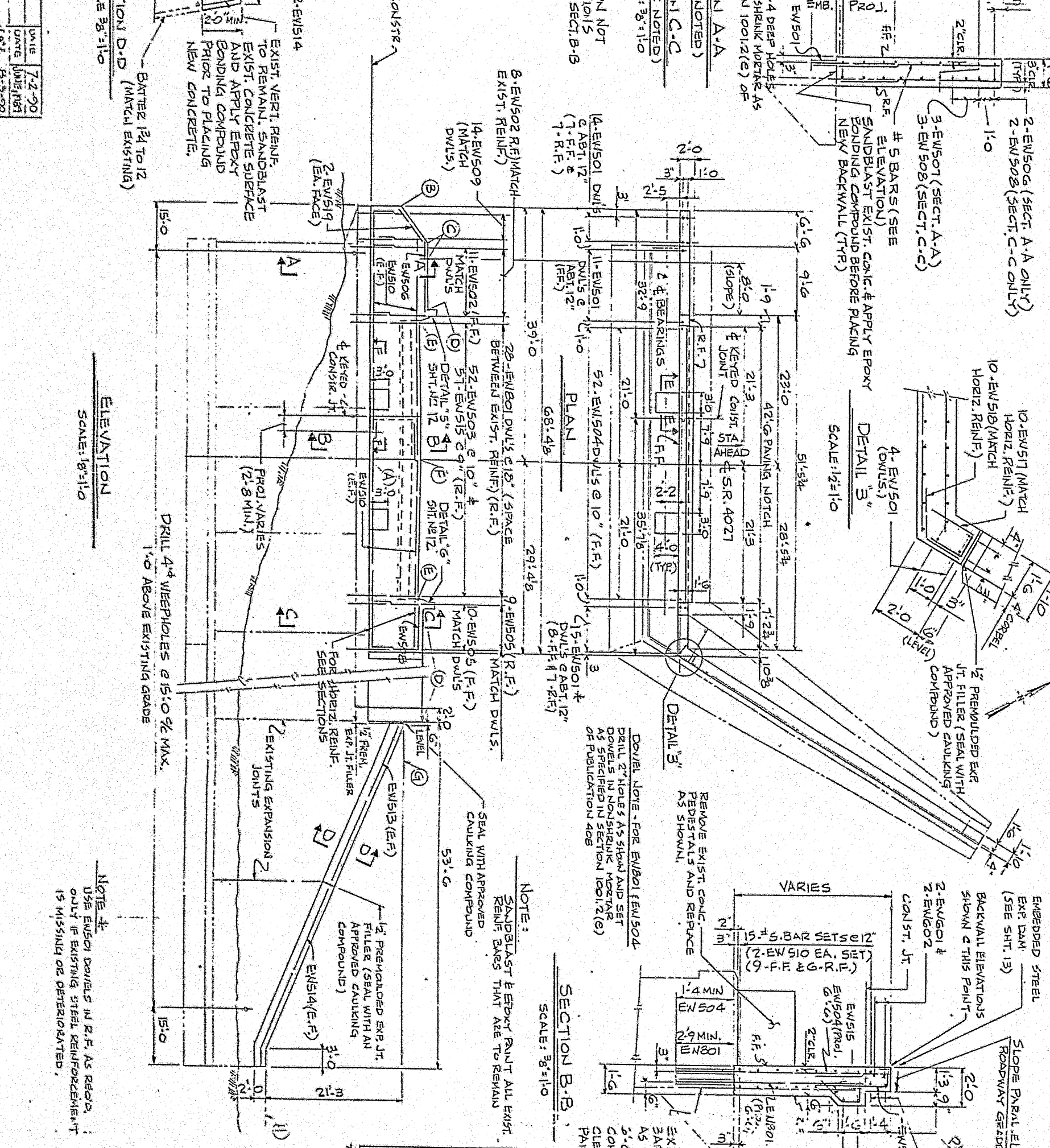


QUALIFIED CORRECT PLANS

APPROVED: *[Signature]*
 ATTEST: *[Signature]*
 MAY 21 1992
 REVISIONS:
 Description: _____ By: _____ Chkd: _____ App'd: _____
 S.R.4027 FORMERLY KNOWN AS L.R.55

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN

BLAIR COUNTY
 S.R. 4027 SEC. 002
 SEG. 0030 OFFSET 0000
 OVER CONRAIL MAINLINE (3-TRACKS)
 REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
 ESTIMATED QUANT. & DECK SLAB ELEV.
 RECOMMENDED 12-19-91
 DISTRICT BRIDGE ENGINEER
 S-18120
 SHEET 3 OF 14



DATE 7-2-90
 DRAWN BY [Signature]
 CHECKED BY [Signature]
 SCALE 3/8"=1'-0"

ELEVATION
 SCALE: 1/8"=1'-0"

DRILL 4" DIA WEEPHOLES @ 15" O.C. MAX.
 1'-0" ABOVE EXISTING GRADE

SECTION B-B
 SCALE: 3/8"=1'-0"

SECTION E-E
 SCALE: 3/8"=1'-0" (TRUSS PLACES, 2 ABUTTS.)

SECTIONAL PLAN F-F
 SCALE: 3/8"=1'-0" (TRUSS PLACES, 2 ABUTTS.)

NOTE:
 SANDBLAST & EPOXY PAINT ALL EXIST. REINF. BARS THAT ARE TO REMAIN

NOTE:
 DRILL 2" HOLES AS SHOWN AND SET DOWELS IN NONSHRINK MORTAR AS SPECIFIED IN SECTION 1001.2(e) OF PUBLICATION 408

NOTE:
 REMOVE EXIST. CONC. PEDESTALS AND REPLACE AS SHOWN.

NOTE:
 EXIST. #10 REINF. BARS TO REMAIN AS SHOWN. CUT TO 3" ABOVE EXIST. CONC. SANDBLAST CLEAN AND EPOXY PAINT AS BEARD (TRF).

TABLE OF ELEVATIONS
 (ON FRONT FACE OF BACKWALL)

Ⓐ - 975.85 *	Ⓔ - 983.92
Ⓑ - 980.85	Ⓕ - 984.39
Ⓒ - 984.39	Ⓖ - 960.14 *
Ⓓ - 984.55	

* SURVEY ELEVATIONS

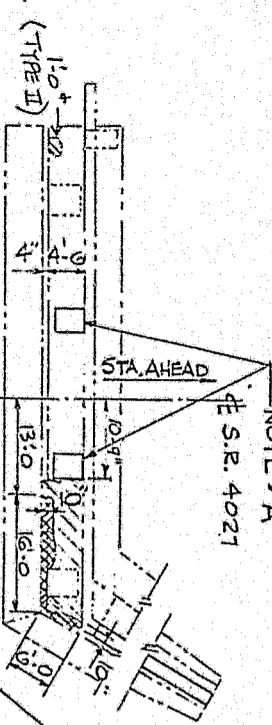
REVISIONS

Mark	Description	Date
MAY	REVISION	

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN

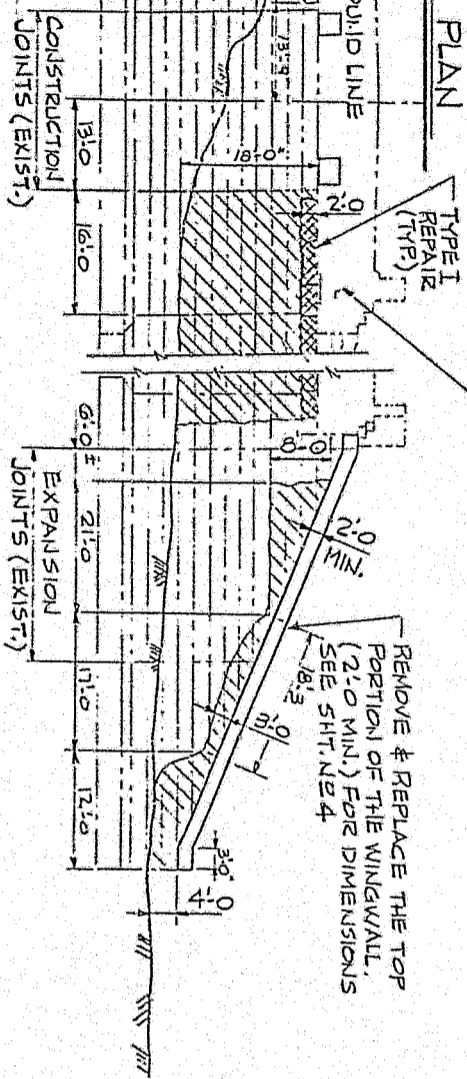
BLAIR COUNTY
 S.R. 4027 SEC. 002
 SEG. 0030 OFFSET 0000
 S.R. 4027-002 STA. 931+54
 OVER CONRAIL MAINLINE (3-TRACKS)
 REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
 NORTH ABUTMENT PLAN & ELEVATION

RECOMMENDED 12-19-91
 DISTRICT BRIDGE ENGINEER
 SHEET 4 OF 14



NOTE: A
S.R. 4027

REMOVE & REPLACE THE ENTIRE BACKWALL DOWN TO TOP OF BRIDGE SEAT. FOR DIMENSIONS SEE SHIT. NO 4

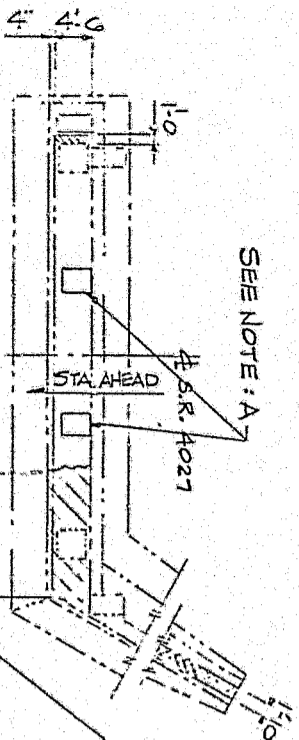


REMOVE & REPLACE THE TOP PORTION OF THE WINGWALL. (2'-0" MIN.) FOR DIMENSIONS SEE SHIT. NO 4

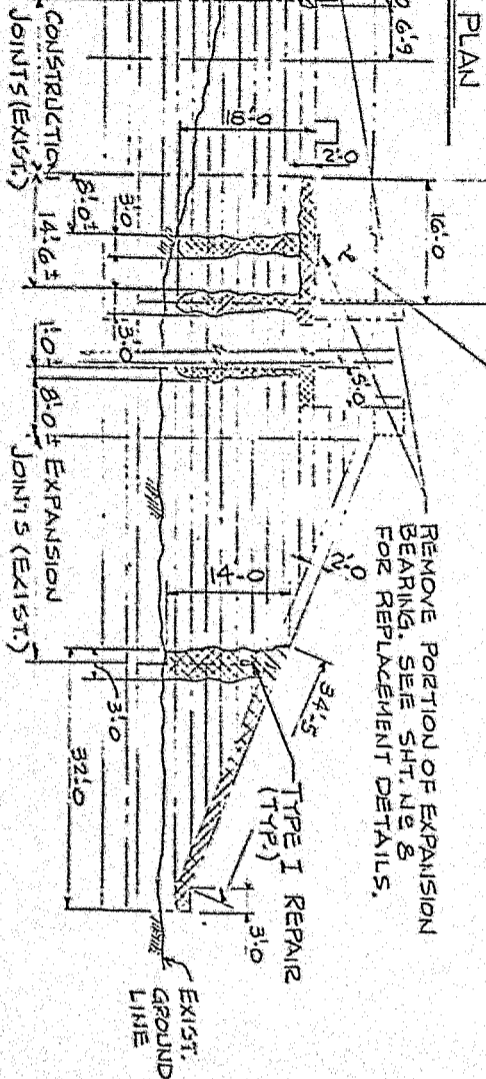
ELEVATION
NORTH ABUTMENT
(N.T.S.)

NOTE: A

REMOVE EXISTING PEDESTALS & RETAIN EXIST. VERTICAL REINFORCING. REBUILD PEDESTALS AS SHOWN ON SHIT'S 4 & 5.



REMOVE & REPLACE THE ENTIRE BACKWALL DOWN TO TOP OF BRIDGE SEAT FOR DIMENSIONS SEE SHIT. NO 5



REMOVE PORTION OF EXPANSION BEARING. SEE SHIT. NO 8 FOR REPLACEMENT DETAILS.

ELEVATION
SOUTH ABUTMENT
(N.T.S.)

- LEGEND**
- ▣ DELOTES TYPE I REPAIR (GREATER THAN 2" DEPTH)
 - ▤ DELOTES TYPE II REPAIR (LESS THAN 2" DEPTH)

NOTES:

- FOR GENERAL NOTES, SEE SHEET 2.
- FOR ABUTMENTS, SEE SHEETS 4 & 5.
- FOR CONCRETE REPAIR DETAILS, SEE SHEET 7.
- THE AREAS OF DETEIORATED CONCRETE ARE APPROXIMATE. THE CONTRACTOR IS TO CHECK AND VERIFY ALL EXISTING FIELD CONDITIONS AND DIMENSIONS AND BID ACCORDING TO HIS OWN FINDINGS. (SEE CONTRACT SPECIAL PROVISIONS)
- REFER TO THE CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL NOTES AND DETAILS NOT SHOWN.

Mark	Description	By	CHK'd	App'd	Date
REVISIONS					

S.R. 4027 - FORMERLY KNOWN AS LR 55

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

BLAIR COUNTY
S.R. 4027 SEC. 002
SEG. 0030 OFFSET 0000

REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
NORTH & SOUTH ABUTMENT REPAIR DETAILS

RECOMMENDED 12-19-91

SHEET 6 OF 14

DISTRICT BRIDGE ENGINEER

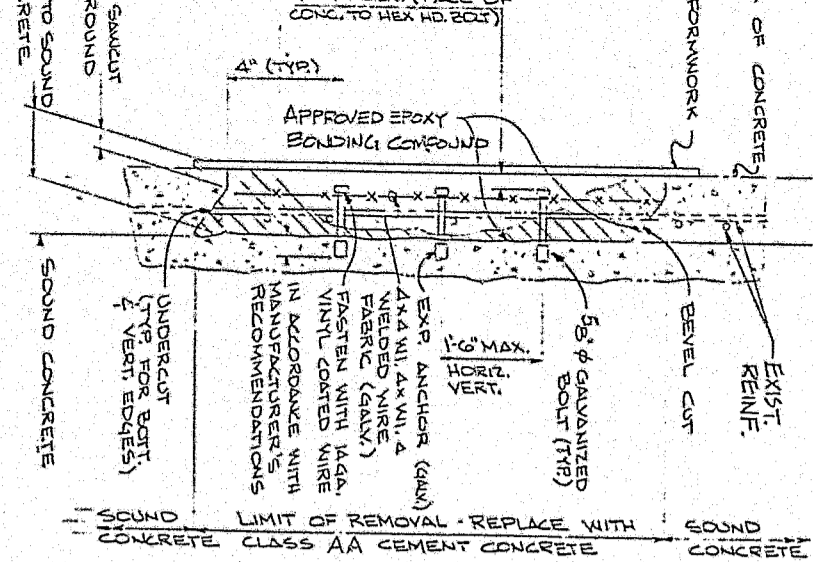
S-18120

CERTIFIED CORRECT PLANS

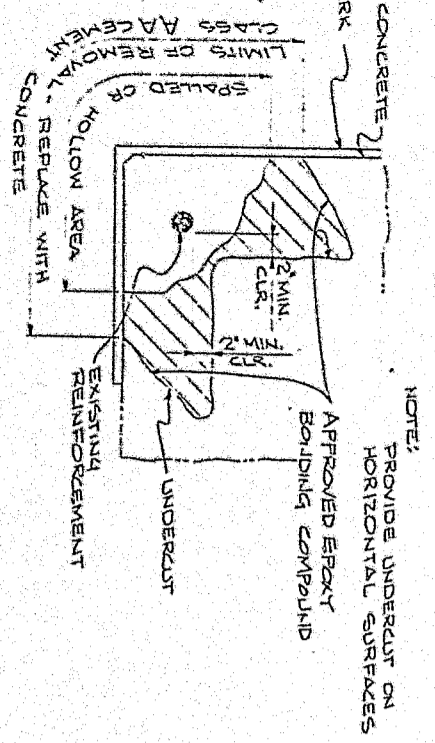
[Signature]
Secretary

[Signature]
MAY 21 1992

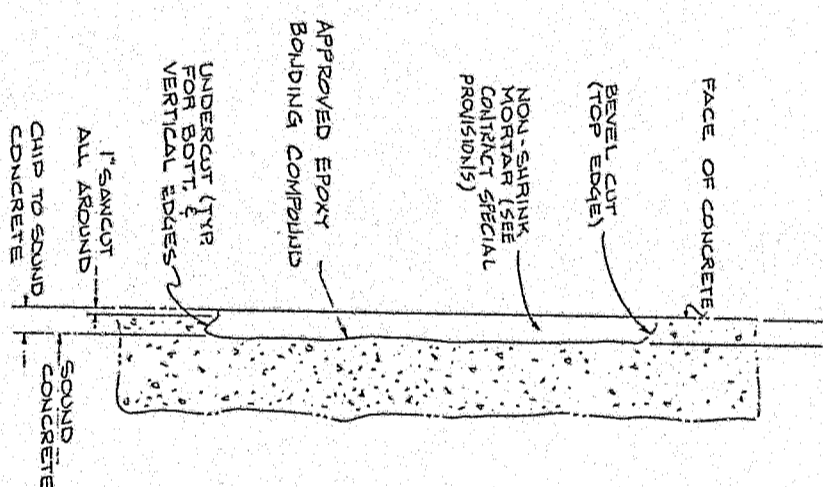
BY	DATE
JZ	7-2-90
A.M.C.	8-3-90



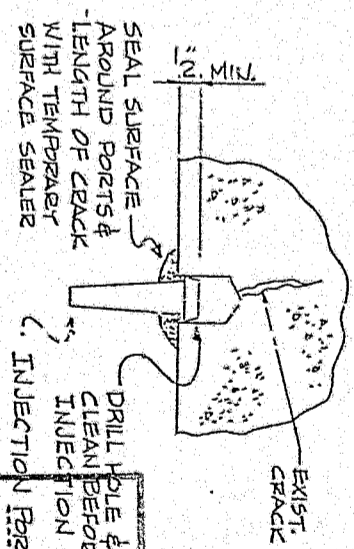
VERTICAL SECTION
TYPE I REPAIRS
NTS.



VERTICAL SECTION
TYPE I REPAIRS
NTS.



VERTICAL SECTION
TYPE II REPAIRS
NTS.



NOTE:

EPoxy TO BE INJECTED AND CURED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AND THE CONTRACT SPECIAL PROVISIONS. TEMPORARY SURFACE SEALANT AND INJECTION PORTS TO BE REMOVED AFTER INJECTION HAS BEEN COMPLETED. EXPOSED SURFACE OF REPAIR AREA SHALL HAVE A NEAT, SMOOTH FINISH.

DETAIL OF CONCRETE CRACK REPAIR
(ITEM 9000.1011)

MAY 21 1992

- PROCEDURE FOR TYPE I CONCRETE REPAIRS
(CLASS AA CEMENT CRACK REPAIRS)
(ITEM 9000-0008)
1. SAW CUT AT LEAST 1" DEEP AROUND PERIMETER OF DESIGNATED REPAIR AREA.
 2. REMOVE DETEIORATED CONCRETE TO SOUND CONCRETE, BUT NOT LESS THAN MINIMUM DEPTH INDICATED.
 3. UNDERCUT OR BEVEL CUT EXISTING CONCRETE EDGES TO KEY-IN NEW CONSTRUCTION.
 4. SANDBLAST CLEAN, ALL EXPOSED SOUND CONCRETE AND EXISTING REINFORCEMENT BARS (IF ANY).
 5. BLOW ALL REPAIR AREAS CLEAN WITH OIL-FREE COMPRESSED AIR & PROTECT AGAINST ANY CONTAMINATE DETRIMENTAL TO THE BOND OF THE REPAIR MATERIAL.
 6. INSTALL CONCRETE ANCHORS AND WELDED WIRE FABRIC.
 7. SET FORMS TO ORIGINAL SURFACE CONTOURS AND MAINTAIN ALL CHAMBERS, PROVIDE ADEQUATE PORTS FOR APPLYING EPOXY BONDING COMPOUND AND PLACING CONCRETE.
 8. USE REMOVABLE FORMS.
 9. PRIME EXPOSED CONCRETE SURFACES, EXISTING REINFORCEMENT (IF ANY), WELDED WIRE FABRIC AND ANCHORS WITH EPOXY BONDING COMPOUND IMMEDIATELY PRIOR TO PLACING CONCRETE. APPLY THE EPOXY BONDING COMPOUND IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AND THE CONTRACT SPECIAL PROVISIONS.
 10. FINISH AND CURE CONCRETE IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS.
 11. REFER TO CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

- PROCEDURE FOR TYPE II REPAIRS
(SPECIAL MORTAR REPAIRS - ITEM 9000.1011)
1. SAWCUT 1" DEEP AT EDGES OF REPAIR AREA AS DESIGNATED BY THE ENGINEER.
 2. REMOVE DETEIORATED CONCRETE TO SOUND CONCRETE. PROVIDE BEVEL CUTS AND UNDERCUTS AS INDICATED.
 3. SANDBLAST CLEAN, ALL EXPOSED SOUND CONCRETE AND EXISTING REINFORCEMENT BARS (IF ANY).
 4. BLOW ALL REPAIR AREAS CLEAN WITH OIL-FREE COMPRESSED AIR & PROTECT AGAINST ANY CONTAMINATE DETRIMENTAL TO THE BOND OF THE REPAIR MATERIAL.
 5. APPLY NON-SHRINK MORTAR IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS. PROVIDE A SMOOTH SURFACE FINISH.
 6. CURE IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS.
 7. REFER TO CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

NOTES:
 1. FOR REPAIR LOCATIONS, SEE SHEET G.
 2. FOR GENERAL NOTES, SEE SHEET Z.
 3. FOR ADDITIONAL NOTES & DETAILS, REFER TO CONTRACT SPECIAL PROVISIONS.

REVISIONS

Mark	Description	By	Chk'd	App'd	Date

SR.4027 FORMERLY KNOWN AS L.R.55

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN

BLAIR COUNTY
 SR. 4027 SEC. 002
 SEG. 0030 OFFSET 0000
 SR.4027-002 STA. 931+54
 OVER CONRAIL MAINLINE (3-TRACKS)
 TYPICAL CONCRETE REPAIR DETAILS

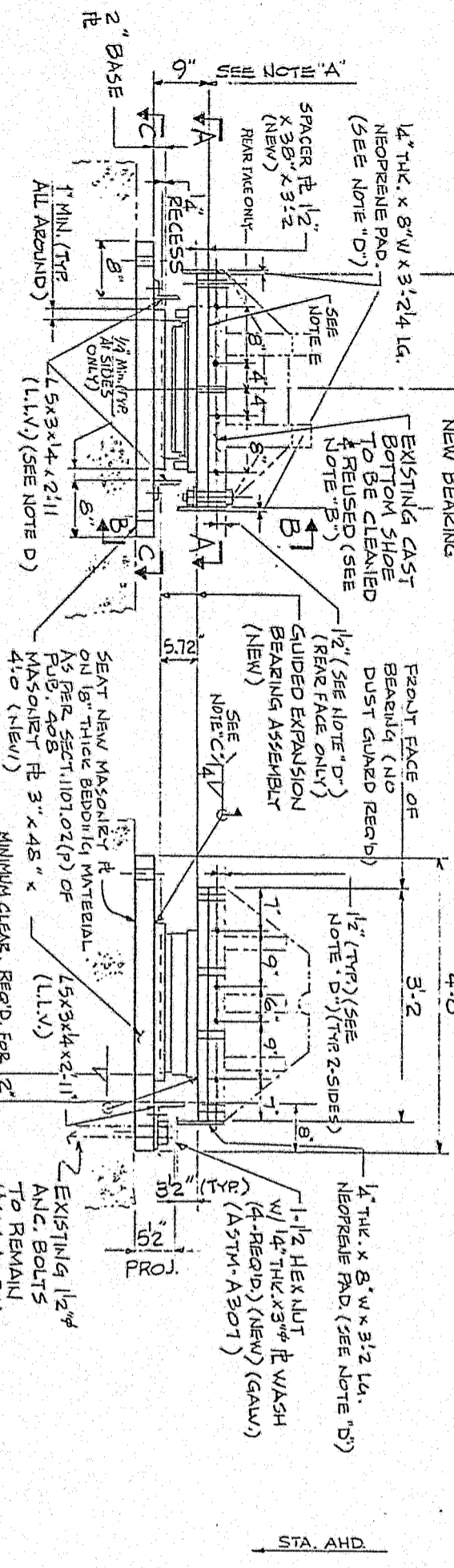
RECOMMENDED 12-19-91

DISTRICT BRIDGE ENGINEER

SHEET 7 OF 14

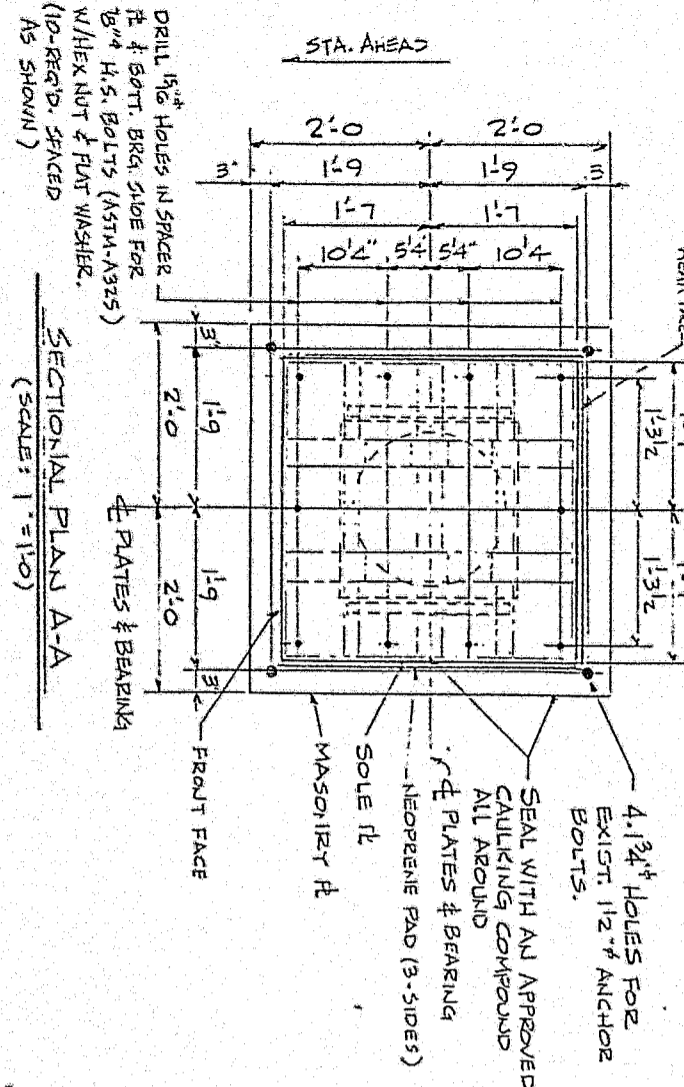
5-18120

DESIGNED BY	RS	DATE	JULY, 1979
CHECKED BY	MM	DATE	JULY, 1979
DATE	JULY, 1979	DATE	JULY, 1979



EXPANSION BEARING ELEVATION
(TYP. 2-PLACES) (SCALE: 1"=1'-0")

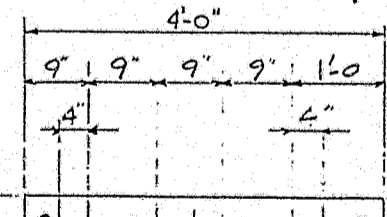
VIEW B-B
SCALE: 1"=1'-0"



SECTIONAL PLAN A-A
(SCALE: 1"=1'-0")

- NOTE:
- ALL FABRICATED STRUCTURAL STEEL TO CONFORM TO AASHTO-M103 (ASTM-A325) DESIGNATION EXCEPT AS NOTED.
 - ALL HIGH STRENGTH BOLTS (ASTM-A325) TO BE IN ACCORDANCE WITH SECTION 103.02(d).

- BEARING NOTES
- FIELD WELDING IS NOT ALLOWED, (EXCEPT AS INDICATED)
 - THREADS ARE NOT ALLOWED IN THE PLANE BETWEEN TWO CONNECTED PARTS FOR 1 1/2" Ø A325 BOLTS.
 - MAXIMUM DESIGN VERTICAL LOAD IS 1076 KIPS. (UNFACTORED)
 - MAXIMUM DESIGN VERTICAL LOAD IS 851 KIPS. (UNFACTORED)
 - MAXIMUM DESIGN HORIZONTAL LOAD IS 108 KIPS. (UNFACTORED)
 - MINIMUM DESIGN ROTATION = 0.01 RADIAN.
 - ALLOWABLE BEARING CONTACT PRESSURE FOR UPPER AND LOWER CAST STEEL SURFACES IS 21 KSI.
 - NORMAL ERECTION TEMPERATURE IS 68°F.
 - LONGITUDINAL MOVEMENT DUE TO EXPANSION = 0.75" CONTRACTION = 1.39"
 - ALLOWABLE COEFFICIENT OF FRICTION OF SLIDE SURFACES IS 0.08.
 - THE FABRICATION AND CONSTRUCTION OF THE EXPANSION BEARING MUST BE IN ACCORDANCE WITH SECTION 1050.3 (C) 4. F III OF PUBLICATION 408/1990 AND VOLUME 1, PART B, SECTION 19 OF THE PENNSYLVANIA DESIGN MANUAL, FACT 4, STRUCTURES (INCLUDING NOVEMBER 1988 REVISION).
 - MINIMUM SPACER PLATE THICKNESS IS 1"; MINIMUM MASONRY PLATE THICKNESS IS 3"



SECTION C-C
(SCALE: 1"=1'-0")

CERTIFIED CORRECT PLANS

NOTES:
 • FOR ESTIMATE OF QUANTITIES, SEE SHEET 3
 • FOR ESTIMATION OF BEARINGS, SEE SHEET 5

ATTEN: FOR ESTIMATE OF QUANTITIES, SEE SHEET 2
 FOR ESTIMATION OF BEARINGS, SEE SHEET 3
 FOR ESTIMATION OF BEARINGS, SEE SHEET 5

DATE: MAY 21 1992

SAFETY & COMPLIANCE

- BEARING NOTES (CONTINUED)
- NOTE A: THE VERTICAL DEPTH BETWEEN THE BOTTOM OF EXISTING BEARING SHOE AND EXISTING MASONRY PLATE, AS INDICATED, MUST BE HELD AS SHOWN. ANY VARIATION BETWEEN THE INDICATED DEPTH AND THE DEPTH OF THE NEW EXPANSION BEARING MUST BE ACCOUNT FOR WITH THE SPACER PLATE.
 - NOTE B: REMOVE EXISTING BOTTOM SHOE AND SHIP TO A QUALIFIED STEEL FABRICATOR FOR MODIFICATION. MACHINE GRIND BOTTOM TO REMOVE EXISTING NOTCH. FINISHED THICKNESS TO BE 3".
 - NOTE C: FIELD WELD BEARING BASE PLATE TO MASONRY PLATE AFTER MASONRY PLATE IS SET IN POSITION AND ALIGNMENT OF BEARING COMPLETE.
 - NOTE D: DRILL 1/2" DIA. STAINLESS STEEL (TYPE 304) CAP SCREWS (TYP. 3- SIDES) (HOLES TO BE NO DEEPER THAN 1 1/4")
 - FOR ADDITIONAL DETAILS & NOTES, SEE THE CONTACT SPECIAL PROVISION NOTE E: PRIOR TO FABRICATION OF BRG., SPACER PLATE, CHECK BOTTOM OF BRG. SHOE FOR FLATNESS IN ALL DIRECTIONS. BEVEL SPACER PLATE AS REQD. TO ATTAIN REQD. FLATNESS.

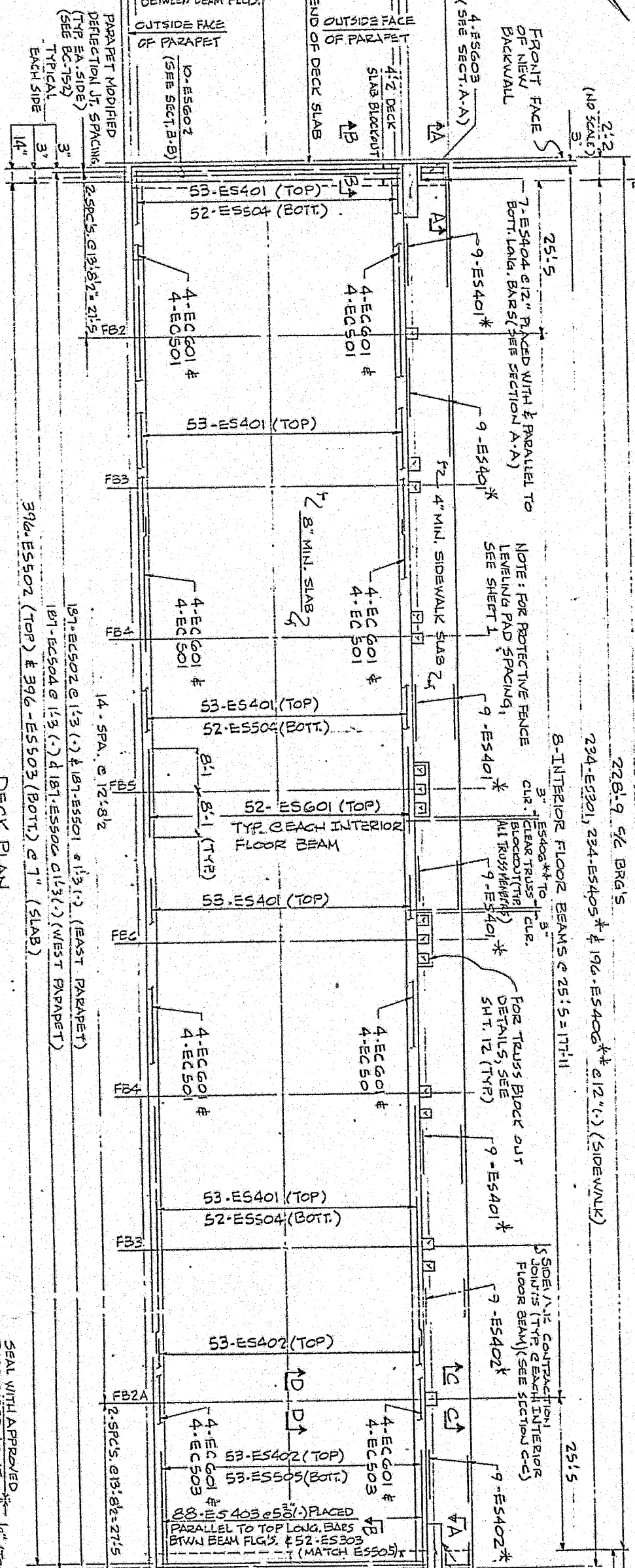
Mark	Description	BY	CHK'D	App'd.	Date
	REVISIONS				

SR.4027 FORMERLY KNOWN AS L.R.55

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN

BLAIR COUNTY
 SR.4027 SEC.002
 SEG.0030 OFFSET 0000
 SR.4027-002 STA. 931+54
 OVER CONRAIL MAINLINE (3-TRACKS)
 REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
 BEARING DETAILS

RECOMMENDED	12-19-91	SHEET 8	OF 1
DISTRICT BRIDGE ENGINEER			



2'2 (NO SCALE) END FLOORBEAM FBI

FRONT FACE OF NEW BACKWALL

FOR TRUSS BLOCK OUTS SEE DETAILS. ON SHT. NO 12 (TYP)

7-ES404 @ 12" PLACED WITH # PARALLEL TO BOT. LONG BARS (SEE SECTION A-A) (TYP. EA. SIDE)

4-ES603 (SEE SECT. A-A)

4'2 DECK SLAB BLOCK OUT

BY STA. AHEAD

END OF DECK SLAB

ES506 (MATCH BOT. REINF. ONLY WHERE HAUNCH IS 2'3")

10-ES602 (SEE SECT. B-B)

SECTION D-D

NOTES

FOR GENERAL PLAN & ELEVATION SEE SHT. NO 1

FOR GENERAL NOTES SEE SHT. NO 2

FOR ESTIMATES OF QUANTITIES SEE SHT. NO 3

FOR REINFORCEMENT BAR SCHEDULE SEE SHT. NO 14

FOR PROTECTIVE FENCE DETAILS SEE STD. DWG. BC-101

FOR TABLE OF DECK & SIDEWALK SLAB ELEVATIONS SEE SHT. NO 3

FOR SECTIONS A-A & B-B SEE SHT. NO 3

FOR TRUSS BLOCK OUT DETS. & TRUSS MEMBERS & PROTECTIVE FENCE LEVELING PAD DETS. SEE SHT. NO 12.

* CUT REINFORCING BARS IN FIELD TO FIT TRUSS BLOCK OUTS AS REQD.

* ES406 REINFORCING BARS TO BE PLACED TO CLEAR TRUSS BLOCK OUTS BY 3"

* FOR PROTECTIVE FENCE LEVELING PAD SPACING SEE SHT. NO 1.

DECK PLAN

SCALE: 1" = 10'-0"

SECTION C-C

SCALE: 1" = 1'-0"

SECTION D-D

SCALE: 1" = 1'-0"

SECTION E-E

SCALE: 1" = 1'-0"

SECTION F-F

SCALE: 1" = 1'-0"

SECTION G-G

SCALE: 1" = 1'-0"

SECTION H-H

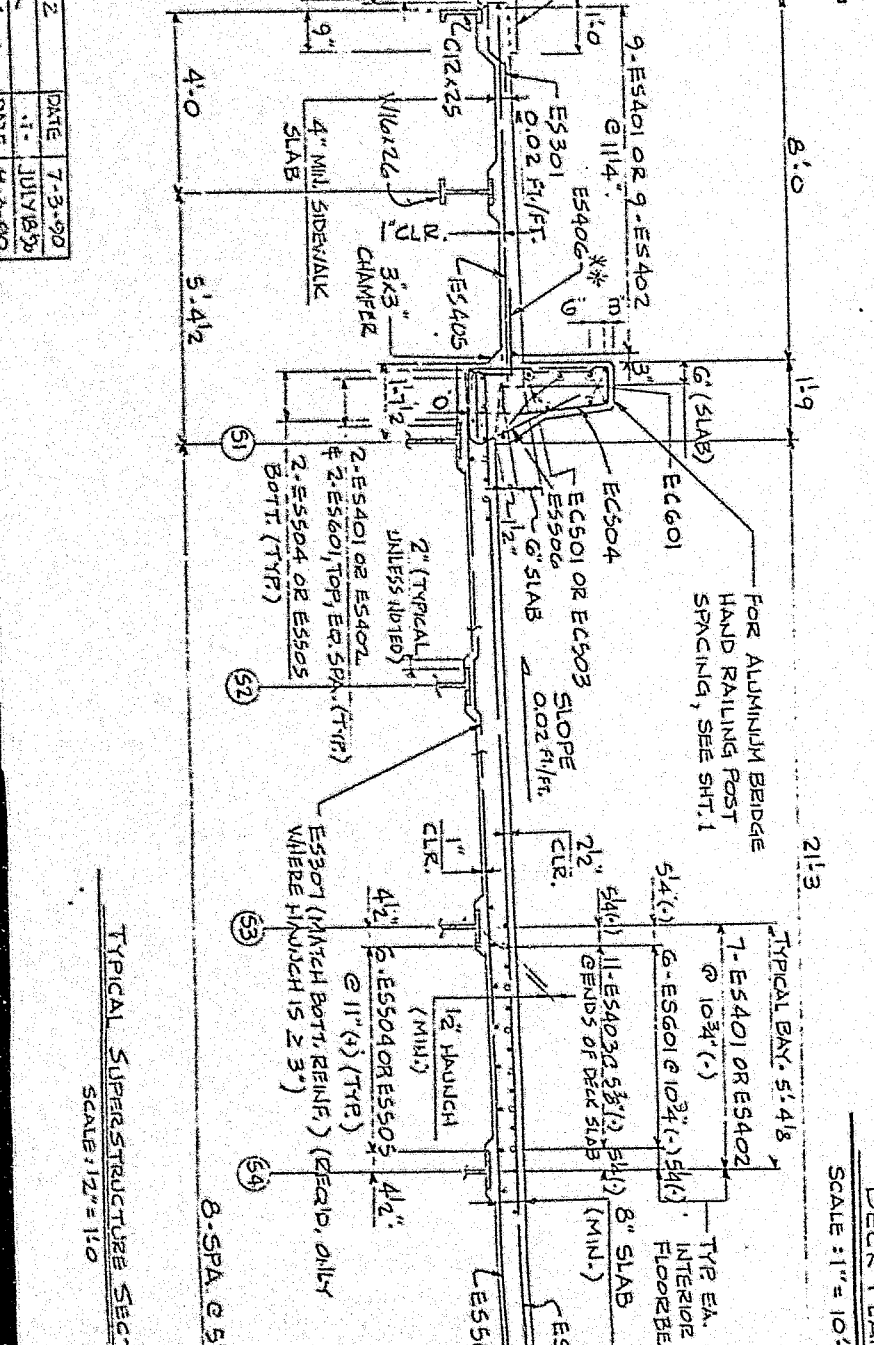
SCALE: 1" = 1'-0"

SECTION I-I

SCALE: 1" = 1'-0"

SECTION J-J

SCALE: 1" = 1'-0"



TYPICAL SUPERSTRUCTURE SECTION

SCALE: 1/2" = 1'-0"

CERTIFIED CORRECT PLANS

Attested by: *[Signature]*

Professional Engineer

NOVELL & NIELY

ATTEST:

[Signature]

Secretary

MAY 21 1992

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN

BLAIR COUNTY
 SR.4027 SEC.002
 SEG. 0030 OFFSET 0000
 SR.4027-002 STA. 93154
 OVER CONRAL MAINLINE (3-TRACKS)
 REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE.
 DECK PLAN & TYPICAL SUPERSTR. SECTION

RECOMMENDED: 12-9-91

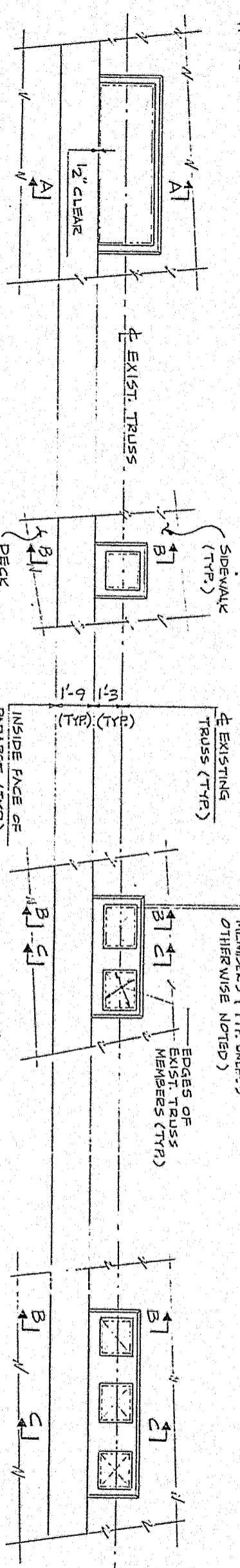
DISTRICT BRIDGE ENGINEER: S-18120

Mark	Description	By	Chk'd	App'd	Date

REVISIONS

SR.4027 FORMERLY KNOWN AS LR.55

TYPICAL



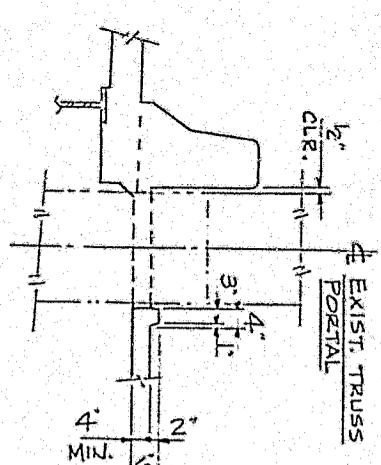
DETAIL "1"
SCALE: 3/8"=1'-0"

DETAIL "2"
SCALE: 3/8"=1'-0"

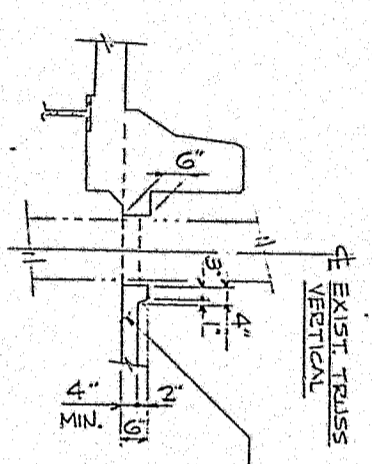
TRUSS BLOCK OUT DETAILS "1" THRU "4"

DETAIL "3"
SCALE: 3/8"=1'-0"

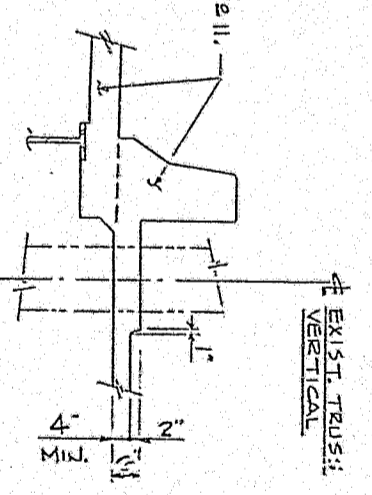
DETAIL "4"
SCALE: 3/8"=1'-0"



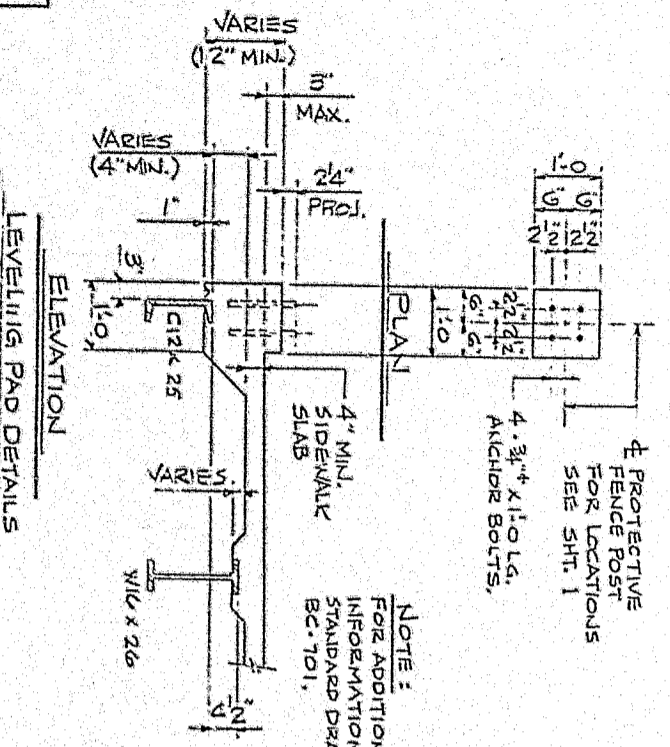
SECTION A-A
SCALE: 1/2"=1'-0"



SECTION B-B
SCALE: 1/2"=1'-0"



SECTION C-C
SCALE: 1/2"=1'-0"



NOTE:
FOR ADDITIONAL INFORMATION SEE STANDARD DRAWING BC-101.

LEVELING PAD DETAILS
SCALE: 3/4"=1'-0"

TABLE OF MAXIMUM MOMENTS & REACTIONS (UNFACTORED LOADS)

LOADING DESCRIPTION	JOINT				MOMENT REACTION	MOMENT REACTION	MOMENT REACTION	TOTAL
	L1	L2	L3	L4				
DEAD LOAD ON STEEL SECTION	59.0	9.3	1483.8	120.1	910.0	71.2		
DEAD LOAD ON COMPOSITE SECTION	20.5	3.2						
LIVE LOAD RUS IMPACT FOR HS 25	146.8	44.4	1129.0	127.7	1604.6	13.5		
TOTAL	246.3	56.9	3212.8	248.4	2514.6	192.7		

NOTES:
• MOMENT VALUES IN KIP-FT. REACTION IN KIPS.
• CONCRETE DESIGN PARAMETERS - $f_c = 4000$ PSI, $n = 8$
• TABULATED STRINGER MOMENTS ARE FOR INTERIOR STRINGERS.
• TABULATED STRINGER (LIVE LOAD TOTAL) SHEAR IS FOR INTERIOR STRINGERS.

TRUSS DEAD LOAD DEFLECTIONS (INCHES)

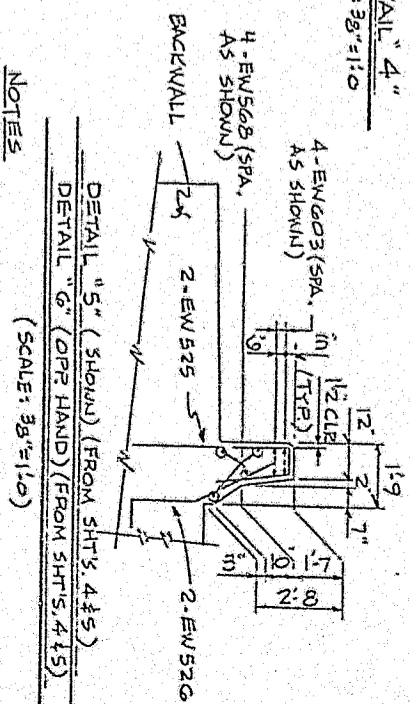
LOADING DESCRIPTION	L1	L2	L3	L4
CONCRETE	0.35	0.51	0.81	0.95
STEEL DECK	2.00	0.10	0.14	0.16
PARAPET	0.13	0.20	0.29	0.34

DEAD LOAD DEFLECTIONS DUE TO WEIGHT OF CONCRETE

MEMBER	DEFLECTION AT
END FLANGE/PAV	1/4 SPAN (1/4 RW)
INTERIOR FLANGE/PAV	3/8"
INTERIOR FLANGE/PAV	1/4"
STRIPKIE	1/8"

Note: Excludes Dead Load due to weight of Parapet & RUS.

- NOTES
- FOR GENERAL PLAN & ELEVATION, SEE SHT. NO. 1.
 - FOR GENERAL NOTES, SEE SHT. NO. 2.
 - FOR ESTIMATE OF QUANTITIES, SEE SHT. NO. 3.
 - FOR LOCATION OF TRUSS BLOCK OUTS, SEE SHT. NO. 11.
 - FOR LOCATION OF LEVELING PADS, SEE SHT. NO. 11.
 - FOR REINFORCEMENT BAR SCHEDULE, SEE SHT. NO. 14.
 - FOR TABLE OF DECK & SIDEWALK SLAB ELEVATIONS, SEE SHT. NO. 3.
 - FOR PROTECTIVE FENCE DETAILS, SEE STANDARD DRAWING BC-101.



CERTIFIED CORRECT PLANS

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

BLAIR COUNTY
SR.4027 SEC.002
SEG. 0030 OFFSET 0000
SR.4027-002 STA. 931+54
OVER CONRAIL MAINLINE (3-TRACKS)
REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
SIDEWALK DETAILS & DEADLOAD DEFLECTIONS

RECOMMENDED: 12-19-91

DISTRICT BRIDGE ENGINEER

S-18120

SHEET 12 OF 14



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P. O. BOX 3265, HARRISBURG, PA. 17120

June 2, 1992

IN REPLY PLEASE
REFER TO OUR FILE
C-844440

MMD

WILFRED L CAREY
RECORDER OF DEEDS
423 ALLEGHENY STREET
HOLLIDAYSBURG PA 16648

DOCUMENT
FOLDER

DOCKETED
JUN 10 1992

Pennsylvania Department of Transportation
v.

Consolidated Rail Corporation, Snyder Township,
Blair County and The Bell Telephone Company
of Pennsylvania (AAR 506 232 R).

To Whom It May Concern:

Enclosed, herewith, is a certified copy of an excerpt of the Commission order of May 21, 1992 in the above case, appropriating certain lands in the County of Blair and bounds, said lands being described by metes and bounds.

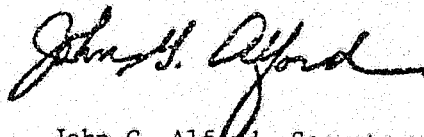
The provisions of Section 2702(d) of the Public Utility Code require that:

"The Commission shall file with the recorder of deeds of the proper county, a copy of that portion of the order of the Commission which appropriates such property and such plans and other detailed information as the Commission may deem necessary. Such portion of the Commission's order dealing with the specific property appropriated shall be recorded and indexed under the name or names of the record owners of such specific property at the expenses of the utility or utilities, political subdivisions, municipality or municipalities, governmental agency, including the Department of Transportation and Public Utility Commission, corporation or persons upon whose instigation, petition or complaint the said crossing was constructed, reconstructed, relocated, altered or abolished, as may be ordered to bear such expense of recording by the Commission; provided that when such appropriation of real property has been recorded under the provisions of any other statute, such recording shall not be duplicated under the terms of this section."

You will note that the enclosed excerpt of the Commission order designated the PENNSYLVANIA DEPARTMENT OF TRANSPORTATION as the party responsible for the costs of recording. Consequently, your bill or statement billed in the name of and for the recording fee should be directed to WILLIAM PICKERING, CHIEF ENGINEER, PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, ROOM 509, TRANSPORTATION & SAFETY BUILDING, HARRISBURG PENNSYLVANIA 17120, so that payment may be made promptly.

Kindly advise at your earliest convenience the date of recording and the volume and page at which this order is recorded in your records and return to the Commission.

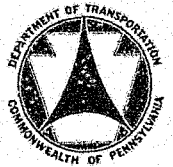
Very truly yours,

A handwritten signature in cursive script, appearing to read "John G. Alford".

John G. Alford, Secretary

smk
Encls.
Cert. Mail

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION



December 15, 1992

IN REPLY REFER TO

Blair County
S.R. 4027
Snyder Township
C-844440

AMH
RECEIVED
DEC 17 1992
SECRETARY'S OFFICE
Public Utility Commission

Mr. John G. Alford, Secretary
Public Utility Commission
Harrisburg, PA 17120

Dear Mr. Alford:

Please be advised that the work in the above referenced project has been completed as of November 25, 1992. Paragraph 11 of the Commission's order issued on August 5, 1991, directed that the work be completed by December 31, 1992.

Sincerely,

Fred W. Bowser

Fred W. Bowser, P.E.
Director
Bureau of Design

RECEIVED
DEC 24 1992

June 30, 1993

MR W D PICKERING PE
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
509 TRANSPORTATION AND SAFETY BUILDING
HARRISBURG PA 17120

RECEIVED
JUL 1 5 11:55
P.A. H. P.
INFO. CONTROL DIV.

In re: C-844440 - Pennsylvania Department of Transportation
v.
Consolidated Rail Corporation, Snyder Township, Blair
County and Bell Telephone Company (AAR 506 232 R).

Dear Mr. Pickering:

This is to advise that a final inspection will be held at the site of the above referenced crossing on Thursday, July 15, 1993 at 10:30 a.m. to determine the status of the completed construction work, and whether a public hearing is necessary.

Kindly arrange to have a representative present.

Very truly yours,

DOCUMENT
FOLDER

W.B. Calder, P.E.
Rail Safety Division
Bureau of Safety and Compliance

WBC:kmb

See Attached List

DOCKETED
JUL 26 1993

SLV

July 12, 1993

MR W D PICKERING PE
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
509 TRANSPORTATION AND SAFETY BUILDING
HARRISBURG PA 17120


RECEIVED
JUL 12 1993 11:09
REG. CONTROL DIV.

In re: C-844440 - Pennsylvania Department of Transportation
v.
Consolidated Rail Corporation, Snyder Township, Blair
County and Bell Telephone Company (AAR 506 232 R).

Dear Mr. Pickering:

This is to advise that the final inspection scheduled to be held Thursday, July 15, 1993 at the above-referenced crossing, in Snyder Township, Blair County must be postponed. The inspection will be held at a future date, and you will be advised of said time and date.

Very truly yours,



W.B. Calder, P.E.
Rail Safety Division
Bureau of Safety and Compliance

WBC:kmb

See Attached List

DOCUMENT
FOLDER
DOCKETED
JUL 30 1993

SLV

SIMILAR LETTER LIST

C-844440

MR W D PICKERING PE
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION ✓
509 TRANSPORTATION AND SAFETY BUILDING
HARRISBURG PA 17120

MR J D COSSEL CHIEF ENGINEER ✓
CONSOLIDATED RAIL CORPORATION
15 NORTH 32ND STREET
PHILADELPHIA PA 19104

DEBORAH J MYERS SECRETARY
SNYDER TOWNSHIP SUPERVISORS 6
RD 3 BOX 119
TYRONE PA 16686

RALPH T MANGUS CHIEF CLERK 5
BLAIR COUNTY COMMISSIONERS
COURT HOUSE 423 ALLEGHENY STREET
HOLLIDAYSBURG PA 16648

GEORGE O REILLY ✓
AMERICAN TELEPHONE & TELEGRAPH COMPANY
D-008 3003 CHAIN BRIDGE ROAD
OAKTON VA 22185

EDWARD J KENNEDY VICE PRESIDENT
BELL OF PENNSYLVANIA 12
315 NORTH SECOND STREET
HARRISBURG PA 17101

E P BETTWY ✓
PENNSYLVANIA ELECTRIC COMPANY
405 WEST PLANK ROAD
ALTOONA PA 16603

WILLIAM COCHRAN ✓
ALTOONA CITY WATER AUTHORITY
BOX 20 GREENWOOD ROAD
ALTOONA PA 16601

HAROLD VAUDES ✓
SBC CABLE COMPANY
1068 PENNSYLVANIA AVENUE
TYRONE PA 16686



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

October 22, 1993

IN REPLY PLEASE
REFER TO OUR FILE

RLS

In re: C-00844440 - Pennsylvania Department of Transportation v.
Consolidated Rail Corporation, Snyder Township, Blair County
and Bell Telephone Company (AAR 506 232 R)

Dear :

This is to advise that a final inspection will be held at
the site of the above referenced crossing (S.R. 4027 above Conrail) on
Wednesday, November 10, 1993 at 10:30 a.m. to determine the status of
the completed work, and whether a public hearing is necessary.

Kindly arrange to have a representative present.

Very truly yours,

W. B. Calder, P.E.
Rail Safety Division
Bureau of Safety and Compliance

DOCKETED
OCT 27 1993

DOCUMENT
FOLDER

SL V

MR W D PICKERING PE
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
509 TRANSPORTATION AND SAFETY BUILDING
HARRISBURG, PA 17120

MR J D COSSEL CHIEF ENGINEER
CONSOLIDATED RAIL CORPORATION
15 NORTH 32ND STREET
PHILADELPHIA PA 19104

DEBORAH J MYERS SECRETARY
SNYDER TOWNSHIP SUPERVISORS
RD 3 BOX 119
TYRONE, PA 16686

RALPH T MANGUS CHIEF CLERK
BLAIR COUNTY COMMISSIONERS
COURT HOUSE 423 ALLEGHENY STREET
HOLLIDAYSBURG, PA 16648

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AMERICAN TELEPHONE & TELEGRAPH COMPANY
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OAKTON VA 22185

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BELL OF PENNSYLVANIA
315 NORTH SECOND STREET
HARRISBURG PA 17101

E P BETTWY
PENNSYLVANIA ELECTRIC COMPANY
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ALTOONA PA 16603

WILLIAM COCHRAN
ALTOONA CITY WATER AUTHORITY
BOX 20 GREENWOOD ROAD
ALTOONA PA 16601

HAROLD VAUDES
SBC CABLE COMPANY
1068 PENNSYLVANIA AVENUE
TYRONE PA 16686



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

December 30, 1993

IN REPLY PLEASE
REFER TO OUR FILE

C-00844440

TO ALL PARTIES

Pennsylvania Department of Transportation v. Consolidated Rail Corporation
and Bell Telephone Company, alleging hazardous conditions at the crossing
of State Route 4027 Above the tracks of the railroad company, in Snyder
Township, Blair County (AAR 506 232 R).

To Whom It May Concern

This is to advise you that the Commission has ordered the
above proceeding marked closed.

Very truly yours,

John G. Alford
Secretary

meh

DOC IN
FOLDER

INDEXED
JAN 26 1994