

PUC-77

PENNSYLVANIA PUBLIC UTILITY COMMISSION
Uniform Cover and Calendar Sheets

ARRH *Ames*

1. <u>REPORT DATE:</u>	July 24, 1991	:	2. <u>BUREAU AGENDA NO.</u>
3. <u>BUREAU:</u>	Safety and Compliance	:	AUG-91-SC-RS-300*
4. <u>SECTION</u>	Rail Safety	:	5. <u>PUBLIC MEETING DATE:</u>
6. <u>APPROVED BY:</u>		:	August 15, 1991
Director:	Nicely 3-3846	:	
Supervisor:	Hart 7-9732	:	
7. <u>MONITOR:</u>		:	
8. <u>PERSON IN CHARGE:</u>	Calder 7-5648	:	
9. <u>DOCKET NO.:</u>	C-844440	:	

NOV 26 1991

10. (a) CAPTION (abbreviate if more than 4 lines)
 (b) Short summary of history & facts, documents & briefs
 (c) Recommendation

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

(b) By order entered February 10, 1986, the Commission directed Pennsylvania Department of Transportation to prepare and submit a study for rehabilitation of the bridge deck of the bridge structure carrying State Route 4027 above the grade of the railroad tracks, in Snyder Township, Blair County. Subsequently, by letter dated February 15, 1991, the Department submitted to the Commission and the parties of record a study plan for reconstruction of the bridge deck. The Department proposes to prepare detailed drawings and property descriptions, and upon Commission approval, to perform all the work, with the use of Bridge Bill funds, at the Department's initial cost and expense. There were no objections to the Department's proposal from any party in interest.

(c) The Bureau of Safety and Compliance recommends that the Commission approve the Department's study plan and proposal, and that an order be issued directing the Department to undertake rehabilitation of the bridge deck, at the Department's initial cost and expense, upon approval of construction plans by the Commission.

11. MOTION BY:	Commissioner	Chm. Smith	Commissioner	Holland - Yes
			Commissioner	Rolka - Yes
SECONDED:	Commissioner	Rhodes	Commissioner	

CONTENT OF MOTION: Staff recommendation adopted.

LAMH

August 20, 1991

C-844440

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

DOCKETED
AUG 26 1991

DOCUMENT
FOLDER

Pennsylvania Department of Transportation
v.
Consolidated Rail Corporation, Snyder Town-
ship, 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 August 15, 1991 in the
above entitled proceeding.

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

Very truly yours,

Jerry Rich, Secretary

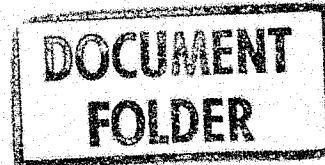
suk
Encls.
Cert.Mail

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105-3265

Public Meeting held August 15, 1991

Commissioners Present:

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



Pennsylvania Department of Transportation

v.

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

G-844440

A rectangular stamp with a double-line border. The word "DOCKETED" is in bold, uppercase letters.

AUG 26 1991

O R D E R

BY THE COMMISSION:

By its order entered February 10, 1986, the Commission directed Pennsylvania Department of Transportation, at its initial cost and expense, and within six months from the date of service thereof, to prepare and submit to the parties of record and to the Commission, an evaluation study and preliminary plan for improvement of the bridge deck on the structure carrying State Route 4027 above the grade of the tracks of Consolidated Rail Corporation, in Snyder Township, Blair County.

The subject bridge is on the Bridge Bill, and Department of Transportation proposes to prepare detailed right-of-way and construction plans, and cost estimates for rehabilitation of the bridge structure.

During the field conference conducted May 10, 1991 at the site of the crossing, there was general agreement among the parties in attendance on the study plan prepared by the Department. In order to expedite the bridge rehabilitation, the Department agreed to prepare and submit detailed plans to the Commission for review and approval, and to the parties of record for review and comment, since there were no objections to the study plan from any party of record. Accordingly, the Department requests Commission approval of the study plan, and a Commission order directing the Department to complete detailed construction plans, and upon approval of such plans by the Commission, to direct construction at the Department's initial cost and expense.

There is no objection to the study plan by the railroad company, provided final plans are submitted to the company for the company's review. A cable of Bell Telephone Company is attached to the main bridge truss, but

should not be affected by the proposed construction. The facilities of Pennsylvania Electric Company and Altoona Water Authority should not be affected and a fiber optics cable, buried in the railroad right-of-way, should not be affected by the construction.

The Commission will assume jurisdiction over the entire rehabilitation project, between Highway Engineering Stations 929+63 and 933+53. It will be necessary for the Commission to appropriate certain parcels of railroad property temporarily, between Engineering Stations 929+63 and 933+53, to accommodate the construction project.

A copy of the study plan has been served on each party involved, and none has advised that it desires to be heard or has any objection to the proposed bridge deck rehabilitation. None of the parties objected to the issuance of an order prior to hearing, and Department of Transportation requests an order to permit preparation and completion of detailed construction plans. We will approve the study plan, and direct the Department to submit complete right-of-way plans and construction plans to the parties of record for review, and to the Commission for its approval, and upon such approval of such plans by the Commission, to undertake rehabilitation of the deck of the bridge structure.

We have carefully reviewed the record in this complaint proceeding, and find and determine that rehabilitation of the bridge deck of State Route 4027 above the railroad tracks is necessary and proper, in the interest of the safety and convenience of the public; THEREFORE,

IT IS ORDERED:

1. That the grade-separated 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 deck of the structure carrying the state route above the grade of the railroad tracks, generally in accordance with Pennsylvania Department of Transportation's study plan, consisting of four (4) sheets and submitted to the Commission by letter dated February 15, 1991, which plan is made part hereof and is hereby approved.

2. That Pennsylvania Department of Transportation prepare and submit detailed right-of-way plans, detailed construction plans, and metes and bounds descriptions of property to be appropriated, to the parties of record for their examination and to this Commission for its approval; and upon such approval by the Commission, to perform all work and do all work necessary, at its initial cost and expense, to construct the crossing improvement by rehabilitating the deck of the bridge structure, all in accordance with the approved plans.

3. That Consolidated Rail Corporation, at the initial cost and expense of Pennsylvania Department of Transportation, furnish all material and do all work necessary, if any, to alter or relocate its tracks, wayside signals, pole line facilities or any other facilities which may be required as incidental to the construction of the crossing project; and such relocated

or altered railroad facilities thereafter be maintained by the railroad company, at its sole cost and expense.

4. That Consolidated Rail Corporation, at the initial cost and expense of Pennsylvania Department of Transportation, furnish and maintain any flagmen, watchmen or construction inspectors necessary to protect and safeguard its railroad operations during the time the project is being constructed above or adjacent to its tracks.

5. That Pennsylvania Department of Transportation furnish all material and do all work necessary to establish and maintain any detours or traffic controls that may be required to accommodate properly vehicular traffic during the time the crossing project is being constructed.

6. That any relocation of, changes in or removal of any adjacent structures, equipment or other facilities of any public utility, other than Consolidated Rail Corporation and National Railroad Passenger Corporation, located within the limits of the highway, within this Commission's jurisdiction, which may be required as incidental to the construction of the improvement, be made by said public utility at its initial cost and expense, and in such manner as will not interfere with the construction of the improvement; and such relocated or altered facilities thereafter be maintained by said public utility, at its sole cost and expense.

7. That any relocation of, changes in or removal of any adjacent structures, equipment or other facilities of any public utility, other than Consolidated Rail Corporation and National Railroad Passenger Corporation, located beyond the limits of the highway, within this Commission's jurisdiction, which may be required as incidental to the improvement, be made by said public utility in such manner as will not interfere with the construction of the improvement; and such relocated or altered facilities thereafter be maintained by said public utility, at its sole cost and expense.

8. That Pennsylvania Department of Transportation, at its initial cost and expense, furnish all material and do all work necessary to complete the remainder of the construction project, including any storm drainage facilities or any ancillary facilities installed or altered in conjunction with the improvement, constructed in accordance with the approved plans.

9. That Pennsylvania Department of Transportation cooperate with Consolidated Rail Corporation and National Railroad Passenger Corporation, so that during the construction of the crossing improvement, the movement of any railroad traffic will not be endangered or unnecessarily inconvenienced.

10. That Consolidated Rail Corporation and National Railroad Passenger Corporation cooperate with Pennsylvania Department of Transportation, and provide for all train movements to be made in a safe manner and under control.

11. That all work necessary to complete the construction of the above-grade crossing project be done in a manner satisfactory to this

Commission on or before December 31, 1992, and that on or before said date, the Department report to this Commission the date of actual completion of the work; and certify to this Commission that the work has been satisfactorily completed in accordance with the approved plans and this order.

12. That Pennsylvania Department of Transportation, at its initial cost and expense, pay all compensation for damages, if any, due to the owners of property taken, injured or destroyed by reason of the construction of the crossing improvement, in accordance with this order.

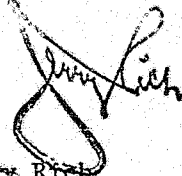
13. That upon completion of the construction of the crossing improvement and its opening to public use, Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway approaches to the crossing; and the substructure, superstructure, roadway pavement, curbs and parapet railings of the bridge structure herein ordered to be altered, and any highway drainage facilities installed or altered in accordance with this order.

14. That upon completion of the construction of the crossing improvement and its opening to public use, Consolidated Rail Corporation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its railroad facilities in the vicinity of the crossing.

15. That upon completion of the construction of the railroad-highway crossing and the compilation of all construction costs incurred by the parties in connection therewith, a formal hearing be held, if necessary, to elicit testimony from the affected parties, relevant to the actual costs incurred by the construction approved herein, prior to issuance of an order by the Commission upon the allocation of any unresolved costs incurred by the parties.

16. That this order is without prejudice to the right of any party to recover part or all of any costs incurred by it in compliance with this order, in accordance with any agreement executed between it and any other party.

BY THE COMMISSION,



Jerry Rich
Secretary

(SEAL)

ORDER ADOPTED: August 15, 1991

ORDER ENTERED: AUG 20 1991

CONRAIL®



BUREAU OF
E & C

DEC 17 1991

December 11, 1991

RAIL SAFE!
DIVISION

Mr. John E. Matthews
District Engineer
PA Department of Transportation
District 9-0
North Juniata Street
Hollidaysburg, PA 16648

TAMH

SUBJECT: Snyder Township, (Grazierville), Blair County,
PA - Rehabilitation of SR 4027, OH Br.224.13,
Pittsburgh Line, LC 20-2102, MP 224.13, PUC
Docket C-844440, Harrisburg Division WO #46968
(File: Br. 224.13 JEY) (Br. 22413B.JEY)

Dear Mr. Matthews:

As requested enclosed is one copy of the Right of Entry
which has been dated, signed and witnessed on behalf of
Conrail.

It should be noted that this right of entry form is being
executed solely for the benefit of PennDOT in order to
provide for the clearing of right of way to allow for the
processing of contract documents. This execution by the
Railroad is done with the understanding that the PUC Order
for this project will be issued before any construction
proceeds and that this execution does not preclude the
Railroad from receiving full reimbursement for all costs
incurred in connection with this project.

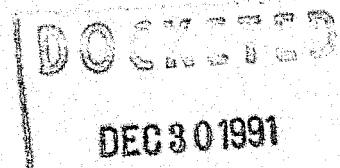
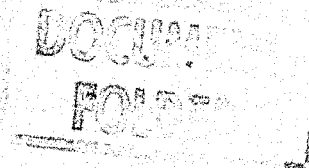
Attached is copy of our letter of April 16, 1991. Please
send three sets of plans and specifications for review and
approval, when available.

Thank you for your cooperation in this matter.

Very truly yours,

J. D. Cossel
Chief Engineer
Design and Construction

Room 1200 (215) 596-3846

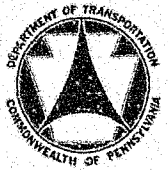


cc: Mr. William D. Pickering, P.E., Chief
Right of Way & Utilities Division
Pennsylvania Department of Transportation
509 T & S Building
Harrisburg, Pennsylvania 17120



Mr. David C. Hart, P.E. Manager
Rail Safety Division
Bureau of Safety and Compliance
Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17120

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION



January 10, 1992

IN REPLY REFER TO

Blair County
S.R. 4027 (formerly L.R. 55), Section 002
Snyder Township
PUC C - 844440

ORIGINAL

RECEIVED

JAN 16 1992

SECRETARY'S OFFICE
Public Utility Commission

Mr. Jerry Rich, Secretary
Public Utility Commission
Harrisburg, PA 17120

Dear Mr. Rich:

In accordance with Paragraph 2 of your Commission's Order of August 15, 1991, in the referenced proceeding, we are forwarding for your approval, three (3) sets of the detailed right-of-way plans, detailed construction plans, and metes and bounds descriptions of the property to be appropriated by the Commission.

This project is currently scheduled to be let for construction on February 20, 1992, at an estimated cost of \$1,610,000.

A copy of this letter and one (1) set of the above mentioned data are being forwarded to the following parties of record:

William R. Collins, Jr., Chairman
Blair County Commissioners
Courthouse
423 Allegheny Street
Hollidaysburg, PA 16648

Jesse E. Ray, Chairman
Snyder Township Supervisors
R.D. 4, Box 189
Tyrone, PA 16686

J. D. Cossel, Chief Engineer, Design and Construction
Consolidated Rail Corporation
12th Floor - 15 N. 32nd Street
Philadelphia, PA 19104

American Telephone & Telegraph Company
Room D008, 3003 Chain Bridge Road
Oakton, VA 22185
Attn: George O'Reilly

Blair County
S.R. 4027 (formerly L.R. 55), Section 002
Snyder Township
PUC C - 844440

January 10, 1992
Page 2

Bell Telephone Company of PA
1119 16th Street, 3rd Floor
Altoona, PA 16601
Attn: G. W. Mollish

Pennsylvania Electric Company
405 West Plank Road
Altoona, PA 16603
Attn: E. P. Bettwy

S.B.C. Cable Company
1068 Pennsylvania Avenue
Tyrone, PA 16686
Attn: Harold Vaudes

Altoona City Water Authority
Box 20, Greenwood Road
Altoona, PA 16601
Attn: William Cochran

Sincerely,

A. D. Puckering

For:

Chief Engineer
Highway Administration

Attachments

ORIGINAL

C-84444

Blair County
SR 4027, Section 002 R/W
Snyder Township
PUC 84440

RECORDED
JAN 16 1991
SECRET
Public

SECRETED

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

JAN 16 1991

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, on 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.

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. 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 thousandths (0.012) of an acre of land more or less.

TRACT NO. 3

{Temporary Construction Area - Wings}

Beginning at 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 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.

K9 GRK910.FOR

DISTRICT	COUNTY	TOWNSHIP	ROUTE	SECTION	TOTAL SHEETS
STA 9	BLAIR	SWEDER	4027	002R/W	4
STATE PROJECT NUMBER					
SYS. S. R. OR W. O.	SPIUR PHA	SECTION	DIST. CO.		
B 4027	O 6	002	O 9	2	

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

JAN 13 1991

DOCKET # 84440

Public Utility Commission

COMMONWEALTH OF PENNSYLVANIA



DEPARTMENT OF TRANSPORTATION

DRAWINGS AUTHORIZING ACQUISITION

OR
RIGHT-OF-WAY
FOR

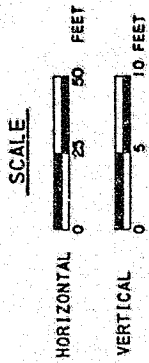
STATE ROUTE 4027 SECTION 002R/W

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. 84440 BETWEEN STA. 930+81.00 AND STA. 932+24.00 PURSUANT TO THE PROVISIONS OF SECTION 2702 (b) OF THE ACT OF JULY 1, 1978, PL. 598, NO. 116 (88 P.S. 2702).



DESIGN DESIGNATION

HIGHWAY CLASSIFICATION - MAJOR COLLECTOR	TRAFFIC DATA
DESIGN SPEED - 40 MPH.	CURRENT A. D. T. - 4633 (1991)
PAVEMENT WIDTH - 40'-0"	DESIGN YEAR A. D. T. - 5779 (2011)
SHOULDER WIDTH - 2'-0" TO 6'-0" (E/F)	D. H. V. - 638
	D - 50%
	T - 2%

RECORDED IN THE OFFICE FOR THE RECORDING OF DEEDS, ETC. IN <i>Blair</i> COUNTY, PA. IN <u>1</u> BOOK <u>195</u> PAGE <u>2</u>	COMMONWEALTH OF PENNSYLVANIA COUNTY OF DAUPHIN BEFORE ME, A NOTARY PUBLIC, PERSONALLY CAME <u>HOWARD VERBISALNY</u> SECRETARY OF TRANSPORTATION, WHO ACKNOWLEDGED THE WITHIN PLAN, COMPRISING <u>2</u> 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 <u>3/12/91</u> <i>James Schubert</i> NOTARY PUBLIC
---	--

PREPARED BY DISTRICT 9-O LIAISON UNIT	RECOMMENDED DATE: 1-12-91 <i>John S. [Signature]</i> DISTRICT ENGINEER
	RECOMMENDED DATE: 2-12-91 <i>Shirley [Signature]</i> DEPUTY SECRETARY
	APPROVED DATE: 2-12-91 <i>Arnold [Signature]</i> SECRETARY OF TRANSPORTATION (ON BEHALF OF THE GOVERNOR AS WELL AS HIMSELF)

84440

9-0	BLAIR	4027	002 R/W	2 OF 4
SHYDER		TOWNSHIP		
REVISION		DATE		
BY				

GENERAL NOTES
 THE LEGAL RIGHT OF WAY ON S.R. 4027 FROM STA. 929+63 TO STA. 933+53 IS VARIABLE 60 FEET, IN ACC. BASED ON PLAN OF L.R. 55 SECTION 8 ASSESS BY SURVEYOR ARTHUR H. JONES ON MARCH 25, 1936.



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.

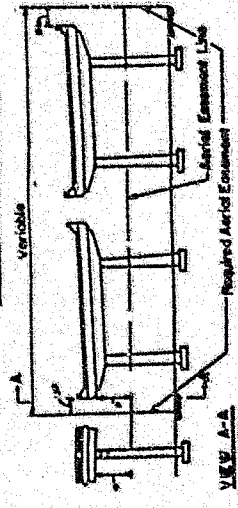
The Vertical Curve is based on U.S. Coast & Geodetic Survey Sea Level Datum.

The Horizontal Control is based on Assumed Coordinate System.

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

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

Temporary Easements Are Required Only Until The Construction Of Work Indicated By The Plan Is Completed, Unless Sooner Reestablished In Writing By The Department.



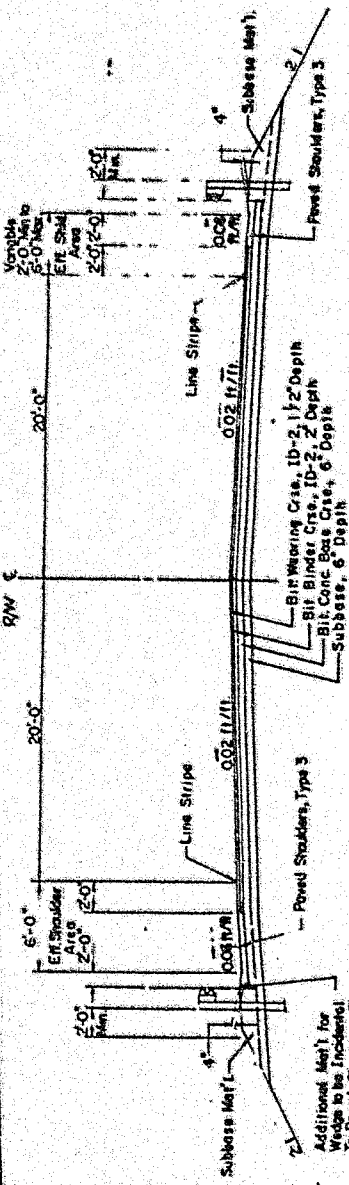
BRIDGE SPACING SHALL BE AS INDICATED BY THE LIGHTED AREA. MINIMUM SPACING SHALL BE 330+00 TO 332+24.

- NO USE SHALL BE MADE OF THIS PROPERTY WHICH SHALL IMPAIR THE STRUCTURE OF THE BRIDGE, ALIENATE OR INFRINGE ON THE TRAVELING PUBLIC.
- NO FENCES, UTILITY, DRAINAGE OR DRAINAGE STRUCTURE SHALL BE LOCATED ON OTHER FACILITY SHALL BE CONSTRUCTED OR THE PROPERTY STUDY FOR APPROVAL OF THE DEPARTMENT OF TRANSPORTATION. IF AND HOW SUCH FACILITY SHALL BE CONSTRUCTED SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.
- NO INTERFERENCE SHALL BE MADE WITH THE VIEW OF THE TRAVELER OF THE BRIDGE OR THE STRUCTURE OF THE BRIDGE, INCLUDING THE STRUCTURE OF THE BRIDGE SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.
- NO INTERFERENCE SHALL BE MADE WITH THE VIEW OF THE TRAVELER OF THE BRIDGE OR THE STRUCTURE OF THE BRIDGE, INCLUDING THE STRUCTURE OF THE BRIDGE SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.

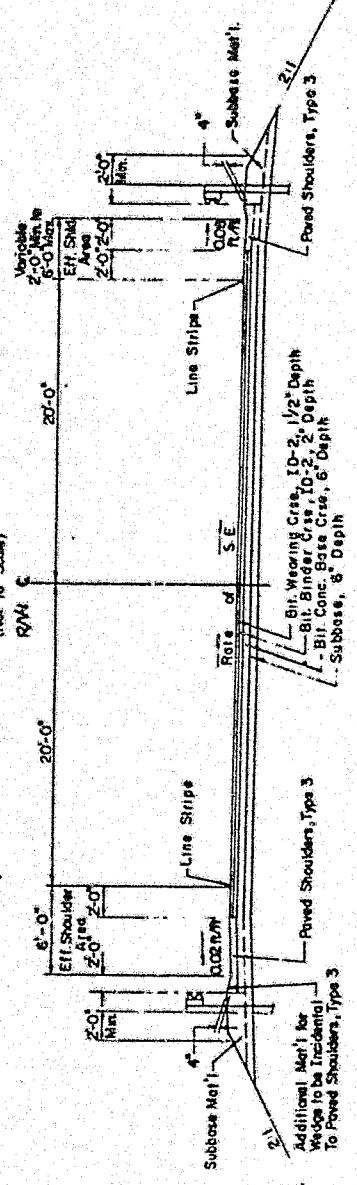
TABULATION OF OVERALL AND AUTHORIZATION LENGTH
 STA. 929+63 TO STA. 33+53.00 = 90.00 LF
 = 0.074 MILES

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

Route	Station	Point	Coordinates	Bearing	
	924+16.63	BEGIN P.C.	4282.11	4502.71	N 41° 46' 00" E
	926+75.41	P.I.	4475.13	4675.08	N 28° 53' 00" E
	929+22.00	P.T.	4701.72	4802.08	N 28° 53' 00" E
	931+54.00	P.O.T.	4985.10	4907.31	N 28° 53' 00" E
	934+06.69	P.C.	5112.98	5026.92	N 28° 53' 00" E
	936+83.32	P.L.	5361.33	5163.95	N 28° 53' 00" E
	939+55.54	END P.T.	5505.93	5407.32	N 59° 20' 00" E



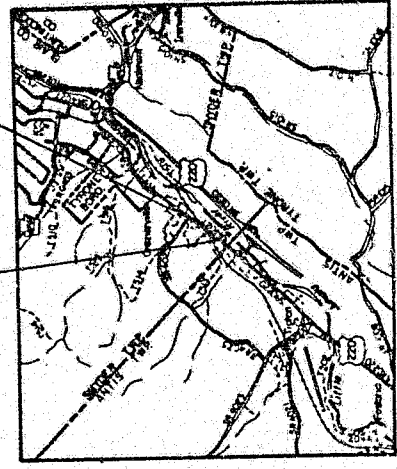
TYPICAL TANGENT SECTION
 (Not to Scale)



TYPICAL SUPER-ELEVATED SECTION
 (Not to Scale)

LIMIT OF AUTHORIZATION
 STA. 933+53.00

LIMIT OF AUTHORIZATION
 SEG. 0030, OFFSET 0034
 S.R. 4027, SECTION 002 R/W
 SHYDER TOWNSHIP
 BLAIR COUNTY



LOCATION MAP

SCALE IN MILES
 0 1 2
 LEGEND
 PROJECT
 STATE HIGHWAY
 TOWNSHIP ROAD

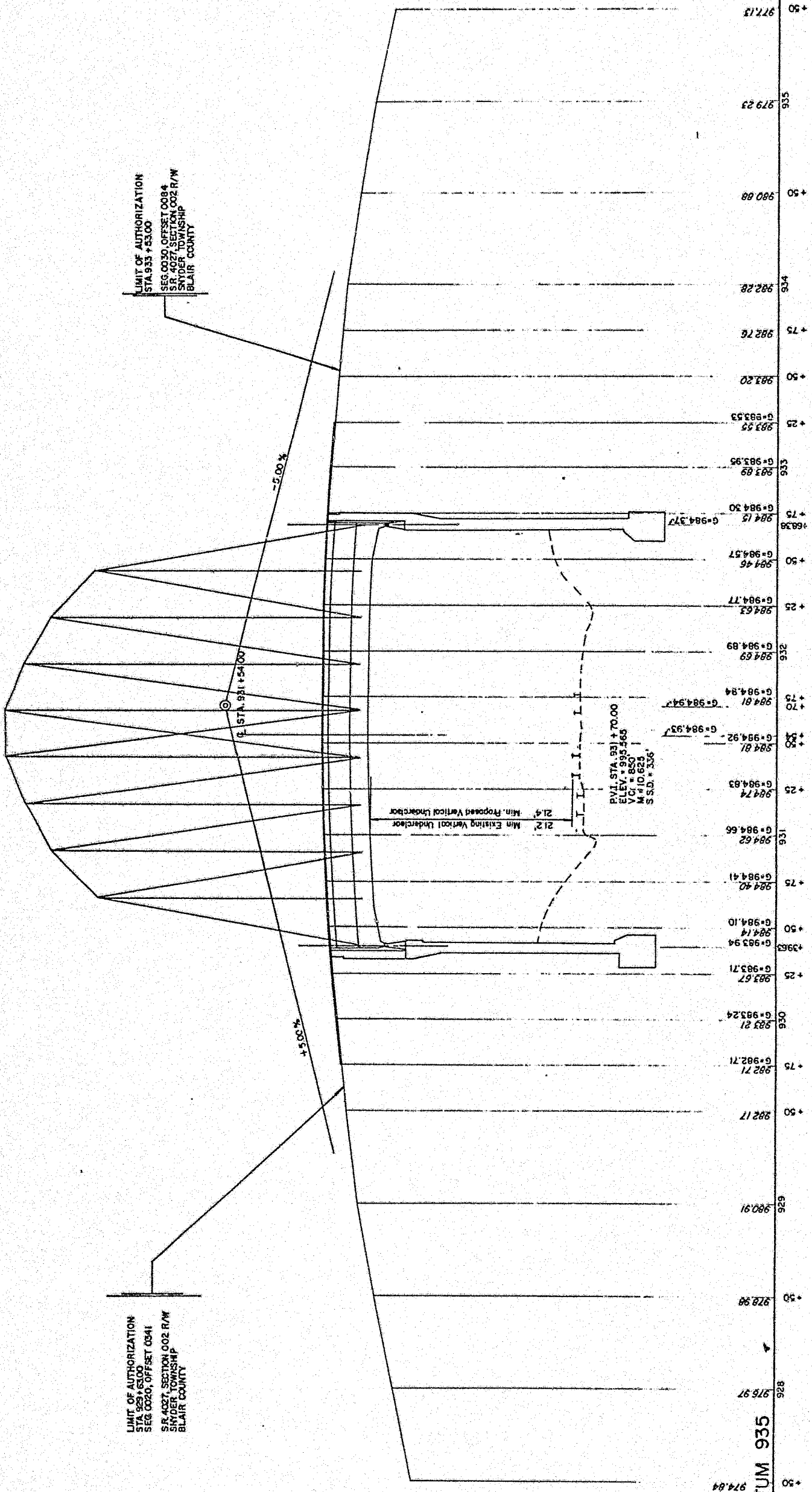
LIST OF PUBLIC UTILITIES

- FOU - American Telephone and Telegraph Co. Room 0008, 3033 Chest Bridge Road, Yorkton, Pa. 16805
- AT&T - George O'Reilly, 7031-681 - 6559
- Bell Telephone Co. of Pa. 119 - 10th St. 3rd Floor, Allentown, Pennsylvania 18601
- AT&T - G.W. Mollish, (814) 946-5665
- Pennsylvania Electric Company, 403 West Flamingo Road, Allentown, Pa. 18603
- AT&T - P. Barry, (814) 944-7111
- SEC. Cable Co. 1068 Pennsylvania Ave., Tyrone, Pa. 16855
- AT&T - Harold L. Youde, (814) - (884-2151)
- Allegheny City Water Authority, Box 20, Greenwood Road, Allentown, Pa. 18601
- AT&T - William Cochran, (814) 946-2222
- Consolidated Rail Corporation, 15 North 22nd Street, 12th floor, Philadelphia, Pa. 19104
- AT&T - J.C. Colado, (215) 396-3600

TABULATION OF BEGINNING SEGMENT EQUALITIES

SEG. 0020, OFFSET 0000 = STATION 926+22
 SEG. 0030, OFFSET 0003 = STATION 932+69

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BLAIR	SR 4027	002 R/W	4 of 4
REVISION	DATE	BY		



LIMIT OF AUTHORIZATION
 STA 929+53.00
 SEG 0020, OFFSET 0341
 SR 4027, SECTION 002 R/W
 SNYDER TOWNSHIP
 BLAIR COUNTY

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

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.

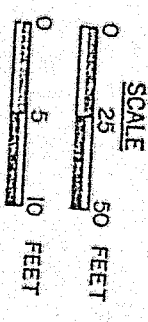
P.U.C. COMPLAINT DOCKET NO. C-844440

STATE PROJECT NUMBER									
SYS	S.R. or W.O.	SPUR PAH	SECTION	DIST.	CO.				
8	4027	0	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



DESIGN DESIGNATION

TRAFFIC DATA

CLASSIFICATION - MAJOR COLLECTOR
 SPEED - 40 MPH
 WIDTH - 40'-0"
 WIDTH - 2'-0" TO 8'-0" (Effective)
 WIDTH, MAXIMUM - N/A
 WIDTH, MINIMUM - N/A
 CURRENT A.D.T. - 4,681 (1992)
 DESIGN YEAR A.D.T. - 5,837 (2012)
 D.H.V. - 642
 D - 50%
 T - 2%

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

Paul T. Sucevic
 PAUL T. SUCEVIC, P.E. 8940-E
 DATE 1/1/92

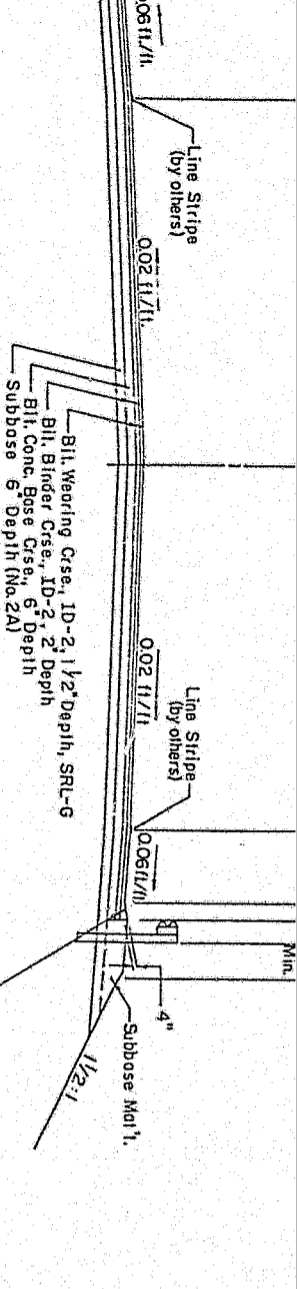
RECEIVED

JAN 1 8 1992

SECRETARY'S OFFICE
 Public Utility Commission

JAN 1 3 1991

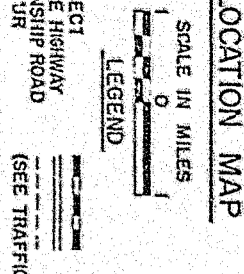
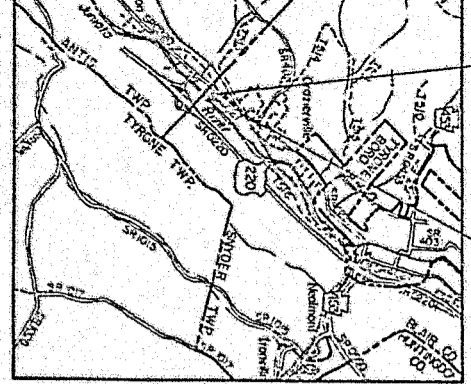
RECOMMENDED
Jan 1 1992
 RECOMMENDED
 JAN 1 1992



TYPICAL SUPERELEVATED SECTION
(Not to Scale)

LIMIT OF WORK
STA. 933 + 75.00
SEG. 0021, OFFSET 0091 N.B.L.
S.R. 4027, SECTION 002
SNYDER TOWNSHIP
BLAIR COUNTY

Bl. Wearing Crse., ID-2, 1 1/2" Depth, SRL-6
Bl. Binder Crse., ID-2, 2" Depth
Bl. Conc. Base Crse., 6" Depth
Subbase 6" Depth (No.2A)



LIST OF PUBLIC UTILITIES.

- American Telephone and Telegraph Co.
Room D009, 3033 Chain Bridge Road
Oakton, Va. 22185
Attn: George O'Reilly
(703)-691-6859
- Bell Telephone Co. of Pa.
119 - 16th St., 3rd Floor
Allentown, Pennsylvania 18601
Attn: G.W. Molish, Supervising Engineer
(610)-948-5666
- Pennsylvania Electric Company
RT. 350 South
Phillipsburg, Pa. 16966
Attn: Wayne Fox
(814)-342-5907
- SBC Cable Co.
1069 Pennsylvania Ave.
Tyone, Pa. 16566
Attn: Harold L. Hodges
(814)-684-2151
- Allentown City Water Authority
Box 20, Greenwood Road
Allentown, Pa. 18501
Attn: William Cochran
(610)-949-2222
- Consolidated Rail Corporation
Room 1200, 45 N. 32nd Street
Philadelphia, Pa. 19104
Attn: J.D. Cossel, Chief Eng. Design & Constr.
(215)-596-3600

TABULATION OF BEGINNING SEGMENT EQUALITIES

SEG. 0020, OFFSET 0000 = STATION 926 + 22 N.B.L.
SEG. 0021, OFFSET 0000 = STATION 926 + 30 S.B.L.
SEG. 0030, OFFSET 0000 = STATION 932 + 69 N.B.L.

Seg 0020 N.B.L., Seg 0021 S.B.L. to 40'-4" Bl. Surf. Crse. on 20'-9"x7'x9" Conc. Base Widening 10' LT. & RT. 9" Stone Base

Seg 0021 S.B.L., Seg 0030 N.B.L. to 40'-4" Bl. Surf. Crse. on 20'-9"x7'x9" Conc. Base Widening 10' LT. & RT. 9" Stone Base

Seg 0021 S.B.L., Seg 0030 N.B.L. to 40'-4" Bl. Surf. Crse. on 20'-9"x7'x9" Conc. Base Widening 10' LT. & RT. 9" Stone Base

Adjacent to Seg. 0021 S.B.L., Seg. 0030 N.B.L.

LIMIT OF WORK
Adjacent to Seg. 0021 S.B.L., Seg. 0030 N.B.L.

NOTE:
The depths of material shown are for design purposes only. Any risk of unanticipated costs associated with differences between the listed depths and the actual depths shall be accepted by the contractor.

TABULATION OF OVERALL LENGTH

STA. 929 + 25.00 TO STA. 933 + 75.00 = 450.00 FT. = 0.085 MI.
TABULATION OF CONSTRUCTION LENGTH
STA. 929 + 72.00 TO STA. 933 + 30.00 = 358.00 FT. = 0.069 MI.

NO EQUATIONS

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

Route	Station	Point	Coordinates	Bearing	
			North	East	
RT 404 W	924 + 16.63	BEGIN P.C.	4282.12	4562.71	N 41° 46' 00" E
	926 + 75.41	P.T.	4475.13	4675.08	N 28° 53' 00" E
	929 + 32.00	P.T.	4701.72	4800.08	N 28° 53' 00" E
	931 + 54.00	P.O.T.	4886.10	4907.31	N 28° 53' 00" E
	934 + 01.69	P.C.	5112.98	5026.92	N 28° 53' 00" E
	936 + 63.32	P.T.	5361.35	5163.95	N 28° 53' 00" E
	939 + 55.54	END P.T.	5606.00	5407.92	N 59° 20' 00" E

EARTHWORK SUMMARY ENTIRE PROJECT

The information on estimated amounts of earthwork has been used in the preliminary estimate. Do not use as a matter of any provisions of the specifications and contracts.

Quantities shown are approximate.

CUBIC YDS. OF EXCAVATION	CUBIC YARDS OF CUBIC YARDS OF COMPLETED EMBANKMENT	CUBIC YARDS OF BORROW	EXC. STR. FILL
CLASS 1 CLASS 3	55 *	55	55
389	59		

* Includes all Borrow Item
* Included in Lump Sum 15 in No. 1001-0701

GENERAL NOTES

The Legal Right of Way on S.R. 4027 from 929+25.00 to Station 933+75.00 is variable from 60 Min. to 65 Max. based on Plan of L.R. 55, Signed by the Governor on March 22, 1939.

The Legal Right of Way on S.R. 4027 from 929+63.00 to Station 933+53.00 is variable from 60 Min. to 63 Max. based on Plan of L.R. 4027, Signed by the Governor on February 14, 1939, and Recorded in Blair County Court House, Records Office in Highway Document 145.

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

Construct Project in accordance with Public 408 Specifications, Dated 1990.

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 and 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 shown until the Construction or Work Indicated by the Plan is Completed, unless sooner Relinquished in Writing by the Department.

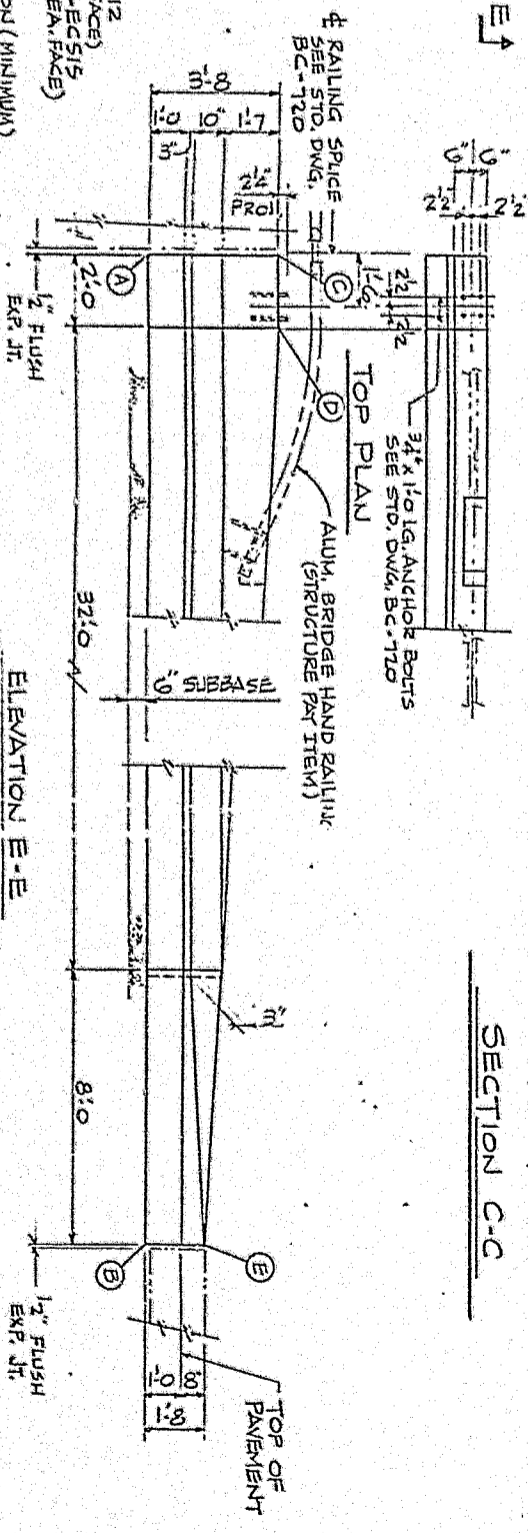
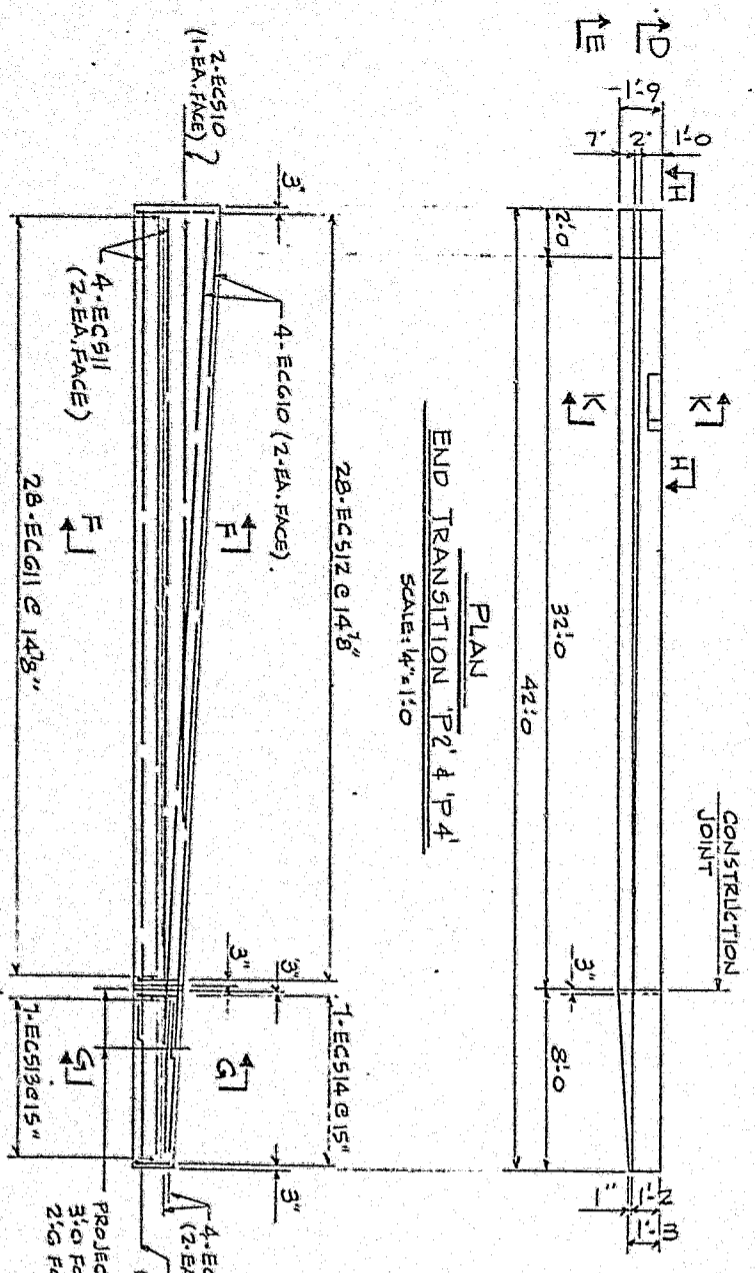
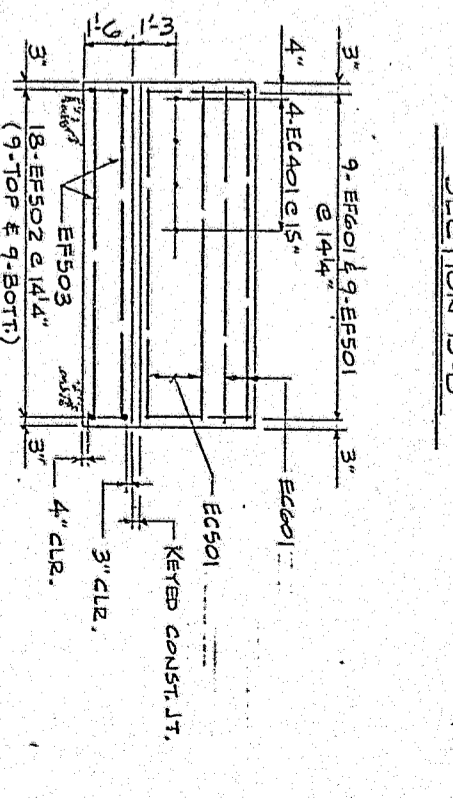
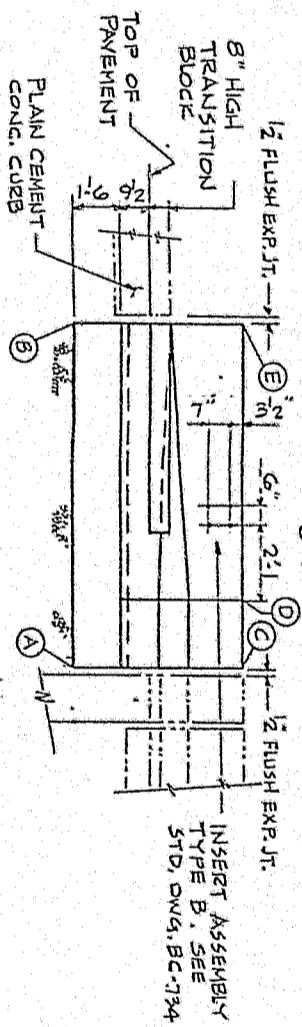
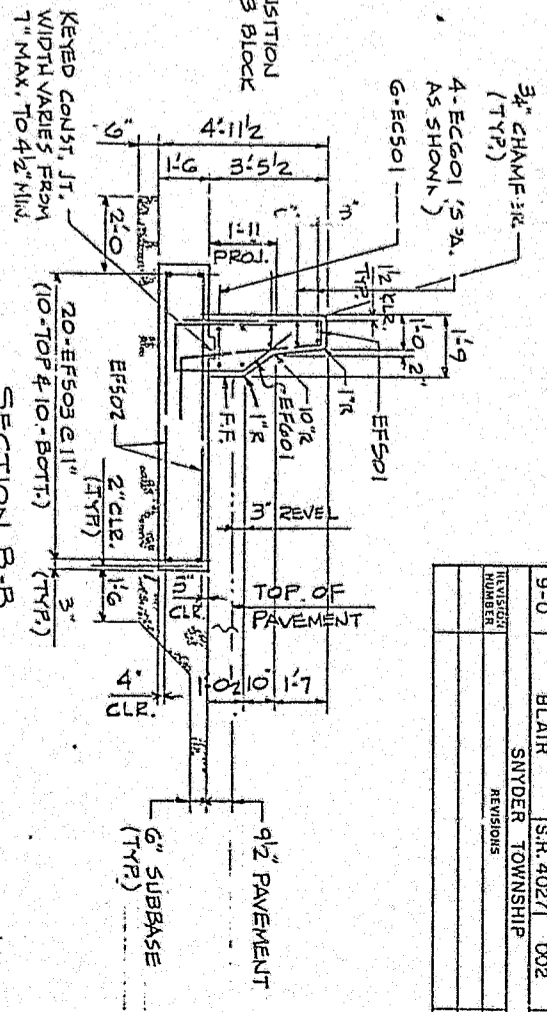
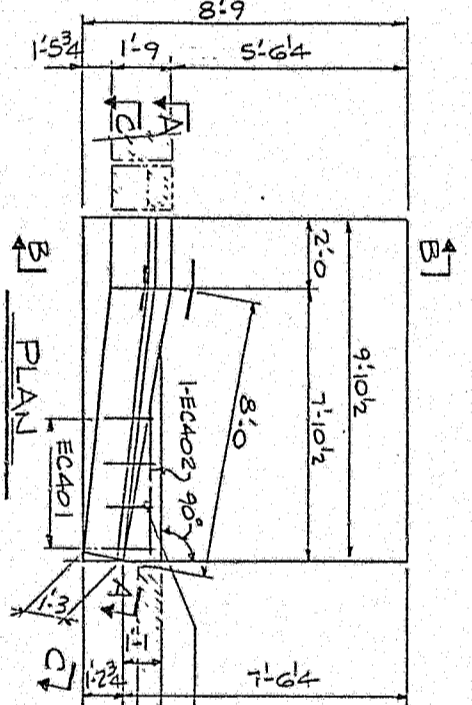
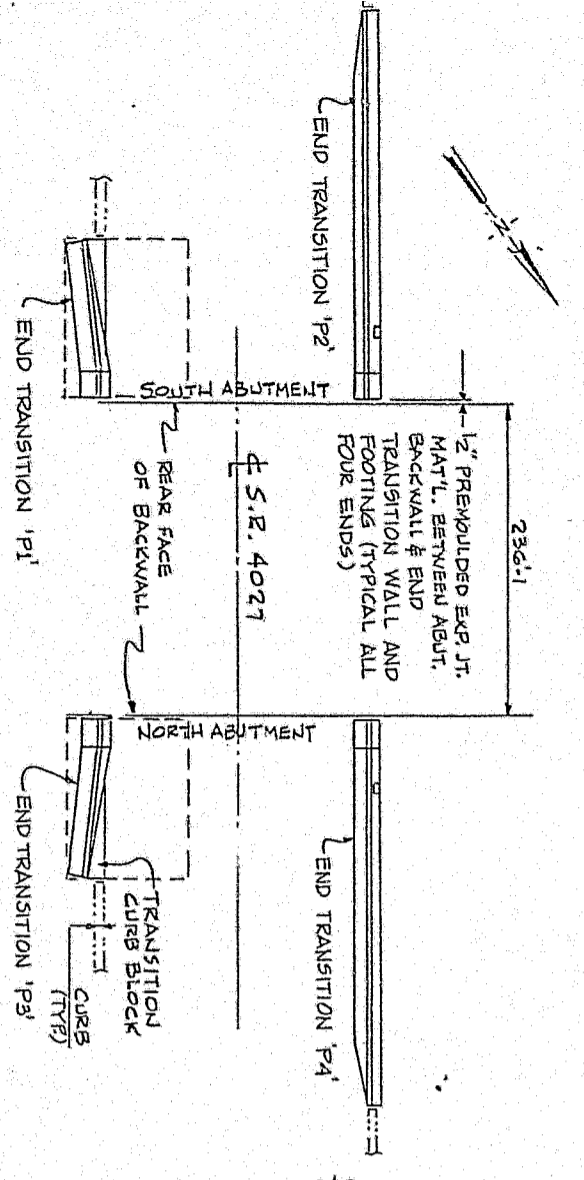
⊕ Indicates scaled dimensions.

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

- RC-10 Approved Apr. 1
- RC-11 (2 Sheets) Approved June 30
- RC-12 Approved June 30
- RC-13 Approved May 2
- RC-30 Approved May 15
- RC-52 (5 Sheets) Approved July 26
- TC-7700C (8 Sheets) Approved June 28

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

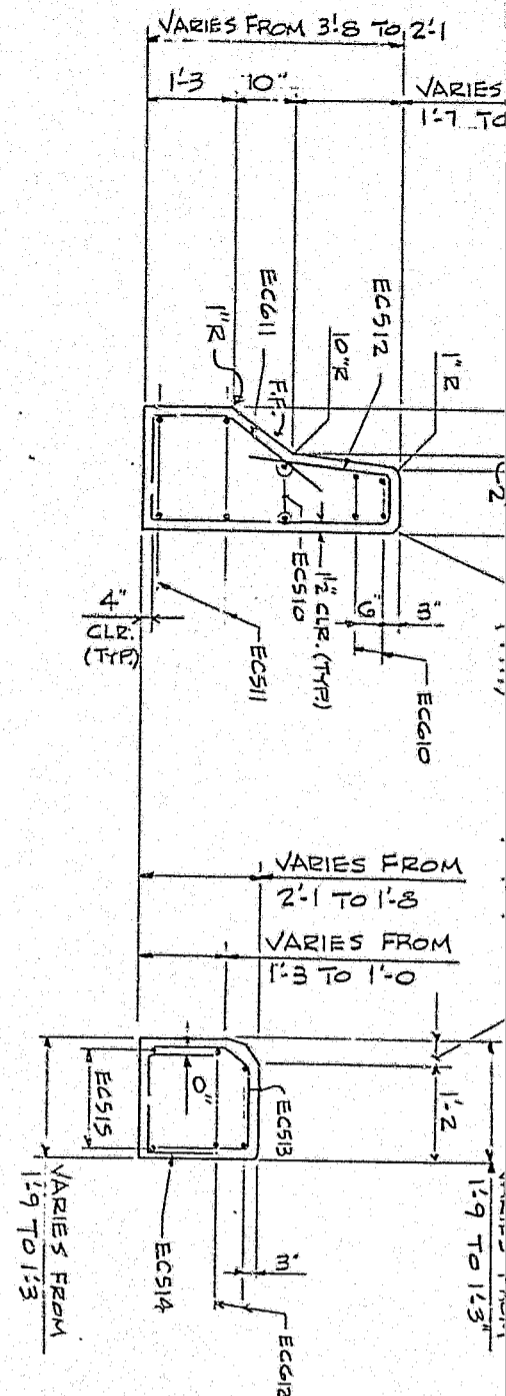
- BC-739 Approved June 1
- BC-702 Approved Nov. 15
- BC-732 (2 Sheets) Approved Nov. 20
- BC-734 (2 Sheets) Approved Nov. 20
- BC-735 Approved Nov. 20
- BC-736 (2 Sheets) Approved June 1
- BC-737 (2 Sheets) Approved June 1
- BC-752 (2 Sheets) Approved June 1
- BC-753 (2 Sheets) Approved June 1
- BC-757 (3 Sheets) Approved May 3



SECTION D-D
SCALE: 1/4\"/>

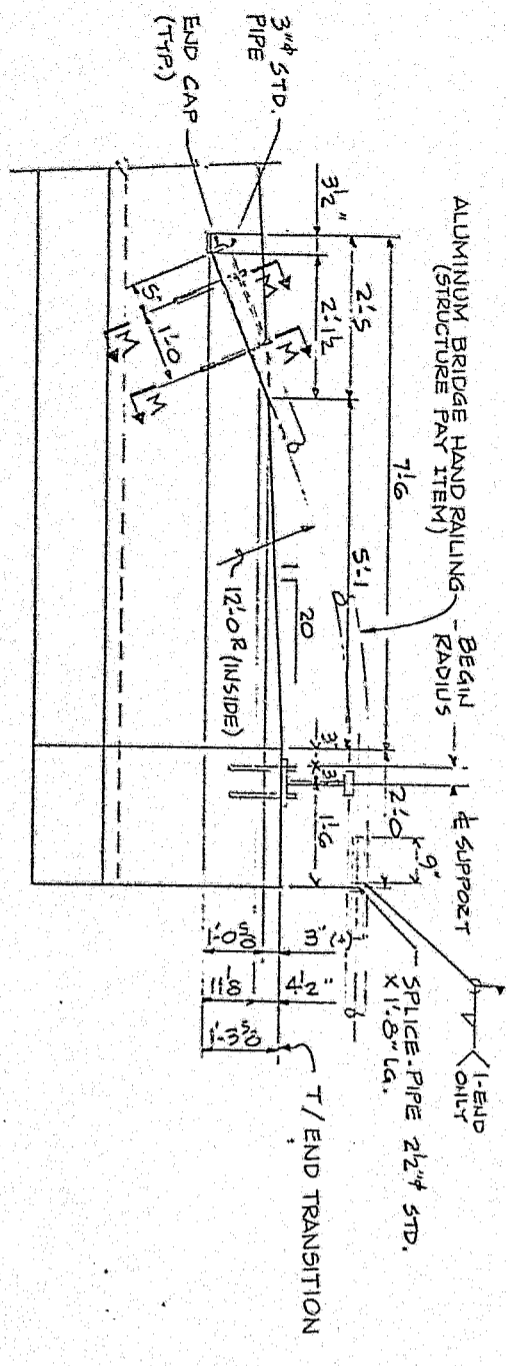
TABLE OF ELEVATIONS

END TRANSITION	A	B	C	D	E
# P1	981.16	980.99	980.12	980.09	985.95
# P2	982.45	981.75	980.12	980.09	983.42
# P3	981.61	981.47	980.51	980.54	986.43
# P4	982.20	982.55	980.51	980.54	984.22

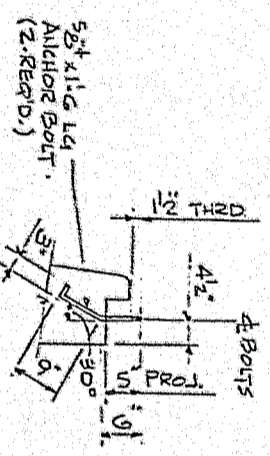


SECTION F-F
(SCALE: 3/4" = 1'-0")

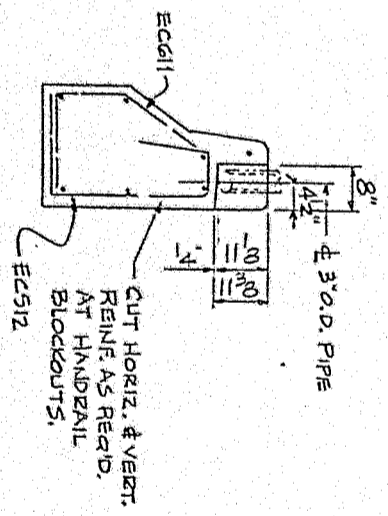
SECTION G-G
(SCALE: 3/4" = 1'-0")



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



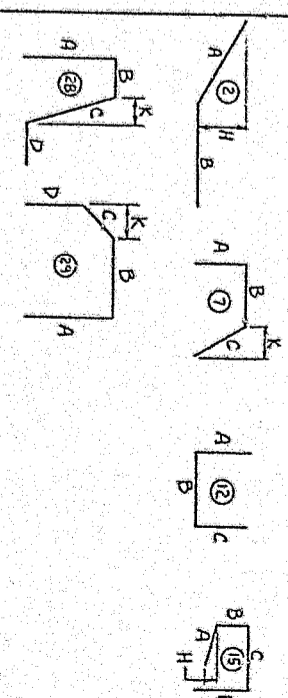
SECTION M-M
SCALE: 3/4" = 1'-0"



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

REINFORCEMENT BAR SCHEDULE

MARK	SIZE	LENGTH	NO.	TYPE	A	B	C	D	H	K	REMA
END TRANSITION P1 & P3											
EC401	4	1'-7"	8	2	4"	1'-3"				3"	
EC402	4	4'-0"	2	STR.							
ES01	5	9'-8"	12	2	1'-10"	7'-10"				1'-4"	
EF501	5	11'-3"	18	28	4'-3"	9'	4'-3"	1'-11"		5'-3"	
EF502	5	8'-5"	36	STR.							
EF503	5	9'-6"	40	STR.							
EC601	6	9'-8"	8	2	1'-10"	7'-10"				1'-4"	
EF601	6	8'-3"	18	15	1'-9"	2'-0"	1'-6"	3'-0"	1'-5"		
END TRANSITION P2 & P4											
EC510	5	26'-0"	4	STR.							
EC511	5	36'-4"	8	STR.							
EC512	5	VAR 1'-9" to 4'-8"	56	15	2'-0"	9'	1'-6"	3"			
EC513	5	VAR 3'-4" to 2'-11"	14	29	1'-0"	11"	9"	1'-6"	3"		
EC514	5	VAR 3'-8" to 2'-9"	14	12	8"	VAR 3'-8" to 2'-9"	VAR 3'-8" to 2'-9"	VAR 3'-8" to 2'-9"	VAR 3'-8" to 2'-9"	VAR 3'-8" to 2'-9"	
EC515	5	7'-8"	4	STR.							
EC610	6	36'-10"	8	STR.							
EC611	6	4'-2"	56	7	1'-6"	11"	1'-9"			15'-0"	
EC612	6	7'-8"	8	STR.							



- 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.

SUMMARY SHEET

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

ITEM NO.	QTY.	UNIT	DESCRIPTION	TAB ON SHEET
0203 -- 0001	389	CY	CLASS 1 EXCAVATION	6
0204 -- 0100	59	CY	CLASS 3 EXCAVATION	7
0305 -- 0007	637	SY	BITUMINOUS CONCRETE BASE COURSE, 6" DEPTH	6
0350 -- 0106	801	SY	SUBBASE 6" DEPTH (NO. 2A)	6
0420 -- 0313	637	SY	BITUMINOUS WEARING COURSE, 10-2, 1 1/2" DEPTH, SRL-G	6
0421 -- 0202	637	SY	BITUMINOUS BINDER COURSE, 10-2, 2" DEPTH	6
0608 -- 0001	---	LS	MOBILIZATION	NO TAB
* 0609 -- 0004	---	LS	INSPECTOR'S FIELD OFFICE AND INSPECTION FACILITIES, TYPE C	NO TAB
0609 - 0011	---	LS	FIELD LABORATORY	NO TAB
0620 -- 0400	2	EACH	TERMINAL SECTION, SINGLE	6
0620 -- 1075	163	LF	TYPE 2-S GUIDE RAIL	6
0620 -- 1100	25	LF	TYPE 2-SC GUIDE RAIL	5
* 4804 -- 0013	6	LB	SEEDING AND SOIL SUPPLEMENTS-FORMULA D INCLUDING MULCH	6
0645 -- 0002	---	PDA	UNFORESEEN WATER POLLUTION CONTROL	(C) NO TAB
0901 -- 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	189	EACH	DOVEL 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 UNSEED 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
* 9003 -- 0001	24	EACH	DRILLED WEEP HOLES IN ABUTMENT	7
* 9001 -- 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	DOVEL 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 INLET PLACEMENT	6

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BLAIR	S.R. 4027	002	5 of 9
REVISION NUMBER	SNYDER TOWNSHIP		DATE	BY

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

QUANTITIES	ITEM NUMBER	DESCRIPTION	NORTH ABUTMENT	SOUTH ABUTMENT	SUPER-STRUCTURE	(INFORM.) QUANTITY & UNIT
59	0204 0100 CY	CLASS 3 EXCAVATION	32	27	---	---
336	1001 0000 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, 18" DEPTH	96	92	---	---
235	1016 0103 LF	SIDEWALK PROTECTIVE FENCE VINYL-COATED STEEL	---	---	235	---
LS	1018 0090 LS	REMOVAL OF PORTION OF EXISTING BRIDGE	---	---	---	---
1,578	1019 0010 SY	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (BOILED LINSEED 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	---

TABLATION OF STRUCTURE QUANTITIES
(CONTINUED)

QUANTITIES	ITEM NUMBER	DESCRIPTION	NORTH ABUTMENT	SOUTH ABUTMENT	SUPER-STRUCTURE	(INFORM.) QUANTITY & UNIT
1,127	1090 0096 SF	REMOVAL OF DETERIORATED CONCRETE	707	420	---	---
LS	1090 0100 LS	JACKING BRIDGE SUPERSTRUCTURE	---	---	LS	---
120	1090 0352 LF	EPOXY INJECTION CRACK REPAIR FOR BRIDGE DECKS	---	---	120	---
298	1090 0350 SF	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 0006 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 EACH	MODIFIED EXPANSION BEARING	---	2	---	---
LS	9000 0010 LS	WORKER HEALTH PROTECTION	---	---	---	---
60	9000 0011 LF	EPOXY INJECTION CRACK REPAIR, MODIFIED	30	30	---	---
56	9000 0012 EACH	DOWEL HOLES 33" DEPTH	28	28	---	---

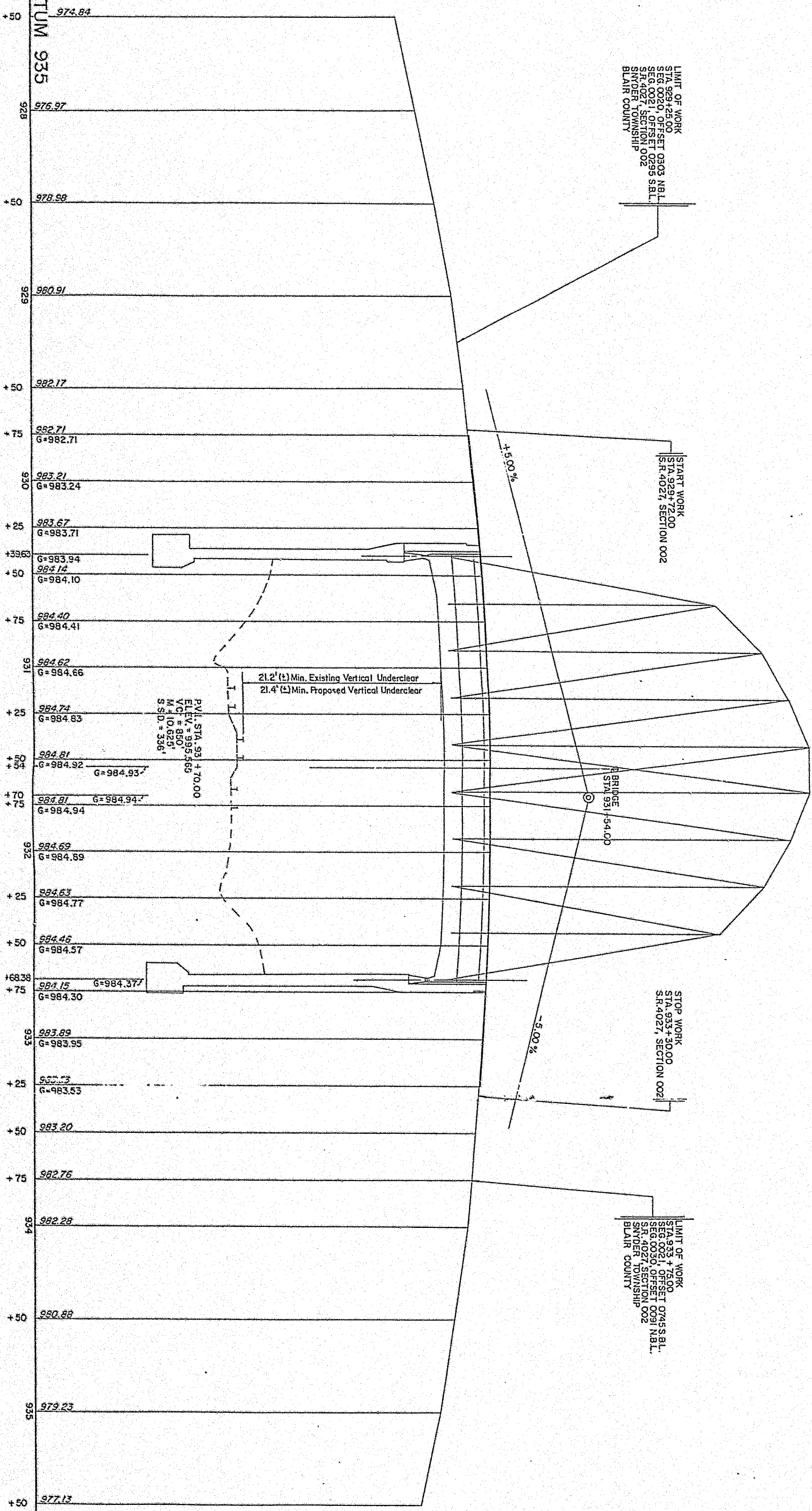
LIMIT OF WORK
 STA 929+23.00
 SEG 0020, OFFSET 0303 N.B.L.
 S.R. 4027, SECTION 002
 SNYDER TOWNSHIP
 BLAIR COUNTY

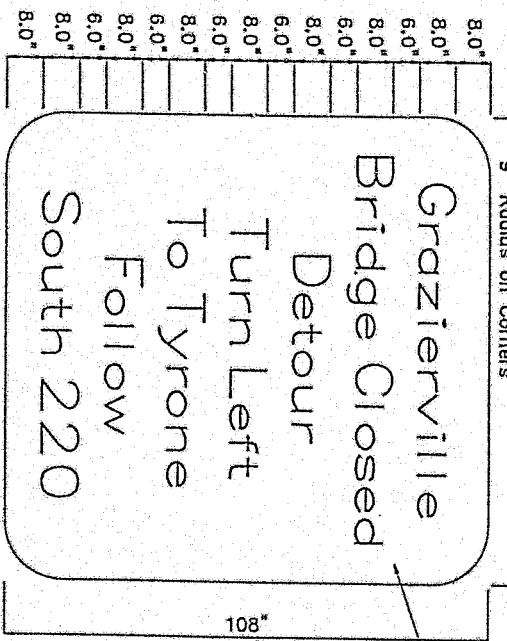
START WORK
 STA 929+72.00
 S.R. 4027, SECTION 002

BRIDGE
 STA 931+54.00

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

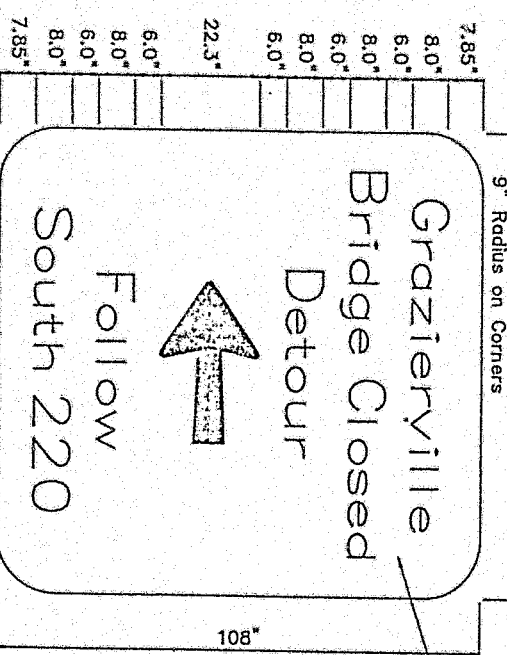
LIMIT OF WORK
 STA 933+75.00
 SEG 0021, OFFSET 0245 S.B.L.
 S.R. 4027, SECTION 002
 SNYDER TOWNSHIP
 BLAIR COUNTY





14.85	G	8.9	22.85	T	20.85	T	32.0	F	17.95	S
9.0	r	5.8	8.3	U	5.3	o	6.9	o	8.3	o
5.0	d	4.0	8.0	r	6.0	h	7.8	u	7.3	u
7.6	z	7.6	5.8	t	7.4	h	4.5	t	6.5	t
7.8	i	5.1	6.0	n	8.8	h	4.0	h	5.0	h
4.0	e	6.0	7.8	L	5.0	h	6.0	h	6.0	h
7.6	e	9.0	6.9	L	5.0	h	6.0	h	6.0	h
4.9	r	4.0	4.8	f	7.8	o	7.9	o	9.3	o
8.3	v	6.8	4.0	t	7.5	o	32.0	o	9.3	o
4.5	i	6.9	4.0	t	5.1	e		o	6.6	o
4.0	l	7.0	22.85	t	20.85	e		o	17.95	o
5.1	e	5.1							6.6	o
14.85	e	8.9							17.95	o

DETAIL SP-1 SIGN
ITEM NUMBER 9000-0013



14.85	G	8.9	32.0	F	17.95	S
9.0	r	5.8	6.9	o	8.3	o
5.0	d	4.0	7.8	u	7.3	u
7.6	z	7.6	4.5	t	6.5	t
7.8	i	5.1	4.0	h	5.0	h
4.0	e	6.0	6.0	h	6.0	h
7.6	e	9.0	6.9	h	6.0	h
4.9	r	4.0	7.9	h	9.3	h
8.3	v	6.8	7.9	h	9.3	h
4.5	i	6.9	32.0	h	6.6	h
4.0	l	7.0		h	17.95	h
5.1	e	5.1		h	6.6	h
14.85	e	8.9		h	17.95	h

DETAIL SP-2 SIGN
ITEM NUMBER 9000-0014

PAYABLE ITEMS

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

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

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 30"
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	

GENERAL NOTES

This work consists of the Maintenance Traffic and the Protection of the Traveling P approaching the Construction Area and within 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, Specific Instructions.

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 new condition.

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 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.P. 226, Engineering Inc.

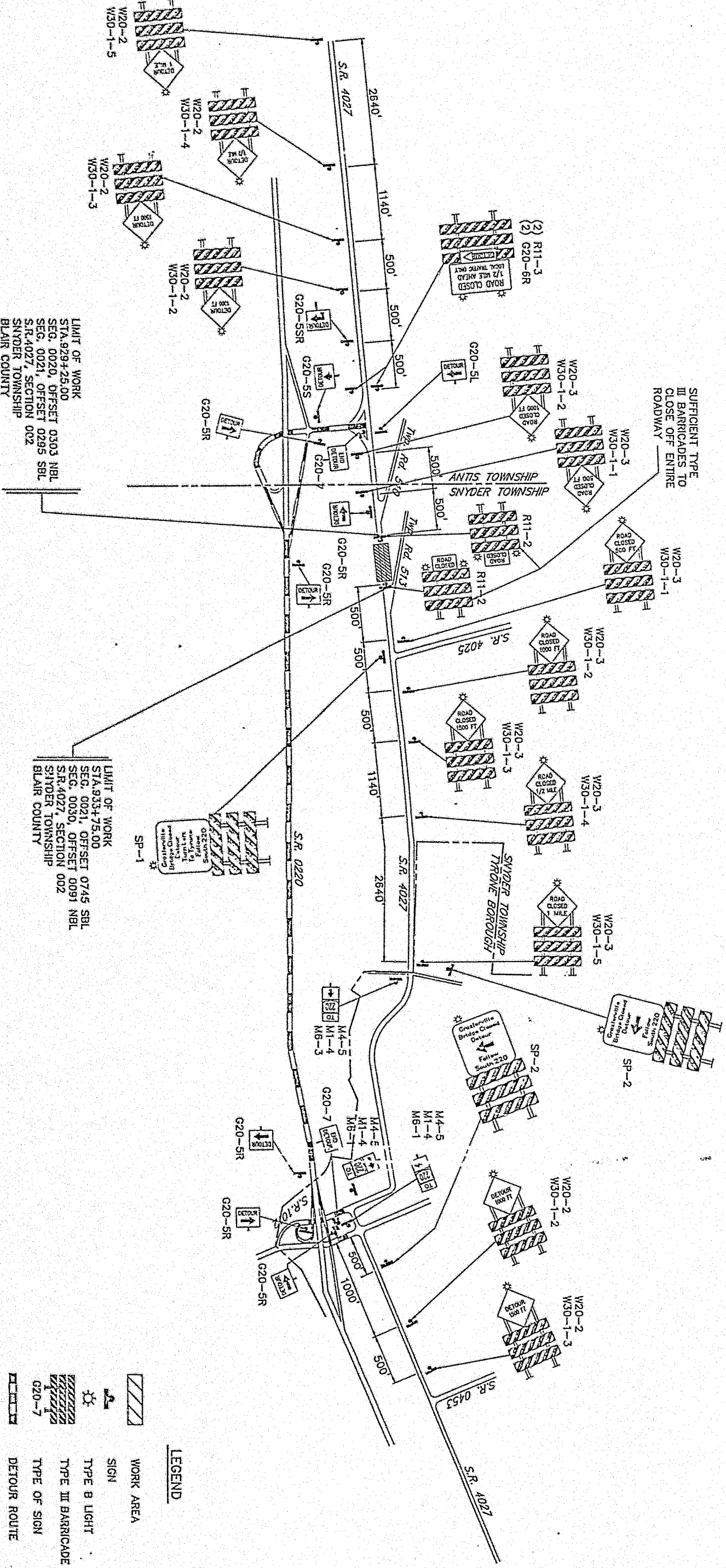
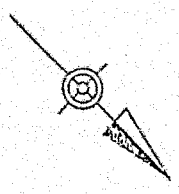
RECOMMENDED April 4, 1991

S. P. 226
DISTRICT TRAFFIC ENGINEER

TRAFFIC CONTROL PLAN

DISTRICT	COUNTY	ROUTE	SECTION
B-0	BLAIR	SR 4027	002
REVISION NUMBER	REVISIONS		DATE

* ANTIS TOWNSHIP, SNYDER TOWNSHIP & TYRONE BO



LEGEND

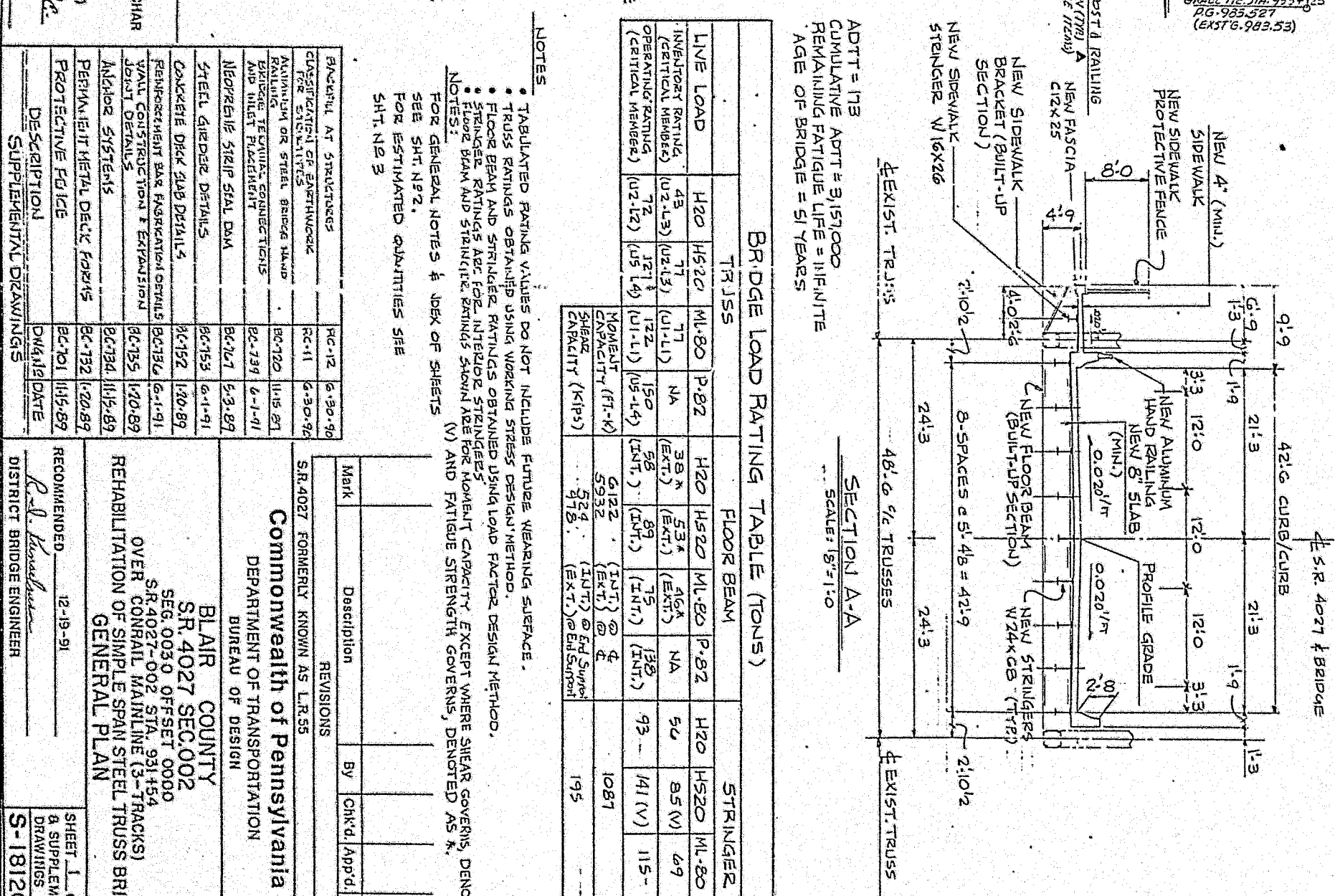
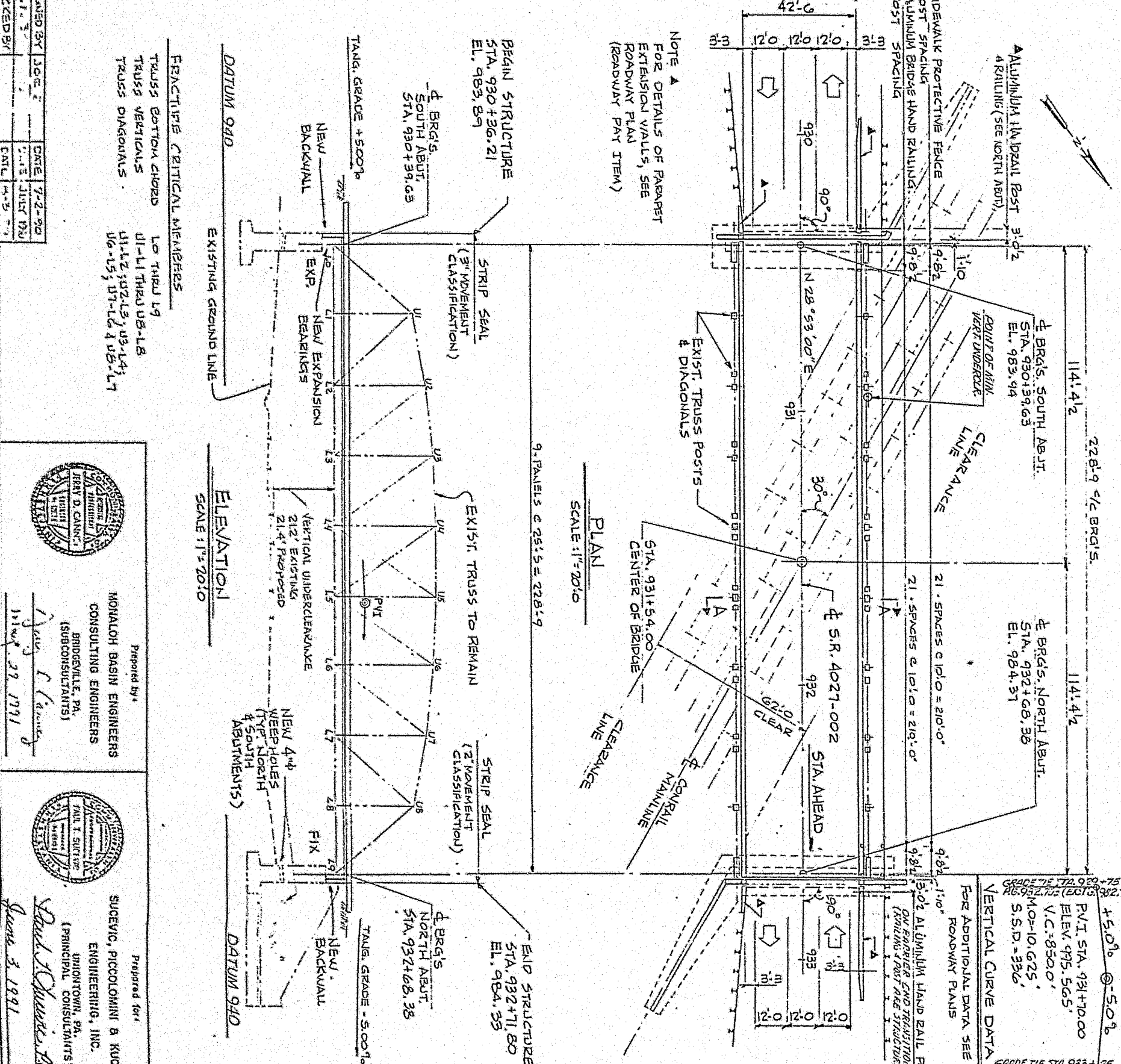
- WORK AREA
- SIGN
- TYPE B LIGHT
- TYPE III BARRICADE
- TYPE OF SIGN
- DETOUR ROUTE

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

LIMIT OF WORK
 STA. 929+25.00
 SEG. 0020, OFFSET 0303 NBL
 SEG. 0021, OFFSET 0295 SBL
 S.R. 4027, SECTION 002
 SNYDER TOWNSHIP
 BLAIR COUNTY

NOT TO SCALE

TRAFFIC CONTROL PLAN



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
GENERAL PLAN

RECOMMENDED 12-19-91
DISTRICT BRIDGE ENGINEER
S-18120

PROVIDE MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH "SPECIFICATIONS PUBLICATION 408/1990," "AASHTO/AWS BRIDGE WELDING CODE 1988" AND CONTRACT SPECIAL PROVISIONS.

PROVIDE STRUCTURE STEEL CONFORMING TO AASHTO M223 GRADE 50 (ASTM A572 GRADE 50) DESIGNATION FOR FLOOR BEAMS. ALL OTHER STRUCTURAL STEEL MUST CONFORM TO AASHTO M193 (ASTM A36) DESIGNATION EXCEPT WHERE NOTED OTHERWISE.

SEISMIC FORCES WERE CONSIDERED FOR THIS STRUCTURE.

DESIGN SPECIFICATIONS, DESIGN DIVISION 1 OF AASHTO, "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1989 EDITION, AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4," STRUCTURES (INCLUDING NOVEMBER, 1988 REVISIONS).

LIVE LOAD DISTRIBUTION IS BASED UPON AASHTO METHOD.

DESIGN IN ACCORDANCE WITH STRENGTH DESIGN METHOD-LOAD FACTOR DESIGN (EXISTING TRUSSES ARE DESIGNED IN ACCORDANCE WITH WORKING STRESS DESIGN METHOD).

DESIGN LIVE LOAD, HS25 LOADING OR 125% OF ALTERNATE MILITARY LOADING OR P-82 (204,000 POUNDS PERMIT LOAD) WITH THE AASHTO GROUP 18 LOADING.

FATIGUE DESIGN IS BASED ON THE FOLLOWING: ADTT 173; 1986, TRUCK LOADING OF 500,000 CYCLES FOR TRANSVERSE MEMBERS AND A TRUCK LOADING OF 2,000,000 CYCLES FOR LONGITUDINAL MEMBERS.

DEAD LOADS, INCLUDES 30 POUNDS PER SQUARE FOOT FOR FUTURE WEARING SURFACE ON THE DECK SLAB AND IS FOUND PER SQUARE FOOT (WEIGHT OF FORMS PLUS WEIGHT OF CONCRETE IN THE VALLEYS OF FORMS) OF DECK AREA FORMED USING PERMANENT METAL DECK FORMS.

PROVIDE 2 INCH CONCRETE COVER ON REINFORCEMENT BARS EXCEPT AS NOTED.

USE CLASS AAA CEMENT CONCRETE IN DECK SLAB AND SIDEWALK SLAB.

USE CLASS AA CEMENT CONCRETE IN CURBS, PARAPETS, ABUTMENT BACKWALLS AND PEDESTALS.

PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT (A615), RAIL STEEL (A616) OR AXLE STEEL (A617). 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.

EPOXY-COAT ALL REINFORCING BARS.

RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS EXCEPT AS INDICATED.

VERIFY ALL DIMENSIONS AND GEOMETRY OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR PROPER FIT OF THE PROPOSED CONSTRUCTION.

ABUTMENT BACKWALLS MAY BE PLACED UP TO A CONSTRUCTION JOINT BELOW THE LEVEL OF THE BOTTOM OF THE DECK SLAB PRIOR TO CONSTRUCTION OF THE DECK.

CHAMFER EXPOSED CONCRETE EDGES 1" X 1" EXCEPT AS NOTED.

CONSTRUCTION DETAILS OTHER THAN THOSE SHOWN MUST CONFORM TO THE STANDARD DRAWINGS.

JZ	Date	June, 1990
CV	Date	July, 1990
MMS	Date	July, 1990

REPAIR ANY AREAS DAMAGED BEYOND THE REMOVAL LIMITS AT NO EXTRA COST TO THE DEPARTMENT.

PLANS FOR THE EXISTING BRIDGE ARE AVAILABLE AT THE DISTRICT OFFICE, DISTRICT 9-0, 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 SHOP DWGS. - S-952, DATED APRIL 27, 1989, SHOWING AS: SHOP DWGS. - D-252, DATED APRIL 11, 1989, 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 1018.3 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 FROM TO CONFORM TO THE REQUIREMENTS OF AASHTO GUIDE SPECIFICATIONS FOR FRAGILE 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(g) 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.

EPOXY COAT ALL EXPOSED REINFORCING BARS IN ABUTMENTS AND WINGWALLS.

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

PROVIDE WELDED STUD SHEAR CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO AASHTO M193 (ASTM A108).

FIELD WELDING OF STRUCTURAL STEEL IS NOT PERMITTED.

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

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

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

THE AREAS OF DETEIORATED 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 ADJUT CNAL 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 1018 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.

2	GENERAL NOTES & INDEX OF SHEETS
3	ESTIMATED QUANTITIES & DECK SLAB ELEVATIONS
4	NORTH ABUTMENT PLAN & ELEVATION
5	SOUTH ABUTMENT PLAN & ELEVATION
6	NORTH & SOUTH ABUTMENT REPAIR DETAILS
7	TYPICAL CONCRETE REPAIR DETAILS
8	BEARING DETAILS
9	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

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
 S.R. 4027-002 STA. 931+54
 OVER CONRAIL MAINLINE (3-TRACKS)
 REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
 GENERAL NOTES & INDEX OF SHEETS

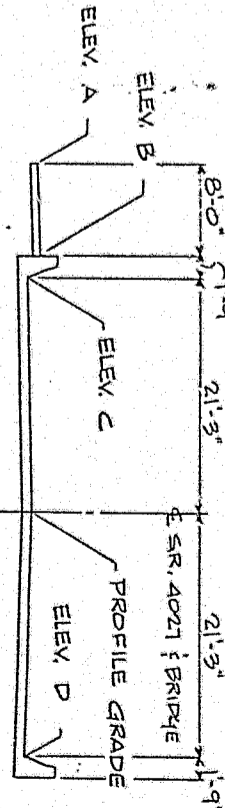
RECOMMENDED	12-19-91	SHEET 2 OF 14
DISTRICT BRIDGE ENGINEER		S-18120

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	NORTH ABUTMENT	SOUTH ABUTMENT	SUPER-STRUCTURE	TOTALS
0204-0100	CLASS 3 EXCAVATION	C.Y.	32	27		59
1001-0000	CLASS AAA CEMENT CONCRETE (NOTE A)	C.Y.			336	336
1001-0001	CLASS AA CEMENT CONCRETE	C.Y.	35	35	59	129
1001-0701	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	L.S.	(30 C.Y.)	(25 C.Y.)		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 R)	LB		1	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.
* 9000-0004	DISPOSAL OF HAZARDOUS & NON-HAZARDOUS BRIDGE SURFACE PREPARATION WASTE	TON			5	5
* 9000-0006	PROTECTIVE COATING FOR REINFORCED CONCRETE SUBSTRUCTURE SURFACES	S.Y.	140	120		260
* 9000-0007	SPECIAL MORTAR REPAIRS	S.F.	645	103		748
* 9000-0008	CLASS AA CEMENT CONCRETE REPAIRS	S.F.	62	317		379
* 9000-0009	MODIFIED EXPANSION BEARING	EA.		2		2
* 9000-0010	WORKER HEALTH PROTECTION	L.S.				L.S.
* 9000-0011	EPOXY INJECTION CRACK REPAIR, MODIFIED	L.F.	30	30		60
* 9000-0012	DOWEL HOLES, 33" DEPTH	EA.	28	28		56

TABLE OF SLAB ELEVATIONS

STATION	ELEV. A	ELEV. B	ELEV. C	RG.	ELEV. D	REMARKS
930 + 37.46	983.95	984.11	983.48	983.91	983.48	FRONT FACE OF BACKWALL - SOUTH ABUT.
930 + 39.63	983.98	984.75	983.52	983.94	983.52	FRONT FACE OF BACKWALL - SOUTH ABUT.
+ 50	984.13	984.29	983.67	984.09	983.67	
+ 60	984.27	984.43	983.81	984.23	983.81	
+ 70	984.39	984.55	983.93	984.35	983.93	
+ 80	984.50	984.66	984.04	984.46	984.04	
+ 90	984.60	984.76	984.14	984.56	984.14	
931 + 00	984.69	984.85	984.23	984.65	984.23	
+ 10	984.77	984.93	984.31	984.73	984.31	
+ 20	984.83	984.99	984.37	984.79	984.37	
+ 30	984.89	985.05	984.43	984.85	984.43	
+ 40	984.93	985.09	984.47	984.89	984.47	
+ 50	984.96	985.13	984.50	984.92	984.50	
+ 60	984.97	985.14	984.51	984.93	984.51	
+ 70	984.98	985.15	984.52	984.94	984.52	
+ 80	984.97	985.14	984.51	984.93	984.51	
+ 90	984.96	985.13	984.50	984.92	984.50	
932 + 00	984.93	985.09	984.47	984.89	984.47	
+ 10	984.89	985.05	984.43	984.85	984.43	
+ 20	984.83	984.99	984.37	984.79	984.37	
+ 30	984.77	984.93	984.31	984.73	984.31	
+ 40	984.69	984.85	984.23	984.65	984.23	
+ 50	984.60	984.76	984.14	984.56	984.14	
+ 60	984.50	984.66	984.04	984.46	984.04	
+ 68.38	984.41	984.57	983.95	984.37	983.95	FRONT FACE OF BACKWALL - NORTH ABUT.
932 + 70.55	984.39	984.55	983.92	984.35	983.92	FRONT FACE OF BACKWALL - NORTH ABUT.



- NOTES:
- * ALL QUANTITIES SHOWN ARE APPROXIMATE.
 - * (A) QUANTITIES OF CLASS AAA CEMENT CONCRETE INCLUDES 31 C.Y. OF CONCRETE IN VALLEYS OF THE METAL DECK FORMS.
 - * (B) SUMMARY OF FABRICATED STRUCTURAL STEEL INCLUDES: A 572 (GRADE 50) - 120,090 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.

S.R.4027 FORMERLY KNOWN AS LR35

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

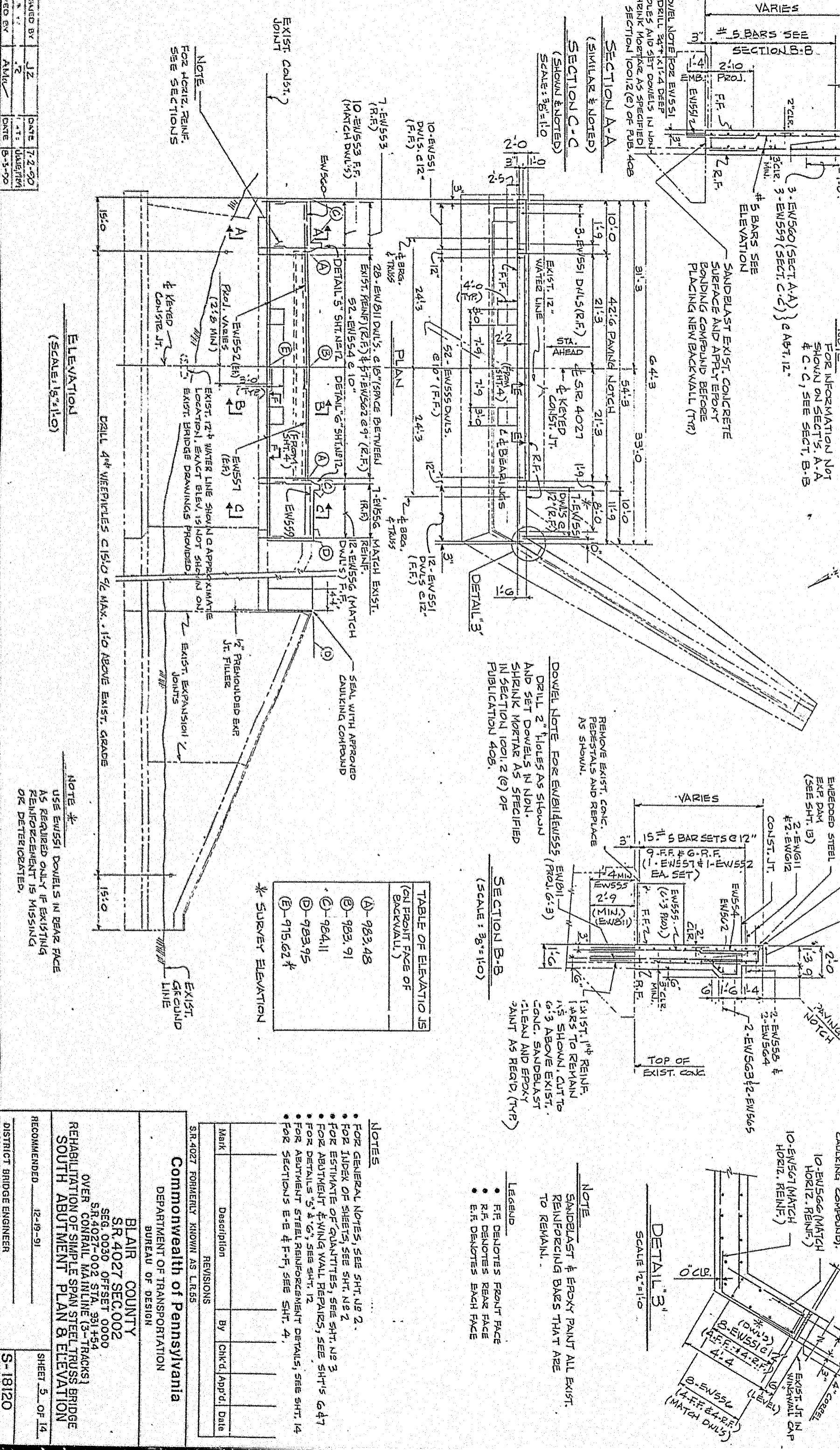
BLAIR COUNTY
S.R.4027 SEC.002
SEG.0030 OFFSET 0000
S.R.4027-002 STA. 931+54
OVER CONRAIL MAINLINE (3-T RACKS)
REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
ESTIMATED QUANT. & DECK SLAB ELEV.

RECOMMENDED 12-19-91

DISTRICT BRIDGE ENGINEER

SHEET 3 OF 14

S-18120



FOR INFORMATION NOT SHOWN ON SECT. A-A & C-C, SEE SECT. B-B

SANDBLAST EXIST. CONCRETE SURFACE AND APPLY EPOXY BONDING COMPOUND BEFORE PLACING NEW BACK WALL (TR)

REMOVE EXIST. CONC. PEDIESTALS AND REPLACE AS SHOWN.

DRILL 2" HOLES AS SHOWN AND SET DOWELS IN NON-SHRINK MORTAR AS SPECIFIED IN SECTION 1001.2 (e) OF PUBLICATION 408.

EXIST. 1" REIN. BARS TO REMAIN AS SHOWN. CUT TO 6" ABOVE EXIST. CONC. SANDBLAST CLEAN AND EPOXY PAINT AS REQ'D (TR)

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

LEGEND
● F.F. DENOTES FRONT FACE
● R.F. DENOTES REAR FACE
● E.F. DENOTES EACH FACE

TABLE OF ELEVATIONS (ON FRONT FACE OF BACKWALL)

Ⓐ	983.48
Ⓑ	983.91
Ⓒ	984.11
Ⓓ	983.95
Ⓔ	915.62*

* SURVEY ELEVATION

NOTES

- FOR GENERAL NOTES, SEE SHT. NO. 2.
- FOR INDEX OF SHEETS, SEE SHT. NO. 2.
- FOR ESTIMATE OF QUANTITIES, SEE SHT. NO. 3.
- FOR ABUTMENT & WING WALL REPAIRS, SEE SHT'S 6 & 7.
- FOR DETAILS "S" & "G", SEE SHT. 12.
- FOR ABUTMENT STEEL REINFORCEMENT DETAILS, SEE SHT. 14.
- FOR SECTIONS E-E & F-F, SEE SHT. 4.

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

REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
OVER CONRAIL MAINLINE (3-TRACKS)
SOUTH ABUTMENT PLAN & ELEVATION

RECOMMENDED 12-19-91
DISTRICT BRIDGE ENGINEER
SHEET 5 OF 14
S-18120

REVISIONS

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

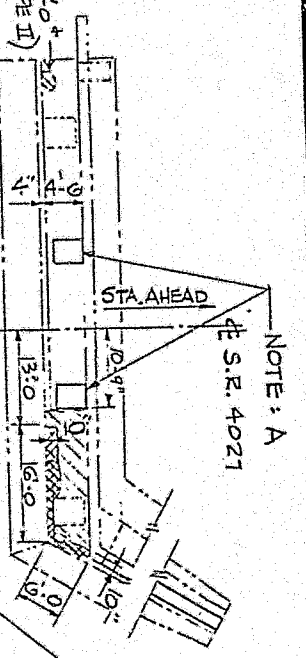
DESIGNED BY	JZ	DATE	7-2-90
DRAWN BY	AMC	DATE	7-2-90

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

NOTE *
USE EW551 DOWELS IN REAR FACE AS REQUIRED ONLY IF EXISTING REINFORCEMENT IS MISSING OR DETERIORATED.

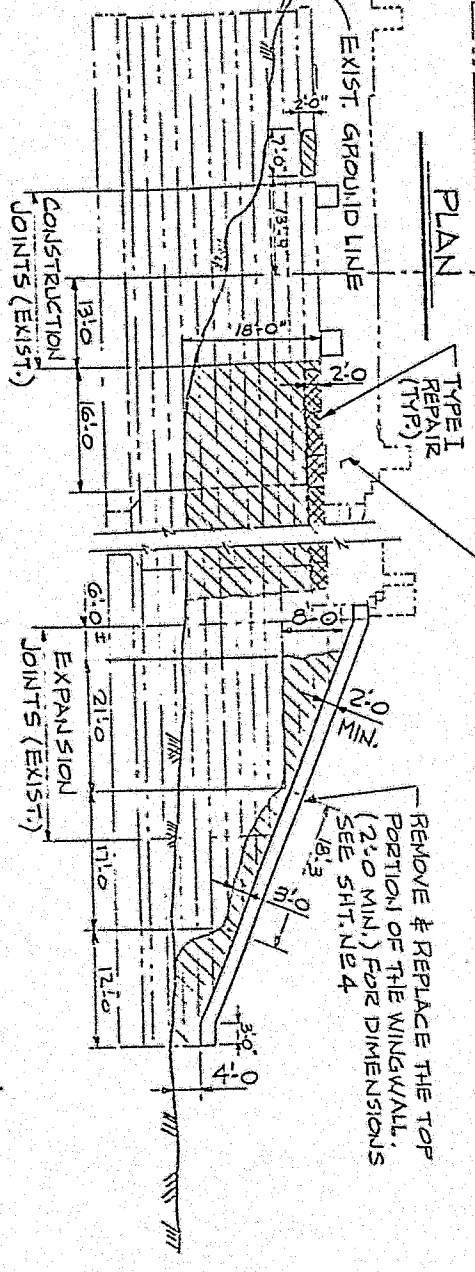
DETAIL "3"
SCALE 1/2"=1'-0"

DATE 7-2-90
DRAWN BY AMC



NOTE: A
S.R. 4027

REMOVE & REPLACE THE ENTIRE BACKWALL DOWN TO TOP OF BRIDGE SEAT. FOR DIMENSIONS SEE SHIT. 4 & 5

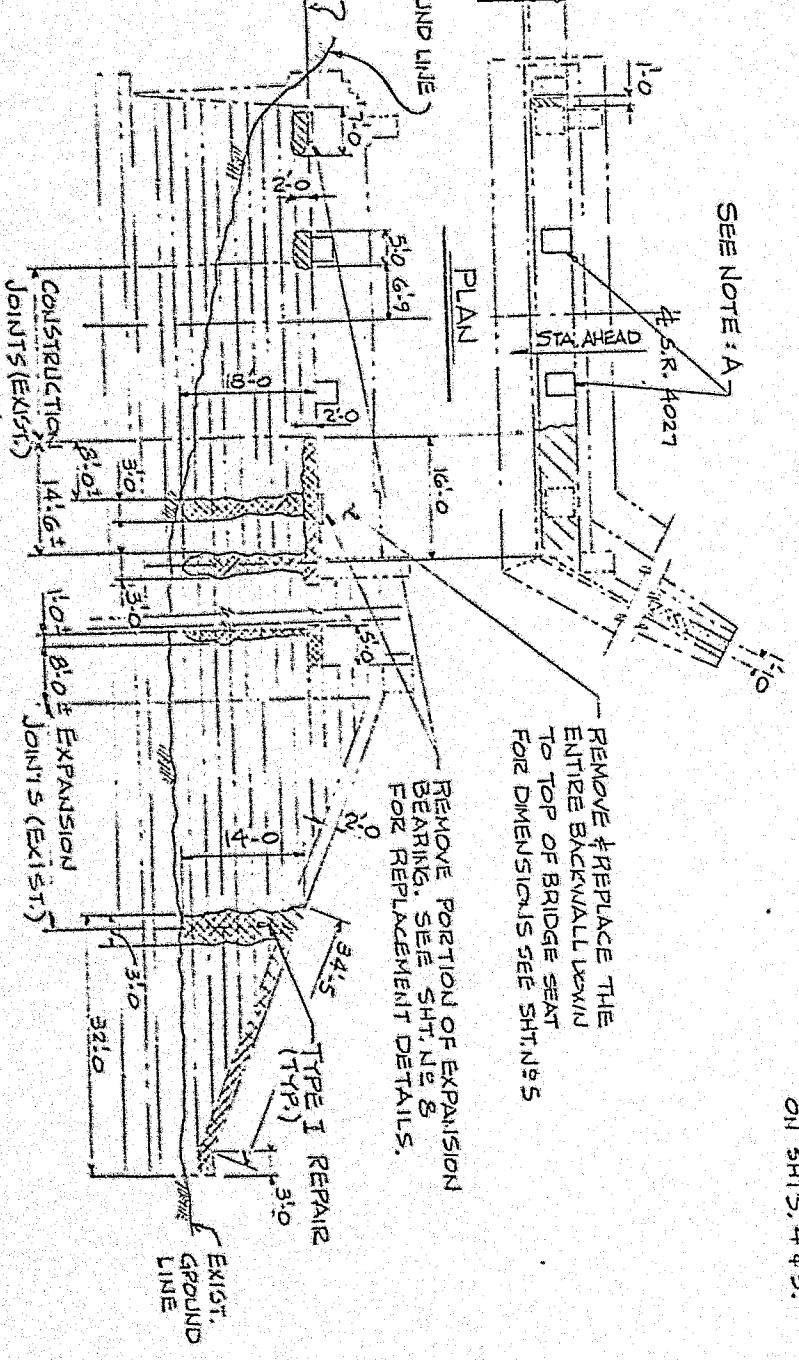


REMOVE & REPLACE THE TOP PORTION OF THE WINGWALL. (2'-0" MIN.) FOR DIMENSIONS SEE SHIT. 4

ELEVATION
NORTH ABUTMENT
(N.T.S.)

NOTE: A

REMOVE EXISTING PEDESTALS & RETAIN EXIST. VERTICAL REINFORCING. REBUILD PEDESTALS AS SHOWN ON SHITS. 4 & 5.



REMOVE & REPLACE THE ENTIRE BACKWALL DOWN TO TOP OF BRIDGE SEAT FOR DIMENSIONS SEE SHIT. 5

REMOVE PORTION OF EXPANSION BEARING. SEE SHIT. 2 & 3 FOR REPLACEMENT DETAILS.

ELEVATION
SOUTH ABUTMENT
(N.T.S.)

LEGEND

- DENOTES TYPE I REPAIR (GREATER THAN 2" DEPTH)
- DENOTES 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 DETEORIZED 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
S.R. 4027-002 STA. 931+54
OVER CORRAL MAINLINE (3-TRACKS)

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

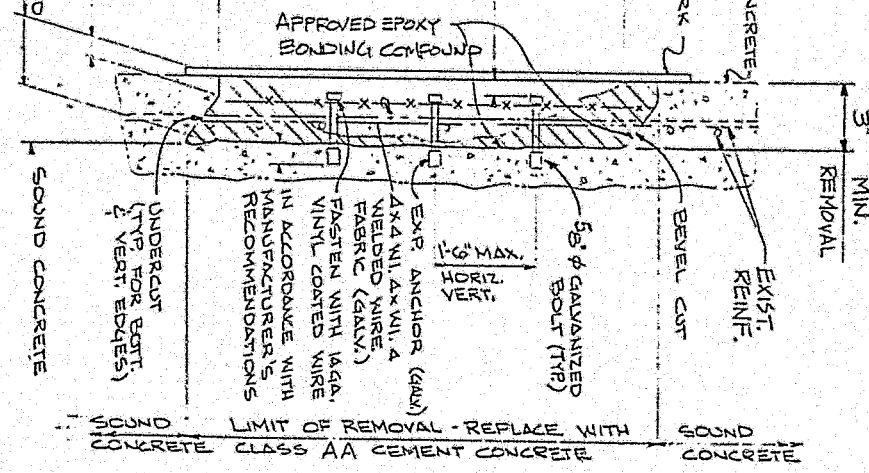
RECOMMENDED 12-19-91

DISTRICT BRIDGE ENGINEER

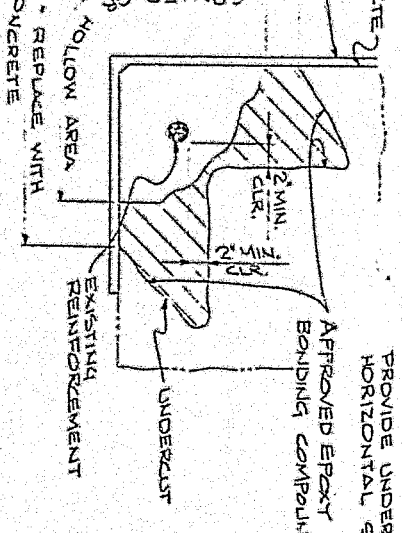
S-18120

SHEET 6 OF 14

DATE 7-2-90
JULY, 1990

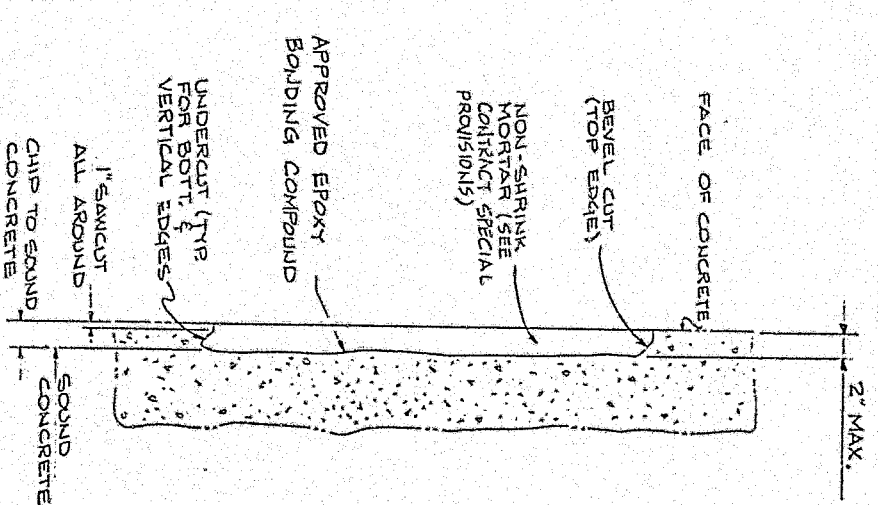


VERTICAL SECTION
TYPE I REPAIRS
N.T.S.

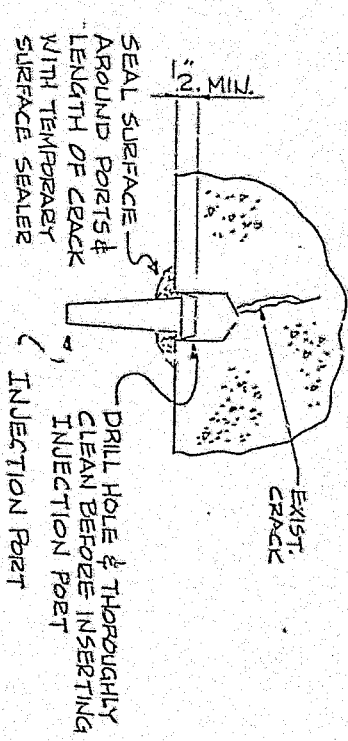


NOTE:
PROVIDE UNDERCUT ON HORIZONTAL SURFACES

TAIL - TYPE I REPAIR AT CORNER
N.T.S.



VERTICAL SECTION
TYPE II REPAIRS
N.T.S.



NOTE:
EPOXY TO BE INJECTED AND CURED IN ACCORDANCE WITH THE MANUFACTURER'S 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 9000.0011)

- 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.

- PROCEDURE FOR TYPE I CONCRETE REPAIRS
(CLASS NA GENERAL CONCRETE 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). BLOW ALL REPAIR AREAS CLEAN WITH OIL-FREE COMPRESSED AIR & PROTECT AGAINST ANY CONTAMINATE DETRIMENTAL TO THE BOND OF THE REPAIR MATERIAL.
 5. INSTALL CONCRETE ANCHORS AND WELDED WIRE FABRIC. FASTEN FABRIC TO ALL ANCHORS.
 6. SET FORMS TO ORIGINAL SURFACE CONTOURS AND MAINTAIN ALL CHANGES. PROVIDE ADEQUATE PORTS FOR APPLYING EPOXY BONDING COMPOUND AND PLACING CONCRETE.
 7. USE REMOVABLE FORMS.
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 MANUFACTURER'S RECOMMENDATIONS AND THE CONTRACT SPECIAL PROVISIONS.
 8. FINISH AND CURE CONCRETE IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS.
 9. REFER TO CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

- PROCEDURE FOR TYPE II REPAIRS
(SPECIAL SURFACE REPAIRS - ITEM 9000.0007)
1. SAWCUT 1" DEEP AT EDGES OF REPAIR AREA AS DESIGNATED BY THE ENGINEER.
 2. REMOVE DETEIORATED CONCRETE TO SOUND UNDERCUTS AS INDICATED.
 3. SANDBLAST CLEAN, ALL EXPOSED SOUND CONCRETE AND EXISTING REINFORCEMENT BARS (IF ANY). BLOW ALL REPAIR AREAS CLEAN WITH OIL-FREE COMPRESSED AIR & PROTECT AGAINST ANY CONTAMINATE DETRIMENTAL TO THE BOND OF THE REPAIR MATERIAL.
 4. APPLY NON-SHRINK MORTAR IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS. PROVIDE A SMOOTH SURFACE FINISH.
 5. CURE IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS.
 6. REFER TO CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

REVISIONS	
Mark	Description

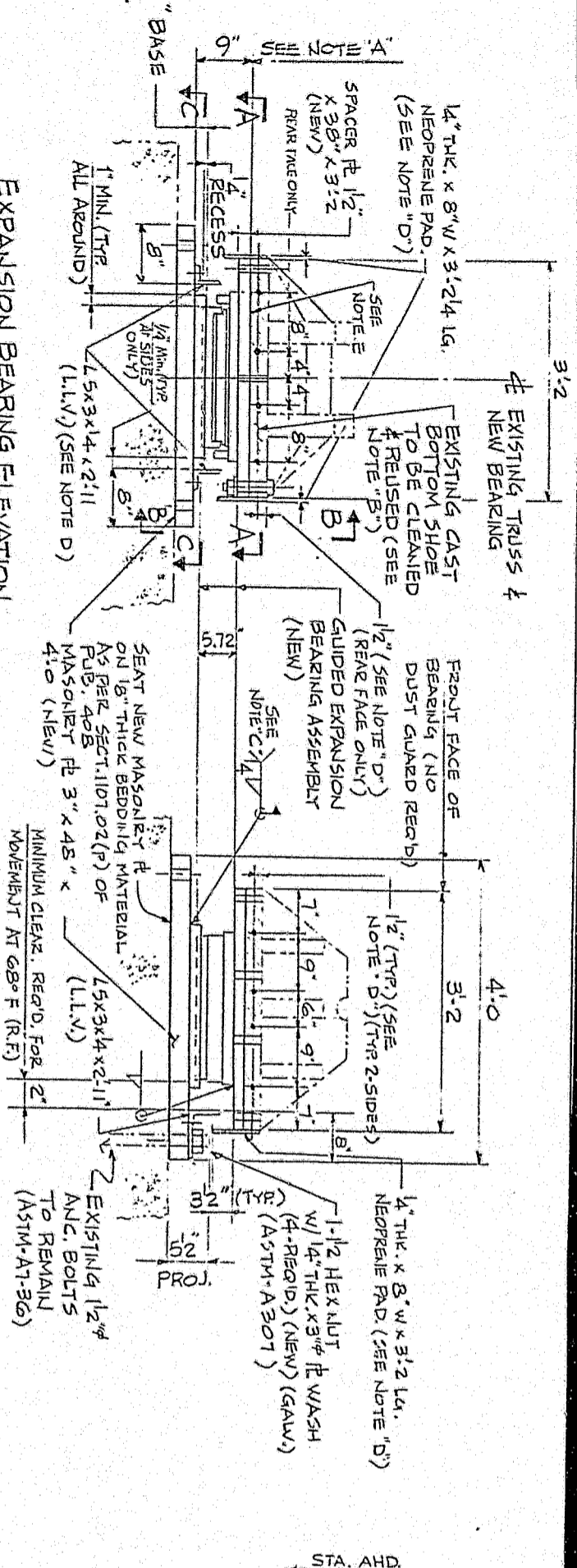
By: CHK'd: App'd: Date:

S.R.4027 FORMERLY KNOWN AS L.R.55

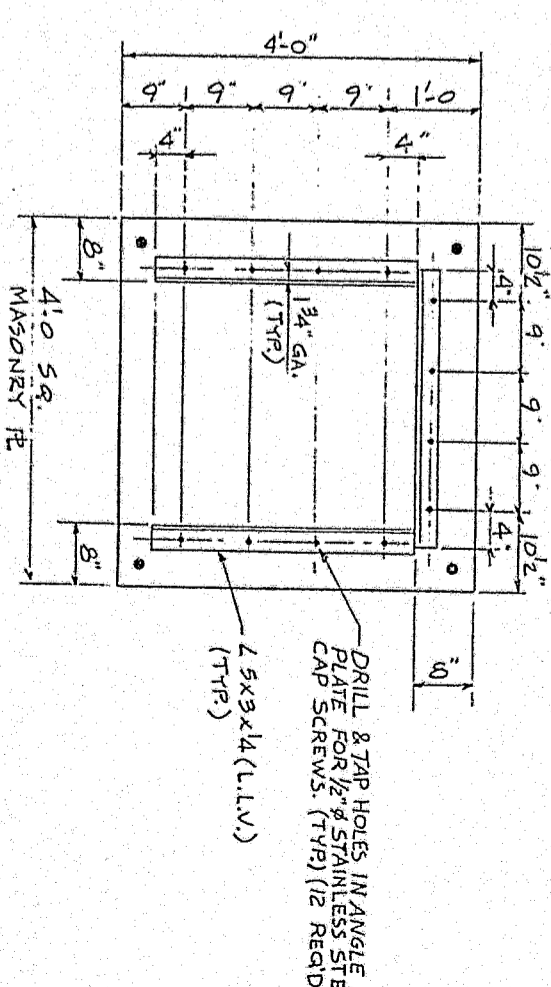
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

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

RECOMMENDED: 12-19-91 SHEET 7 OF 14



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

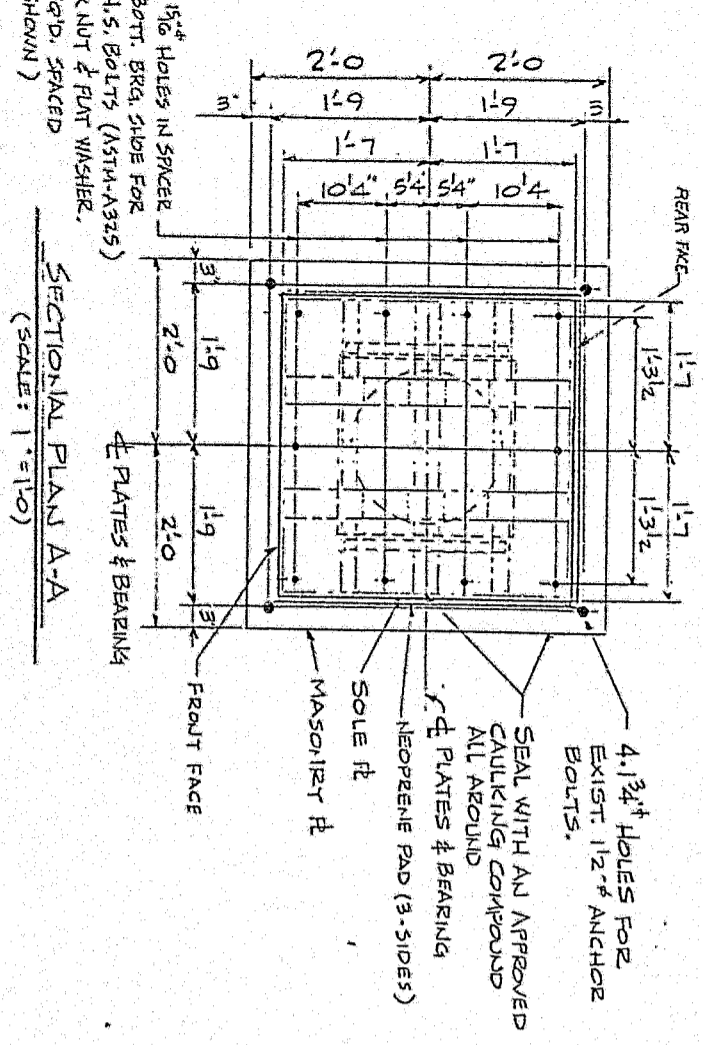


SECTION C-C
(SCALE 1"=1'-0")

- NOTES
- FOR GENERAL NOTES, SEE SHEET 2
 - FOR INDEX OF SHEETS, SEE SHEET 2
 - FOR ESTIMATE OF QUANTITIES, SEE SHEET 3
 - FOR LOCATION OF BEARINGS, SEE SHEET 5

BEARING NOTES

- FIELD WELDING IS NOT ALLOWED (EXCEPT AS INDICATED)
- THREADS ARE NOT ALLOWED IN THE PLANE BETWEEN TWO CONNECTED PARTS FOR 1/8" Ø A325 BOLTS.
- MAXIMUM DESIGN VERTICAL LOAD IS 1076 KIPS. (UNFACTORED)
- MINIMUM 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: 1.99"
- ALLOWABLE COEFFICIENT OF FRICTION OF SLIDE SURFACES IS 0.08.
- THE FABRICATION AND CONSTRUCTION OF THE EXPANSION BEARINGS MUST BE IN ACCORDANCE WITH SECTION 1050.3 (C) 4. F 1111 OF PENNSYLVANIA AND VOLUME 1, PART B, SECTION 19 OF THE PENNSYLVANIA DESIGN MANUAL, PART 4, STRUCTURES (INCLUDING NOVEMBER 1988 REVISION).
- MINIMUM SPACER PLATE THICKNESS IS 1", MINIMUM MASONRY PLATE THICKNESS IS 3".



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

REV.	DATE	BY	CHK'D
1	JULY, 1976		
2	JULY, 1976		
3	JULY, 1976		
4	JULY, 1976		
5	JULY, 1976		

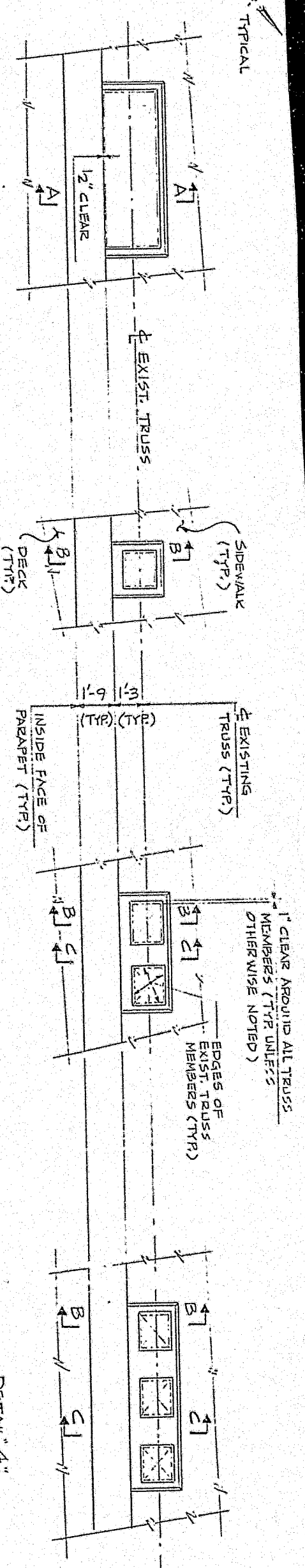
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

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

TYPICAL

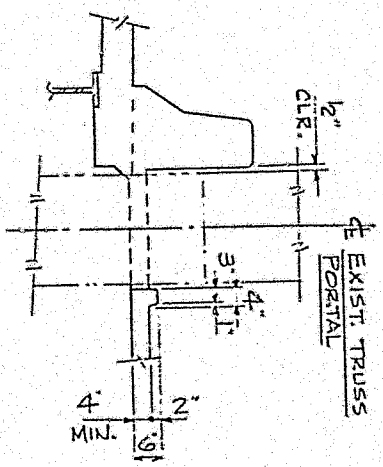


DETAIL "1"
SCALE: 3/8"=1'-0"

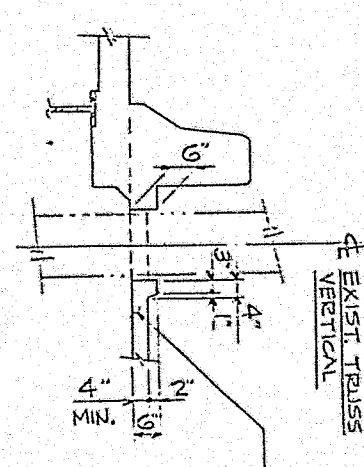
DETAIL "2"
SCALE: 3/8"=1'-0"

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

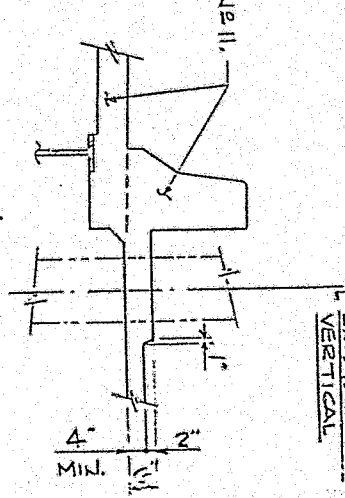
DETAIL "4"
SCALE: 3/8"=1'-0"



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 REINFORCING
NOT SHOWN, SEE SHT. 11,
(TYP)

- 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 1.
 - 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.

TABLE OF MAXIMUM MOMENTS & REACTIONS
(ULTRAFACED LOADS)

LOADING DESCRIPTION	MOMENT	REACTION	INT. FLANGE MOMENT (NON-COMPOSITE)	END FLOOR SLAB MOMENT (NON-COMPOSITE)
DEAD LOAD ON STEEL SECTION	59.0	9.3	1483.8	910.0
DEAD LOAD ON COMPOSITE SECTION	20.5	3.2	120.1	14.2
LIVE LOAD BUS IMPACT FOR HS 25	166.8	44.4	1729.0	13.9
TOTAL	246.3	56.9	3212.8	197.7

NOTES:

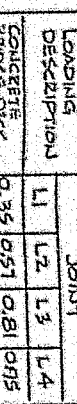
- MOMENT VALUES IN KIP-FT. REACTION IN KIPS.
- CONCRETE DESIGN STRENGTH - $f_c = 4000$ PSI $n = 8$
- TABULATED STEINBERG MOMENTS ARE FOR INTERIOR STRINGERS.
- TABULATED STEINBERG (LIVE LOAD TOTAL) SHEAR IS FOR INTERIOR STRINGERS.

TRUSS DEAD LOAD DEFLECTIONS
(INCHES)

LOADING DESCRIPTION	L1	L2	L3	L4
CONCRETE BRIDGE DECK	0.35	0.51	0.81	0.95
PARAPET	0.00	0.10	0.14	0.16
PARAPET & SIDE-WALK & FINISH	0.13	0.20	0.29	0.34

DEAD LOAD DEFLECTIONS
DUE TO WEIGHT OF COLLECTOR

MEMBER	DEFLECTION AT
END FLOOR SLAB	1/8"
INTERIOR FLOOR SLAB	1/4"
STRINGER	1/8"



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



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

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+5.4
OVER CONRAIL MAINLINE (3-TRACKS)
REHABILITATION OF SIMPLE SPAN STEEL TRUSS BRIDGE
SIDEWALK DETAILS & DEAD LOAD DEFLECTIO

RECOMMENDED 12-19-91 SHEET 12 OF

DISTRICT BRIDGE ENGINEER

S-18120

DATE	1991
BY	JAN 1991
DATE	1991
BY	JAN 1991

April 23, 1992

20019

W D PICKERING P E
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
509 TRANSPORTATION AND SAFETY BUILDING
HARRISBURG PA 17120

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 Sir:

At the request of Pennsylvania Department of Transportation, a field investigation and conference will be held at the site of the crossing of State Route 4027 above the grade of the tracks of Consolidated Rail Corporation, in Snyder Township, Blair County, on Friday May 1, 1992 at 10:30 a.m., to discuss the scheduled bridge construction work.

Kindly arrange to have a representative present.

Very truly yours,

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

WBC:kmb

See Attached List

