

Final Right-of-Way Plan Submission to

PUC September 28, 2023

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
400 North Street
Keystone Building
Harrisburg, PA 17120

Re: PUC Docket#: A-2022-3035024
DOT#872471 H
MPMS # 112550

Dear Secretary Chiavetta:

Attached for approval is one copy of the signed Drawings Authorizing Acquisition of Right-of-Way for State Route 83, Section 091 R/W in Spring Garden Township and N. York Borough, York County, consisting of sheets 1 through 149 for a total of 149 sheets.

Also attached is one color-coded copy of sheet 1 of 1 for a total of 1 sheet of the final signed Right-of-Way plans and one copy of the Property Description Tract of the *Railroad* property to be appropriated by the Public Utility Commission.

A set of the final drawings and a copy of the property description are being sent to the following parties of record for examination simultaneously with this submission to the Public Utility Commission as set forth in the attached Certificate of Service.

We respectfully request the approval of these plans and the subsequent issuance of an order appropriating the property. Should you have any questions or concerns, please feel free to contact Ahmed Lasloudji at (717) 787 - 4732.

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Public Projects Manager
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York County Commissioners
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York, PA 1740
jlwheeler@yorkcountypa.gov

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ADL@csdavidson.com

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One Call Department
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sxldesignreview@sunocologistics.com

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York PA 17402
Brad.gantz@amwater.com

John Ruskay
Sunoco Pipeline LP
C/O Energy Transfer Partners, LLC
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Sinking Spring, PA 19608
John.ruskay@energytransfer.com

Sincerely,

A handwritten signature in black ink, appearing to read 'Ahmed Lasloudji', with a stylized flourish at the end.

Ahmed Lasloudji
Engineering District 8-0
Department of Transportation

Enclosure

cc: Parties of Record per Certificate of Service
Daniel Leonard, P.E., Grade Crossing Engineer, R/W, Utilities & Grade Crossing Division.
Karen Cummings, Senior Assistant Counsel, PO Box 8212, 9th Floor
William Sinick, P.E., Senior Civil Engineer Manager, PUC, Rail Safety Section, 3rd Floor,

DOT-2015 Bldg. CO (r-249-254) - b1
DOT-ANSI DTDIF-P11

DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
8-0	YORK	MANCHESTER	NORTH YORK	0083	091 R/W	149
		SPRINGETTSBURY				
		SPRING GARDEN				

SR 0083, PREVIOUSLY KNOWN AS LR 789.

MPMS NO. 112550

COMMONWEALTH OF PENNSYLVANIA



DEPARTMENT OF TRANSPORTATION DRAWINGS RE-ESTABLISHING LIMITED ACCESS HIGHWAY

AND AUTHORIZING ACQUISITION OF RIGHT-OF-WAY

FOR
STATE ROUTE 0083 SECTION 091 R/W
IN YORK COUNTY

AUTHORIZATION FROM STA 273+95.20 TO STA 367+28.31 LENGTH 8,183.18 FT 1.549 MI
FROM SEG 0190 OFFSET 2300 TO SEG 0210 OFFSET 0949

FROM SEG 0191 OFFSET 2300 TO SEG 0211 OFFSET 0949

RE-ESTABLISHMENT FROM STA 273+95.20 TO STA 367+28.31 LENGTH 5,724.92 FT 1.084 MI

FROM SEG 0190 OFFSET 2300 TO SEG 0210 OFFSET 0949

FROM SEG 0191 OFFSET 2300 TO SEG 0211 OFFSET 0949

ALSO

STATE ROUTE 0030 FROM STA 449+59.65 TO STA 450+16.36 AND FROM STA 462+71.45 TO STA 466+35.00 AND
FROM STA 467+83.81 TO STA 473+47.45

STATE ROUTE 3029 FROM STA 30+70.00 TO STA 33+68.31 AND FROM STA 35+59.32 TO STA 43+75.00

STATE ROUTE 4055 FROM STA 12+59.57 TO STA 19+34.40

TOWNSHIP ROAD T-509 FROM STA 1+25.00 TO STA 2+53.63

TOWNSHIP ROAD T-511 FROM STA 0+25.00 TO STA 8+09.39

TOWNSHIP ROAD T-513 FROM STA 1+53.63 TO STA 7+88.53

TOWNSHIP ROAD T-840 FROM STA 8+43.02 TO STA 8+90.00

BOROUGH STREET COLUMBIA AVENUE FROM STA 7+88.53 TO STA 11+60.00

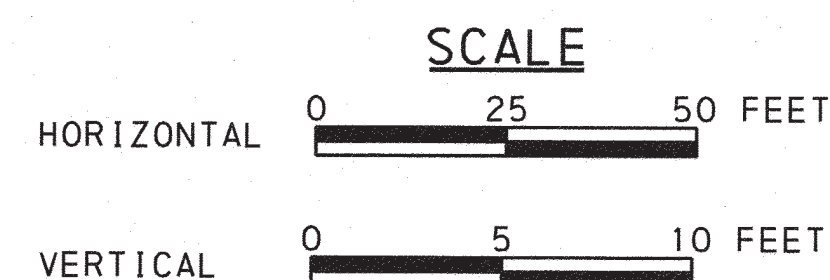
THE PUBLIC UTILITY COMMISSION SHALL APPROPRIATE PROPERTY IN APPLICATION DOCKET NO. A-2021-3027407 BETWEEN STATION 327+28.16 AND STATION 333+53.67 PURSUANT TO THE PROVISIONS OF SECTION 2702(b) OF THE ACT OF JULY 1, 1978, P.L. 598, NO. 116 (66 P.S. SECTION 2702).

THE PUBLIC UTILITY COMMISSION SHALL APPROPRIATE PROPERTY IN APPLICATION DOCKET NO. A-2022-30350204 BETWEEN STATION 340+56.28 AND STATION 342+07.99 PURSUANT TO THE PROVISIONS OF SECTION 2702(b) OF THE ACT OF JULY 1, 1978, P.L. 598, NO. 116 (66 P.S. SECTION 2702).

THIS PLAN PREPARED PURSUANT TO SECTION 2 OF THE ACT OF MAY 29, 1945, P.L. 1108, AS AMENDED, 36 P.S. SECTION 2391.2, SECTION 4 OF THE OUTDOOR ADVERTISING CONTROL ACT OF 1971, AS AMENDED, 36 P.S. SECTION 2718.104, SECTION 2003(e) OF THE ADMINISTRATIVE CODE, AS AMENDED, 71 P.S. SECTION 513(e), SECTION 302(b)(3) OF THE EMINENT DOMAIN CODE, 26 P.G.C.S., SECTION 302(b)(3), SECTION 412 OF THE STATE HIGHWAY LAW, AS AMENDED 36 P.S. SECTION 670-412, AND SECTION 210 OF THE STATE HIGHWAY LAW, AS AMENDED 36 P.S. SECTION 670-210.

SR 0083 ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STA 5+79.59 TO STA 850+00.00 BY PLAN OF LR 789, SECTION 1, APPROVED ON APRIL 8, 1957.

SR 0030 ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STA 152+88.00 TO STA 37+88.35 BY PLAN OF LR 1069, SECTION 1A R/W, APPROVED ON SEPTEMBER 20, 1968.



DESIGN DESIGNATION

HIGHWAY CLASSIFICATION - URBAN INTERSTATE
 DESIGN SPEED - 60 TO 70 MPH
 PAVEMENT WIDTH - 6 - 12' LANES
 SHOULDER WIDTH - 12' LT/RT
 MEDIAN WIDTH - 26'

TRAFFIC DATA

CURRENT ADT - 72,115 (2022)
 DESIGN YEAR ADT - 96,177 (2042)
 DHV - 8,656
 D - 55%
 T - 14%

RECORDED IN THE OFFICE FOR THE RECORDING OF DEEDS, ETC. IN
YORK COUNTY, PA.

IN _____ BOOK _____ PAGE _____

WITNESS MY HAND AND SEAL OF OFFICE

DATE

RECORDER

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

KNOWN TO ME OR SATISFACTORILY PROVEN TO BE THE PERSON WHO HAS BEEN AUTHORIZED BY WRITTEN DELEGATION TO AFFIX THE FACSIMILE SIGNATURE OF MICHAEL B. CARROLL, SECRETARY OF TRANSPORTATION, ON PLANS AUTHORIZING ACQUISITION OF RIGHT-OF-WAY BY THE DEPARTMENT OF TRANSPORTATION, AND AS SUCH AUTHORIZED REPRESENTATIVE ACKNOWLEDGED THE WITHIN PLAN, COMPRISING 149 SHEETS, TO BE AN OFFICIAL PLAN OF THE DEPARTMENT OF TRANSPORTATION AND DESIRED THAT THE SAME BE RECORDED AS SUCH.

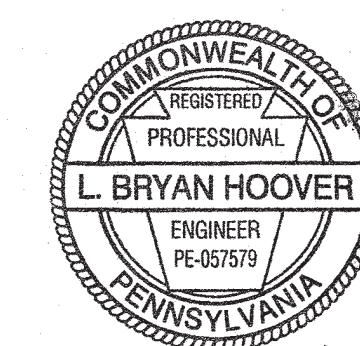
WITNESS MY HAND AND NOTARIAL SEAL

PREPARED BY:
SUSQUEHANNA
CIVIL, INC.
50 GRUMBACHER RD, STE 10
YORK, PA 17406



Stephen P. Reisinger
REG-PROF SURVEYOR
June 21, 2023
DATE

PREPARED BY:
STANTEC CONSULTING
SERVICES, INC.
5000 RITTER ROAD, STE 102
MECHANICSBURG, PA 17055



L. Bryan Hoover
REG-PROF ENGINEER
06-21-2023
DATE

RECOMMENDED DATE: September 22, 2023

Neyroll Van...
PROJECT MANAGER

RECOMMENDED DATE: September 22, 2023

Walter M. ...
DISTRICT EXECUTIVE

RECOMMENDED DATE: _____

DEPUTY SECRETARY

APPROVED DATE: _____

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

6/21/2023 10:03:00 AM
WORKSPACE: DOT-2015 SURVEY FEET
L:\2027\131442\1-100 Record\131-0 CADD\13-1 Highway\0083-091\RW\1442r-wt101.dgn

LIST OF PROPERTY OWNERS

- ① SPRINGGETTSBURY TOWNSHIP
- ② JOE DARRAH, INC.
- ③ ODEN INVESTMENTS, LLC
- ④ POWDER MILL CORP.
- ⑤ STANDARD CONCRETE PRODUCTS CO.
- ⑬ POWDER MILL CORP.
- ⑯ BREWERY PRODUCTS COMPANY
- ⑰ NORTH SHERMAN PROPERTIES, LLC
- ⑱ K/G WHITEFORD LIMITED PARTNERSHIP
- ⑳ PENNSYLVANIA LINES LLC
- ③③① THE REDEEMED CHRISTIAN CHURCH OF GOD-LIVING SPRING YORK CHURCH
- ③③① FRANKLIN DEAN HUNDLEY
- ③③② JACK R. MILLER
- ③③③ TANYA A. YOHE

SHEET INDEX BLOCK

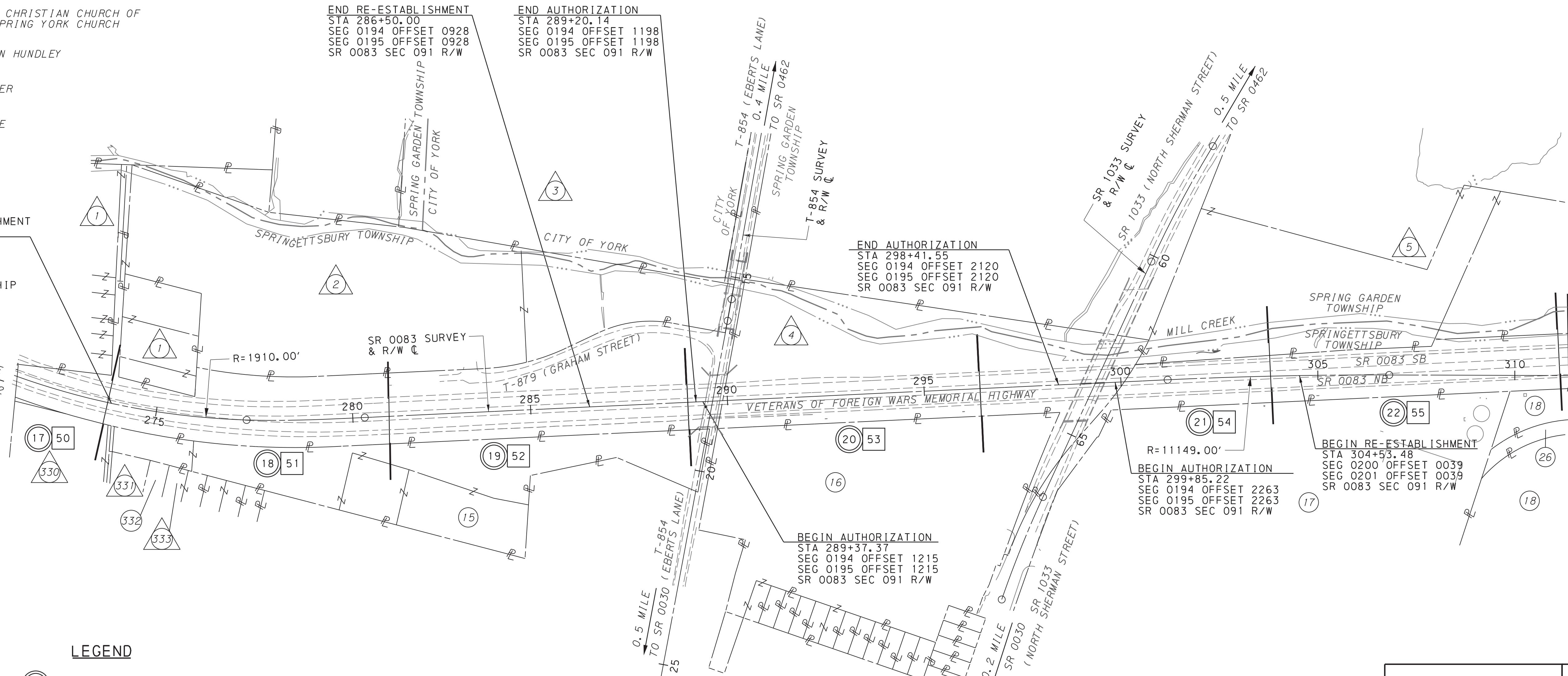
DESCRIPTION	SHEET
TITLE SHEET	1
INDEX MAP	2 TO 4
GENERAL NOTES AND LOCATION MAP	5 TO 6
PROJECT COORDINATES, R/W BREAK POINTS AND STRUCTURE DATA	7 TO 10
TRAVERSE CONTROL POINT COORDINATES	11
INTERCHANGE GEOMETRY SHEETS	12 TO 13
TYPICAL SECTIONS	14 TO 16
PLAN SHEETS	17 TO 49
PROFILE SHEETS	50 TO 82
PROPERTY PLOT SHEETS	83 TO 149

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	2 OF 149
SPRINGGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, NORTH YORK BOROUGH AND MANCHESTER TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

TABULATION OF SEGMENT EQUALITIES

SEGMENT 0190, OFFSET 0000 = STATION 250+95	SEGMENT 0191, OFFSET 0000 = STATION 250+95
SEGMENT 0194, OFFSET 0000 = STATION 277+22	SEGMENT 0195, OFFSET 0000 = STATION 277+22
SEGMENT 0200, OFFSET 0000 = STATION 304+14	SEGMENT 0201, OFFSET 0000 = STATION 304+14
SEGMENT 0204, OFFSET 0000 = STATION 329+04	SEGMENT 0205, OFFSET 0000 = STATION 329+04
SEGMENT 0210, OFFSET 0000 = STATION 356+94	SEGMENT 0211, OFFSET 0000 = STATION 356+94

LIMIT OF RE-ESTABLISHMENT AND AUTHORIZATION
 STA 273+95.20
 SEG 0190 OFFSET 2300
 SEG 0191 OFFSET 2300
 SR 0083 SEC 091 R/W
 SPRINGGETTSBURY TOWNSHIP
 YORK COUNTY

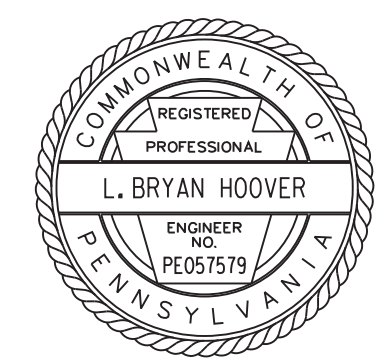
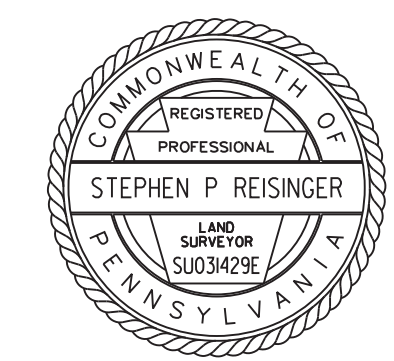


LEGEND

- PLAN
- PROFILE
- PARCEL IDENTIFICATION NUMBER
- △ PARCEL IDENTIFICATION NUMBER - NO TAKE
- SHEET LIMIT

INDEX MAP
(DRAWING 1 OF 3)

SCALE
0 150 300 FEET



9/12/2023 08:01:00 (SURVEY.FEET)
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 U:\2023\13142\1.00 RECEDES\13.0 CADDD\13.1 Highway\0083-091\RM\1442-r\1001.dgn
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LIST OF PROPERTY OWNERS

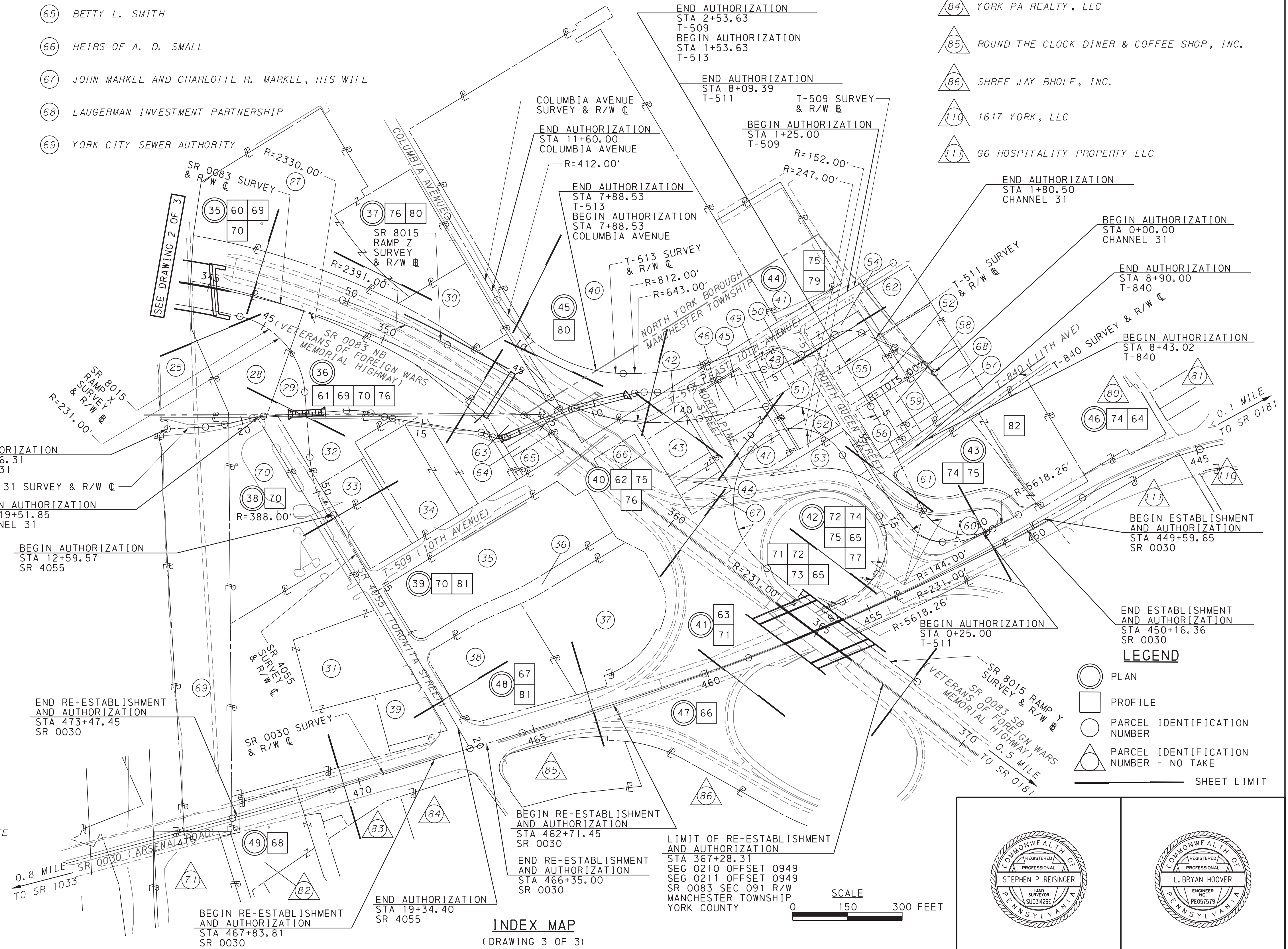
- 25 THE CITY OF YORK
- 27 LEROY A. KING, JR., AN ADULT INDIVIDUAL
- 28 PAUL M. LAND, KATHARINE A. LAND BERNHARDT, A. J. LAND, JR., THOMAS K. LAND, JENNIFER C. LAND (FORMERLY IANNONE) AND A. J. LAND JR., TRUSTEE, AS TENANTS IN COMMON
- 29 INDUSTRIAL PIPING SYSTEMS, INC.
- 30 TN & JF INVESTMENTS LLC
- 31 YORK HOSPITALITY, LLC
- 32 KENNARD P. FREED, JR., SINGLE MAN
- 33 CHARLES B. HAAS, MARRIED ADULT INDIVIDUAL
- 34 RYDER TRUCK RENTAL, INC.
- 35 CENTRAL PA EQUITIES 22 LLC
- 36 ROUND THE CLOCK DINER & COFFEE SHOP, INC.
- 37 1540 TORONITA STREET LLC
- 38 ALEXANDER R. SZELES AND DELOROSE A. SZELES, HUSBAND AND WIFE, T/D/B/A SZELES PROPERTIES
- 39 CAROLYN N. RUDISILL, WIDOW
- 40 INCH'S SPORTS, LLC
- 41 RE-STOR YORK, INC. T/D/B/A RE-SOURCE YORK
- 42 LYNNE A. BAKER
- 43 BARBARA HAKE, AN ADULT INDIVIDUAL
- 44 LATISHA STERNER
- 45 EVALINE U. COUSLER, TRUSTEE OF THE EVALINE U. COUSLER REVOCABLE LIVING TRUST
- 46 DAVID L. SITLER
- 47 DALE L. KITZMILLER AND LISA M. KITZMILLER, HIS WIFE
- 48 WALDEMAR RIVERA-VAZQUEZ, ADULT INDIVIDUAL
- 49 DONNA ALAGOOD, SINGLE PERSON
- 50 LAUGERMAN INVESTMENT PARTNERSHIP
- 51 JOSHUA B. GINTER, SINGLE MAN
- 52 DALE L. KORNBAU JR. AND MELINDA S. KORNBAU, HUSBAND & WIFE
- 53 KNA PROPERTY SOLUTIONS, LLC
- 54 JULIA A. LAUGERMAN
- 55 STEPHANIE PARKER AND JOHN PADUHOVICH, II, JOINT TENANTS WITH THE RIGHT OF SURVIVORSHIP
- 56 DENISE MARIE RIVERA AND EDWARD ANTONIO RIVERA, HUSBAND AND WIFE
- 57 LAUGERMAN INVESTMENT PARTNERSHIP
- 58 STACY L. SPRIGLE, A MARRIED WOMAN
- 59 GARY J. BANKOS AND LINDA M. BANKOS

- 60 GEORGE W. BECKER AND DORIS P. BECKER, HUSBAND AND WIFE
- 61 RLP YORK, LLC
- 62 YORK ADAMS TAX BUREAU
- 63 W. ROY SMITH AND ANNA S. SMITH, HIS WIFE
- 64 CHARLES SMITH AND DOROTHY MAE SMITH, HIS WIFE
- 65 BETTY L. SMITH
- 66 HEIRS OF A. D. SMALL
- 67 JOHN MARKLE AND CHARLOTTE R. MARKLE, HIS WIFE
- 68 LAUGERMAN INVESTMENT PARTNERSHIP
- 69 YORK CITY SEWER AUTHORITY

- 70 OHM HOSPITALITY SERVICE, LLC
- 71 WESTERN MARYLAND RAILWAY COMPANY
- 80 A SKY HOSPITALITY LLC
- 81 MOLT, LLC
- 82 MOLT, LLC

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	4 OF 149
SPRINGGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, NORTH YORK BOROUGH AND MANCHESTER TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

- 83 G6 HOSPITALITY PROPERTY LLC
- 84 YORK PA REALTY, LLC
- 85 ROUND THE CLOCK DINER & COFFEE SHOP, INC.
- 86 SHREE JAY BHOLE, INC.
- 110 1617 YORK, LLC
- 111 G6 HOSPITALITY PROPERTY LLC



REGISTERED PROFESSIONAL ENGINEER
STEPHEN P. REISINGER
NO. 313429
PENNSYLVANIA

REGISTERED PROFESSIONAL ENGINEER
L. BRYAN HOOVER
NO. PE057579
PENNSYLVANIA

DOT-2015 10/16/2015 10:00:00 AM C:\p1\DOT-2015 10/16/2015 10:00:00 AM

5/30/2023 8:20:15 (SURVEY) DOT-2015 10/16/2015 10:00:00 AM C:\p1\DOT-2015 10/16/2015 10:00:00 AM



DOT_2015_01.dwg
DOT_2015_01.dwg
DOT_2015_01.dwg

5/30/2023 10:21:00 (SURVEY: FEEF)
U:\2023\13142\1.00 RECEDES\13.0 CADD\13.1 Highway\0083-091\RW\1442r.wpc01.dgn



TABULATION OF STRUCTURE DATA

EXISTING

EXISTING STRUCTURE
SR 0083 OVER MILL CREEK
STA 321+02.05
TYPE: TWO SPAN REINFORCED CONCRETE T-BEAM BRIDGE
SPAN: (2) 30'-0" CLEAR SPAN
SKEW: 60°00'00" RIGHT AHD TANGENT TO CURVE
ROADWAY WIDTH: 30'-1" (EACH DIRECTION)
VERTICAL CLEARANCE: 23'-2"
OUT-TO-OUT WIDTH: 63'-6"

EXISTING STRUCTURE
SR 0083 OVER NORFOLK SOUTHERN RAILWAY
COMPANY RAIL YARD
STA 347+61
TYPE: DUAL 5-SPAN STEEL PLATE GIRDER BRIDGE
SPAN: 96'-0", 120'-0", 120'-0",
115'-3 3/4", 41'-0"
CLEARANCE: N/A
OUT-TO-OUT WIDTH: 63'-6"

EXISTING STRUCTURE
SR 0083 OVER LOUCKS MILL RD
STA 352+93
TYPE: DUAL 3-SPAN P/S CONC I-BEAM BRIDGE
SPAN: 43'-4", 54'-4", 43'-4"
CLEARANCE: N/A
OUT-TO-OUT WIDTH: 71'-6"

EXISTING STRUCTURE
SR 0083 OVER WET WEATHER STREAM TO CODORUS CREEK
STA 355+11.24
TYPE: REINFORCED CONCRETE BOX CULVERT
SKEW: 58°26'41" TO TANGENT
NUMBER OF SPANS: 1
ROADWAY WIDTH: 77'-0" CURB-TO-CURB

EXISTING STRUCTURE
SR 0083 OVER PEDESTRIAN ACCESS ARCH CULVERT
STA 356+59.11
TYPE: REINFORCED CONCRETE BOX CULVERT
SKEW: 75°00'00"
NUMBER OF SPANS: 1
ROADWAY WIDTH: 78'-0" CURB-TO-CURB

EXISTING STRUCTURE
SR 0083 OVER CODORUS CREEK
STA 358+88
TYPE: DUAL 8-SPAN P/S CONC I-BEAM BRIDGE
SPAN: 76'-3", 65'-0", 65'-0", 80'-0",
52'-0", 55'-9", 58'-2 3/4", 83'-2 3/4"
CLEARANCE: N/A
OUT-TO-OUT WIDTH: 63'-6"

PROPOSED

PROPOSED STRUCTURE
SR 0083 OVER MILL CREEK
STA 321+02.05
TYPE: SINGLE SPAN P/S CONCRETE PA BULB-TEE BEAM BRIDGE
SPAN: 121'-6"
SKEW: 60°00'00" RIGHT AHD TANGENT TO CURVE
ROADWAY WIDTH:
VARIES, 59'-3" MINIMUM (12'-0" MINIMUM SHOULDER,
3-12'-0" LANES, 11'-3" MEDIAN SHOULDER-BOTH BOUNDS)
STRUCTURE WIDTH: NB: 60'-10" CURB-TO-CURB
64'-3" OUT-TO-OUT
SB: 59'-3" CURB-TO-CURB
62'-7" OUT-TO-OUT
VERTICAL CLEARANCE: 23.93'
HORIZONTAL CLEARANCE: 102.44'
STRUCTURE S-39982 RECOMMENDED 01/30/20

PROPOSED STRUCTURE
SR 0083 OVER NORFOLK SOUTHERN RAILYARD,
LOUCKS MILL ROAD, AND CODORUS CREEK
STA 337+24.81
TYPE: DUAL, 8-SPAN CONTINUOUS CURVED/SPIRALED
MULTI-STEEL GIRDER BRIDGES
SPAN: NB: 138'-0", 144'-0", 171'-0", 239'-0",
290'-0", 295'-0", 205'-0", AND 145'-0"
SB: 138'-0", 144'-0", 171'-0", 239'-0",
290'-0", 290'-0", 205'-0", AND 150'-0"

SKEW: N/A
ROADWAY WIDTH: NB: 59'-3" TO 71'-3" "
CURB-TO-CURB (12'-0" OUTSIDE
SHOULDER, THREE (3) TO
FOUR (4) 12'-0" LANES, 11'-3" "
MEDIAN SHOULDER)
SB: 59'-3" CURB-TO-CURB
(12'-0" OUTSIDE SHOULDER, THREE (3)
12'-0" LANES, 11'-3" "
MEDIAN SHOULDER)
STRUCTURE WIDTH: NB: 62'-7" TO 74'-7" OUT-TO-OUT
SB: 62'-7" OUT-TO-OUT
STRUCTURE S-39605 RECOMMENDED 09/10/20

PROPOSED STRUCTURE
RETAINING WALL ALONG I-83 NORTHBOUND
STA 353+60.00 TO STA 359+00.00
TYPE: CAST-IN-PLACE CONVENTIONAL CONCRETE RETAINING WALL
SPAN: 502'-0"
SKEW: N/A
ROADWAY WIDTH: 12'-0" OUTSIDE SHOULDER, 3-12'-0" THROUGH LANES
STRUCTURE WIDTH: 12'-0" (EDGE OF TRAVEL LANE TO REAR FACE OF WALL)
STRUCTURE S-39013 RECOMMENDED 03/23/21

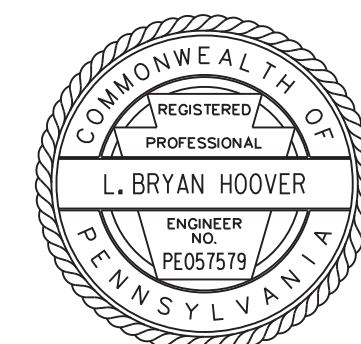
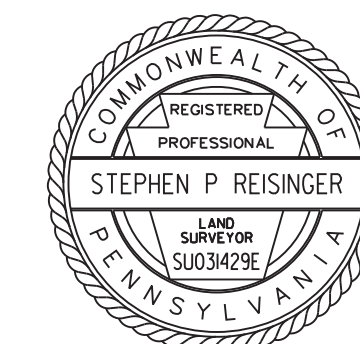
PROPOSED STRUCTURE
SR 0083 OVER PEDESTRIAN ACCESS ARCH CULVERT
STA 353+79.44
TYPE: PRECAST ARCH CULVERT
SPAN: 14'-0" CLEAR SPAN
SKEW: N/A
ROADWAY WIDTH: 2-12'-0" SHOULDERS, 3-12'-0" THROUGH LANES,
1-2'-0" MEDIAN BARRIER, SB OFF RAMP VARIABLE GORE
STRUCTURE LENGTH: 158'-0"
VERTICAL CLEARANCE: 10'-0"
HORIZONTAL CLEARANCE: 14'-0"
STRUCTURE S-40037 RECOMMENDED 02/11/20

PROPOSED STRUCTURE
SR 0083 OVER WET WEATHER STREAM TO CODORUS CREEK
STA 355+11.24
TYPE: PRECAST BOX CULVERT
SPAN: 14'-0" CLEAR SPAN
SKEW: 60°00'00" LEFT
ROADWAY WIDTH: 2-12'-0" SHOULDERS, 3-12'-0" THROUGH LANES,
1-2'-0" MEDIAN BARRIER, SB OFF RAMP VARIABLE GORE
STRUCTURE LENGTH: 326'-1"
VERTICAL CLEARANCE: 4'-6"
HORIZONTAL CLEARANCE: 14'-0"
STRUCTURE S-39968 RECOMMENDED 02/10/20

PROPOSED STRUCTURE
RETAINING WALL ALONG I-83 SOUTHBOUND/SR 8015 (RAMP Z)
STA 45+25.00 TO STA 48+50.00
TYPE: CAST-IN-PLACE CONVENTIONAL CONCRETE RETAINING WALL
SPAN: 326'-1 1/8"
SKEW: N/A
ROADWAY WIDTH: 12'-0" OUTSIDE SHOULDER, 1-15'-0" RAMP LANE,
3-12'-0" THROUGH LANES
STRUCTURE WIDTH: 12'-0" (EDGE OF TRAVEL LANE TO REAR FACE OF WALL)
STRUCTURE S-39012 RECOMMENDED 03/23/21

PROPOSED STRUCTURE
SR 0083 OVER UNNAMED TRIBUTARY TO CODORUS CREEK /SR 8015 (RAMP X)
STA 48+20.00
TYPE: PRECAST BOX CULVERT
SPAN: 14'-0" NORMAL SPAN
SKEW: 86°19'34" LEFT
ROADWAY WIDTH: 2-12'-0" SHOULDERS, 3-12'-0" THROUGH LANES,
1-2'-0" MEDIAN BARRIER, SB OFF RAMP VARIABLE GORE
STRUCTURE LENGTH: 80'-0"
VERTICAL CLEARANCE: 7'-0"
HORIZONTAL CLEARANCE: 14'-0"
STRUCTURE S-40038 RECOMMENDED 02/16/20

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	10 OF 149
SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, NORTH YORK BOROUGH AND MANCHESTER TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	



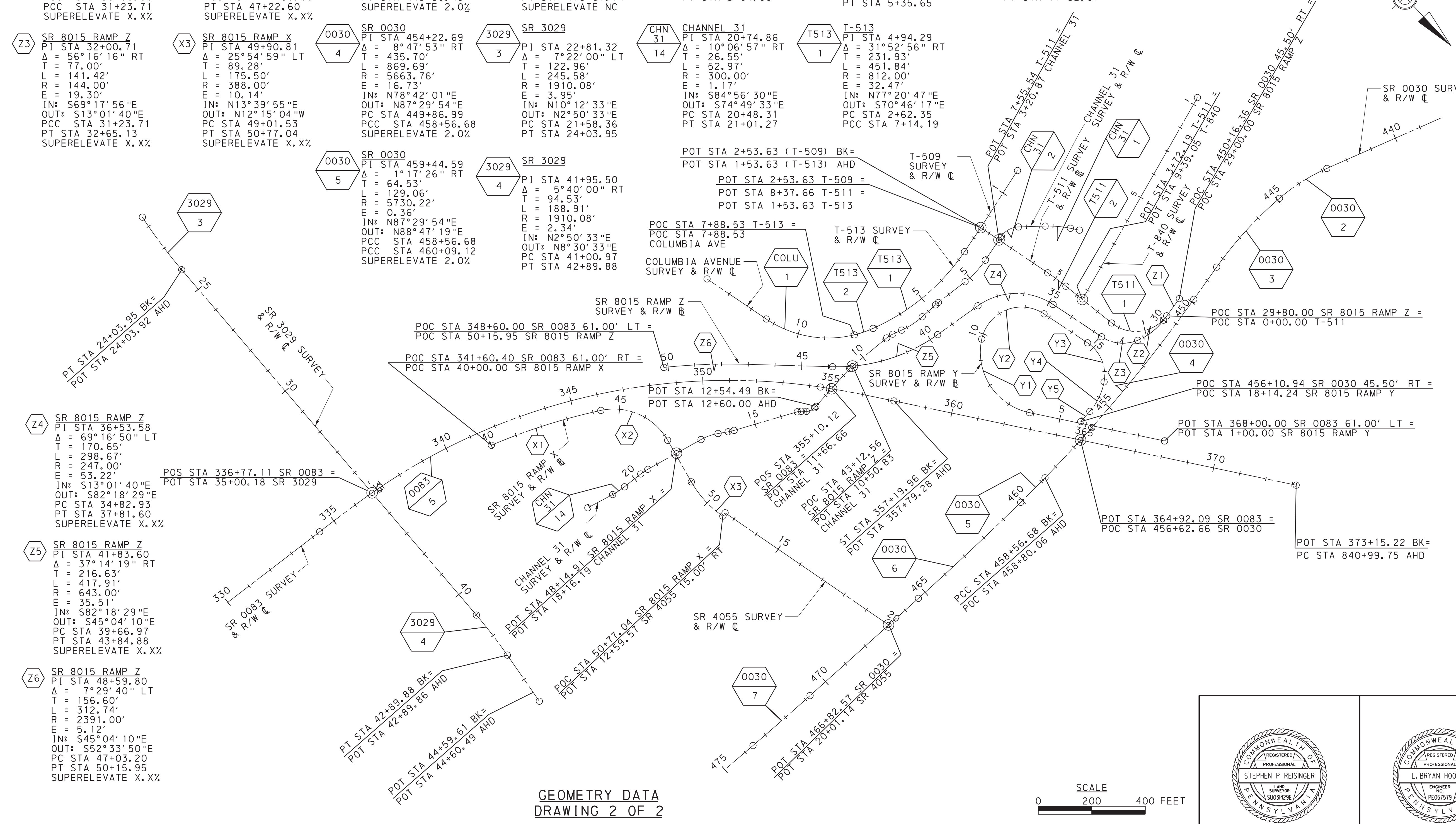
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DOT-ANSI-DWG-PLOT

5/20/2023 9:20:15 (SURVEY: FEEF)
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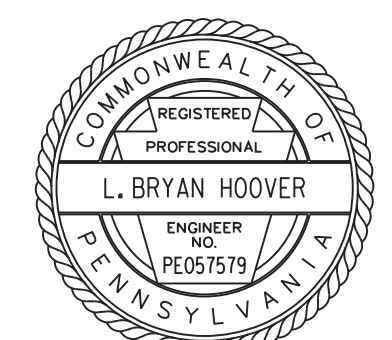
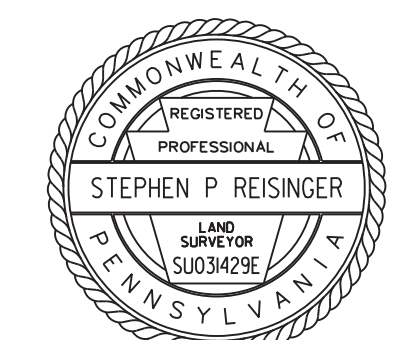
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	13 OF 149
SPRINGGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, NORTH YORK BOROUGH AND MANCHESTER TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

0083 SR 0083 PI STA 346+18.26 Δ = 48°51'23" RT Δc = 41°58'16" RT Rc = 2330.00' Lc = 1727.07' s = 2'27'33" RT Bs = 280.00' Ts = 905.37' Es = 169.72' K = 139.98' p = 1.40' xc = 279.90' yc = 5.61' LT = 186.70' ST = 93.37' LC = 279.96' IN: N80°46'19"W OUT: N34°51'35"W TS STA 334+32.89 SC STA 337+12.89 CS STA 354+33.96 ST STA 357+79.28 SUPERELEVATE X.XZ	Z1 SR 8015 RAMP Z PI STA 29+50.00 Δ = 1°01'11" RT T = 50.00' L = 100.00' R = 5618.26' E = 0.22' IN: N78°59'51"E OUT: N80°01'02"E PC STA 29+00.00 PCC STA 30+00.00 SUPERELEVATE X.XZ	X1 SR 8015 RAMP X PI STA 42+15.65 Δ = 10°51'29" RT T = 215.65' L = 430.00' R = 2269.00' E = 10.22' IN: N69°46'02"W OUT: N58°54'33"W PC STA 40+00.00 PCC STA 44+30.00 SUPERELEVATE X.XZ	0030 SR 0030 PI STA 443+86.20 Δ = 16°48'23" LT T = 105.80' L = 210.08' R = 716.20' E = 7.77' IN: S70°31'59"E OUT: S87°20'22"E PC STA 442+80.40 PCC STA 444+90.49 SUPERELEVATE 2.0Z	0030 SR 0030 PI STA 462+71.40 Δ = 2°36'26" RT T = 262.28' L = 524.47' R = 11525.97' E = 2.98' IN: N88°47'19"E OUT: S88°36'15"E PCC STA 460+09.12 PT STA 465+33.59 SUPERELEVATE NC	CHN 31 CHANNEL 31 PI STA 0+82.19 Δ = 13°38'07" LT T = 47.82' L = 95.19' R = 400.00' E = 2.85' IN: S34°53'28"E OUT: S48°31'35"E PC STA 0+34.37 PT STA 1+29.56	T-511 T-511 PI STA 1+49.89 Δ = 92°17'44" RT T = 149.89' L = 231.96' R = 144.00' E = 63.85' IN: N79°48'48"E OUT: S7°53'28"E PC STA 0+00.00 PRC STA 2+31.96	T-513 T-513 PI STA 7+51.46 Δ = 10°20'20" RT T = 37.27' L = 74.34' R = 412.00' E = 1.68' IN: S70°46'17"E OUT: S60°25'57"E PCC STA 7+14.19 PT STA 7+88.53
Y1 SR 8015 RAMP Y PI STA 8+48.29 Δ = 90°22'35" RT T = 232.52' L = 364.37' R = 231.00' E = 96.76' IN: S34°51'35"E OUT: S55°31'01"W PC STA 6+15.77 PCC STA 9+80.14 SUPERELEVATE 5.6Z	Z2 SR 8015 RAMP Z PI STA 30+63.38 Δ = 30°41'02" RT T = 63.38' L = 123.71' R = 231.00' E = 8.54' IN: N80°01'02"E OUT: S69°17'56"E PC STA 30+00.00 PCC STA 31+23.71 SUPERELEVATE X.XZ	X2 SR 8015 RAMP X PI STA 45+99.61 Δ = 72°34'28" RT T = 169.61' L = 292.60' R = 231.00' E = 55.58' IN: N58°54'33"W OUT: N13°39'55"E PCC STA 44+30.00 PT STA 47+22.60 SUPERELEVATE X.XZ	0030 SR 0030 PI STA 446+65.86 Δ = 13°57'37" LT T = 175.37' L = 349.01' R = 1432.39' E = 10.70' IN: S87°20'22"E OUT: N78°42'01"E PCC STA 444+90.49 PT STA 448+39.49 SUPERELEVATE 2.0Z	0030 SR 0030 PI STA 472+19.42 Δ = 1°25'02" RT T = 141.73' L = 283.44' R = 11459.16' E = 0.88' IN: S88°36'15"E OUT: S87°11'13"E PC STA 470+77.69 PT STA 473+61.14 SUPERELEVATE NC	CHN 31 CHANNEL 31 PI STA 2+70.16 Δ = 54°07'38" LT T = 40.87' L = 75.58' R = 80.00' E = 9.84' IN: S48°31'35"E OUT: N77°20'47"E PC STA 2+29.28 PT STA 3+04.86	T-511 T-511 PI STA 4+93.49 Δ = 4°45'45" LT T = 42.21' L = 84.37' R = 1015.00' E = 0.88' IN: S7°53'28"E OUT: S12°39'13"E PC STA 4+51.28 PT STA 5+35.65	COLU COLUMBIA AVE PI STA 9+71.36 Δ = 47°51'31" RT T = 182.83' L = 344.14' R = 412.00' E = 38.74' IN: S60°25'57"E OUT: S12°34'25"E PCC STA 7+88.53 PT STA 11+32.67
Y2 SR 8015 RAMP Y PI STA 12+03.20 Δ = 111°27'20" RT T = 223.06' L = 295.68' R = 152.00' E = 117.92' IN: S55°31'01"W OUT: N13°01'40"W PCC STA 9+80.14 PT STA 12+75.82 SUPERELEVATE 6.0Z	Z3 SR 8015 RAMP Z PI STA 32+00.71 Δ = 56°16'16" RT T = 77.00' L = 141.42' R = 144.00' E = 19.30' IN: S69°17'56"E OUT: S13°01'40"E PCC STA 31+23.71 PT STA 32+65.13 SUPERELEVATE X.XZ	X3 SR 8015 RAMP X PI STA 49+90.81 Δ = 25°54'59" LT T = 89.28' L = 175.50' R = 388.00' E = 10.14' IN: N13°39'55"E OUT: N12°15'04"W PC STA 49+01.53 PT STA 50+77.04 SUPERELEVATE X.XZ	0030 SR 0030 PI STA 454+22.69 Δ = 8°47'53" RT T = 435.70' L = 869.69' R = 5663.76' E = 16.73' IN: N78°42'01"E OUT: N87°29'54"E PC STA 449+86.99 PCC STA 458+56.68 SUPERELEVATE 2.0Z	3029 SR 3029 PI STA 22+81.32 Δ = 7°22'00" LT T = 122.96' L = 245.58' R = 1910.08' E = 3.95' IN: N10°12'33"E OUT: N2°50'33"E PC STA 21+58.36 PT STA 24+03.95	CHN 31 CHANNEL 31 PI STA 20+74.86 Δ = 10°06'57" RT T = 26.55' L = 52.97' R = 300.00' E = 1.17' IN: S84°56'30"E OUT: S74°49'33"E PC STA 20+48.31 PT STA 21+01.27	T-513 T-513 PI STA 4+94.29 Δ = 31°52'56" RT T = 231.93' L = 451.84' R = 812.00' E = 32.47' IN: N77°20'47"E OUT: S70°46'17"E PC STA 2+62.35 PCC STA 7+14.19	POT STA 2+53.63 (T-509) BK = POT STA 1+53.63 (T-513) AHD POT STA 2+53.63 T-509 = POT STA 8+37.66 T-511 = POT STA 1+53.63 T-513
Y3 SR 8015 RAMP Y PI STA 15+66.23 Δ = 66°49'57" RT T = 95.01' L = 167.97' R = 144.00' E = 28.52' IN: N13°01'40"W OUT: N53°48'17"E PC STA 14+71.22 PCC STA 16+39.19 SUPERELEVATE 6.0Z	Z4 SR 8015 RAMP Z PI STA 36+53.58 Δ = 69°16'50" LT T = 170.65' L = 298.67' R = 247.00' E = 53.22' IN: S13°01'40"E OUT: S82°18'29"E PC STA 34+82.93 PT STA 37+81.60 SUPERELEVATE X.XZ	X4 SR 8015 RAMP X PI STA 49+90.81 Δ = 25°54'59" LT T = 89.28' L = 175.50' R = 388.00' E = 10.14' IN: N13°39'55"E OUT: N12°15'04"W PC STA 49+01.53 PT STA 50+77.04 SUPERELEVATE X.XZ	0030 SR 0030 PI STA 459+44.59 Δ = 1°17'26" RT T = 64.53' L = 129.06' R = 5730.22' E = 0.36' IN: N87°29'54"E OUT: N88°47'19"E PCC STA 458+56.68 PCC STA 460+09.12 SUPERELEVATE 2.0Z	3029 SR 3029 PI STA 41+95.50 Δ = 5°40'00" RT T = 94.53' L = 188.91' R = 1910.08' E = 2.34' IN: N2°50'33"E OUT: N8°30'33"E PC STA 41+00.97 PT STA 42+89.88	POT STA 7+88.53 T-513 = POT STA 7+88.53 COLUMBIA AVENUE SURVEY & R/W		
Y4 SR 8015 RAMP Y PI STA 17+02.57 Δ = 30°41'02" RT T = 63.38' L = 123.71' R = 231.00' E = 8.54' IN: N53°48'17"E OUT: N84°29'19"E PCC STA 16+39.19 PT STA 17+62.90 SUPERELEVATE 5.6Z	Z5 SR 8015 RAMP Z PI STA 41+83.60 Δ = 37°14'19" RT T = 216.63' L = 417.91' R = 643.00' E = 35.51' IN: S82°18'29"E OUT: S45°04'10"E PC STA 39+66.97 PT STA 43+84.88 SUPERELEVATE X.XZ	X5 SR 8015 RAMP X PI STA 49+90.81 Δ = 25°54'59" LT T = 89.28' L = 175.50' R = 388.00' E = 10.14' IN: N13°39'55"E OUT: N12°15'04"W PC STA 49+01.53 PT STA 50+77.04 SUPERELEVATE X.XZ	0030 SR 0030 PI STA 459+44.59 Δ = 1°17'26" RT T = 64.53' L = 129.06' R = 5730.22' E = 0.36' IN: N87°29'54"E OUT: N88°47'19"E PCC STA 458+56.68 PCC STA 460+09.12 SUPERELEVATE 2.0Z	3029 SR 3029 PI STA 41+95.50 Δ = 5°40'00" RT T = 94.53' L = 188.91' R = 1910.08' E = 2.34' IN: N2°50'33"E OUT: N8°30'33"E PC STA 41+00.97 PT STA 42+89.88	POT STA 2+53.63 (T-509) BK = POT STA 1+53.63 (T-513) AHD POT STA 2+53.63 T-509 = POT STA 8+37.66 T-511 = POT STA 1+53.63 T-513		
Y5 SR 8015 RAMP Y PI STA 17+88.57 Δ = 0°31'25" RT T = 25.67' L = 51.35' R = 5618.26' E = 0.06' IN: N84°29'19"E OUT: N85°00'44"E PCC STA 17+62.90 PT STA 18+14.24 SUPERELEVATE 2.0Z	Z6 SR 8015 RAMP Z PI STA 48+59.80 Δ = 7°29'40" LT T = 156.60' L = 312.74' R = 2391.00' E = 5.12' IN: S45°04'10"E OUT: S52°33'50"E PC STA 47+03.20 PT STA 50+15.95 SUPERELEVATE X.XZ	X6 SR 8015 RAMP X PI STA 49+90.81 Δ = 25°54'59" LT T = 89.28' L = 175.50' R = 388.00' E = 10.14' IN: N13°39'55"E OUT: N12°15'04"W PC STA 49+01.53 PT STA 50+77.04 SUPERELEVATE X.XZ	0030 SR 0030 PI STA 459+44.59 Δ = 1°17'26" RT T = 64.53' L = 129.06' R = 5730.22' E = 0.36' IN: N87°29'54"E OUT: N88°47'19"E PCC STA 458+56.68 PCC STA 460+09.12 SUPERELEVATE 2.0Z	3029 SR 3029 PI STA 41+95.50 Δ = 5°40'00" RT T = 94.53' L = 188.91' R = 1910.08' E = 2.34' IN: N2°50'33"E OUT: N8°30'33"E PC STA 41+00.97 PT STA 42+89.88	POT STA 2+53.63 (T-509) BK = POT STA 1+53.63 (T-513) AHD POT STA 2+53.63 T-509 = POT STA 8+37.66 T-511 = POT STA 1+53.63 T-513		



GEOMETRY DATA
DRAWING 2 OF 2

SCALE
0 200 400 FEET



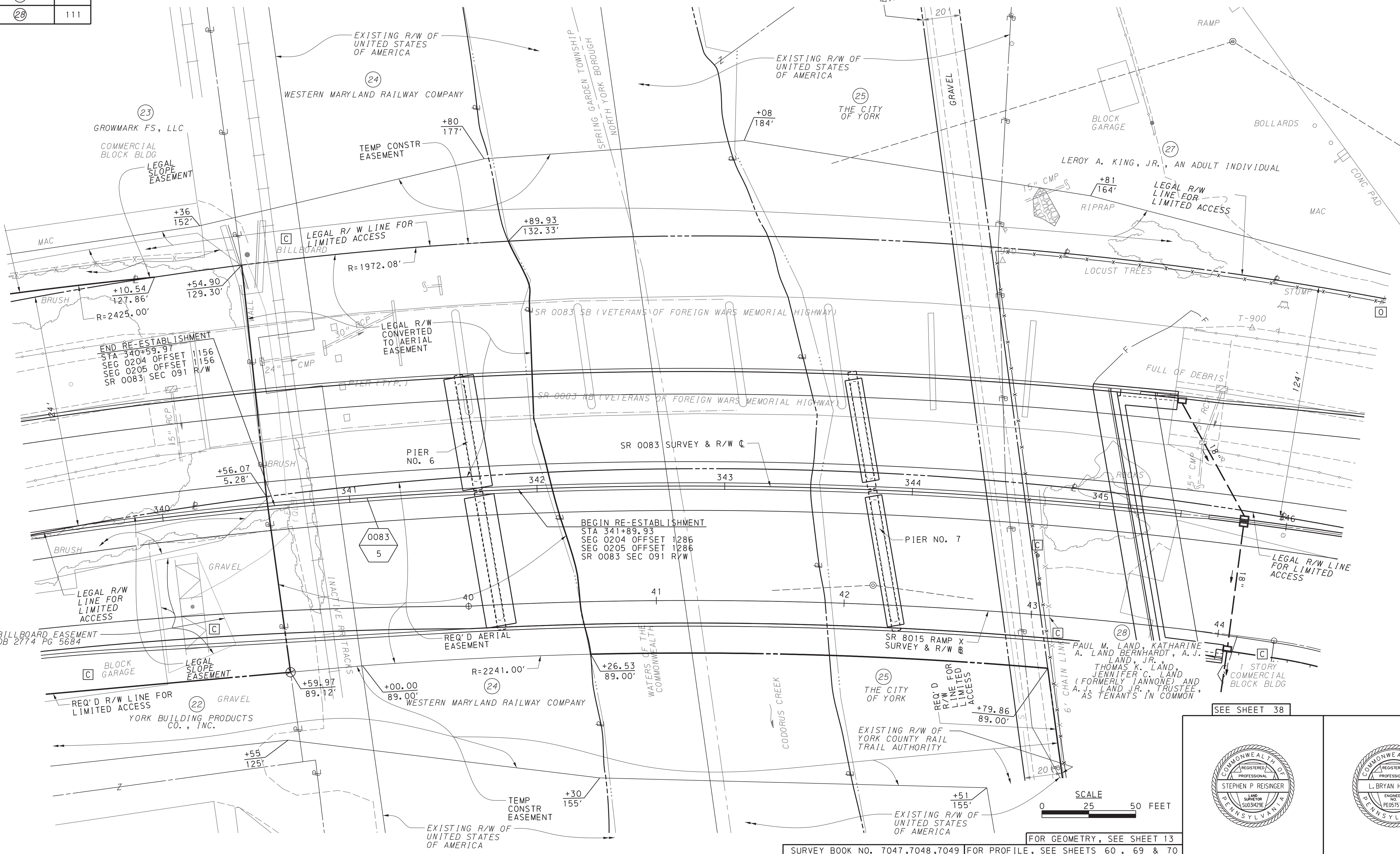
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5/20/2023 8:00 AM DOT 2015 (SURVEY FILE) PROJECT: SR 0083 SB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY) DRAWING: SR 0083 SB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY) SHEET: 35 OF 149

FOR PARCEL INFORMATION	SEE SHEET
22	102-103
23	105-106
24	107
25	104-108
27	109-110
28	111

LEGAL RIGHT-OF-WAY CONVERTED TO AERIAL EASEMENT. PROPERTY IN WHICH THE DEPARTMENT INTENDS TO VACATE ITS EXISTING SURFACE EASEMENT FOR HIGHWAY PURPOSES AND RETAIN AN AERIAL EASEMENT AS DEFINED ELSEWHERE ON THIS PLAN. SUBJECT TO THE APPROVAL OF THIS PLAN BY THE GOVERNOR, THE FILING OF THIS PLAN AS A PUBLIC RECORD IN THE OFFICE OF THE DEPARTMENT AND THE RECORDING OF THIS PLAN IN THE COUNTY RECORDER OF DEEDS OFFICE, THIS NOTE SHALL CONSTITUTE AN ORDER OF VACATION PURSUANT TO SECTION 210 OF THE STATE HIGHWAY LAW, 36 P.S. SECTION 670-210, AS TO THE SURFACE EASEMENT FOR HIGHWAY PURPOSES, EFFECTIVE WHEN THE CONSTRUCTION IS COMPLETED.

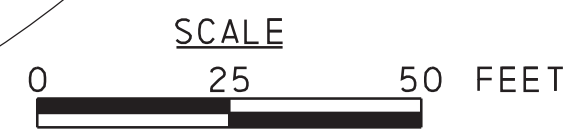
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	35 OF 149
SPRING GARDEN TOWNSHIP AND NORTH YORK BOROUGH				
REVISION NUMBER	REVISIONS	DATE	BY	



SEE SHEET 32

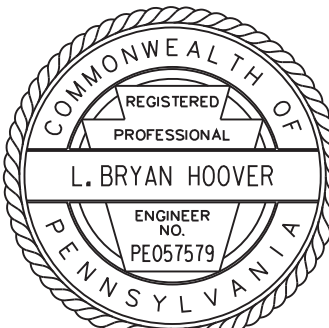
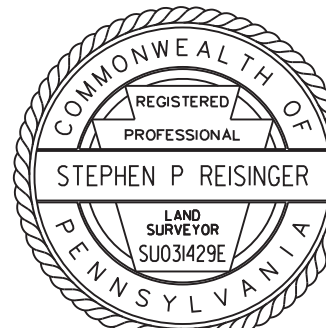
SEE SHEET 36

SEE SHEET 38

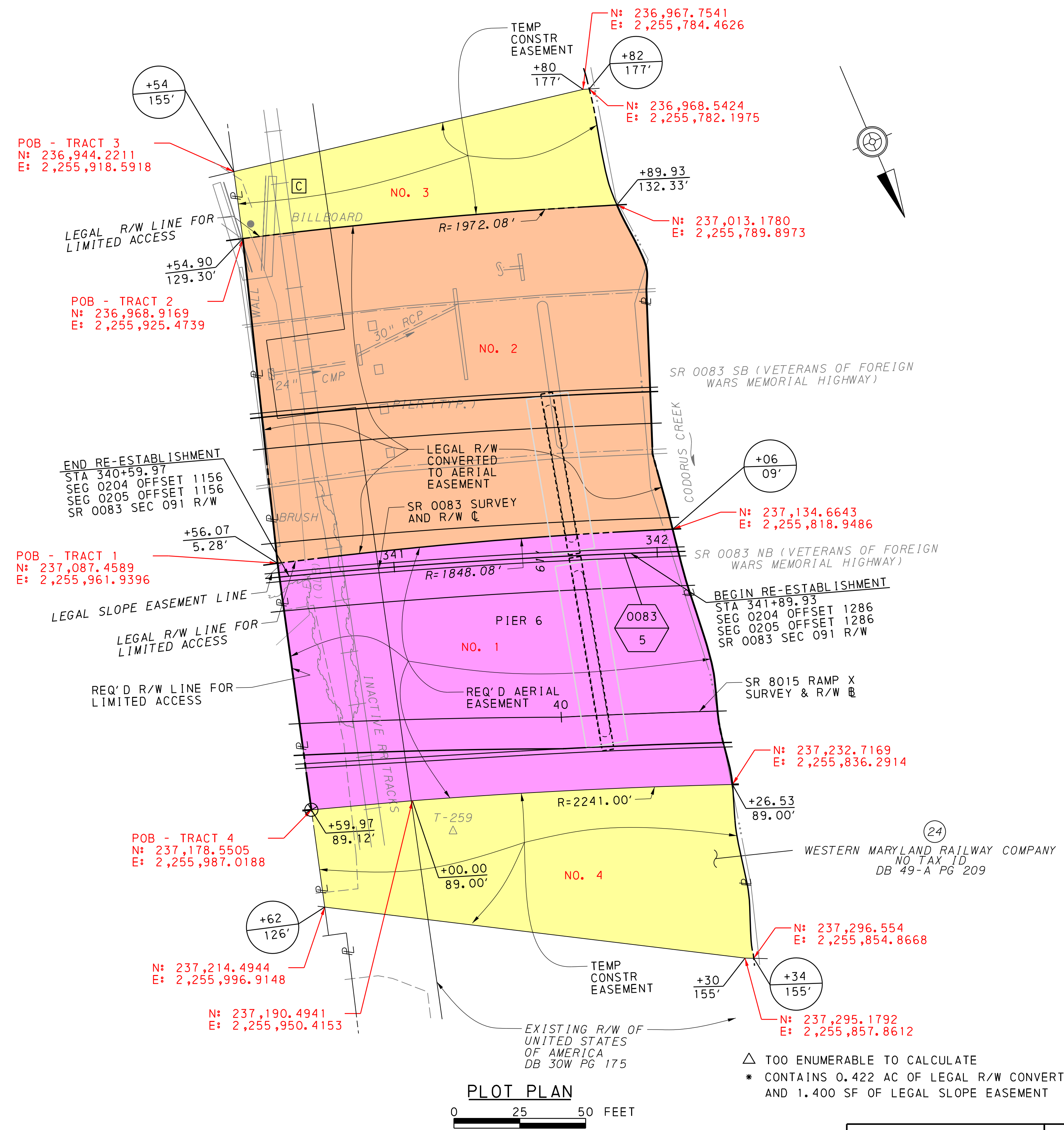


FOR GEOMETRY, SEE SHEET 13

SURVEY BOOK NO. 7047,7048,7049 FOR PROFILE, SEE SHEETS 60, 69 & 70



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	107 OF 149
SPRING GARDEN TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	



BUILDINGS AND STRUCTURES MARKED [C] HAVE BEEN OR ARE TO BE REMOVED OR ALTERED BY THE DEPARTMENT OR OTHER AUTHORITY RESPONSIBLE FOR THE PAYMENT OF PROPERTY DAMAGES.

ALL PROPERTIES ARE PLOTTED FROM DEEDS OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, OR FROM FIELD SURVEY. PROPERTY LINES WERE SURVEYED ONLY WHEN DETERMINED NECESSARY BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT. PROPERTY LINES NOT ESTABLISHED BY FIELD SURVEY WERE PLOTTED BASED ON EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA.

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

SLOPE EASEMENT. AN EASEMENT FOR THE SUPPORT AND PROTECTION OF THE HIGHWAY, INCLUDING THE RIGHT TO CONSTRUCT, INSPECT, MAINTAIN, REPAIR, RECONSTRUCT AND ALTER DRAINAGE FACILITIES AND THE CONTOUR OF THE LAND. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY SUPPORT AND PROTECTION OF THE HIGHWAY RIGHT-OF-WAY AND THE SAFETY OF THE TRAVELING PUBLIC.

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

RIGHT-OF-WAY CLAIM INFORMATION			
COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION			
STATE RTE <u>0083</u> SEC NO. <u>091</u> R/W <u>SPRING GARDEN TOWNSHIP, YORK COUNTY</u>			
PARCEL NO. <u>24</u> SHEET NO. <u>35</u> CLAIM NO. _____			
PROPERTY OWNER(S) <u>WESTERN MARYLAND RAILWAY COMPANY</u>			
GRANTOR(S) <u>NATIONAL BANK OF YORK COUNTY</u>			
DEED BOOK	<u>49-A</u>	DEED	-
PAGE	<u>209</u>	CALCULATED	Δ
DATE OF DEED	<u>12/23/59</u>	ADVERSES	Δ
DATE OF RECORD	<u>12/23/59</u>	LEGAL R/W	<u>0.422</u>
CONSIDERATION	<u>\$1.00</u>	EFFECTIVE	Δ
TAX STAMPS	-	TOTAL REQ'D R/W	-
		TOTAL RESIDUE	Δ
		RESIDUE LT	-
		RESIDUE RT	-
		REQUIRED AREA ACRE/SK	AERIAL ESMT <u>0.768*</u>
			TEMP CONSTR <u>0.305</u>
		VERIFICATION DATE	<u>03/05/21</u>
		DRAWN BY	<u>STN</u>
		SCALE	<u>AS INDICATED</u>

LEGEND

	NO. 1 - REQUIRED AERIAL EASEMENT
	NO. 2 - LEGAL RIGHT-OF-WAY CONVERTED TO REQUIRED AERIAL EASEMENT
	NO. 3 AND NO. 4 - TEMPORARY CONSTRUCTION EASEMENT AREA

STEPHEN P. REISINGER
REGISTERED PROFESSIONAL ENGINEER
NO. PE057679
STATE OF PENNSYLVANIA

L. BRYAN HOOVER
REGISTERED PROFESSIONAL ENGINEER
NO. PE057679
STATE OF PENNSYLVANIA

FOR GEOMETRY, SEE SHEET 13

8/28/2023 8:28:20 AM DOT 2015 (SURVEY: FEET) J:\CADD\2015\DOT\2015\DOT_2015_0083-091\RM\PLC_RW_Plan\VP1-D-24\11442r.wpl024.dgn
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 DOT_2015_0083-091\RM\PLC_RW_Plan\VP1-D-24\11442r.wpl024.dgn

Western Maryland Railway Company, Property Owner
c/o CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202

The horizontal control is based on the Pennsylvania coordinate system, South Zone, North American Datum of 1983 (2011).

ALL THOSE CERTAIN tracts of land situated in the Township of Spring Garden, York County, bounded and described as follows, to wit:

TRACT NUMBER 2

(Legal Required Right-of-Way Converted to Required Aerial Easement)

Beginning at a point, northing 237,087.4589 and easting 2,255,925.4739, on the southerly side of State Route 0083, said point being at the intersection of the southerly legal right-of-way line of State Route 0083 and the easterly right-of-way line of the Western Maryland Railway Company distant One-Hundred Twenty-Nine and Thirty Hundredths (129.30) feet southerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+54.90 thereof;

Thence along an arc One-Hundred Forty-Two and Sixty-five Hundredths (142.65) feet to the right, having a radius of One-Thousand Nine-Hundred Seventy-Two and Eight Hundredths (1972.08) feet, the chord of which is North Seventy-One degrees Fifty-Five minutes Twelve seconds West (N 71°55'12" W) for a distance of One-Hundred Forty-Two and Sixty-Two Hundredths (142.62) feet, to a point along said legal right-of-way line distant One-Hundred Thirty-Two and Thirty-Three Hundredths (132.33) feet southerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 341+89.93 thereof;

Thence along the eastern bank of Codorus Creek in a northerly direction for a distance of One-Hundred Twenty-Six and Twenty-Three Hundredths (126.23), to a point along said bank Eight and Fifty-Five Hundredths (8.55) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 342+06.20 thereof;

Thence along the northerly legal right-of-way line of State Route 0083 by an arc One-Hundred Fifty and Sixty-Two Hundredths (150.62) feet to the left, having a radius of One-Thousand Eight-Hundred Forty-Eight and Eight Hundredths (1848.08) feet, the chord of which is South Seventy-One degrees Forty-Three minutes Fifty seconds East (S 71°43'50" E) for a distance of One-Hundred Fifty and Fifty-Eight Hundredths (150.58) feet, to a point Five and Twenty-Eight Hundredths (5.28) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+56.07 thereof;

Thence South Seventeen degrees Five minutes Fifty-Six seconds West (S 17°05'56" W) a distance of One-Hundred Twenty-Four and Two Hundredths (124.02) feet to a point and place of beginning and containing Four Hundred Twenty-Two thousandths (0.422) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required aerial easement for Route 0083 and designated and delineated as part of Parcel No. 24 on sheets 35 and 107 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in ____, on ____, 2023, and being a portion of real estate conveyed by National Bank of York to Western Maryland Railway Company by deed dated December 23, 1959, and recorded December 23, 1959, in Deed Book 49-A, Page 209, in the York County Courthouse. Said land became legally vested in CSX Corporation as successor in interest to Western Maryland Railway Company pursuant to merger effective January 9, 1989.

Mile post 16 is approximately 3,696 feet south of the State Route 0083 rail crossing. Railroad mile post increase in a northerly direction.

Registered Professional Surveyor
Stephen P. Reisinger
Susquehanna Civil, Inc.
50 Grumbacher Road, Suite 10
York, PA 17406
(717) 846-7151



A handwritten signature in dark ink, appearing to be "S.P. Reisinger", written in a cursive style.

Western Maryland Railway Company, Property Owner
c/o CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202

The horizontal control is based on the Pennsylvania coordinate system, South Zone, North American Datum of 1983 (2011).

ALL THOSE CERTAIN tracts of land situated in the Township of Spring Garden, York County, bounded and described as follows, to wit:

TRACT NUMBER 1
(Required Aerial Easement)

Beginning at a point, northing 237,087.4589 and easting 2,255,961.9396, on the southerly side of State Route 0083, said point being at the intersection of the northerly legal right-of-way line of State Route 0083 and the easterly right-of-way line of the Western Maryland Railway Company distant Five and Twenty-Eight Hundredths (5.28) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+56.07 thereof;

Thence along an arc One-Hundred Fifty and Sixty-Two Hundredths (150.62) feet to the right, having a radius of One-Thousand Eight Hundred Forty-Eight and Eight Hundredths (1848.08) feet, the chord of which is North Seventy-One degrees Forty-Three minutes Fifty seconds West (N 71°43'50" W) for a distance of One-Hundred Fifty and Fifty-Eight Hundredths (150.58) feet, to a point along said legal right-of-way line distant Eight and Fifty-Five Hundredths (8.55) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 342+06.20 thereof;

Thence along the eastern bank of Codorus Creek in a northerly direction for a distance of Ninety-Nine and Eighty-Six Hundredths (99.86) feet, to a point along said bank Eighty-Nine (89.00) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 342+26.53 thereof;

Thence along the northerly boundary of the Required Aerial Easement area by an arc One-Hundred Twenty-One and Seventy Hundredths (121.70) feet to the left, having a radius of Two-Thousand Two-Hundred Forty-One (2241.00) feet, the chord of which is South Sixty-Nine degrees Forty-One minutes Forty-Nine seconds East (S 69°41'49" E) for a distance of One-Hundred Twenty-One and Sixty-Eight Hundredths (121.68) feet, to a point Eighty-Nine (89.00) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 341+00.00 thereof;

Thence along the northerly boundary of the Required Aerial Easement area South Seventy-One degrees Fifty-Five minutes Forty-Three seconds East (S 71°55'43" E) a distance of Thirty-Eight and Fifty Hundredth (38.50) feet to a point Eighty-Nine and Twelve Hundredths (89.12) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+59.97 thereof;

Thence along the easterly right-of-way line of the Western Maryland Railway Company South Fifteen degrees Twenty-Three minutes Thirty-Six seconds West (S 15°23'36" W) a distance of Ninety-Four and Forty-Eight hundredths (94.48) feet to a point and place of beginning and containing Three Hundred Forty-Six thousandths (0.346) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required aerial easement for Route 0083 and designated and delineated as part of Parcel No. 24 on sheets 35 and 107 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in ____, on ____, 2023, and being a portion of real estate conveyed by National Bank of York to Western Maryland Railway Company by deed dated December 23, 1959, and recorded December 23, 1959, in Deed Book 49-A, Page 209, in the York

County Courthouse. Said land became legally vested in CSX Corporation as successor in interest to Western Maryland Railway Company pursuant to merger effective January 9, 1989.

Mile post 16 is approximately 3,696 feet south of the State Route 0083 rail crossing. Railroad mile post increase in a northerly direction.

Registered Professional Surveyor
Stephen P. Reisinger
Susquehanna Civil, Inc.
50 Grumbacher Road, Suite 10
York, PA 17406
(717) 846-7151



A handwritten signature in black ink, appearing to be "S.P. Reisinger", written in a cursive style.

Western Maryland Railway Company, Property Owner
c/o CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202

The horizontal control is based on the Pennsylvania State Plane coordinate system, South Zone, North American Datum of 1983 (2011).

ALL THOSE CERTAIN tracts of land situated in the Township of Spring Garden, York County, bounded and described as follows, to wit:

TRACT NUMBER 3

(Temporary Construction Easement)

Beginning at a point, northing 236,944.2211 and easting 2,255,918.5918, on the southerly side of State Route 0083, said point being along the easterly right-of-way line of the Western Maryland Railway Company distant One-Hundred Fifty-Four and Ninety-Two Hundredths (154.92) feet southerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+54.04 thereof;

Thence North Eighty degrees Two minutes Fifty-Six seconds West (N 80°02'56" W) a distance of One-Hundred Thirty-Six and Eighteen Hundredths (136.18) feet to a point One-Hundred Seventy-Six and Seventy-Two Hundredths (176.72) feet southerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 341+79.54 thereof;

Thence North Seventy degrees Forty-Eight minutes Forty-Two seconds West (N 70°48'42" W) a distance of Two and Forty Hundredths (2.40) feet to a point One-Hundred Seventy-Six and Seventy-Eight Hundredths (176.78) feet southerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 341+81.77 thereof;

Thence along the eastern bank of Codorus Creek in a northerly direction for a distance of Forty-Five and Forty-One Hundredths (45.41) feet, to a point along said bank One-Hundred Thirty-Two and Thirty-Three (132.33) feet southerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 341+89.93 thereof;

Thence along the southerly boundary of the Legal Right-of-Way being converted to Required Aerial Easement area along a curve to the left, having a radius of One-Thousand Nine-Hundred Seventy-Two and Eight Hundredths (1972.08) feet, an arc length of One-Hundred Forty-Two and Sixty-Five Hundredths (142.65) feet, and a chord of South Seventy-One degrees Fifty-Five minutes Twelve seconds East (S 71°55'12" E) for a distance of One-Hundred Forty-Two and Sixty-Two Hundredths (142.62) feet, to a point One-Hundred Twenty-Nine and Thirty Hundredths (129.30) feet southerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+54.90 thereof;

Thence South Fifteen degrees Thirty-Four minutes Nineteen seconds West (S 15°34'19" W) a distance of Twenty-Five and Sixty-Four Hundredths (25.64) feet to a point and place of beginning and containing One Hundred Eleven thousandths (0.111) of an acre of land more or less.

TRACT NUMBER 4

(Temporary Construction Easement)

Beginning at a point, northing 237,178.5505 and easting 2,255,987.0188, on the northerly side of State Route 0083, said point being at the intersection of the northerly boundary of the Required Aerial Easement area of State Route 0083 and the easterly right-of-way line of the Western Maryland Railway Company

distant Eighty-Nine and Twelve Hundredths (89.12) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+59.97 thereof;

Thence North Seventy-One degrees Fifty-Five minutes Forty-Three seconds West (N 71°55'43" W) a distance of Thirty-Eight and Fifty Hundredths (38.50) feet to a point Eighty-Nine (89.00) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 341+00.00 thereof;

Thence along a curve to the right, having a radius of Two-Thousand Two-Hundred Forty-One (2241.00) feet, an arc length of One-Hundred Twenty-One and Seventy Hundredths (121.70) feet, and a chord of North Sixty-Nine degrees Forty-One minutes Forty-Nine seconds West (N 69°41'49" W) for a distance of One-Hundred Twenty-One and Sixty-Eight Hundredths (121.68) feet, to a point Eighty-Nine (89.00) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 342+26.53 thereof;

Thence along the eastern bank of Codorus Creek in a northerly direction for a distance of Sixty-Six and Eighty Hundredths (66.80) feet to a point One-Hundred Fifty-Five and Fifteen (155.15) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 342+33.53 thereof;

Thence South Sixty-Five degrees Twenty minutes Seventeen seconds East (S 65°20'17" E) a distance of Three and Twenty-Nine Hundredths (3.29) feet to a point One-Hundred Fifty-Five (155.00) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 342+30.00 thereof;

Thence South Fifty-Nine degrees Fifty-Two minutes Thirty-Three seconds East (S 59°52'33" E) a distance of One-Hundred Sixty and Seventy-Seven Hundredths (160.77) feet to a point One-Hundred Twenty-Six and Thirty-Seven Hundredths (126.37) feet northerly and measured radially from the survey & right-of-way centerline of State Route 0083 at or about Station 340+61.60 thereof;

Thence South Fifteen degrees Twenty-Three minutes Thirty-Six seconds West (S 15°23'36" W) a distance of Thirty-Seven and Twenty-Eight Hundredths (37.28) feet to a point and place of beginning and containing One Hundred Ninety-Four thousandths (0.194) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required aerial easement for Route 0083 and designated and delineated as part of Parcel No. 24 on sheets 35 and 107 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in ____, on ____, 2023, and being a portion of real estate conveyed by National Bank of York to Western Maryland Railway Company by deed dated December 23, 1959, and recorded December 23, 1959, in Deed Book 49-A, Page 209, in the York County Courthouse. Said land became legally vested in CSX Corporation as successor in interest to Western Maryland Railway Company pursuant to merger effective January 9, 1989.

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A handwritten signature in dark ink, appearing to be "S.P. Reisinger", written in a cursive style.