pennsylvania
DEPARTMENT OF TRANSPORTATION
www.dot.state.pa.us

July 23, 2024

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

Re: Franklin County
Shippensburg Borough & Southampton Township
SR 0011, Section 091 (W. King Street)
DOT # 592122 M
PUC No.: A-2022-3031613
ECMS No.: 19304

Dear Secretary Chiavetta:

In accordance with ordering paragraph number three (3) of the PUC Secretarial Letter at Docket No. A-2022-3031613 dated May 28, 2024, please find attached for your approval an electronic copy of the final signed Drawings for the Construction of State Route 11, Section 091 in Franklin County, which includes Roadway Plans consisting of sheets 1 through 23 for a total of 23 sheets; Structure Plans consisting of sheets 1 through 65 for a total of 65 sheets; Cross Section Plans consisting of sheets 1 through 15 for a total 15 sheets; Traffic Control Plans consisting of sheets 1 through 21 for a total of 21 sheets; Sediment and Protection Pollution Control Plans; Plans consisting of 1 sheet through 15 for a total of 15 sheets; Utility Relocation Plans consisting of sheets 1 through 7 for a total of 7 sheets; Post Construction Stormwater Management Plan consisting of sheets 1 through 8 for a total of 8 sheets; Signing and Pavement Marking Plans consisting of sheets 1 through 5 for a total of 5 sheets; Erosion and Sediment Pollution Control Plan consisting of sheets 1 through 15 for a total of 15 sheets; Signal Plans consisting of sheets 1 through 8 for a total of 8 sheets

The Department of Transportation hereby avers that a complete set of the aforesaid final Drawings for Construction plans are being sent to the following parties of record for examination in accordance with the attached Certificate of Service.

D. Shawn Starling, P.E.
Senior Engineer Public Improvement
Norfolk Southern Railway Company
650 Peachtree Street NW – Box 45
Atlanta, GA 30308
Douglas.Starling@nscorp.com

Julianne Freeman, Esq.
General Attorney
Norfolk Southern Railway Company
Three Commercial Place
Norfolk, VA 23510-9241
Julianne.Freeman@nscorp.com

David Keller, Chairman
Franklin County Commissioners
272 North Second Street
Chambersburg, PA 17201
commissioners@franklincountypa.gov

Kevin Plasterer, Manager
Shippensburg Borough
111 North Fayette Street
Shippensburg, PA 17257
kplasterer@shippensburg.pa.us

pennsylvania
DEPARTMENT OF TRANSPORTATION
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Samuel Cressler, Chairman
Southampton Township
705 Municipal Drive
Shippensburg, PA 17257
scressler@southamptontownship.org

John Yurko
Comcast Cable Communications
339 Baltimore Road
Shippensburg, PA 17257
john.yurko@comcast.com

Adam Cubbedge
CenturyLink
250 Lincoln Way East
Chambersburg PA 17201
Adam.cubbedge1@centurylink.com

William Dempster
UGI Utilities, Inc.
1301 AIP Drive
Middletown, PA 17057
wdempster@ugi.com

Dwain Koser
Cumberland/Franklin Joint Municipal Authority
204 West King Street
Shippensburg, PA 17257
dkoser@cfjma.com

Stuart Miller
PA Electric Company (Penelec)
1910 West Market Street
Akron, OH 44313
Smiller@firstenergycorp.com

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

Sincerely,

Ahmed Lasloudji
Grade Crossing Administrator
Engineering District 8-0
Department of Transportation

Attachments

cc: Parties of Record
Mark Chappell, P.E., Chief, Right-of-Way and Utilities Section, 7th Floor, CKB
Karen Cummings, Office of Chief Counsel, 9th Floor, CKB
William Sinick, P.E., Supervisor, Rail Safety Engineering Section, PUC, 3rd Floor, CKB

DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
8-0	FRANKLIN	SOUTHAMPTON	SHIPPENSBURG	0011	095	23

SR 0011 PREVIOUSLY KNOWN AS LR 35

ECMS NO 19304

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

DRAWINGS
FOR
CONSTRUCTION
OF

STATE ROUTE 0011 SECTION 095

IN FRANKLIN COUNTY

FROM STA 591+50.00 TO STA 609+00.00 LENGTH 1614.00 FT 0.306 MI

FROM SEG 0540 OFFSET 3134 TO SEG 0560 OFFSET 0111

ALSO INCLUDED:

TRAFFIC CONTROL PLAN	21 SHEETS
SIGNING AND PAVEMENT MARKING PLAN	5 SHEETS
WATER LINE RELOCATION PLAN	7 SHEETS
EROSION AND SEDIMENT POLLUTION CONTROL PLAN	15 SHEETS
TRAFFIC SIGNAL PLAN	8 SHEETS
STRUCTURE PLAN, S-40136	65 SHEETS
CROSS SECTIONS	15 SHEETS
POST CONSTRUCTION STORMWATER MANAGEMENT PLAN	8 SHEETS
EXISTING STRUCTURE PLANS S-935	3 SHEETS

SCALE

HORIZONTAL 0 25 50 FEET

VERTICAL 0 5 10 FEET

DESIGN DESIGNATION - SR 0011

HIGHWAY CLASSIFICATION - URBAN PRINCIPAL ARTERIAL
DESIGN SPEED - 40 MPH
PAVEMENT WIDTH - 36'
SHOULDER WIDTH - 8' LEFT
18'-3" RIGHT

TRAFFIC DATA

CURRENT YEAR A.D.T. - 10320 (2024)
DESIGN YEAR A.D.T. - 11841 (2044)
D.H.V. - 1066
D - 50%
T - 3%

PLANS PREPARED BY
STV Incorporated
CONSULTING ENGINEERS
HARRISBURG, PA

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER PE080624

DATE: 7/12/2024

RECOMMENDED DATE: 7/15/2024
PROJECT MANAGER

RECOMMENDED DATE: July 15, 2024
Kevin M. Keefe, P.E. 2024.07.15 14:50:48 -04'00'
DISTRICT EXECUTIVE

RECOMMENDED DATE: 07-16-2024
DEPUTY SECRETARY

APPROVED DATE: 07-16-2024
SECRETARY OF TRANSPORTATION
(ON BEHALF OF THE GOVERNOR AS WELL AS THE SECRETARY)

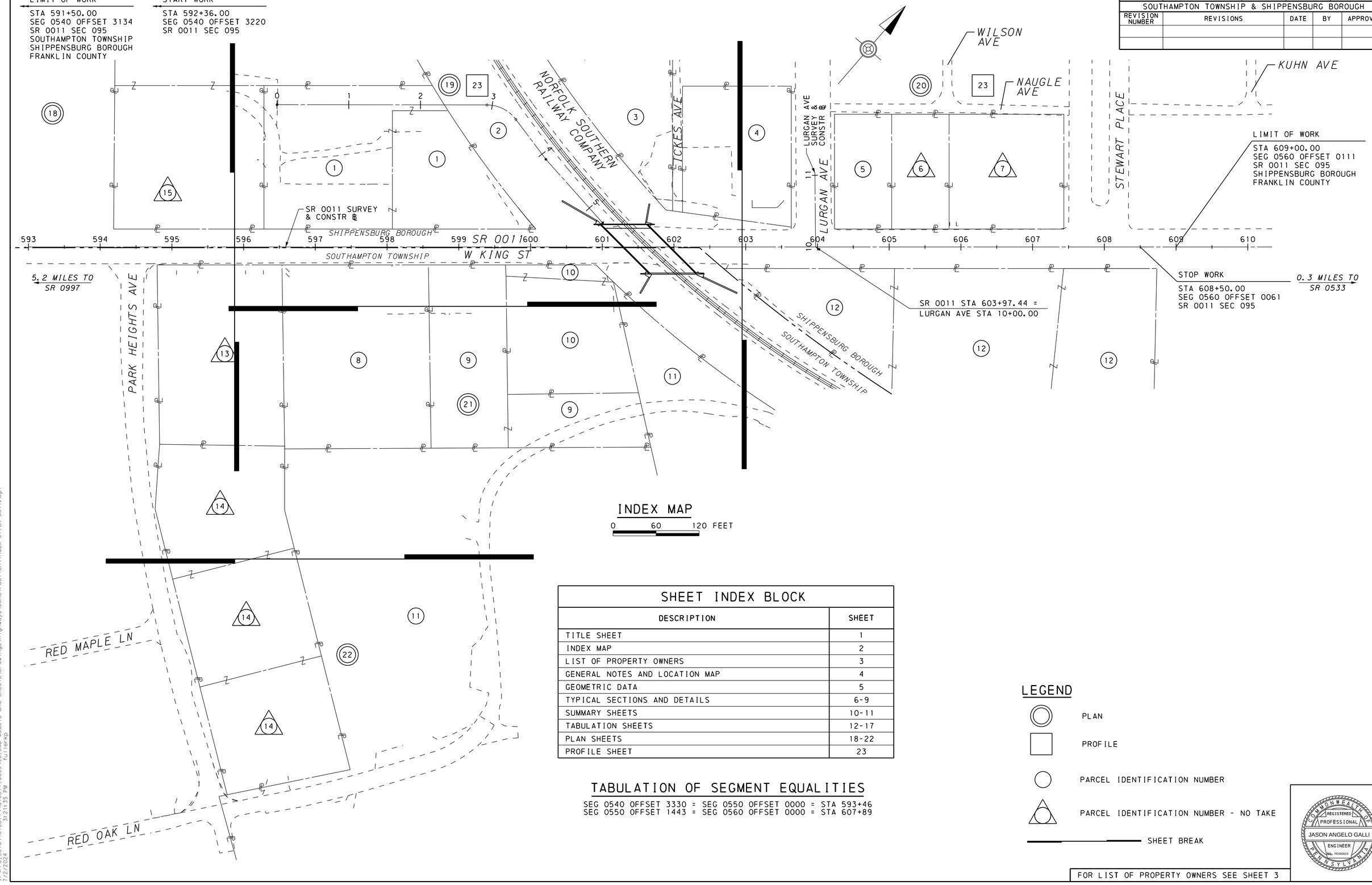
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	2 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

START WORK
STA 592+36.00
SEG 0540 OFFSET 3220
SR 0011 SEC 095



INDEX MAP

0 60 120 FEET

SHEET INDEX BLOCK

DESCRIPTION	SHEET
TITLE SHEET	1
INDEX MAP	2
LIST OF PROPERTY OWNERS	3
GENERAL NOTES AND LOCATION MAP	4
GEOMETRIC DATA	5
TYPICAL SECTIONS AND DETAILS	6-9
SUMMARY SHEETS	10-11
TABULATION SHEETS	12-17
PLAN SHEETS	18-22
PROFILE SHEET	23

TABULATION OF SEGMENT EQUALITIES

SEG 0540 OFFSET 3330 = SEG 0550 OFFSET 0000 = STA 593+46
SEG 0550 OFFSET 1443 = SEG 0560 OFFSET 0000 = STA 607+89

LEGEND

PLAN

PROFILE

PARCEL IDENTIFICATION NUMBER

PARCEL IDENTIFICATION NUMBER - NO TAKE

SHEET BREAK

FOR LIST OF PROPERTY OWNERS SEE SHEET 3

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080634

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	3 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LIST OF PROPERTY OWNERS

1. HIGHLAND PROPERTY MANAGEMENT, LLC,
A PENNSYLVANIA LIMITED LIABILITY COMPANY
PARCEL ID# 27-6B33.-002C-000000
INSTRUMENT #2008-15480
PARCEL ID# 27-6B33.-002A-000000
INSTRUMENT #2008-15479

2. NORFOLK SOUTHERN RAILWAY COMPANY
NO PARCEL #
DB 1435 PG 524

3. LURGAN AVENUE PROPERTIES LLC,
A PENNSYLVANIA LIMITED LIABILITY COMPANY
PARCEL ID# 27-6B25.-002.-000000
INSTRUMENT #201000528
TRACT NO. 1 & TRACT NO. 2

4. TREVOR E. FOLTZ, SINGLE MAN
AND TRAVIS D. FOLTZ, MARRIED MAN
PARCEL ID# 27-6B25.-009.-000000
INSTRUMENT #201614048

5. DAVID B. FELMLEE, SINGLE MAN
PARCEL ID# 27-6B25.-022.-000000
DB 1450 PG 0235

6. SCOTT MANKAMYER AND
MELISSA MANKAMYER, HIS WIFE
PARCEL ID# 27-6B25.-021.-000000
DB 2949 PG 395

7. LINWOOD G. VEREEN, A SINGLE MAN AND
NICOLE R. HILL, A SINGLE WOMAN
PARCEL ID# 27-6B25.-020.-000000
INSTRUMENT #201713979

8. RUPA ENGINEER AND KEVIN COHICK,
WIFE AND HUSBAND
PARCEL ID# 21-0N11.-104.-000000
INSTRUMENT #201512302

9. TSG REALTY, LLC, A PENNSYLVANIA
LIMITED LIABILITY COMPANY
PARCEL ID# 21-0N11.-104B-000000
INSTRUMENT #202203301
TRACT NO. 1 & TRACT NO. 2

10. CHRISTINE M. CRESSLER, AN ADULT INDIVIDUAL
PARCEL ID# 21-0N11.-104A-000000
INSTRUMENT #202003581
TRACT #1 & TRACT #2

11. SHIPPENSBURG COMMUNITY FAIR, INC.,
A NON-PROFIT CORPORATION
PARCEL ID# 21-0N11-006-000000
BK 704 PG 72
SHIPPENSBURG COMMUNITY FAIR, INC.,
A PENNSYLVANIA CORPORATION
PARCEL ID# 21-0N11-135A-000000
BK 1349 PG 362

12. AUTOPLEXUSA.COM, LLC,
A MARYLAND LIMITED LIABILITY COMPANY
PARCEL ID# 27-6B25.-055.-000000
INSTRUMENT #2008-18790
TRACT NO. 1
PARCEL ID# 27-6B33.-003.-000000
INSTRUMENT #2008-18790
TRACT NO. 2
PARCEL ID# 27-6B25.-055A.-000000
INSTRUMENT #2008-18790
TRACT NO. 3

13. FRANKLIN FINANCIAL PROPERTIES CORPORATION,
A PENNSYLVANIA CORPORATION
PARCEL ID: 21-0N11.-117.-000000
DB 2920 PG 232

14. PARK HEIGHTS ASSOCIATES,
LIMITED PARTNERSHIP,
NOAH H. MEYERS, LIMITED PARTNER,
FOREST N. MYERS, GENERAL PARTNER
DB 895 PG 335
TRACT NO. 1 & TRACT NO. 2
PARK HEIGHTS ASSOCIATES,
LIMITED PARTNERSHIP,
FOREST N. MYERS, GENERAL PARTNER
AND NOAH H. MEYERS,
LIMITED PARTNER
DB 923 PG 435

15. HAWTHORNE PROPERTIES, A PARTNERSHIP,
HAVING AS PARTNERS
ROBERT F. ROHR, PHILIP E. FAGUE
AND JOHN J. KNUTELSKY
PARCEL ID: 27-6B33.-002B-000000
DB 1418 PG 319

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080634

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PUBLIC UTILITIES

PA ONE CALL SYSTEM TELEPHONE NO.: 1-800-242-1776
FRANKLIN COUNTY
PRELIMINARY DESIGN SERIAL NO. 20181662878 ON JUNE 19, 2018 FOR SOUTHAMPTON TOWNSHIP/SHIPPENSBURG BOROUGH
FINAL DESIGN SERIAL NO. XXXXXXXXXXX ON [DATE] [YEAR] FOR SOUTHAMPTON TOWNSHIP
FINAL DESIGN SERIAL NO. XXXXXXXXXXX ON [DATE] [YEAR] FOR SHIPPENSBURG BOROUGH

COMCAST CABLE COMMUNICATIONS
MANAGEMENT, LLC — CTV —
339 BALTIMORE STREET — CTV —
SHIPPENSBURG, PA 17257
CONTACT: STUART SIPES
PHONE: 717-477-5978
EMAIL: STUART_SIPES@COMCAST.COM

PENNSYLVANIA ELECTRIC COMPANY
21 SOUTH MAIN ST — E —
AKRON, OH 44308 — E —
CONTACT: TIM FRYE
PHONE: 814-949-4652
EMAIL: TFRYE@FIRSTENERGYCORP.COM

CROWN CASTLE FIBER
3200 HORIZON DRIVE, SUITE 150
KING OF PRUSSIA, PA 19406 — FO —
CONTACT: JEFFREY BRACKEN — FO —
PHONE: 484-903-4024
EMAIL: JEFFREY.BRACKEN@CROWNCASTLE.COM

SHIPPENSBURG BOROUGH AUTHORITY
111 N FAYETTE STREET — W —
P.O. BOX 129
SHIPPENSBURG, PA 17257
CONTACT: PATRICK ROCKWELL
PHONE: 717-977-2032
EMAIL: PROCKWELL@SHIPPENSBURG.PA.US

BRIGHTSPEED — T —
1765 WEST TRINDLE ROAD,
CARLISLE, PA 17015
CONTACT: ADAM CUBBEDGE
PHONE: 717-254-4926
EMAIL: ADAM.CUBBEDGE1@BRIGHTSPEED.COM

ZAYO BANDWIDTH — FO1 —
800 CABIN HILL DRIVE, — FO1 —
GREENSBURG, PA 15601
CONTACT: JOHN LYNCH
PHONE: 724-972-5667
EMAIL: JOHN.LYNCH@ZAYO.COM

UGI UTILITIES, INC.
1301 AIP DRIVE
MIDDLETOWN, PA 17057 — G —
CONTACT: STEVE BATEMAN
PHONE: 610-807-3174
EMAIL: SBATEMAN@UGI.COM

CUMBERLAND FRANKLIN JT MUNICIPAL AUTHORITY
204 WEST KING STREET — S —
SHIPPENSBURG, PA 17257
CONTACT: DWAIN KOSER
PHONE: 717-532-6949

TABULATION OF OVERALL LENGTH

STA 591+50.00 TO STA 609+00.00 = 1750.00 FEET = 0.331 MILES

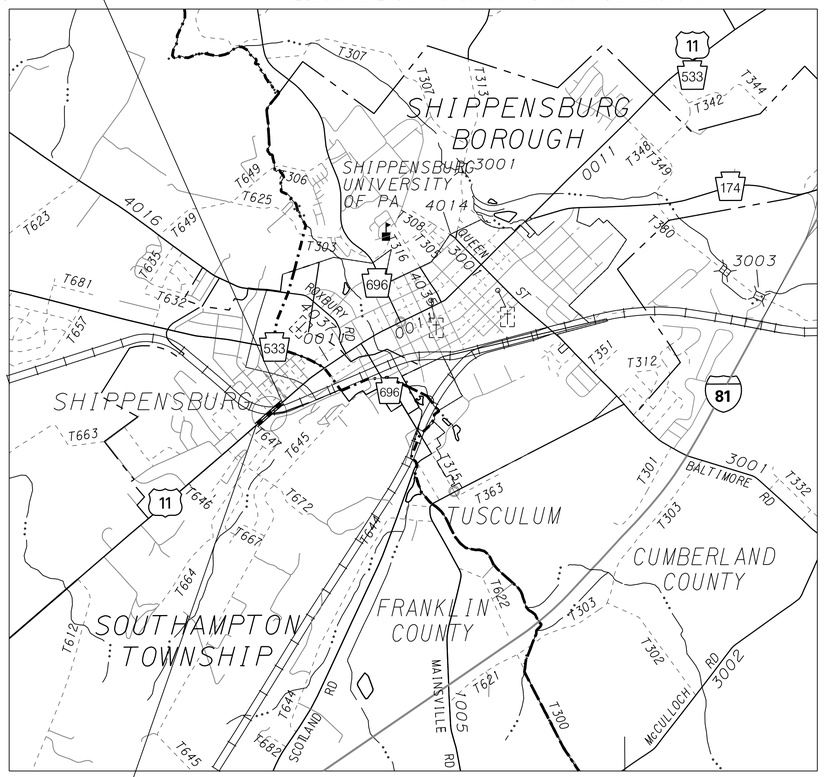
TABULATION OF CONSTRUCTION LENGTH

STA 592+36.00 TO STA 608+50.00 = 1614.00 FEET = 0.306 MILES

TABULATION OF INTERSECTING ROADWAY EQUALITIES

LURGAN AVE STA 10+00.00 = SR 0011 STA 603+97.44

LIMIT OF WORK
STA 609+00.00
SEG 0550 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY



LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

LOCATION MAP

0 0.5 1
SCALE IN MILES

LEGEND

PROJECT
STATE HIGHWAY
TOWNSHIP ROAD
MUNICIPAL BOUNDARY
COUNTY LINE
STREAM
RAILROAD
NO DETOUR

GENERAL NOTES (CONT'D)

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 AND SUCH WORK IS NOT PART OF THIS CONTRACT.

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

[X] THE DEPARTMENT RESERVES THE RIGHT TO ELIMINATE ANY OR ALL OF THIS WORK. DO NOT PERFORM WORK EXCEPT THAT WHICH IS WITHIN THE HIGHWAY RIGHT-OF-WAY UNTIL SO ORDERED IN WRITING BY THE ENGINEER.

THE HORIZONTAL CONTROL IS TIED TO THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NORTH AMERICAN DATUM (NAD) 1983 (2011), BASED ON GPS OBSERVATIONS APRIL 2018.

ALL HORIZONTAL CURVES IN ARC DEFINITION UNLESS OTHERWISE INDICATED.

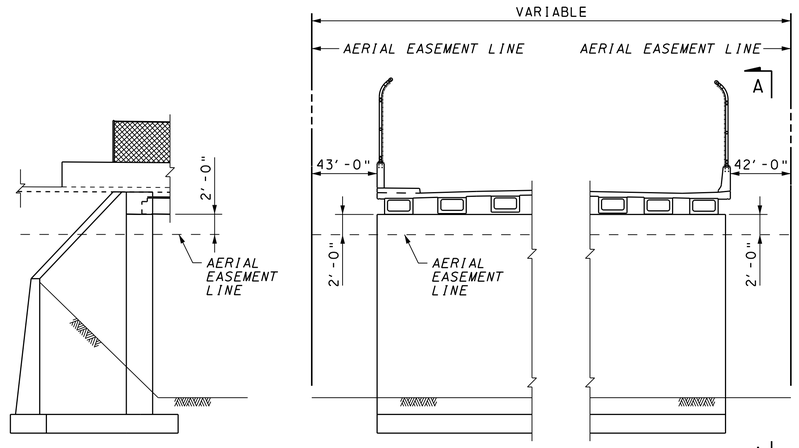
+85 / 50' THE HALF CIRCLED NUMBER INDICATES A SCALED DIMENSION.

VERTICAL DATUM - NAVD 1988, AS ESTABLISHED BY GPS OBSERVATIONS APRIL 2018.

COMBINED FACTOR = 0.999956135

ALL MEASUREMENTS ARE IN U.S. SURVEY FEET.

SR 0011 PREVIOUSLY KNOWN AS LR 35.



VIEW A-A

AERIAL EASEMENT SKETCH

(LOOKING STATIONS AHEAD)

SKETCH SHOWING ESTATE ACQUIRED FOR A LIMITED AERIAL EASEMENT FROM STA 599+95 TO STA 603+05

USE OF AIRSPACE BENEATH THE ESTABLISHED GRADELINE OF THE HIGHWAY SHALL PROVIDE SUFFICIENT VERTICAL AND HORIZONTAL CLEARANCES FOR THE CONSTRUCTION, OPERATION, MAINTENANCE, VENTILATION AND SAFETY OF THE HIGHWAY FACILITY. THE ESTATE ACQUIRED ABOVE THE AERIAL EASEMENT LINE MAY BE ENTERED ON BY MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

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

2) NO USE SHALL BE MADE OF THE PROPERTY WHICH SHALL ENDANGER THE STRUCTURE OR THE HEALTH, SAFETY OR WELFARE OF THE TRAVELING PUBLIC.

3) NO FLAMMABLE, EXPLOSIVE, DANGEROUS OR HAZARDOUS MATERIAL SHALL BE USED, PLACED OR STORED ON THE PROPERTY.

4) NO BUILDING OR OTHER FACILITY SHALL BE CONSTRUCTED ON THE PROPERTY WITHOUT PRIOR AUTHORITY OF THE DEPARTMENT OF TRANSPORTATION. IF AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.

5) NO INTERFERENCE SHALL BE MADE WITH THE RIGHT OF THE DEPARTMENT OF TRANSPORTATION TO ENTER UPON THE PROPERTY FOR THE PURPOSES OF INSPECTION, MAINTENANCE, REPAIR, PAINTING, RECONSTRUCTION OR ALTERATION OF THE STRUCTURE OR APPURTENANCES. MOVEABLE ITEMS MAY HAVE TO BE REMOVED BY THE OWNER DURING SOME OR ALL OF THE ABOVE OPERATIONS.

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

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	4 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

GENERAL NOTES

THE LEGAL RIGHT-OF-WAY ON SR 0011, FORMERLY LR 35, ALSO KNOWN AS WEST KING STREET FROM STATION 593+50 TO STATION 610+00 IS VARIABLE FROM 50 FEET TO 55 FEET IN WIDTH BASED ON THE PLAN FOR LR 35, SECTION 2, SIGNED BY THE GOVERNOR JULY 23, 1935.

THE LEGAL RIGHT-OF-WAY ON SR 0011, FORMERLY LR 35, ALSO KNOWN AS WEST KING STREET FROM STATION 593+50 TO STATION 610+00 IS VARIABLE FROM 50 FEET TO 155 FEET IN WIDTH BASED ON THE PLAN FOR SR 0011 SEC 095 R/W, SIGNED ON XXXXX XX, 20XX AND COUNTY RECORDER'S OFFICE IN INSTRUMENT NO. XXXXXX

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.

TEMPORARY CONSTRUCTION EASEMENT (ACCESS). AN EASEMENT TO ALLOW ACCESS THROUGH THE SHIPPENSBURG FAIR GROUNDS. THE CONTRACTOR MAY NOT USE THIS AREA FOR EQUIPMENT AND/OR MATERIAL STORAGE.

TEMPORARY CONSTRUCTION EASEMENT (ACCESS). AN EASEMENT TO ALLOW ACCESS THROUGH THE PROPERTY OF MR. FRANK AND HIS WIFE. THE CONTRACTOR MAY NOT USE THIS AREA FOR EQUIPMENT AND/OR MATERIAL STORAGE.

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.

DETAILS, OTHER THAN THOSE INDICATED, ARE ON THE FOLLOWING STANDARD DRAWINGS:

RC-10M	JUNE 1, 2010	(1 SHEET)
RC-11M	JUNE 1, 2010	(2 SHEETS)
RC-12M	NOV 1, 2022	(2 SHEETS)
RC-13M	JUNE 1, 2010	(1 SHEET)
RC-23M	FEB 8, 2019	(3 SHEETS)
RC-25M	FEB 27, 2023	(4 SHEETS)
RC-28M	SEPT 1, 2023	(2 SHEETS)
RC-30M	FEB 27, 2023	(5 SHEETS)
RC-31M	NOV 30, 2021	(2 SHEETS)
RC-40M	FEB 8, 2019	(1 SHEET)
RC-50M	FEB 27, 2023	(16 SHEETS)
RC-51M	SEPT 1, 2023	(18 SHEETS)
RC-54M	SEPT 1, 2023	(12 SHEETS)
RC-67M	FEB 19, 2021	(14 SHEETS)
RC-70M	FEB 8, 2019	(3 SHEETS)
RC-72M	FEB 8, 2019	(7 SHEETS)
RC-77M	DEC 17, 2019	(1 SHEET)
BC-701M	MAR 27, 2024	(3 SHEETS)
BC-719M	MAR 27, 2024	(8 SHEETS)
BC-732M	NOV 23, 2022	(3 SHEETS)
BC-734M	FEB 19, 2021	(3 SHEETS)
BC-735M	SEPT 30, 2016	(1 SHEET)
BC-736M	NOV 23, 2022	(3 SHEETS)
BC-751M	JAN 31, 2019	(7 SHEETS)
BC-752M	NOV 23, 2022	(3 SHEETS)
BC-755M	JAN 31, 2019	(4 SHEETS)
BC-772M	NOV 23, 2022	(5 SHEETS)
BC-775M	NOV 23, 2022	(3 SHEETS)
BC-788M	NOV 23, 2022	(12 SHEETS)
TC-8600	JUNE 13, 2013	(13 SHEETS)
TC-8604	AUG 17, 2021	(5 SHEETS)
TC-8700C	JUNE 13, 2013	(31 SHEETS)
TC-8702B	JUNE 13, 2013	(9 SHEETS)
TC-8716	JUNE 13, 2013	(1 SHEET)
TC-8717	JUNE 13, 2013	(1 SHEET)

THREE TO TEN WORKING DAYS PRIOR TO EXCAVATION BASED ON THE COMPLEXITY OF THE PROJECT, THE CONTRACTOR MUST CONTACT THE PA ONE CALL SYSTEM INC., PHONE 1-800-242-1776
SHIPPENSBURG BOROUGH SERIAL NUMBER: _____
SOUTHAMPTON TOWNSHIP SERIAL NUMBER: _____
ADDITIONAL INFORMATION IS AVAILABLE AT HTTPS://WWW.PAICALL.ORG/PA811PUBLIC/.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE DEPARTMENT AND SUBMIT AN ALLEGED VIOLATION REPORT (AVR) TO THE PA PUBLIC UTILITY COMMISSION THROUGH THE PA ONE CALL SYSTEM, WWW.PAICALL.ORG, WITHIN TEN (10) BUSINESS DAYS AFTER A UTILITY LINE IS STRUCK, DAMAGED, OR PREVIOUS DAMAGE IS DISCOVERED AS REQUIRED BY PENNSYLVANIA'S UNDERGROUND UTILITY LINE PROTECTION LAW ACT 50 (P.L. 852, NO. 287 AMENDED OCT. 30, 2017).

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080634

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	5 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

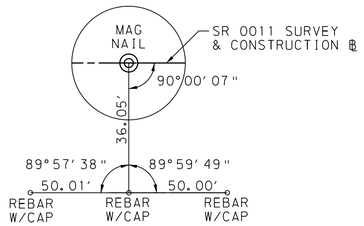
REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

SUMMARY OF PROJECT COORDINATES

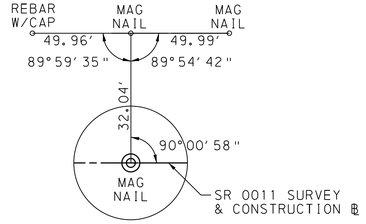
THE HORIZONTAL CONTROL IS TIED TO THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NORTH AMERICAN DATUM OF 1983 [NAD83 (2011)].

ROUTE	STATION	POINT	COORDINATES		BEARING
			NORTH	EAST	
SR 0011 SURVEY & CONSTR ℄	584+00.00	POT	257797.7832	2027896.4826	N49°30'16"E
	591+26.12	PI	258269.3177	2028448.6651	
	611+00.00	POT	259562.2328	2029940.1653	N49°04'46"E
LURGAN AVE SURVEY & CONSTR ℄	10+00.00	POB	259102.0479	2029409.2983	N41°26'10"W
	11+03.21	POE	259179.4220	2029340.9970	

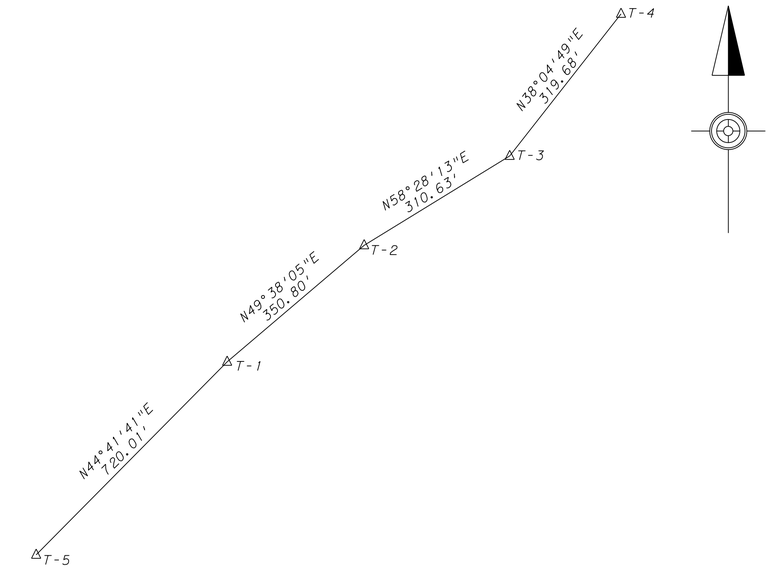
NOTE: FOUR (4) PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY PRECISION BEYOND TWO (2) PLACES.



SR 0011 (W KING ST)
POT STA 596+00.00



SR 0011 (W KING ST)
POT STA 603+00.00



TRAVERSE CONTROL POINT SKETCH

NOT TO SCALE

SUMMARY OF CONTROL POINT COORDINATES

THE HORIZONTAL CONTROL IS TIED TO THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NORTH AMERICAN DATUM OF 1983 [NAD83 (2011)].

TRAVERSE POINT	NORTHING	EASTING	DESCRIPTION
T-1	258746.2080	2028956.8480	SPIKE
T-2	258973.4090	2029224.1360	MAG NAIL
T-3	259135.8500	2029488.9080	MAG NAIL
T-4	259387.4852	2029686.0750	MAG NAIL
T-5	258234.3752	2028450.4410	SPIKE

NOTE:
FOUR (4) PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY PRECISION BEYOND TWO (2) PLACES.

EARTHWORK SUMMARY ENTIRE PROJECT

THE INFORMATION ON ESTIMATED AMOUNTS OF EARTHWORK HAS BEEN USED IN THE PRELIMINARY ESTIMATE. DO NOT USE A WAIVER OF ANY PROVISIONS OF THE SPECIFICATIONS AND CONTRACTS.

CUBIC YARDS OF EXCAVATION				CUBIC YARDS OF COMPLETED EMBANKMENT	CUBIC YARDS OF SELECT BORROW EXCAVATION (STRUCTURE BACKFILL) *	CUBIC YARDS OF SELECT BORROW EXCAVATION ROCK, CLASS R-4	CUBIC YARDS OF SOLUTION CAVITY EXCAVATION	CUBIC YARDS OF WASTE
CLASS 1	CLASS 1B	CLASS 3 *	CLASS 4					
1,417	335	21,740	19	853	13,966	395	15	22,673

* PART OF LUMP SUM STRUCTURE ITEM

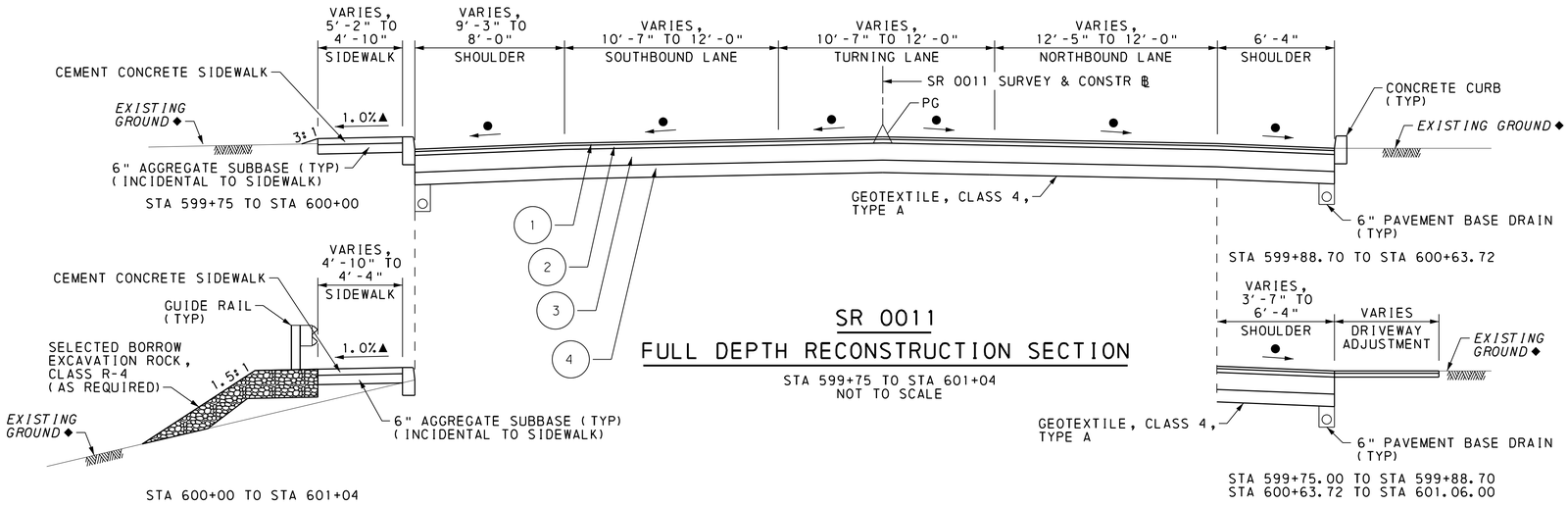
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

GEOMETRIC DATA

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	6 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



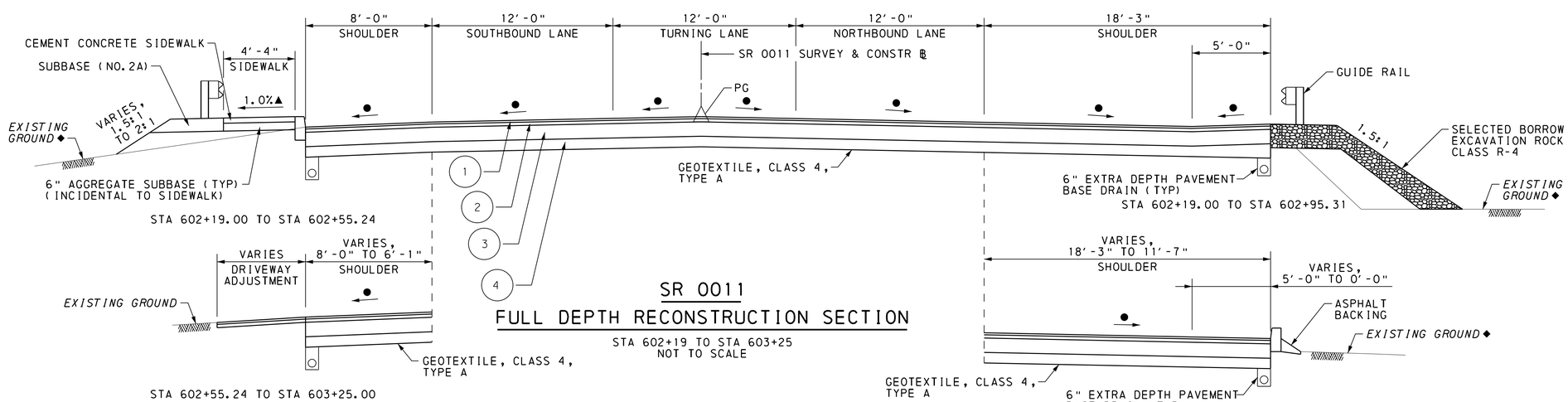
SR 0011
FULL DEPTH RECONSTRUCTION SECTION

STA 599+75 TO STA 601+04
NOT TO SCALE

SR 0011 CROSS SLOPE TRANSITION TABLE

STATION	LT SHLDR	SB LANE	TURN LN (LT)	TURN LN (RT)	NB LANE	RT SHLDR	
599+75.00	*	*	*	*	*	*	---
600+00.00 TO 600+50.00	4.0%	2.0%	2.0%	2.0%	2.0%	4.0%	---
600+75.00	3.0%	2.0%	2.0%	2.0%	2.0%	3.0%	---
601+06.00	3.0%	2.0%	2.0%	2.0%	2.0%	3.0%	1.1%
601+35.00 TO 602+01.00	3.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%
602+25.00 TO 602+55.00	4.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%
602+75.00	10.0%	2.0%	2.0%	2.0%	2.0%	4.0%	4.0%
603+00.00	9.6%	2.0%	2.0%	2.0%	2.0%	4.0%	4.0%
603+25.00	*	*	*	*	*	*	---

* MATCH EXISTING CROSS SLOPES



SR 0011
FULL DEPTH RECONSTRUCTION SECTION

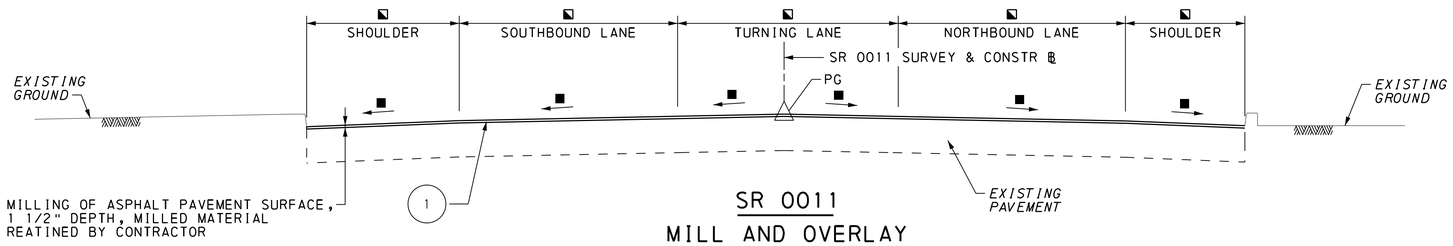
STA 602+19 TO STA 603+25
NOT TO SCALE

LEGEND

1. SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H
2. SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
3. SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 11" DEPTH
4. SUBBASE 8" DEPTH (NO. 2A)

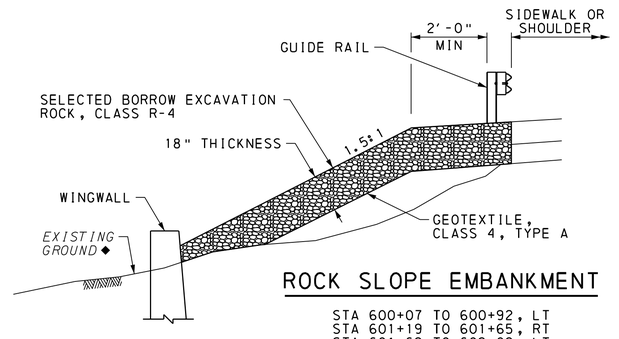
- ● FOR CROSS SLOPES, SEE CROSS SLOPE TRANSITION TABLE
- ■ MATCH EXISTING CROSS SLOPE
- ◪ MATCH EXISTING LANE/SHOULDER WIDTH
- ▲ TRANSITION SIDEWALK CROSS SLOPE TO MATCH CROSS SLOPE OF SIDEWALK ON APPROACH SLAB
- ◆ EXISTING GROUND LINE LOCATION SHOWN IS PRIOR TO EXCAVATION. CLASS 3 EXCAVATION LIMITS TO BE BACKFILLED WITH STRUCTURE BACKFILL - AASHTO NO. 3 (STRUCTURE ITEM)

NOTE: APPLY ASPHALT TACK COAT BETWEEN ALL PAVEMENT LAYERS



SR 0011
MILL AND OVERLAY

STA 592+36.00 TO STA 599+75.00
STA 603+25.00 TO STA 607+50.00
NOT TO SCALE



ROCK SLOPE EMBANKMENT

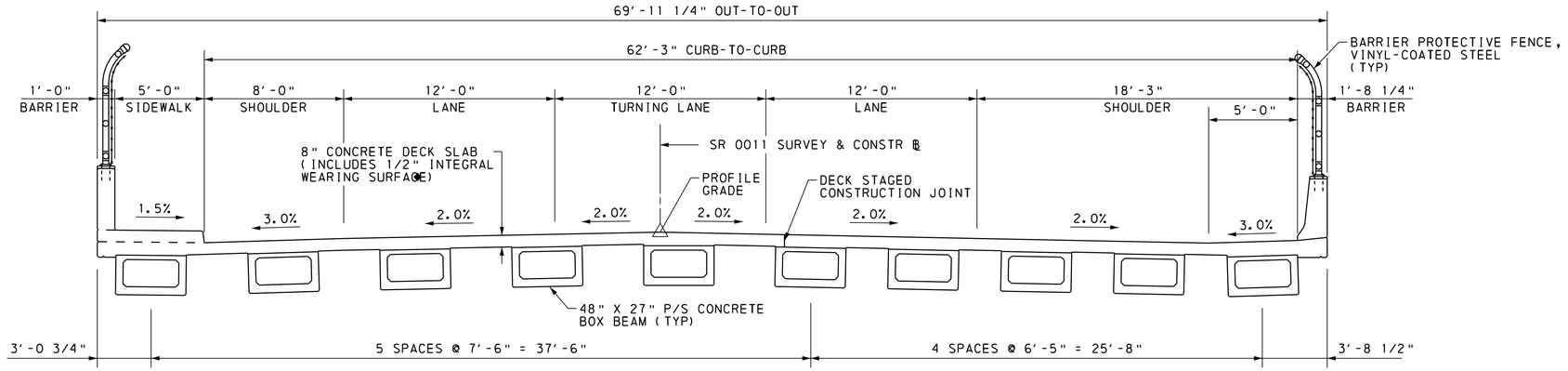
STA 600+07 TO 600+92, LT
STA 601+19 TO 601+65, RT
STA 601+62 TO 602+02, LT
STA 602+40 TO 603+01, RT

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER

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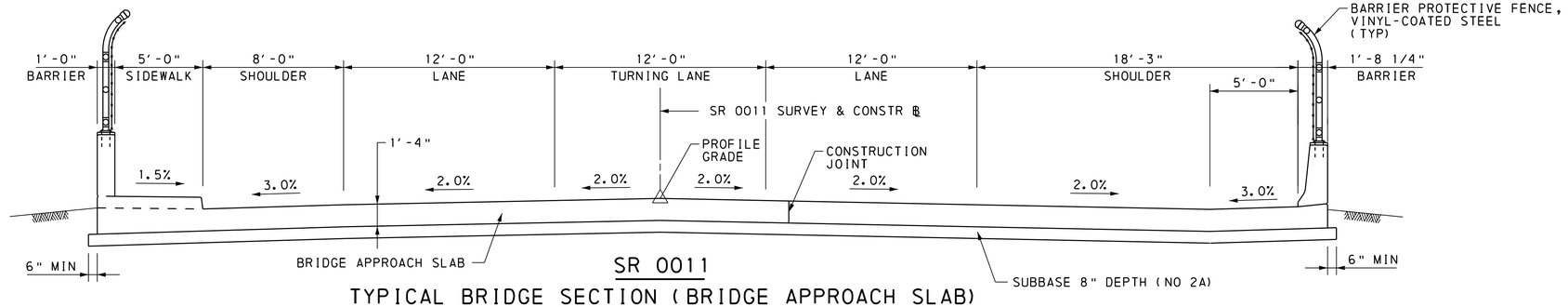
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	7 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



SR 0011
TYPICAL BRIDGE SECTION

STA 601+29.00 TO STA 601+94.00
NOT TO SCALE



SR 0011
TYPICAL BRIDGE SECTION (BRIDGE APPROACH SLAB)

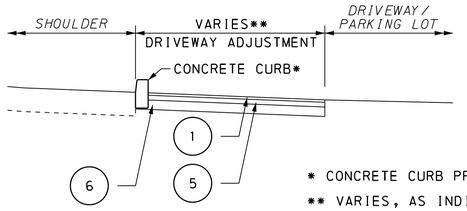
STA 601+04.00 TO STA 601+29.00
STA 601+94.00 TO STA 602+19.00
NOT TO SCALE

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	8 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



* CONCRETE CURB PROVIDED WHERE INDICATED ON THE CROSS SECTIONS

** VARIES, AS INDICATED ON THE CROSS SECTIONS

DRIVEWAY ADJUSTMENT

STA 598+40 TO 601+16, RT
STA 602+55.24 TO 603+25, LT
STA 602+94 TO 604+40, RT

NOT TO SCALE

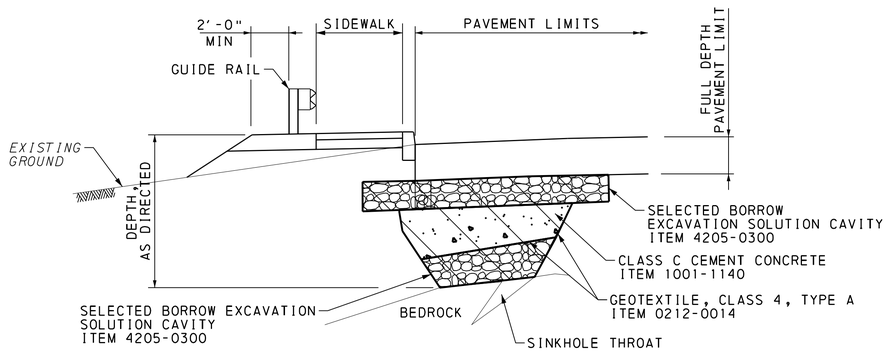
LEGEND

(1) SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H

(5) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH

(6) SUBBASE 6" DEPTH (NO. 2A)

NOTE: APPLY ASPHALT TACK COAT BETWEEN ALL PAVEMENT LAYERS



SOLUTION CAVITY EXCAVATION
ITEM 9000-0005

SOLUTION CAVITY EXCAVATION DETAIL

ITEM NO. 9000-0005
NOT TO SCALE

SOLUTION CAVITY EXCAVATION STEPS:

1. EXCAVATE THE SINKHOLE DOWN TO ROCK; REMOVE DEBRIS AND VEGETATION
2. FLUSH HOLE WITH WATER EXPOSING ROCK SURFACE
3. EXCAVATE SOFT WET MATERIAL
4. PLACE LAYER OF GEOTEXTILE, CLASS 4, TYPE A DOWN SIDES OF SINKHOLE AND ACROSS THROAT
5. PLACE SELECTED BORROW EXCAVATION SOLUTION CAVITY
6. PLACE LAYER OF GEOTEXTILE, CLASS 4, TYPE A OVER SELECTED BORROW EXCAVATION SOLUTION CAVITY
7. PLACE CLASS C CEMENT CONCRETE
8. BACKFILL WITH SELECTED BORROW EXCAVATION SOLUTION CAVITY
9. PLACE BASE REPLACEMENT MATERIAL
10. CONTINUE PAVING OPERATIONS

SOLUTION CAVITY EXCAVATION NOTES:

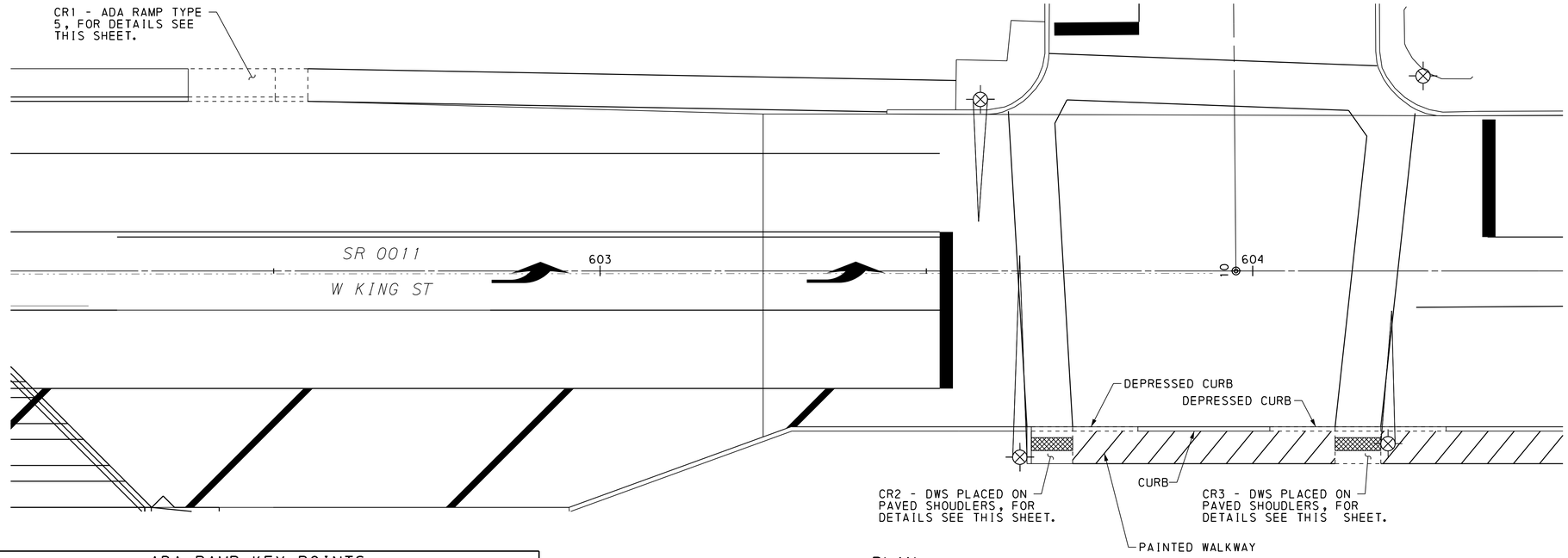
1. QUANTITIES ARE ESTIMATED FOR UNEXPECTED PROBLEMS THAT MAY OCCUR AND DO NOT REFLECT CURRENT CONDITIONS
2. USE MATERIAL AS DESIGNATED BY DETAIL IN AREA OF SINKHOLE
3. ALL DEPTHS OF MATERIAL TO BE DETERMINED BY FIELD CONDITIONS AND FURNISHED AS DIRECTED BY EITHER THE DISTRICT'S STRUCTURE CONTROL ENGINEER OR GEOTECHNICAL SPECIALIST. FOR MORE INFORMATION, SEE SPECIAL PROVISION.

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	9 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

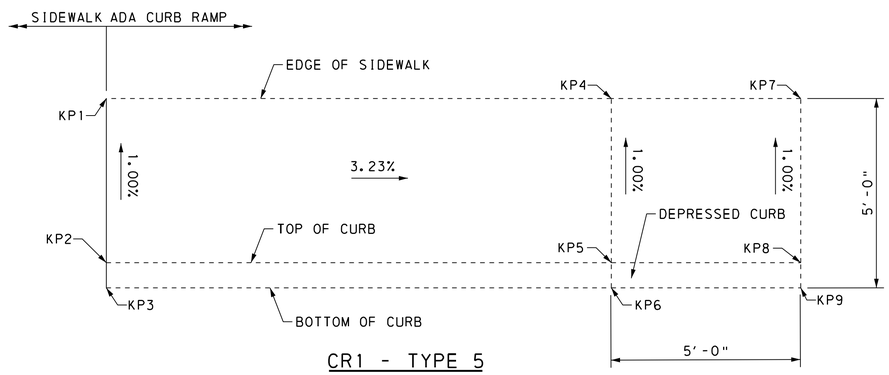


PLAN

0 10 20 FEET

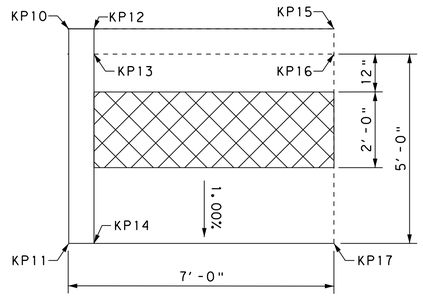
ADA RAMP KEY POINTS

RAMP	POINT	BASELINE	STATION	OFFSET	ELEV	REMARK
CR1	KP1	SR 0011	602+36.91	31.00′ LT	711.42	TOP OF RAMP
	KP2	SR 0011	602+36.91	26.67′ LT	711.46	TOP OF RAMP
	KP3	SR 0011	602+36.91	26.00′ LT	711.47	TOP OF RAMP
	KP4	SR 0011	602+50.24	31.00′ LT	710.99	BOT OF RAMP
	KP5	SR 0011	602+50.24	26.67′ LT	711.03	BOT OF RAMP
	KP6	SR 0011	602+50.24	26.00′ LT	711.04	BOT OF RAMP
	KP7	SR 0011	602+55.24	31.00′ LT	710.15	END OF RAMP
	KP8	SR 0011	602+55.24	26.67′ LT	710.19	END OF RAMP
	KP9	SR 0011	602+55.24	26.00′ LT	710.20	END OF RAMP
CR2	KP10	SR 0011	603+65.42	23.88′ RT	707.10	TOP OF RAMP
	KP11	SR 0011	603+65.42	29.54′ RT	707.05	TOP OF RAMP
	KP12	SR 0011	603+66.09	23.88′ RT	707.08	BOT OF RAMP
	KP13	SR 0011	603+66.09	24.54′ RT	707.07	BOT OF RAMP
	KP14	SR 0011	603+66.09	29.54′ RT	707.03	BOT OF RAMP
	KP15	SR 0011	603+72.42	23.88′ RT	706.22	END OF RAMP
	KP16	SR 0011	603+72.42	24.54′ RT	706.21	END OF RAMP
	KP17	SR 0011	603+72.42	29.54′ RT	706.17	END OF RAMP



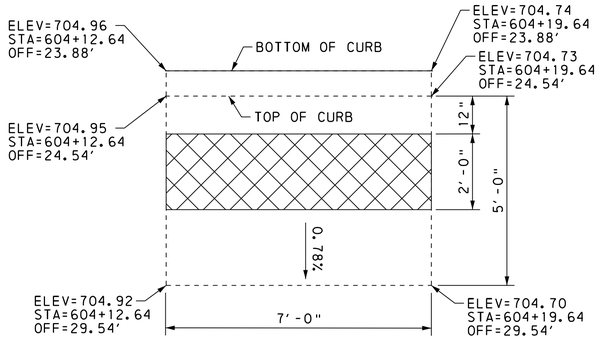
CR1 - TYPE 5

STA 602+36.91 TO 602+55.24, LT



CR2 - DETECTABLE WARNING SURFACE PLACED ON PAVED SHOULDERS

STA 603+65.42 TO 603+72.42, RT



CR3 - DETECTABLE WARNING SURFACE PLACED ON PAVED SHOULDERS

STA 604+12.64 TO 604+19.64, RT

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No. PE090824

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TCP - TRAFFIC CONTROL PLAN
S & PMP - SIGNING AND PAVEMENT MARKING PLAN
TSP - TRAFFIC SIGNAL PLAN
♦ - SEE SPECIAL PROVISIONS

SUMMARY

STR - STRUCTURE PLAN, S-40136

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	10 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

QUANTITY	ITEM NO / UNIT	DESCRIPTION	DESIGN NO	FOR TAB SEE SHEET
X	0201 0001 / LS	CLEARING AND GRUBBING		NO TAB
1417	0203 0001 / CY	CLASS 1 EXCAVATION		12-15, 16-17
335	0203 0004 / CY	CLASS 1B EXCAVATION		TCP 12-15 ,
6	0203 0006 / LF	SAW CUTTING		12-15
19	0204 0150 / CY	CLASS 4 EXCAVATION		12-15
395	0205 0264 / CY	SELECTED BORROW EXCAVATION ROCK, CLASS R-4		12-15
24	4205 0300 / TON	SELECTED BORROW EXCAVATION SOLUTION CAVITY ♦		12-15
424	0212 0001 / LF	GEOTEXTILE, CLASS 1		12-15
3770	0212 0014 / SY	GEOTEXTILE, CLASS 4, TYPE A		12-15, 16-17
479	0313 0322 / SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		TCP
570	0313 0420 / SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		12-15
1421	0313 0435 / SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 11 " DEPTH		12-15
1049	0350 0106 / SY	SUBBASE 6" DEPTH (NO. 2A)		TCP 12-15 ,
1799	0350 0108 / SY	SUBBASE 8" DEPTH (NO. 2A)		12-15
19	0350 0121 / TON	SUBBASE (NO. 2A)		12-15
479	0413 0192 / SY	SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H		TCP
8277	0413 0245 / SY	SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H		12-15
1	0413 0255 / TON	SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, SRL-H		12-15
1421	0413 6045 / SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH		12-15

QUANTITY	ITEM NO / UNIT	DESCRIPTION	DESIGN NO	FOR TAB SEE SHEET
	0608 0001 / LS	MOBILIZATION		NO TAB
	0609 0002 / LS	INSPECTOR'S FIELD OFFICE AND INSPECTION FACILITIES, TYPE A		NO TAB
	0609 0009 / LS	EQUIPMENT PACKAGE ♦		NO TAB

TCP - TRAFFIC CONTROL PLAN
S & PMP - SIGNING AND PAVEMENT MARKING PLAN
TSP - TRAFFIC SIGNAL PLAN
♦ - SEE SPECIAL PROVISIONS

SUMMARY

STR - STRUCTURE PLAN, S-40136

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	11 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

QUANTITY	ITEM NO / UNIT	DESCRIPTION	DESIGN NO	FOR TAB SEE SHEET
2	0951 0130 / EACH	TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		TSP
139	0954 0013 / LF	3 INCH CONDUIT		TSP
69	0954 0152 / LF	TRENCH AND BACKFILL, TYPE II		TSP
70	0954 0153 / LF	TRENCH AND BACKFILL, TYPE III		TSP
873	0954 0201 / LF	SIGNAL CABLE, 14 AWG, 3 CONDUCTOR		TSP
968	0954 0202 / LF	SIGNAL CABLE, 14 AWG, 5 CONDUCTOR		TSP
1	0954 0301 / EACH	JUNCTION BOX, JB-26		TSP
3	0955 3208 / EACH	VEHICULAR SIGNAL HEAD, THREE 12" SECTIONS		TSP
1	0955 3210 / EACH	VEHICULAR SIGNAL HEAD, FIVE 12" SECTIONS		TSP
2	0955 3722 / EACH	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, TYPE A		TSP
420	0956 0101 / LF	LOOP SENSOR		TSP
2	0956 0500 / EACH	PEDESTRIAN PUSH BUTTON		TSP
2	0956 0801 / EACH	OPTICAL PREEMPTION SYSTEM		TSP
1	0958 0041 / EACH	TEMPORARY TRAFFIC CONTROL SIGNALS ON FIXED SUPPORTS (4 OR MORE APPROACHES)		TSP
1	0958 0341 / EACH	TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (3 APPROACHES)		TCP
1	0958 0342 / EACH	TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (3 APPROACHES)		TCP
2	0960 0112 / EACH	WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"		S & PMP
2	0960 0224 / EACH	WHITE HOT THERMOPLASTIC LEGEND, "LEFT ARROW", 12' - 0" X 3' - 0"		S & PMP
2	0960 0404 / EACH	WHITE HOT THERMOPLASTIC LEGEND, "D", 8' - 0"		S & PMP
2	0960 0405 / EACH	WHITE HOT THERMOPLASTIC LEGEND, "E", 8' - 0"		S & PMP
2	0960 0409 / EACH	WHITE HOT THERMOPLASTIC LEGEND, "I", 8' - 0"		S & PMP
2	0960 0412 / EACH	WHITE HOT THERMOPLASTIC LEGEND, "L", 8' - 0"		S & PMP
2	0960 0425 / EACH	WHITE HOT THERMOPLASTIC LEGEND, "Y", 8' - 0"		S & PMP
1543	0962 1000 / LF	4" WHITE WATERBORNE PAVEMENT MARKINGS		S & PMP
3463	0962 1005 / LF	4" YELLOW WATERBORNE PAVEMENT MARKINGS		S & PMP
56	0963 0001 / SF	PAVEMENT MARKING REMOVAL		TCP
16860	0963 0004 / LF	4" PAVEMENT MARKING REMOVAL		TCP
246	0963 0006 / LF	6" PAVEMENT MARKING REMOVAL		TCP
892	0965 0005 / LF	6" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS		S & PMP
358	0965 0011 / LF	12" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS		S & PMP
202	0965 0021 / LF	24" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS		S & PMP
3	0976 0001 / EACH	REMOVE STRUCTURE MOUNTED SIGN		TSP
2	1001 1140 / CY	CLASS C CEMENT CONCRETE		12-15
	1018 0001 / LS	REMOVAL OF EXISTING BRIDGE ♦		12-15
EITHER	8010 0001 / LS	BRIDGE STRUCTURE, AS DESIGNED, S-40136 ♦	1	STR
AND 298019	1002 0053 / LB	REINFORCEMENT BARS, EPOXY COATED	1	STR
AND 35	1002 0143 / EACH	MECHANICAL SPLICE SYSTEM FOR NO. 6 REINFORCEMENT BARS, EPOXY COATED	1	STR
AND 20	1002 0146 / EACH	MECHANICAL SPLICE SYSTEM FOR NO. 7 REINFORCEMENT BARS, EPOXY COATED	1	STR
AND 67	1002 0147 / EACH	MECHANICAL SPLICE SYSTEM FOR NO. 8 REINFORCEMENT BARS, EPOXY COATED	1	STR
AND 52	1002 0148 / EACH	MECHANICAL SPLICE SYSTEM FOR NO. 9 REINFORCEMENT BARS, EPOXY COATED	1	STR
AND 222	1002 0220 / LB	STAINLESS STEEL REINFORCEMENT BARS	1	STR
AND 2	1007 0200 / EACH	MICROPILES VERIFICATION LOAD TEST	1	STR
AND 4	1007 0210 / EACH	MICROPILES PROOF LOAD TEST	1	STR
AND 1036	1007 0230 / CF	MICROPILES GROUT	1	STR
AND 10505	5007 0350 / LF	MICROPILES 9 5/8" DIAMETER, PLAIN STEEL (EXPOY COATED) ♦	1	STR
AND 986	1019 0050 / SY	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)	1	STR
OR	8100 0001 / LS	STEEL BRIDGE STRUCTURE ♦	1	STR
OR	8000 0001 / LS	PRESTRESSED CONCRETE BRIDGE STRUCTURE ♦	1	STR
10000	9000 0003 / DOLLA	REMOVAL OF EXISTING BRIDGE WITH LEAD PAINT PRESENT ♦		NO TAB
	9000 0002 / LS	HEALTH AND SAFETY PLAN ♦		NO TAB
	8800 1000 / LS	WATERLINE RELOCATION ♦		NO TAB
	9000 0004 / LS	SITE WORK PLAN ♦		NO TAB
15	9000 0005 / CY	SOLUTION CAVITY EXCAVATION ♦		12-15
22	9000 0006 / EACH	SOLIDS SAMPLING AND ANALYSIS ♦		NO TAB
800	9000 0007 / TON	DISPOSAL OF REGULATED FILL ♦		NO TAB
800	9000 0008 / TON	DISPOSAL OF RESIDUAL WASTE ♦		NO TAB
5000	9000 0009 / DOLLA	HANDLING AND DISPOSAL OF ASBESTOS CONTAINING MATERIALS ♦		NO TAB
4	9000 0012 / EACH	CRASH GATE ♦		16-17
32000	9000 0013 / DOLLA	CROSSING GUARD ♦		TCP
106	9000 0020 / LF	CURB PAINTING, YELLOW ♦		S & PMP
10	9000 0650 / EACH	EXISTING PILE EXTRACTION ♦		STR
	9000 5101 / LS	ELECTRONIC TICKETING (E-TICKETING) FOR CONSTRUCTION AGGREGATE ♦		NO TAB
	9000 5102 / LS	ELECTRONIC TICKETING (E-TICKETING) FOR CONSTRUCTION ASPHALT ♦		NO TAB
	9000 5103 / LS	ELECTRONIC TICKETING (E-TICKETING) FOR CONSTRUCTION CONCRETE ♦		NO TAB
	9005 5000 / LS	DEBRIS SHEILDING ♦		STR
	9203 0101 / LS	TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM, S-40136 ♦		STR
1001	9203 0102 / SY	CUT-OFF WALL ♦		STR
500000	9901 0350 / DOLLA	RAILROAD PROTECTIVE SERVICES ♦		NO TAB

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

TABULATION OF QUANTITIES

ROADWAY

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	12 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

CLASS 1 EXCAVATION 0203 0001 CY	CLASS 1B EXCAVATION 0203 0004 CY	SAW CUTTING 0203 0006 LF	CLASS 4 EXCAVATION 0204 0150 CY	SELECTED BORROW EXCAVATION ROCK, CLASS R-4 0205 0264 CY	SELECTED BORROW EXCAVATION SOLUTION CAVITY 4205 0300 TON	GEOTEXTILE, CLASS 1 0212 0001 LF	GEOTEXTILE, CLASS 4, TYPE A 0212 0014 SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH 0313 0420 SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 11" DEPTH 0313 0435 SY	SUBBASE 6" DEPTH (NO. 2A) 0350 0106 SY	SUBBASE 8" DEPTH (NO. 2A) 0350 0108 SY	SUBBASE (NO. 2A) 0350 0121 TON	SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H 0413 0245 SY	SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, SRL-H 0413 0255 TON	SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH 0413 6045 SY	ASPHALT TACK COAT (NTT/CNTT) 0460 0003 SY	MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR 0491 0012 SY	6" PAVEMENT BASE DRAIN 0610 7002 LF	ADDITIONAL COARSE AGGREGATE FOR EXTRA DEPTH PAVEMENT BASE DRAIN 0610 7400 CY	6" SUBSURFACE DRAIN OUTLETS 0615 0022 LF	SUBSURFACE DRAIN OUTLET ENDWALL 0615 0040 EACH	66" RED SUBSURFACE DRAIN OUTLET MARKER 0615 0066 EACH	PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3, TANGENT (MASH) 0619 0459 EACH	TERMINAL SECTION, SINGLE 0620 0400 EACH	REMOVE EXISTING GUIDE RAIL (CONTRACTOR'S PROPERTY) 0620 0503 LF	TYPE 31-S GUIDE RAIL 0620 1600 LF	REMARKS ITEM NUMBER UNIT	SIDE	STATIONS
																										SR 0011		
																										ENTIRE PROJECT	LT / RT	592+36.00 to 608+50.00
					24		75																			SOLUTION CAVITY EXCAVATION - AS DIRECTED	LT / RT	592+36.00 to 608+50.00
													4021				4021									MILL & OVERLAY	LT / RT	592+36.00 to 599+75.00
	97							333		333			333			333										DRIVEWAY ADJUSTMENT	RT	598+40.00 to 601+16.00
	2																									CURB	RT	598+41.00 to 598+81.00
	2																									CURB	RT	599+00.00 to 599+46.00
		6																								SIDEWALK INSTALLATION	LT	599+75.00
			2			89												89	2	20	1	1					PBD OUTLET TO SLOPE AT STA 600+78, 39.7' LT	LT	599+75.00 to 600+64.00
																										CURB & SIDEWALK	LT	599+75.00 to 600+78.00
134							748		748		748		748		748	2242										PAVEMENT RECONSTRUCTION	LT / RT	599+75.00 to 601+04.00
			5			155												155	5	19	1	1					PBD OUTLET TO SLOPE AT STA 601+43, 44' RT	RT	599+75.00 to 601+30.00
	2																									CURB	RT	599+89.00 to 600+64.00
				113			226																			WING B ROCK SLOPE	LT	600+08.00 to 600+92.00
																									25	PROPOSED GUIDE RAIL	LT	600+11.00 to 600+90.00
																								78		EXISTING GUIDE RAIL REMOVAL	LT	600+20.00 to 600+98.00
											189															APPROACH SLAB	LT / RT	601+04.00 to 601+29.00
																							1		12.5	PROPOSED GUIDE RAIL, 8.5' RADIUS	RT	601+08.00 to 601+55.00
																								37		EXISTING GUIDE RAIL REMOVAL	RT	601+09.00 to 601+41.00
				98			196																			WING A ROCK SLOPE	RT	601+18.00 to 601+81.00
																										BRIDGE DECK	LT / RT	601+29.00 to 601+94.00
				86			171																			WING C ROCK SLOPE	LT	601+33.00 to 602+02.00
																								66		EXISTING GUIDE RAIL REMOVAL	LT	601+59.00 to 602+21.00
																						1				PROPOSED GUIDE RAIL	LT	601+71.00 to 602+52.00
																										15" ASH	LT	601+86.00
												19														CURB & SIDEWALK	LT	601+88.00 to 602+55.24
																										12" AILANTHUS	LT	601+93.00
											189															APPROACH SLAB	LT / RT	601+94.00 to 602+19.00

PROJECT ID: 3682 MPMS: 19304 ECMS: 19304 7/12/2024 3:00:29 PM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE090624

TABULATION OF QUANTITIES

ROADWAY

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	13 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

| TYPE 31-STRONG POST ANCHOR TERMINAL | TYPE 31-STRONG POST IN-LINE ANCHOR | THRIE-BEAM GUIDE RAIL TO CONCRETE BRIDGE BARRIER TRANSITION WITHOUT CURB | PLAIN CEMENT CONCRETE CURB, 8" HEIGHT | CEMENT CONCRETE SIDEWALK | DETECTABLE WARNING SURFACE, POLYMER COMPOSITE | SELECTIVE TREE REMOVAL | CLASS C CEMENT CONCRETE | REMOVAL OF EXISTING BRIDGE | SOLUTION CAVITY EXCAVATION | SUBBASE (NO. 2A) (FOR INFORMATION ONLY) | | | |

TABULATION OF QUANTITIES

ROADWAY

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	14 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

CLASS 1 EXCAVATION 0203 0001 CY	CLASS 1B EXCAVATION 0203 0004 CY	SAW CUTTING 0203 0006 LF	CLASS 4 EXCAVATION 0204 0150 CY	SELECTED BORROW EXCAVATION ROCK, CLASS R-4 0205 0264 CY	SELECTED BORROW EXCAVATION SOLUTION CAVITY 4205 0300 TON	GEOTEXTILE, CLASS 1 0212 0001 LF	GEOTEXTILE, CLASS 4, TYPE A 0212 0014 SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH 0313 0420 SY	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 11" DEPTH 0313 0435 SY	SUBBASE 6" DEPTH (NO. 2A) 0350 0106 SY	SUBBASE 8" DEPTH (NO. 2A) 0350 0108 SY	SUBBASE (NO. 2A) 0350 0121 TON	SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H 0413 0245 SY	SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, SRL-H 0413 0255 TON	SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, 0.3 TO < 3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH 0413 6045 SY	ASPHALT TACK COAT (NTT/CNTT) 0460 0003 SY	MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR 0491 0012 SY	6" PAVEMENT BASE DRAIN 0610 7002 LF	ADDITIONAL COARSE AGGREGATE FOR EXTRA DEPTH PAVEMENT BASE DRAIN 0610 7400 CY	6" SUBSURFACE DRAIN OUTLETS 0615 0022 LF	SUBSURFACE DRAIN OUTLET ENDWALL 0615 0040 EACH	66" RED SUBSURFACE DRAIN OUTLET MARKER 0615 0066 EACH	PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3, TANGENT (MASH) 0619 0459 EACH	TERMINAL SECTION, SINGLE 0620 0400 EACH	REMOVE EXISTING GUIDE RAIL (CONTRACTOR'S PROPERTY) 0620 0503 LF	TYPE 31-S GUIDE RAIL 0620 1600 LF	REMARKS ITEM NUMBER UNIT	SIDE	STATIONS
			10			125											125	10	27	1	1					PBD OUTLET TO SLOPE AT STA. 601+81, 45.1' LT	LT	602+00.00 to 603+25.00
																										QUAD 10" ASH	LT	602+08.00
																							135			EXISTING GUIDE RAIL REMOVAL	RT	602+10.00 to 603+44.00
																										12" AILANTHUS	LT	602+12.00
																										12" AILANTHUS	LT	602+16.00
																										TWIN 12" AILANTHUS	LT	602+19.00
112							673		673		673		673		673	2017										PAVEMENT RECONSTRUCTION	LT / RT	602+19.00 to 603+25.00
				98			195																			WING D ROCK SLOPE	RT	602+36.00 to 603+00.00
																										PROPOSED GUIDE RAIL	RT	602+40.00 to 602+94.00
	14							47		47			47			47										DRIVEWAY ADJUSTMENT	LT	602+55.24 to 603+25.00
			2			55												55	2	55	1	1				PBD OUTLET TO SLOPE AT STA 602+56, 45' RT	RT	602+70.00 to 603+25.00
	56							190		190			190			190										DRIVEWAY ADJUSTMENT	RT	602+94.00 to 604+40.00
														1												ASPHALT BACKING PLACED BEHIND CURB	RT	602+95.00 to 603+25.00
	2																									CURB	RT	603+25.00 to 603+65.42
													2265				2265									MILL & OVERLAY	LT / RT	603+25.00 to 607+50.00
	2																									CURB, SIDEWALK, & DETECTABLE WARNING SURFACE	RT	603+65.42 to 603+72.42
	1																									CURB	RT	603+72.42 to 604+12.64
	2																									CURB, SIDEWALK, & DETECTABLE WARNING SURFACE	RT	604+12.64 to 604+19.64
	2																									CURB	RT	604+19.64 to 605+00.00
246	182	6	19	395	24	424	2284	570	1421	570	1799	19	8277	1	1421	4829	6286	424	19	121	4	4	1	1	316	37.5	TOTALS		

PROJECT ID: 3682 MPMS: 19304 ECMS: 19304 7/12/2024 3:00:29 PM

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

TABULATION OF QUANTITIES

ROADWAY

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	15 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

TYPE 31-STRONG POST ANCHOR TERMINAL 0620 1660 EACH	TYPE 31-STRONG POST IN-LINE ANCHOR 0620 1670 EACH	THRIE-BEAM GUIDE RAIL TO CONCRETE BRIDGE BARRIER TRANSITION WITHOUT CURB 0620 2010 EACH	PLAIN CEMENT CONCRETE CURB, 8" HEIGHT 0630 0041 LF	CEMENT CONCRETE SIDEWALK 0676 0001 SY	DETECTABLE WARNING SURFACE, POLYMER COMPOSITE 0695 0004 SF	SELECTIVE TREE REMOVAL 0810 0052 EACH	CLASS C CEMENT CONCRETE 1001 1140 CY	REMOVAL OF EXISTING BRIDGE 1018 0001 LS	SOLUTION CAVITY EXCAVATION 9000 0005 CY	SUBBASE (NO. 2A) (FOR INFORMATION ONLY) CY	ITEM NUMBER / UNIT	REMARKS	SIDE	STATIONS
												PBD OUTLET TO SLOPE AT STA. 601+81, 45.1' LT	LT	602+00.00 to 603+25.00
						1						QUAD 10" ASH	LT	602+08.00
												EXISTING GUIDE RAIL REMOVAL	RT	602+10.00 to 603+44.00
						1						12" AILANTHUS	LT	602+12.00
						1						12" AILANTHUS	LT	602+16.00
						1						TWIN 12" AILANTHUS	LT	602+19.00
												PAVEMENT RECONSTRUCTION	LT / RT	602+19.00 to 603+25.00
												WING D ROCK SLOPE	RT	602+36.00 to 603+00.00
1		1										PROPOSED GUIDE RAIL	RT	602+40.00 to 602+94.00
												DRIVEWAY ADJUSTMENT	LT	602+55.24 to 603+25.00
												PBD OUTLET TO SLOPE AT STA 602+56, 45' RT	RT	602+70.00 to 603+25.00
												DRIVEWAY ADJUSTMENT	RT	602+94.00 to 604+40.00
												ASPHALT BACKING PLACED BEHIND CURB	RT	602+95.00 to 603+25.00
			73									CURB	RT	603+25.00 to 603+65.42
												MILL & OVERLAY	LT / RT	603+25.00 to 607+50.00
			12	4	13							CURB, SIDEWALK, & DETECTABLE WARNING SURFACE	RT	603+65.42 to 603+72.42
			41									CURB	RT	603+72.42 to 604+12.64
			7	4	14							CURB, SIDEWALK, & DETECTABLE WARNING SURFACE	RT	604+12.64 to 604+19.64
			81									CURB	RT	604+19.64 to 605+00.00
2	1	4	558	94	27	6	2	---	15	26		TOTALS		

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

PROJECT ID: 3682 MPMS: 19304 ECMS: 19304 7/12/2024 3:00:29 PM

TABULATION OF QUANTITIES

EROSION AND SEDIMENT POLLUTION CONTROL

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	16 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

CLASS 1 EXCAVATION	GEOTEXTILE, CLASS 4, TYPE A	NO. 1 COARSE AGGREGATE	TOPSOIL FURNISHED AND PLACED	SEEDING AND SOIL SUPPLEMENTS - FORMULA B RESIDENTIAL MIX	SEEDING AND SOIL SUPPLEMENTS - FORMULA C CONSERVATION MIX	SEEDING AND SOIL SUPPLEMENTS - FORMULA L CLEAR ZONE MIX	SEEDING - FORMULA T TEMPORARY GRASS MIX	MULCHING - STRAW	MULCH CONTROL NETTING	TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D	TEMPORARY PROTECTIVE FENCE, ORANGE	INLET FILTER BAG FOR TYPE M INLET	INLET FILTER BAG FOR TYPE C INLET	COMPOST FILTER SOCK, 12" DIAMETER	COMPOST FILTER SOCK, 18" DIAMETER	COMPOST FILTER SOCK, 24" DIAMETER	COMPOST FILTER SOCK, 32" DIAMETER	CRASH GATE	EMBANKMENT (FOR INFORMATION ONLY)								REMARKS	SIDE	STATIONS
0203 0001 CY	0212 0014 SY	0703 0020 CY	0802 0001 CY	0804 0036 LB	0804 0037 LB	0804 0038 LB	0804 0043 LB	0805 0022 TON	0805 0050 SY	0806 0113 SY	4811 0003 LF	0860 0000 EACH	0860 0002 EACH	0867 0012 LF	0867 0018 LF	0867 0022 LF	0867 0032 LF	9000 0012 EACH	CY								ITEM NUMBER UNIT		
																											SR 0011		
			308	118	43	88	53	6	4583	3783																	ENTIRE PROJECT	LT / RT	592+36.00 to 608+50.00
																											PCSM - EG-1	LT	598+35.00 to 600+53.00
																											PCSM - EG-2	LT	600+57.00 to 600+89.00
																											PCSM - EG-3	RT	602+03.00 to 602+59.00
																											STAGE 1		
														108													COMPOST FILTER SOCK	RT	601+82.00 to 602+66.00
14	61	14																									TEMPORARY ACCESS ROAD 3 (STA 1+50.00 TO STA 2+04.81, LT/RT)	RT	601+83.00 to 602+24.00
180																			180								EXCAVATION FOR TEMP ACCESS ROAD 3 AND ROCK CONSTRUCTION ENTRANCE (STA 0+00.00 TO STA 2+04.81, LT/RT)	RT	601+83.00 to 602+95.00
																157											COMPOST FILTER SOCK	RT	601+86.00 to 602+98.00
											142																TEMPORARY FENCE	RT	601+90.00 to 603+00.00
42	213	42																									ROCK CONSTRUCTION ENTRANCE FOR TEMPORARY ACCESS ROAD 3 (STA 0+00.00 TO STA 1+50.00, LT/RT)	RT	602+24.00 to 602+96.00
																		1									CRASH GATE - TEMPORARY ACCESS ROAD 3 (STA 0+03.00, LT/RT)	RT	602+70.00
											552																TEMPORARY FENCE	RT	602+73.00 to 605+22.00
															25												COMPOST FILTER SOCK	RT	602+76.00 to 602+94.00
408																			408								EXCAVATION FOR TEMP ACCESS ROAD 4 (STA 0+00.00 TO STA 0+88.42, LT/RT)	RT	602+90.00 to 603+60.00
27	118	27																									TEMP ACCESS ROAD 4 (STA 0+00.00 TO STA 0+88.42, LT/RT)	RT	602+90.00 to 603+60.00
															42												COMPOST FILTER SOCK	RT	602+94.00 to 603+25.00
														45													COMPOST FILTER SOCK	RT	603+34.00 to 603+78.00
																		1									CRASH GATE - TEMPORARY ACCESS ROAD 4 (STA 0+13.00, LT/RT)	RT	603+50.00
														75													COMPOST FILTER SOCK	RT	603+70.00 to 603+70.00
																											STAGE 2		
														192													COMPOST FILTER SOCK	LT	596+45.00 to 598+38.00
														229													COMPOST FILTER SOCK	LT	596+45.00 to 598+73.00
45	222	45																									ROCK CONSTRUCTION ENTRANCE FOR TEMPORARY ACCESS ROAD 1 (STA 0+00.00 TO STA 1+50.00, LT/RT)	LT	596+46.00 to 597+96.00
71																			71								EXCAVATION FOR TEMP ACCESS ROAD 1 AND ROCK CONSTRUCTION ENTRANCE (STA 0+00.00 TO STA 5+28.00, LT/RT)	LT	596+47.00 to 601+04.00
101	454	101																									TEMP ACCESS ROAD 1 (STA 1+50.00 TO STA 5+28.00, LT/RT)	LT	597+96.00 to 601+04.00
																		1									CRASH GATE - TEMPORARY ACCESS ROAD 1 (STA 1+83.00, LT/RT)	LT	598+29.50

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

PROJECT ID: 3682 MPMS: 19304 ECMS: 19304 7/12/2024 3:03:55 PM

TABULATION OF QUANTITIES

EROSION AND SEDIMENT POLLUTION CONTROL

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	17 OF 23
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

CLASS 1 EXCAVATION	GEOTEXTILE, CLASS 4, TYPE A	NO. 1 COARSE AGGREGATE	TOPSOIL FURNISHED AND PLACED	SEEDING AND SOIL SUPPLEMENTS - FORMULA B RESIDENTIAL MIX	SEEDING AND SOIL SUPPLEMENTS - FORMULA C CONSERVATION MIX	SEEDING AND SOIL SUPPLEMENTS - FORMULA L CLEAR ZONE MIX	SEEDING - FORMULA T TEMPORARY GRASS MIX	MULCHING - STRAW	MULCH CONTROL NETTING	TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D	TEMPORARY PROTECTIVE FENCE, ORANGE	INLET FILTER BAG FOR TYPE M INLET	INLET FILTER BAG FOR TYPE C INLET	COMPOST FILTER SOCK, 12" DIAMETER	COMPOST FILTER SOCK, 18" DIAMETER	COMPOST FILTER SOCK, 24" DIAMETER	COMPOST FILTER SOCK, 32" DIAMETER	CRASH GATE	EMBANKMENT (FOR INFORMATION ONLY)								REMARKS	SIDE	STATIONS
0203 0001 CY	0212 0014 SY	0703 0020 CY	0802 0001 CY	0804 0036 LB	0804 0037 LB	0804 0038 LB	0804 0043 LB	0805 0022 TON	0805 0050 SY	0806 0113 SY	4811 0003 LF	0860 0000 EACH	0860 0002 EACH	0867 0012 LF	0867 0018 LF	0867 0022 LF	0867 0032 LF	9000 0012 EACH	CY								ITEM NUMBER UNIT		
																	225										COMPOST FILTER SOCK	LT	599+63.00 to 601+07.00
											226																TEMPORARY FENCE	LT	599+69.00 to 600+23.00
											186																TEMPORARY FENCE	LT	600+23.00 to 601+44.00
															189												COMPOST FILTER SOCK	LT	600+26.00 to 601+48.00
45	200	45																									TEMP ACCESS ROAD 2 (STA 1+50.00 TO STA 3+25.60, LT/RT)	LT	600+51.00 to 601+57.00
194																			194								EXCAVATION FOR TEMP ACCESS ROAD 2 AND ROCK CONSTRUCTION ENTRANCE (STA 0+00.00 TO STA 3+25.60, LT/RT)	LT	600+51.00 to 601+95.00
44	218	44																									ROCK CONSTRUCTION ENTRANCE FOR TEMPORARY ACCESS ROAD 2 (STA 0+00.00 TO STA 1+50.00, LT/RT)	LT	600+64.00 to 601+95.00
														141													COMPOST FILTER SOCK	LT	600+77.00 to 601+79.00
																		1									CRASH GATE - TEMPORARY ACCESS ROAD 2 (STA 1+09.00, LT/RT)	LT	601+00.00
														71													COMPOST FILTER SOCK	LT	602+00.00 to 602+68.00
																											STAGE 1 & 2		
												1															INLET FILTER BAG	LT	594+67.94
													1														INLET FILTER BAG	LT	607+38.37
												1															INLET FILTER BAG	LT	608+00.42
													1														INLET FILTER BAG	LT	608+49.22
1171	1486	318	308	118	43	88	53	6	4583	3783	1106	2	2	861	256	157	225	4	853								TOTALS		

PROJECT ID: 3682 MPMS: 19304 ECMS: 19304 7/12/2024 3:03:55 PM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	18 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LIMIT OF WORK

STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

START WORK

STA 592+36.00
SEG 0540 OFFSET 3220
SR 0011 SEC 095

STA 592+36.00
BEGIN MILL & OVERLAY

PI STA 591+26.12

EASTERLY 120'

S49°41'28"W 150'

SR 0011

W KING ST

N49°04'46"E

SR 0011 SURVEY & CONSTR ℄

591 592 593 594 595

5.2 MILES TO
SR 0997

SEE SHEET 19

15

13

LEGAL RIGHT-OF-WAY LINE

LEGAL RIGHT-OF-WAY LINE

RIM 710.86 SSMH
RIM 711.00 SSMH
RIM 708.59 SSMH
RIM 706.94 WV
TG 710.65
TG 709.61
TG 706.40
18" RCP/INV 702.18
SSCO (TYP)
TR SIG CONTROL BOX
CONC SIDEWALK
CENTER LANE TURN ONLY /DARE COMMUNITY
WARNING ENGINE BRAKE USE RESTRICTED SHIPPENSBURG BOROUGH ORD NO 00-718
STOP/NO LT TURN
SHIPPENSBURG HISTORICAL SIGN
SPEED LIMIT 35/PARK HEIGHTS AVE
WEST KING ST STORAGE UNITS
FISHER AUTO PARTS
ASIAN TASTE
LUCKY'S NO LT TURN
RED XING
LANE DIR ARROWS
SR 11/SEG 540/550
CONC SIDEWALK
MAC
DWS
CONC

PLAN

0 25 50 FEET

SURVEY BOOK NO. 37001-02

FOR LIST OF PROPERTY OWNERS SEE SHEET 3

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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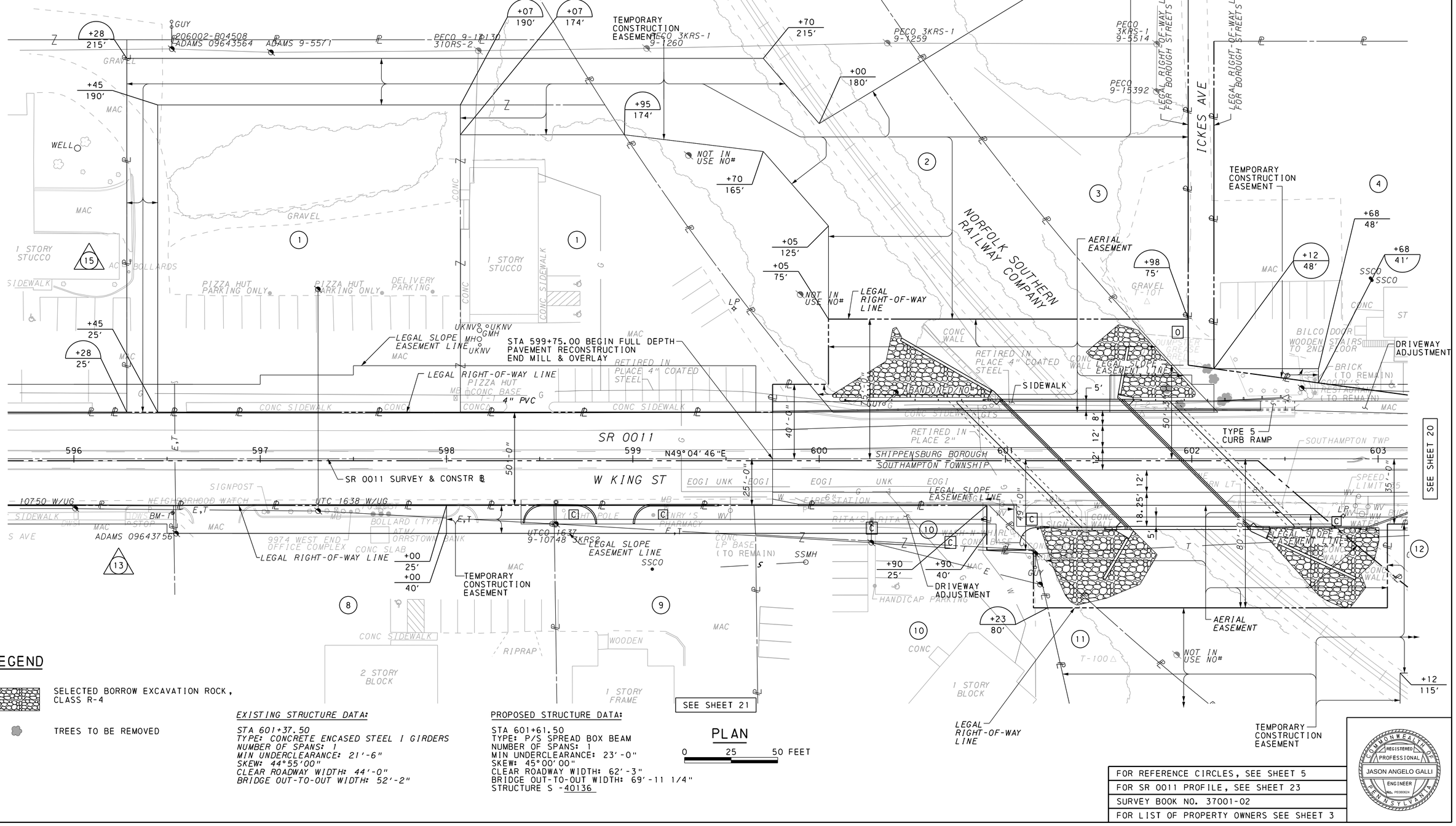
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	19 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

BM-1 ELEV 708.548'
29' RT STA 596+53
SQUARE CUT IN SIDEWALK

ITEM 0810-0052 SELECTIVE TREE REMOVAL (FOR INFORMATION ONLY)

STATION	SIDE	OFFSET (FT)	SIZE & TYPE
601+86	LT	37	15" ASH
601+93	LT	29	12" AILANTHUS
602+08	LT	48	QUAD 10" ASH
602+12	LT	43	12" AILANTHUS
602+16	LT	33	12" AILANTHUS
602+19	LT	31	TWIN 12" AILANTHUS



LEGEND

SELECTED BORROW EXCAVATION ROCK, CLASS R-4

TREES TO BE REMOVED

EXISTING STRUCTURE DATA:

STA 601+37.50
TYPE: CONCRETE ENCASED STEEL I GIRDERS
NUMBER OF SPANS: 1
MIN UNDERCLEARANCE: 21'-6"
SKEW: 44°55'00"
CLEAR ROADWAY WIDTH: 44'-0"
BRIDGE OUT-TO-OUT WIDTH: 52'-2"

PROPOSED STRUCTURE DATA:

STA 601+61.50
TYPE: P/S SPREAD BOX BEAM
NUMBER OF SPANS: 1
MIN UNDERCLEARANCE: 23'-0"
SKEW: 45°00'00"
CLEAR ROADWAY WIDTH: 62'-3"
BRIDGE OUT-TO-OUT WIDTH: 69'-11 1/4"
STRUCTURE S -40136

PLAN

0 25 50 FEET

FOR REFERENCE CIRCLES, SEE SHEET 5
FOR SR 0011 PROFILE, SEE SHEET 23
SURVEY BOOK NO. 37001-02
FOR LIST OF PROPERTY OWNERS SEE SHEET 3

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080024

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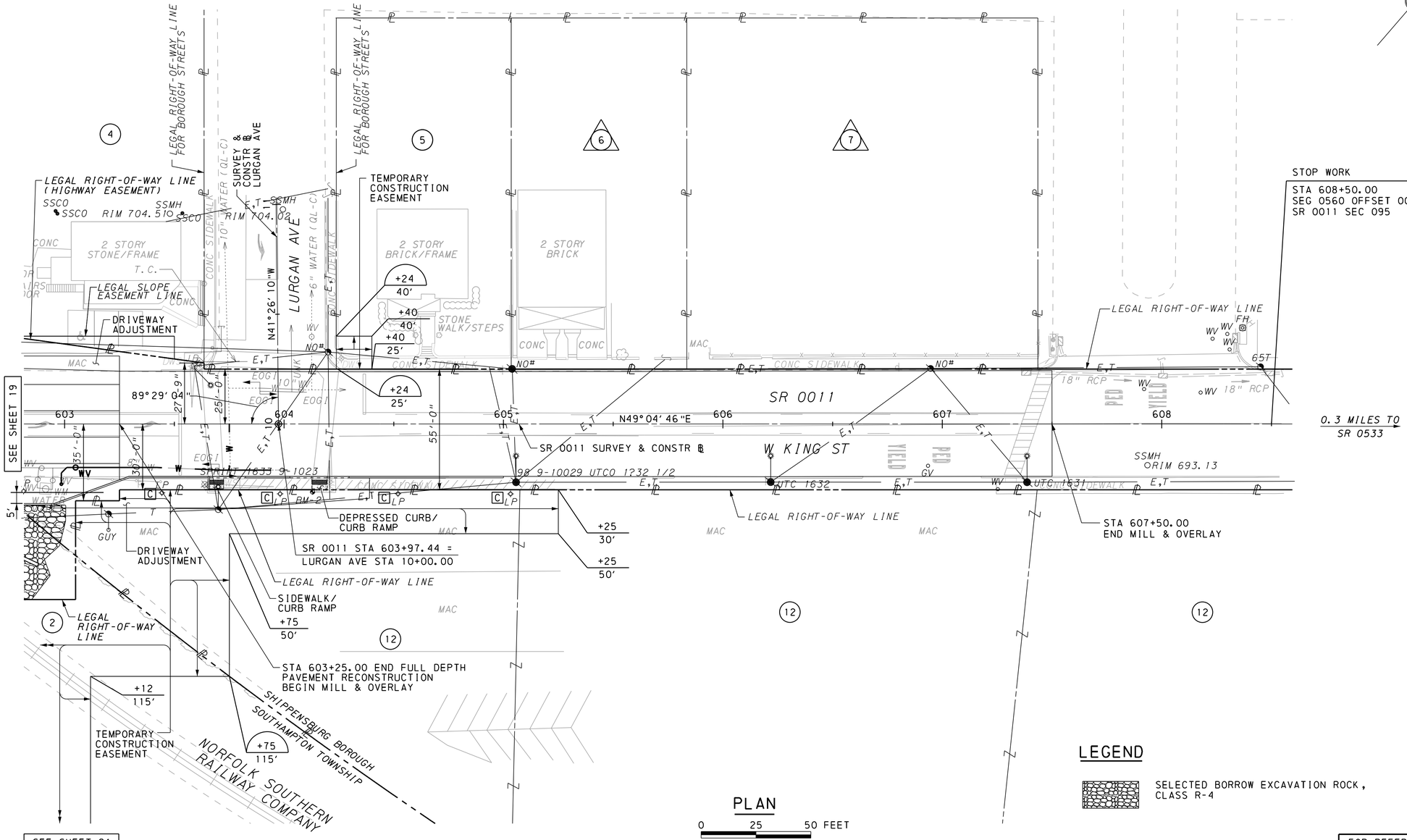
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	20 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

BM-2 ELEV 704.915'
31' RT STA 604+13
SQUARE CUT IN SIDEWALK

SR 0011 TRAVEL LANE WIDTHS

STATION	LT SHOULDER	LT LANE	TURNING LANE	RT LANE	RT SHOULDER
599+75.00	9'-3"	10'-7"	10'-7"	12'-5"	3'-7"
599+88.70	9'-1"	10'-10"	10'-11"	12'-3"	6'-4"
600+25.00	8'-5"	11'-6"	11'-8"	12'-0"	6'-4"
600+50.00 TO 601+06.00	8'-0"	12'-0"	12'-0"	12'-0"	6'-4"
601+06.00 TO 602+55.24	8'-0"	12'-0"	12'-0"	12'-0"	18'-3"
602+95.31	6'-11"	12'-0"	12'-0"	12'-0"	18'-3"
603+25.00	6'-1"	12'-0"	12'-0"	12'-0"	11'-7"



PLAN
0 25 50 FEET

LEGEND

SELECTED BORROW EXCAVATION ROCK, CLASS R-4

FOR REFERENCE CIRCLES, SEE SHEET 5
FOR SR 0011 PROFILE, SEE SHEET 23
SURVEY BOOK NO. 37001-02
FOR LIST OF PROPERTY OWNERS SEE SHEET 3

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080633

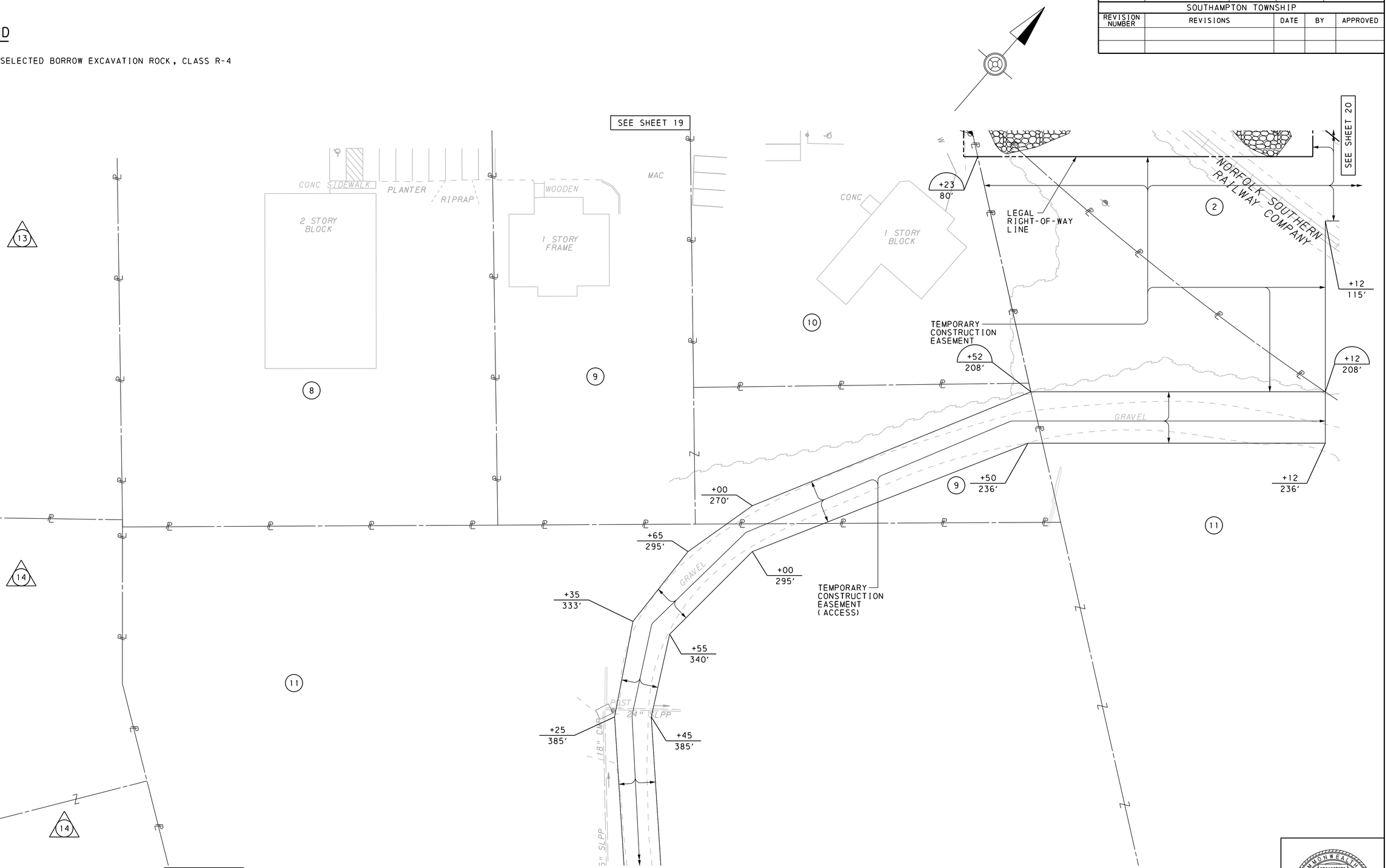
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	21 OF 23
SOUTHAMPTON TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

SELECTED BORROW EXCAVATION ROCK, CLASS R-4



PLAN

0 25 50 FEET

SURVEY BOOK NO. 37001-02

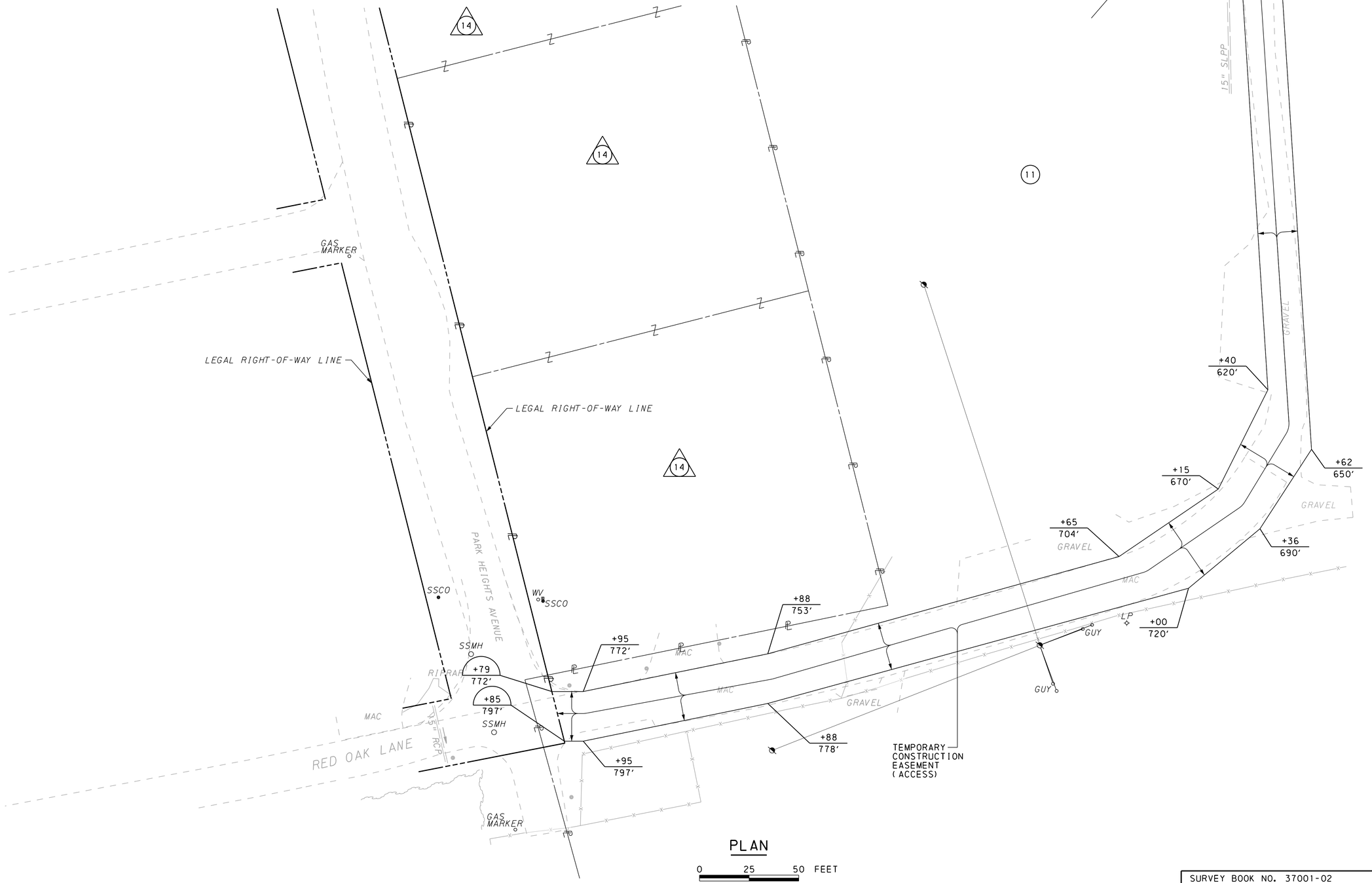
FOR LIST OF PROPERTY OWNERS SEE SHEET 3

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	22 OF 23
SOUTHAMPTON TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



PLAN

0 25 50 FEET

SURVEY BOOK NO. 37001-02

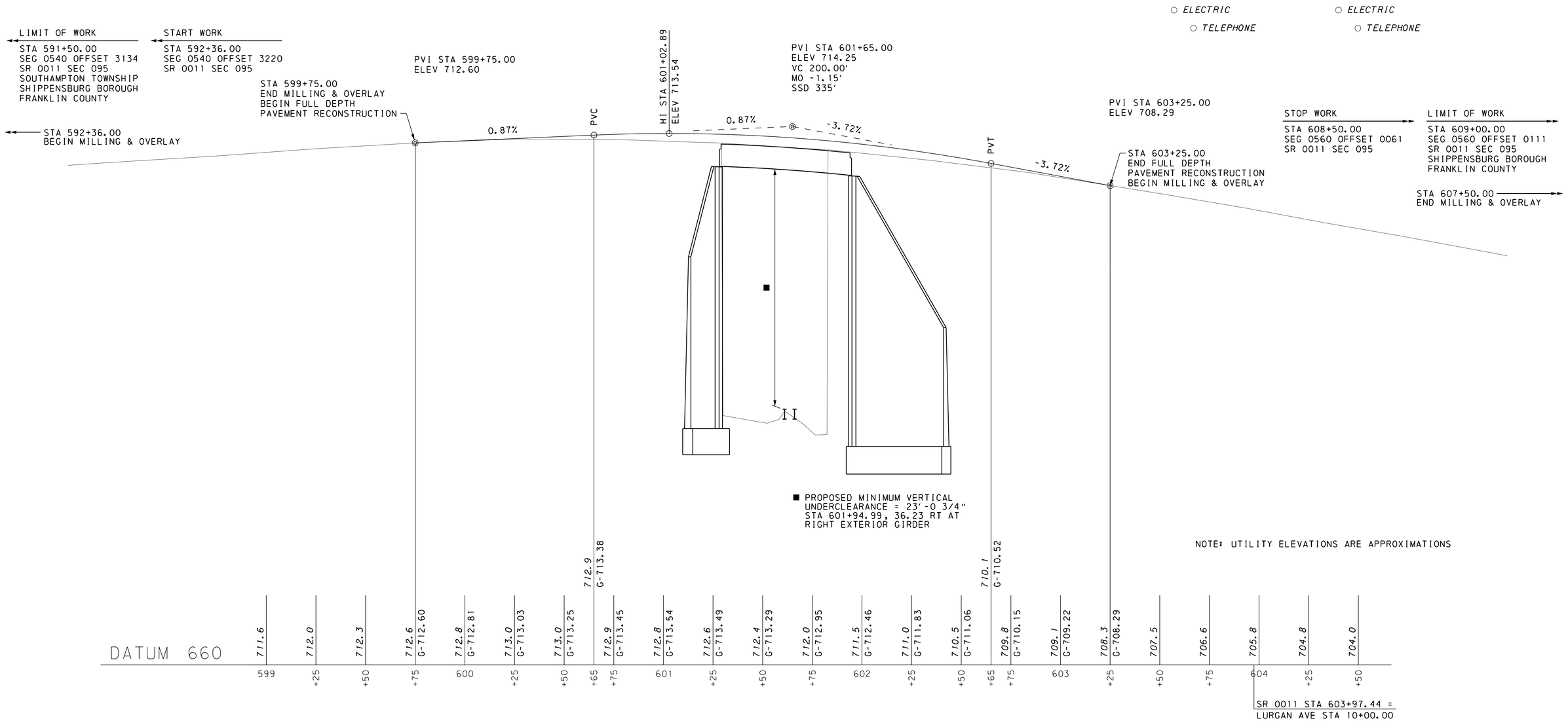
FOR LIST OF PROPERTY OWNERS SEE SHEET 3

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	23 OF 23
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



PROFILE

HORIZONTAL 0 25 50 FEET

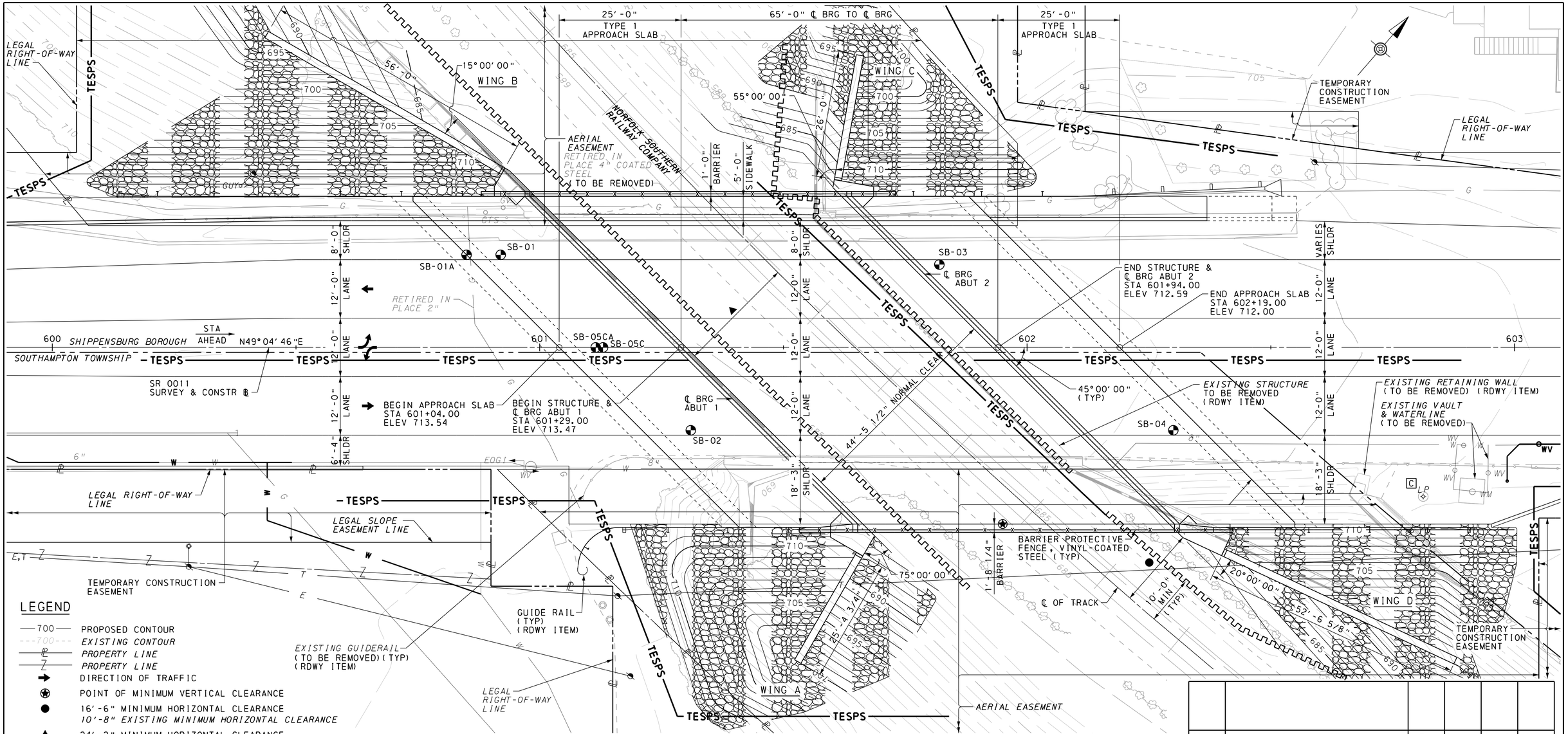
VERTICAL 0 5 10 FEET

FOR SR 0011 PLAN, SEE SHEETS 18 TO 20

SURVEY BOOK NO. 37001-02

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

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LEGEND

- 700 — PROPOSED CONTOUR
- 700 — *EXISTING CONTOUR*
- *PROPERTY LINE*
- *PROPERTY LINE*
- DIRECTION OF TRAFFIC
- POINT OF MINIMUM VERTICAL CLEARANCE
- 16'-6" MINIMUM HORIZONTAL CLEARANCE
  10'-8" EXISTING MINIMUM HORIZONTAL CLEARANCE
- 24'-2" MINIMUM HORIZONTAL CLEARANCE
  24'-2" EXISTING MINIMUM HORIZONTAL CLEARANCE
- AS-DRILLED BORING LOCATION
- W PROPOSED WATERLINE
- *W EXISTING WATERLINE (TO BE RELOCATED)*
- *G EXISTING GAS LINE*
- *E EXISTING AERIAL ELECTRIC*
- *T EXISTING AERIAL COMMUNICATION*
- MUNICIPAL BOUNDARY LINE
- TESPS APPROXIMATE LOCATION OF TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM
- APPROXIMATE LOCATION OF CUT-OFF WALL
- SELECTED BORROW EXCAVATION ROCK, CLASS R-4 (RDWY ITEM)

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 AND SUCH WORK IS NOT PART OF THIS CONTRACT.

TEMPORARY CLEARANCES

HORIZONTAL

-MINIMUM HORIZONTAL CLEARANCE OF 14'-0" FROM CENTERLINE OF TRACK SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE DIRECTED

-MINIMUM HORIZONTAL CLEARANCE OF 10'-0" TO TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEMS SHALL BE MAINTAINED AT ALL TIMES

VERTICAL

-MINIMUM VERTICAL CLEARANCE OF 21'-6" ABOVE HIGH RAIL SHALL BE MAINTAINED AT ALL TIMES

AS-DRILLED BORING LOCATIONS

BORING	STATION	OFFSET
SB-01	600+92.0	19' LT
SB-01A	600+85.0	19' LT
SB-02	601+31.0	17' RT
SB-03	601+82.0	17' LT
SB-04	602+30.0	17' RT
SB-05C	601+13.0	0
SB-05CA	601+11.5	0

VERTICAL CURVE DATA

0.87% △ -3.72%

PVI STA 601+65.00
ELEV 714.25
VC 200.00'
MO -1.15'
SSD 335'

HORIZONTAL CURVE DATA

TANGENT N49° 04' 46"E

PLAN
10' 0 10'

EXISTING STRUCTURE DATA

STA: 601+37.50
TYPE: CONCRETE ENCASED STEEL I GIRDERS
NUMBER OF SPANS: 1
MIN UNDERCLEARANCE: 21'-6"
SKEW: 44°55'00"
ROADWAY WIDTH: 44'-0"
BRIDGE OUT-TO-OUT WIDTH: 52'-2"
YEAR BUILT: 1935

PROPOSED STRUCTURE DATA

STA: 601+61.50
TYPE: P/S SPREAD BOX BEAM
NUMBER OF SPANS: 1
SKEW: 45° 00' 00"
ROADWAY WIDTH: 62'-3"
BRIDGE OUT-TO-OUT WIDTH: 69'-11 1/4"

NOTES

1. FOR ELEVATION, SEE SHEET 2.
2. FOR GENERAL NOTES, LIST OF ABBREVIATIONS, INDEX OF DRAWINGS, AND TABLE OF SUPPLEMENTAL DRAWINGS, SEE SHEETS 3 & 4.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
4. FOR TYPICAL SECTION, SEE SHEET 6.
5. FOR APPROXIMATE QUANTITIES, SEE SHEET 5.
6. FOR BRIDGE LOAD RATINGS, SEE SHEETS 56 & 57.
7. FOR DECK SLAB ELEVATIONS, SEE SHEETS 6 & 7.

BRADD PLANS

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
GENERAL PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER PE050624

PROFESSIONAL ENGINEER
DATE 7/12/2024

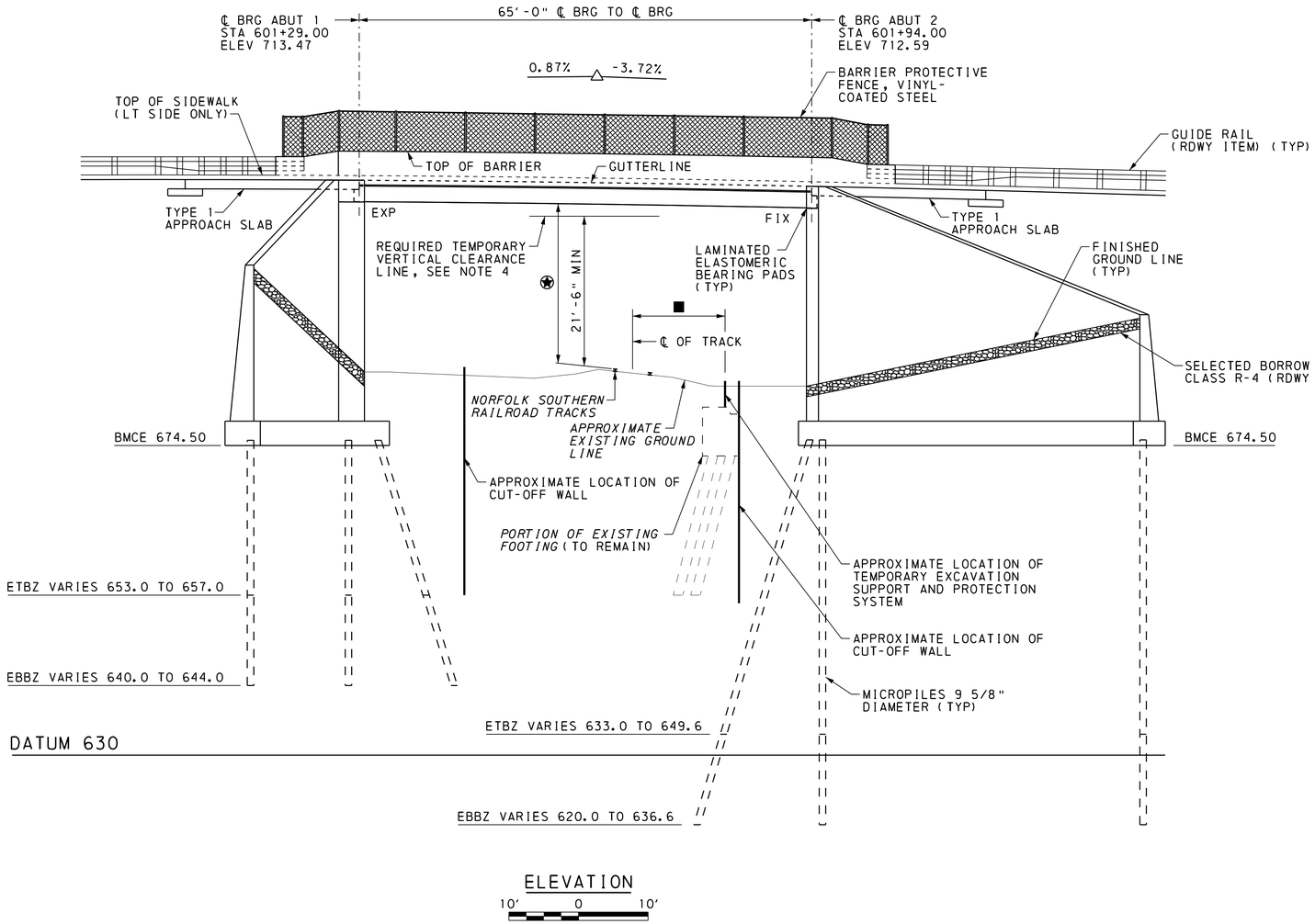
PREPARED BY
STV Incorporated
2040 LINGLESTOWN ROAD, SUITE 104
HARRISBURG, PA 17011

RECOMMENDED _____
DISTRICT BRIDGE ENGINEER

SHEET 1 OF 65 & SUPPLEMENTAL DRAWINGS
S- 40136

DESIGNED: ZRC | CHECKED: KPF | CADD: ZRC | CHECKED: KPF

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ELEVATION

10' 0 10'

NOTES

1. FOR GENERAL PLAN, SEE SHEET 1.
2. FOR GENERAL NOTES, LIST OF ABBREVIATIONS, INDEX OF DRAWINGS, AND TABLE OF SUPPLEMENTAL DRAWINGS, SEE SHEETS 3 & 4.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
4. FOR TEMPORARY CLEARANCES, SEE SHEET 1.
5. FOR TYPICAL SECTION, SEE SHEET 6.
6. FOR APPROXIMATE QUANTITIES, SEE SHEET 5.
7. FOR BRIDGE LOAD RATINGS, SEE SHEETS 56 & 57.
8. FOR DECK SLAB ELEVATIONS, SEE SHEETS 6 & 7.

★ 23'-0 3/4" MINIMUM VERTICAL CLEARANCE
21'-6" EXISTING MINIMUM VERTICAL CLEARANCE
MEASURED 6'-0" FROM TRACK CENTERLINE ON THE HIGH SIDE OF THE RAIL

■ MINIMUM 10'-0" CLEARANCE FROM CENTERLINE OF TRACK TO ALL TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEMS

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ELEVATION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE090024

RECOMMENDED _____

SHEET 2 OF 65

S- 40136

DESIGNED: ZRC | CHECKED: KPF | CADD: ZRC | CHECKED: KPF

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GENERAL NOTES

DESIGN SPECIFICATIONS

1. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS EIGHTH EDITION, 2017, AND AS SUPPLEMENTED BY PENNSYLVANIA DEPARTMENT OF TRANSPORTATION DESIGN MANUAL PART 4, DECEMBER 2019 (INCLUDING LATEST REVISIONS.)
2. LIVE LOAD DISTRIBUTION TO BEAMS IS BASED UPON DM-4 DISTRIBUTION FACTORS.
3. DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD.

DESIGN LIVE LOADS

1. PHL-93, P-82 AND P2016-13
2. FATIGUE DESIGN IS BASED ON THE FOLLOWING:
   PRESTRESSED CONCRETE: ADTT 179 (2043) (ONE DIRECTIONAL)
3. MAXIMUM ALLOWABLE TENSILE STRESS IN PRECOMPRESSED TENSILE ZONE:
   $0.0948\sqrt{f'c}$

DEAD LOADS

1. INCLUDES SURFACE AREA DENSITY OF 0.030 KSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.
2. INCLUDES A SURFACE AREA DENSITY OF 0.015 KSF FOR PERMANENT METAL DECK FORMS THAT TAKES INTO ACCOUNT THE WEIGHT OF THE FORM, PLUS THE WEIGHT OF THE CONCRETE IN THE VALLEYS OF THE FORMS.

GENERAL

1. PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408/2020, AASHTO/AWS D1.5M/D1.5, 2015 BRIDGE WELDING CODE (USE AASHTO/AWS D1.1/D1.1M, 2015 FOR WELDING NOT COVERED IN AASHTO/AWS D1.5M/D1.5, 2015), AND CONTRACT SPECIAL PROVISIONS.
2. STATIONS AND ELEVATIONS ARE GIVEN IN FEET UNLESS OTHERWISE NOTED.
3. PROVIDE 2 INCHES CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.
4. USE CLASS AAAP CEMENT CONCRETE IN DECK SLABS.
5. USE CLASS AA CEMENT CONCRETE IN BARRIERS, DIAPHRAGMS, SIDEWALKS, SHEAR BLOCKS, ABUTMENTS ABOVE BRIDGE SEAT, APPROACH SLABS, AND SLEEPER SLABS.
6. USE CLASS A CEMENT CONCRETE IN ABUTMENTS BELOW BEAM SEAT, WINGWALLS, AND FOOTINGS.
7. A HIGHER CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER CLASS CONCRETE AT NO ADDITIONAL COST TO THE DEPARTMENT, IF APPROVED BY THE DISTRICT BRIDGE ENGINEER.
8. PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A615/A615M, A996/A996M, OR A706/A706M. DO NOT WELD GRADE 60 REINFORCING STEEL BARS UNLESS SPECIFIED. GRADE 40 REINFORCING STEEL BARS MAY BE SUBSTITUTED WITH A PROPORTIONAL INCREASE IN CROSS-SECTIONAL AREA, IF APPROVED BY THE CHIEF BRIDGE ENGINEER. DO NOT USE RAIL STEEL A996/A996M REINFORCEMENT BARS IN BRIDGE ABUTMENTS, SHEAR BLOCKS, BEAMS, FOOTINGS, BARRIERS, MICROPILES, OR WHERE BENDING OR WELDING OF THE REINFORCEMENT BARS IS INDICATED.
9. USE EPOXY-COATED REINFORCEMENT BARS AS INDICATED, AS WELL AS STIRRUPS PROTRUDING FROM PRESTRESSED BEAMS INTO THE DECK.
10. GALVANIZED REINFORCING STEEL BARS MAY BE SUBSTITUTED FOR EPOXY-COATED REINFORCING BARS AT NO ADDITIONAL COST TO THE DEPARTMENT.
11. RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS, EXCEPT AS INDICATED.
12. SITE CLASS IS NOT CLASS E.
13. PLACE SHEAR BLOCKS AFTER BEAMS ARE SET IN POSITION.
14. CHAMFER EXPOSED CONCRETE EDGES 3/4 IN X 3/4 IN, EXCEPT AS NOTED.
15. DECK SLAB THICKNESS INCLUDES A 1/2 INCH INTEGRAL WEARING SURFACE.
16. ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.
17. USE EITHER PERMANENT METAL FORMS OR REMOVABLE FORMS TO CONSTRUCT THE DECK SLAB.
18. SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68°F.
19. PROVIDE MINIMUM EMBEDMENT AND SPLICE LENGTHS IN ACCORDANCE WITH STANDARD DRAWING BC-736M, UNLESS OTHERWISE INDICATED.
20. PREPARE BEARING AREAS AS SPECIFIED IN PUBLICATION 408/2020, SECTION 1001.3(K)9.
21. BRIDGE IS NOT WEIGHT RESTRICTED. SEE PUBLICATION 408/2020 SECTION 105.17 FOR CONSTRUCTION LOADING LIMITS.
22. DO NOT USE ADHESIVE ANCHORS IN A TENSION APPLICATION FOR PERMANENT INSTALLATIONS.
23. DO NOT USE ADHESIVE ANCHORS IN A SUSTAINED TENSION APPLICATION FOR TEMPORARY INSTALLATIONS, INCLUDING DURING CONSTRUCTION.
24. TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEMS, CUT-OFF WALLS, AND PORTIONS OF THE EXISTING ABUTMENT TO REMAIN MUST BE DEMOLISHED TO 2'-0" BELOW PROPOSED GRADE.

UTILITY NOTES

1. COORDINATE, LOCATE, AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408, SECTIONS 105.06 AND 107.12
2. UTILITY MUST SUBMIT AN APPLICATION FOR THE INSTALLATION AND OR RELOCATION TO NORFOLK SOUTHERN PIPE AND WIRE FOR APPROPRIATE HANDLING FOR LICENSE AGREEMENT AND APPLICABLE FEES. LICENSE AGREEMENT MUST BE EXECUTED PRIOR TO UTILITY BEING INSTALLED OR RELOCATED.
3. NOTIFY FACILITY OWNERS THROUGH THE PENNSYLVANIA ONE-CALL SYSTEM NOT LESS THAN THREE (3) DAYS NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO START OF CONSTRUCTION OPERATIONS. PHONE: 811 OR 1-800-242-1776 (OUTSIDE PENNSYLVANIA)

PROTECTIVE COATING

1. APPLY PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE) IN ACCORDANCE WITH PUBLICATION 408/2020, SECTION 1019 TO THE TOP OF DECK, APPROACH SLABS AND SIDEWALK, AS WELL AS THE INSIDE AND TOP FACE OF BARRIERS.

EXISTING STRUCTURE PLANS

1. DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURE SUPPLIED IN THE ORIGINAL DESIGN DRAWINGS OR MADE AVAILABLE TO YOU BY THE DEPARTMENT OR ITS AUTHORIZED AGENTS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.
2. THE INFORMATION SHOWN ON THE PLANS FOR THE EXISTING BRIDGE 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.

   S-935 (APPROVED 12/18/1935)

ENVIRONMENTAL

1. THE EXISTING WATERLINE LOCATED ON THE OUTSIDE OF THE RIGHT PARAPET CONTAINS ASBESTOS IN THE PIPE INSULLATION BASED ON LABRATORY TESTING. THE WATERLINE COVER POTENTIALLY CONTAINS LEAD PAINT BASED ON VISUAL INSPECTION.
2. REMOVAL AND DISPOSAL OF THE ASBESTOS CONTAINING MATERIAL SHOULD BE CONDUCTED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR THE ROADWAY ITEM 9000-0009 - HANDLING AND DISPOSAL OF ASBESTOS CONTAINING MATERIALS.
3. REMOVAL AND DISPOSAL OF THE LEAD CONTAINING MATERIAL SHOULD BE CONDUCTED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR THE ROADWAY ITEM 9000-0003 - REMOVAL OF EXISTING BRIDGE WITH LEAD PAINT PRESENT.

LIST OF ABBREVIATIONS

ABUT - ABUTMENT	KSI - KIPS PER SQUARE INCH	PG - PROFILE GRADE	TYP - TYPICAL
ADTT - AVERAGE DAILY TRUCK TRAFFIC	LL - LIVE LOAD	PSI - POUNDS PER SQUARE INCH	UNO - UNLESS NOTED OTHERWISE
℄ - BASELINE	LRFD - LOAD AND RESISTANCE FACTOR DESIGN	R - RADIUS	W/ - WITH
BOT - BOTTOM	LT - LEFT	RDWY - ROADWAY	WP - WORK POINT
BMCE - BOTTOM OF MICROPILE CAP ELEVATION	MAX - MAXIMUM	REINF - REINFORCEMENT	YR - YEAR
BRG - BEARING	MIN - MINIMUM	RF - REAR FACE	
CCNS - CLOSED CELL NEOPRENE SPONGE	NO - NUMBER	RT - RIGHT	
CGS - CENTER OF GRAVITY OF STEEL	PCP - PREFORMED CELLULAR POLYSTYRENE	SHLDR - SHOULDER	
℄ - CENTERLINE	P/S - PRESTRESSED	SPA - SPACES OR SPACING	
CLR - CLEARANCE		STA - STATION	
CONSTR - CONSTRUCTION			
DL - DEAD LOAD			
DIA - DIAMETER			
EA - EACH			
EBBZ - ESTIMATED BOTTOM OF BOND ZONE ELEVATION			
EF - EACH FACE			
ELEV - ELEVATION			
EQ - EQUAL			
ES - EACH SIDE			
ETBZ - ESTIMATED TOP OF BOND ZONE ELEVATION			
EXP - EXPANSION			
FF - FRONT FACE			
FT - FEET			
IN - INCHES			
JT - JOINT			
KIP OR K - KILOPOUNDS			
KSF - KIPS PER SQUARE FOOT			

SUPPLEMENTAL DRAWINGS

DESCRIPTION	DWG. NO.	APP. DATE
CLASSIFICATION OF EARTHWORK FOR STRUCTURES	RC-11M	6/1/2010
BACKFILL AT STRUCTURES	RC-12M	11/1/2022
GUIDE RAIL TO BRIDGE BARRIER TRANSITIONS	RC-50M	2/27/2023
PROTECTIVE FENCE	BC-701M	11/23/2022
TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED	BC-719M	3/27/2024
PERMANENT METAL DECK FORMS	BC-732M	11/23/2022
ANCHOR SYSTEMS	BC-734M	2/19/2021
WALL CONSTRUCTION AND EXPANSION JOINT DETAILS	BC-735M	9/30/2016
REINFORCEMENT BAR FABRICATION DETAILS	BC-736M	11/23/2022
BRIDGE DRAINAGE	BC-751M	1/31/2019
CONCRETE DECK SLAB DETAILS	BC-752M	11/23/2022
BEARINGS	BC-755M	1/31/2019
PRESTRESSED CONCRETE BEAM BRACING	BC-772M	11/23/2022
MISCELLANEOUS PRESTRESS DETAILS	BC-775M	11/23/2022
TYPICAL WATERPROOFING AND EXPANSION DETAILS	BC-788M	11/23/2022

INDEX OF DRAWINGS

SHEET NO.	TITLE	SHEET NO.	TITLE
1	GENERAL PLAN	30	WINGWALL D
2	ELEVATION	31	ABUTMENT 2 REBAR SCHEDULE - 1
3	GENERAL NOTES - 1	32	ABUTMENT 2 REBAR SCHEDULE - 2
4	GENERAL NOTES - 2	33	FRAMING PLAN
5	QUANTITIES	34	BEAM DETAILS - 1
6	TYPICAL SECTION & ELEVATIONS	35	BEAM DETAILS - 2
7	ELEVATIONS AT 10TH POINTS	36	BEAM DETAILS - 3
8	CONSTRUCTION STAGING - 1	37	STRAND TABLES & BEARING DETAILS
9	CONSTRUCTION STAGING - 2	38	ABUTMENT 1 DIAPHRAGM DETAILS
10	STAKE-OUT PLAN	39	ABUTMENT 2 DIAPHRAGM DETAILS
11	ABUTMENT 1 PILE LAYOUT PLAN	40	DECK SLAB PLAN
12	ABUTMENT 1 FOOTING REINF - 1	41	DECK SLAB SECTION
13	ABUTMENT 1 FOOTING REINF - 2	42	SIDEWALK & BARRIER PLANS
14	ABUTMENT 1 PLAN	43	SUPERSTRUCTURE REBAR SCHEDULE
15	ABUTMENT 1 ELEVATION	44	NEAR SLEEPER SLAB PLAN
16	ABUTMENT 1 SECTION	45	NEAR APPROACH SLAB PLAN
17	ABUTMENT 1 DETAILS	46	FAR SLEEPER SLAB PLAN
18	WINGWALL A	47	FAR APPROACH SLAB PLAN
19	WINGWALL B	48	APPROACH SLAB DETAILS
20	ABUTMENT 1 REBAR SCHEDULE - 1	49	APPROACH SLAB BARRIER DETAILS - 1
21	ABUTMENT 1 REBAR SCHEDULE - 2	50	APPROACH SLAB BARRIER DETAILS - 2
22	ABUTMENT 2 PILE LAYOUT PLAN	51	NEAR APPROACH SLAB REBAR SCHEDULE - 1
23	ABUTMENT 2 FOOTING REINF - 1	52	NEAR APPROACH SLAB REBAR SCHEDULE - 2
24	ABUTMENT 2 FOOTING REINF - 2	53	FAR APPROACH SLAB REBAR SCHEDULE - 1
25	ABUTMENT 2 PLAN	54	FAR APPROACH SLAB REBAR SCHEDULE - 2
26	ABUTMENT 2 ELEVATION	55	APPROACH SLAB ELEVATIONS
27	ABUTMENT 2 SECTION	56	RATINGS WITH FWS
28	ABUTMENT 2 DETAILS	57	RATINGS WITHOUT FWS
29	WINGWALL C	58-65	STRUCTURE BORINGS

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
GENERAL NOTES - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

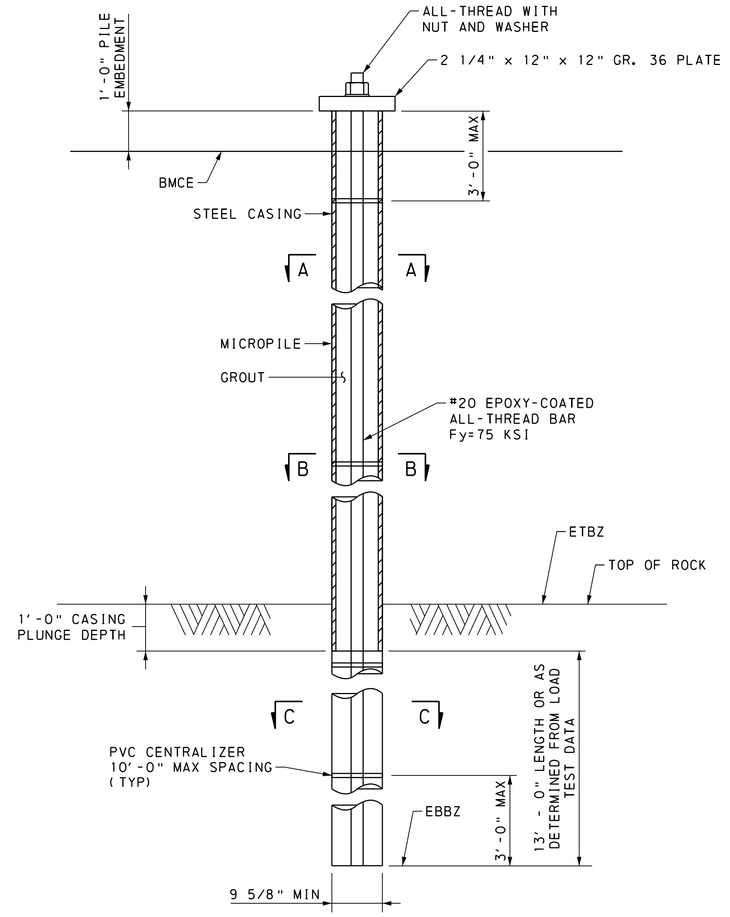
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SHEET 3 OF 65

S- 40136

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ELEVATION

TYPICAL MICROPILE DETAIL

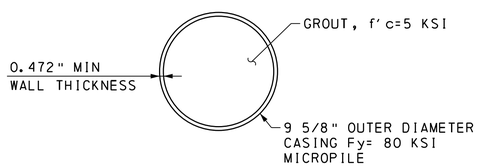
NOT TO SCALE

FOUNDATION NOTES

1. BEFORE PLACING MICROPILES, PLACE AND COMPACT, TO FOOTING ELEVATION, SPECIALLY SELECTED MATERIAL THAT CONTAINS NO ROCK TO INTERFERE WITH PILE DRILLING. AUGURING OR PRE-BORING WILL BE PERMITTED TO THE ORIGINAL GROUND.
2. FOUNDATIONS MAY BE ORDERED BY THE REPRESENTATIVE AND DISTRICT GEOTECHNICAL SPECIALIST TO BE AT ANY ELEVATION OR OF ANY DIMENSIONS NECESSARY TO PROVIDE A PROPER FOUNDATION.
3. CONSTRUCT MICROPILES IN ACCORDANCE WITH PUBLICATION 408, SECTION 1007. BOND ZONES MUST HAVE A MINIMUM LENGTH OF 13.0 FEET WITHIN COMPETENT BEDROCK OR AS DETERMINED FROM LOAD TEST DATA.
4. SOIL AND VOIDS DO NOT COUNT TOWARD BOND LENGTH.
5. NO SOIL SEAM, IN EXCESS OF 5.0 FEET, WILL BE ACCEPTABLE WITHIN THE BOND ZONE.
6. NO ROCK SEAM, LESS THAN 5.0 FEET, WILL BE ACCEPTABLE WITHIN THE BOND ZONE.
7. NO BOND ZONE WILL TERMINATE WITHOUT A MINIMUM OF 5 FEET OF COMPETENT ROCK AT THE BOTTOM OF THE BOND ZONE.
8. PERFORM LOAD TESTING IN ACCORDANCE WITH PUBLICATION 408, SECTION 1007.3(j)2. INSTALL ONE (1) VERIFICATION LOAD TEST PILE AT EACH ABUTMENT. PERFORM VERIFICATION LOAD TESTS ON PRE-PRODUCTION MICROPILES INSTALLED OUTSIDE THE FOOTING FOOTPRINT. PERFORM TWO (2) PROOF LOAD TESTS AT EACH ABUTMENT ON PRODUCTION PILES. UTILIZE LOAD TEST DATA TO VERIFY DESIGN BOND ZONE. AS A RESULT OF LOAD TESTS AND INSTALLATION RECORDS, MICROPILE BOND ZONES SHALL BE SHORTENED OR LENGTHENED. SUBMIT THE REVISIONS TO THE DISTRICT GEOTECHNICAL SPECIALIST OR REPRESENTATIVE FOR APPROVAL.
9. INSTALL CUT-OFF WALL BETWEEN THE MICROPILES AND RAILROAD IN ACCORDANCE WITH ITEM 9203-0102 CUT-OFF WALL AND AS SHOWN ON PLANS.
10. EXCAVATE ACCORDING TO CURRENT OSHA OR OTHER APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE STABILITY OF THE EXCAVATIONS.
11. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTROL OF DRAINAGE DURING CONSTRUCTION. DIRECT RUNOFF AWAY THE PROPOSED FOUNDATION FOOTPRINT.
12. SITE CLASS IS NOT CLASS E OR F.
13. IF A SINKHOLE IS ENCOUNTERED, CONTACT THE DISTRICT GEOTECHNICAL SPECIALIST. REPAIR SINKHOLE IN ACCORDANCE WITH ITEM 9000-0005 SOLUTION CAVITY EXCAVATION (ROADWAY ITEM) AND AS DIRECTED.
14. CONSIDER THE SUBSURFACE ENVIRONMENT CORROSIVE; USE EPOXY COATED REINFORCEMENT BARS WITHIN THE SUBSTRUCTURES. DESIGN PILES WITH A 1/16" REDUCTION OF STEEL ON EXPOSED SURFACES.

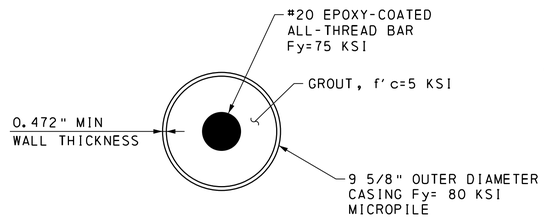
MICROPILE RESISTANCE FACTORS AND DESIGN RESISTANCE

LRFD RESISTANCE FACTORS FOR MICROPILE FOUNDATION DESIGN			STRUCTURAL FACTORED COMPRESSION RESISTANCE (CASED/UNCASED SECTION) (KIPS)	STRUCTURAL FACTORED TENSION RESISTANCE (CASED/UNCASED SECTION) (KIPS)	GROUT BOND RESISTANCE (PSI)
GEOTECHNICAL AXIAL RESISTANCE FACTOR (COMPRESSION/UPLIFT)	STRUCTURAL COMPRESSION RESISTANCE FACTOR (CASED/UNCASED)	STRUCTURAL TENSION RESISTANCE FACTOR (CASED/UNCASED)			
0.55/0.55	0.65/0.65	0.80/0.80	624.0/342.0	351.0/294.0	150



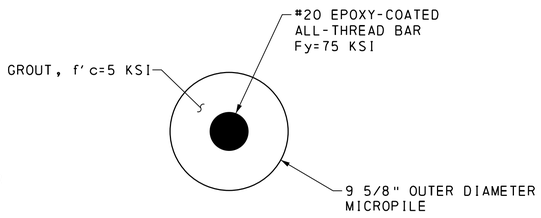
SECTION A-A

NOT TO SCALE



SECTION B-B

NOT TO SCALE



SECTION C-C

NOT TO SCALE

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
GENERAL NOTES - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE090024

stv

RECOMMENDED _____

SHEET 4 OF 65

S-40136

DESIGNED: GCF | CHECKED: KPF | CADD: GCF | CHECKED: KPF

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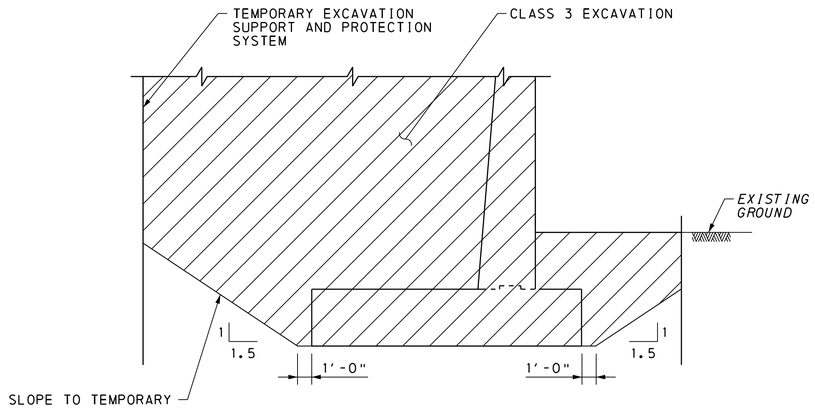
APPROXIMATE QUANTITIES - BRIDGE STRUCTURE, AS DESIGNED

ITEM NO.	DESCRIPTION	UNIT	APPROACH SLAB 1	ABUT 1	SUPER-STRUCTURE	ABUT 2	APPROACH SLAB 2	TOTAL
8010-0001	BRIDGE STRUCTURE, AS DESIGNED, S-40136 (2)							
(1)	CLASS AAAP CEMENT CONCRETE (3)	CY	-	-	137	-	-	137
(1)	CLASS AA CEMENT CONCRETE (7)	CY	111	10	43	9	111	284
(1)	CLASS A CEMENT CONCRETE	CY	-	1074	-	1050	-	2124
(1)	6" STRUCTURE FOUNDATION DRAIN	LF	-	92	-	92	-	184
(1)	6" PVC PIPE (SCHEDULE 40)	LF	-	56	-	58	-	114
(1)	CLASS 3 EXCAVATION	CY	-	11081	-	10659	-	21740
(1)	NO. 57 COARSE AGGREGATE (8)	CY	-	21	-	21	-	42
(1)	ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES (2)	SY	-	119	-	119	-	238
(1)	STRUCTURE BACKFILL AASHTO NO. 3 (2)	CY	-	7021	-	6945	-	13966
(1)	PRESTRESSED CONCRETE SPREAD BOX BEAMS, 48"X27" (4)	LF	-	-	672	-	-	672
(1)	BARRIER PROTECTIVE FENCE, VINYL-COATED STEEL	LF	-	-	130	-	-	130
(1)	MECHANICAL TEXTURING WITH TRANSVERSE SAWED GROOVES	SY	189	-	486	-	189	864
AND								
1002-0053	REINFORCEMENT BARS, EPOXY-COATED (5)	LB	22220	112410	25745	115417	22227	298019
AND								
1002-0143	MECHANICAL SPLICE SYSTEM FOR NO. 6 REINFORCEMENT BARS, EPOXY COATED (5)	EA	-	35	-	-	-	35
AND								
1002-0146	MECHANICAL SPLICE SYSTEM FOR NO. 7 REINFORCEMENT BARS, EPOXY COATED (5)	EA	-	-	-	20	-	20
AND								
1002-0147	MECHANICAL SPLICE SYSTEM FOR NO. 8 REINFORCEMENT BARS, EPOXY COATED (5)	EA	-	30	-	37	-	67
AND								
1002-0148	MECHANICAL SPLICE SYSTEM FOR NO. 9 REINFORCEMENT BARS, EPOXY COATED (5)	EA	-	17	-	35	-	52
AND								
1002-0220	STAINLESS STEEL REINFORCEMENT BARS (5)	LB	-	-	-	222	-	222
AND								
1007-0200	MICROPILES VERIFICATION LOAD TEST	EA	-	1	-	1	-	2
AND								
1007-0210	MICROPILES PROOF LOAD TEST	EA	-	2	-	2	-	4
AND								
1007-0230	MICROPILES GROUT	CF	-	440	-	596	-	1036
AND								
1019-0050	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)	SY	215	-	556	-	215	986
AND								
5007-0350	MICROPILES 9 5/8" DIAMETER, PLAIN STEEL EPOXY COATED (2)	LF	-	4480	-	6025	-	10505
9000-0650	EXISTING PILE EXTRACTION (2)	EA	-	-	-	10	-	10
9005-5000	DEBRIS SHIELDING (2)	LS	-	-	-	-	-	LS
9203-0101	TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (2) (6)	LS	-	-	-	-	-	LS
9203-0102	CUT-OFF WALL (2) (9)	SY	-	364	-	637	-	1001

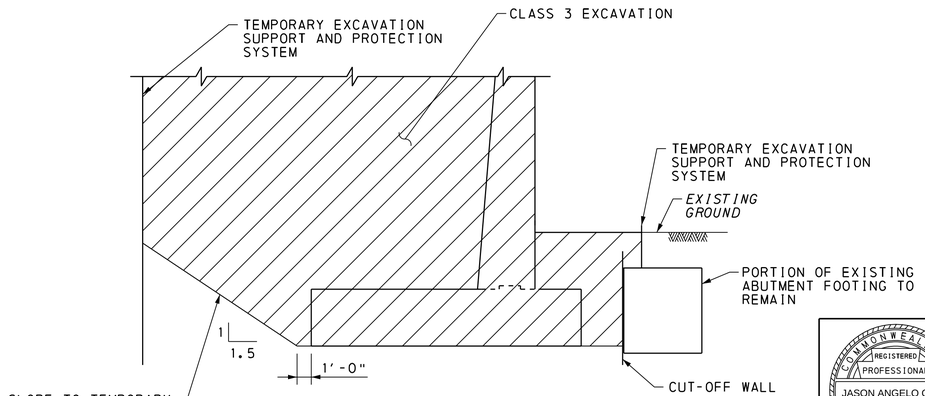
ALTERNATE STRUCTURE ITEMS

ITEM NUMBER	DESCRIPTION	UNIT	TOTAL
8010-0001	BRIDGE STRUCTURE, AS DESIGNED, S-40136 (2)	LS	LUMP SUM
8000-0001	PRESTRESSED CONCRETE BRIDGE STRUCTURE (2)	LS	LUMP SUM
8100-0001	STEEL BRIDGE STRUCTURE (2)	LS	LUMP SUM

(1) ITEMS IN BRIDGE STRUCTURE LUMP SUM, ITEM 8010-0001 GIVEN FOR INFORMATION ONLY.
(2) SEE SPECIAL PROVISIONS.
(3) INCLUDES 6 CY IN VALLEYS OF DECK FORMS. INCLUDES 12 CY FOR CONCRETE HAUNCHES.
(4) INCLUDES LAMINATED ELASTOMERIC BEARING PADS, CLOSED CELL NEOPRENE SPONGE, AND PREFORMED CELLULAR POLYSTYRENE.
(5) FOR AS DESIGNED STRUCTURE, INCLUDED IN BRIDGE BID ITEMS. FOR ALTERNATE DESIGNS, INCLUDED IN BRIDGE STRUCTURE LUMP SUM BID ITEM
(6) APPROXIMATELY 12876 SF BASED ON EXPOSED AREA ABOVE BOTTOM OF EXCAVATION GIVEN FOR INFORMATION ONLY.
(7) INCLUDES POLYETHYLENE SHEETING, CLOSED CELL NEOPRENE SPONGE, BOND BREAKER, AND JOINT SEALING MATERIAL AT APPROACH SLABS.
(8) GEOTEXTILE, CLASS 1 IS INCIDENTAL TO NO. 57 COARSE AGGREGATE. INCLUDES APPROXIMATELY 164 SY FOR THE 6" STRUCTURE FOUNDATIONDRAIN AND 78 SY AT WEEP HOLES.
(9) APPROXIMATELY 1001 SY BASED ON TOP OF WALL TO BOTTOM OF WALL.



PAY LIMIT FOR EXCAVATION
ABUTMENT 1 & 2
NOT TO SCALE



PAY LIMIT FOR EXCAVATION
ABUTMENT 2 AT EXISTING FOOTING
NOT TO SCALE

NOTES
1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.

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

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BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
QUANTITIES

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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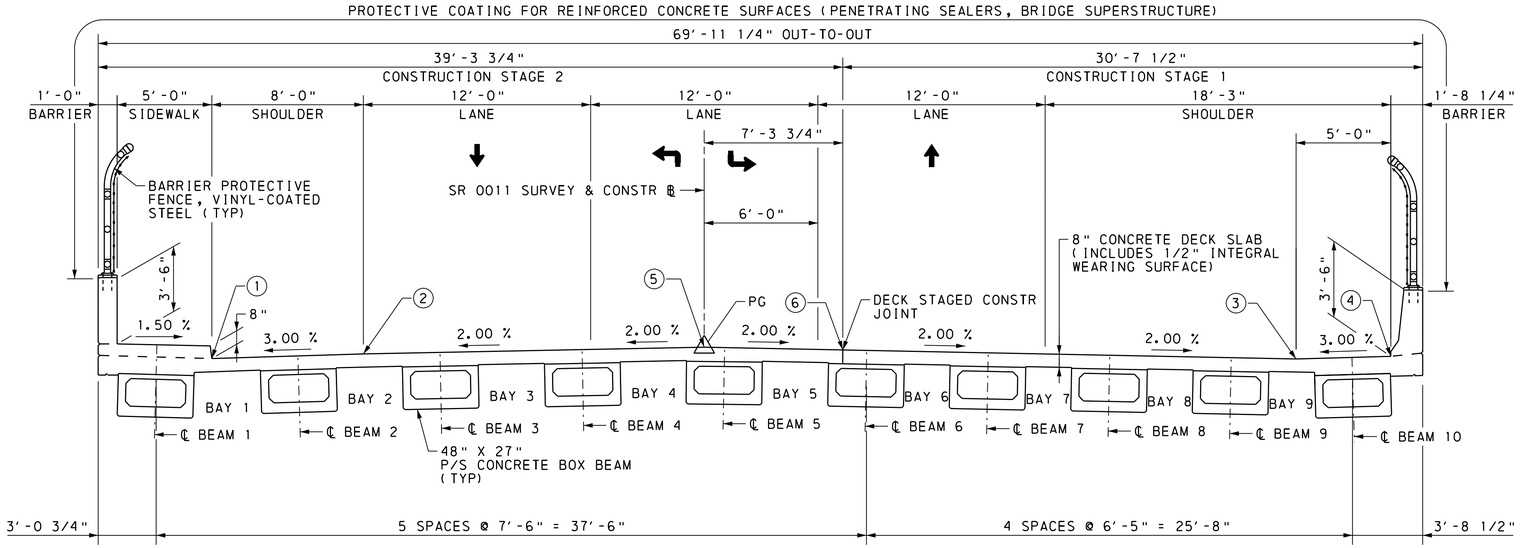
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SHEET 5 OF 65

S- 40136

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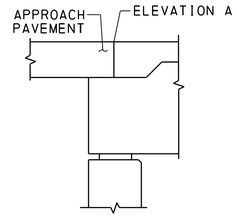


NOTE: 1/2" MINIMUM HAUNCH

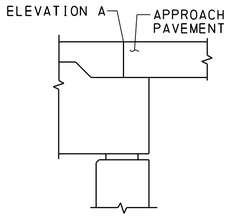
TYPICAL SECTION

(LOOKING STATIONS AHEAD)

4' 2' 0 4'



ABUTMENT 1
WITH PAVING NOTCH
NOT TO SCALE



ABUTMENT 2
WITH PAVING NOTCH
NOT TO SCALE

	TRANSVERSE LOCATION	STATION	ELEVATION◥
ABUT 1 ELEVATION A	PT ①	601+03.00	712.94
	PT ②	601+11.00	713.18
	PT ⑤	601+29.00	713.47
	PT ⑥	601+36.31	713.27
	PT ③	601+60.25	712.54
	PT ④	601+65.25	712.62
ABUT 2 ELEVATION A	PT ①	601+68.00	712.46
	PT ②	601+76.00	712.57
	PT ⑤	601+94.00	712.59
	PT ⑥	602+01.31	712.29
	PT ③	602+25.25	711.20
	PT ④	602+30.25	711.21

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR DECK AND BEAM ELEVATIONS AT 10TH POINTS, SEE SHEET 7.

ELEVATION TABLE
TOP OF SLAB ELEVATION

STATION	PT ①	PT ②	PT ⑤	PT ⑥	PT ③	PT ④
601+03.00	712.94	———	———	———	———	———
601+10.00	712.94	———	———	———	———	———
601+11.00	712.94	713.18	———	———	———	———
601+20.00	712.91	713.15	———	———	———	———
601+29.00	712.87	713.11	713.47	———	———	———
601+30.00	712.86	713.10	713.46	———	———	———
601+36.31	712.82	713.06	713.42	713.27	———	———
601+40.00	712.79	713.03	713.39	713.24	———	———
601+50.00	712.69	712.93	713.29	713.14	———	———
601+60.00	712.57	712.81	713.17	713.02	———	———
601+60.25	712.57	712.81	713.17	713.02	712.54	———
601+65.25	712.50	712.74	713.10	712.95	712.47	712.62
601+68.00	712.46	712.70	713.06	712.91	712.43	712.58

STATION	PT ①	PT ②	PT ⑤	PT ⑥	PT ③	PT ④
601+70.00	———	712.67	713.03	712.88	712.40	712.55
601+76.00	———	712.57	712.93	712.78	712.31	712.46
601+80.00	———	———	712.86	712.72	712.24	712.39
601+90.00	———	———	712.67	712.53	712.05	712.20
601+94.00	———	———	712.59	712.44	711.97	712.12
602+00.00	———	———	———	712.32	711.84	711.99
602+01.31	———	———	———	712.29	711.81	711.96
602+10.00	———	———	———	———	711.60	711.75
602+20.00	———	———	———	———	711.34	711.49
602+25.25	———	———	———	———	711.20	711.35
602+30.00	———	———	———	———	———	711.21
602+30.25	———	———	———	———	———	711.21

ELEVATIONS GIVEN AT THE FIRST AND LAST STATIONS LISTED FOR EACH POINT ARE LOCATED AT THE ℄ OF BEARING

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
TYPICAL SECTION & ELEVATIONS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

RECOMMENDED _____

SHEET 6 OF 65

S- 40136

DESIGNED: MJS | CHECKED: KPF | CADD: MJS | CHECKED: KPF

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TABLE OF TOP OF DECK ELEVATIONS AT 10TH POINTS ALONG CENTERLINE OF BEAM

LOCATION	BEAM NUMBER									
	1	2	3	4	5	6	7	8	9	10
℄ BRG ABUT 1	713.02	713.08	713.25	713.37	713.44	713.24	713.05	712.86	712.65	712.59
6.500	713.02	713.07	713.23	713.34	713.39	713.18	712.98	712.78	712.57	712.50
13.000	713.01	713.05	713.19	713.29	713.34	713.11	712.91	712.70	712.47	712.39
19.500	712.99	713.01	713.15	713.24	713.27	713.04	712.82	712.60	712.37	712.28
26.000	712.96	712.97	713.10	713.18	713.20	712.95	712.73	712.50	712.25	712.15
32.500	712.93	712.92	713.04	713.10	713.11	712.86	712.62	712.38	712.13	712.02
39.000	712.88	712.86	712.97	713.02	713.02	712.75	712.51	712.26	712.00	711.88
45.500	712.82	712.79	712.88	712.93	712.92	712.63	712.38	712.12	711.85	711.72
52.000	712.75	712.71	712.79	712.83	712.80	712.51	712.25	711.98	711.70	711.56
58.500	712.67	712.62	712.69	712.71	712.68	712.38	712.11	711.83	711.54	711.39
℄ BRG ABUT 2	712.58	712.52	712.58	712.59	712.55	712.23	711.95	711.66	711.36	711.20

DECK ELEVATIONS ARE GIVEN AT THE ℄ OF EACH BEAM.
LOCATIONS GIVEN ARE THE DISTANCE (FT) ALONG THE ℄ OF EACH BEAM
TO EACH 10TH POINT AS MEASURED FROM THE ℄ OF BEARING AT ABUTMENT 1.

TABLE OF TOP OF BEAM ELEVATIONS AT 10TH POINTS ALONG CENTERLINE OF BEAM

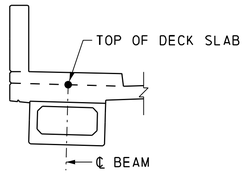
LOCATION	BEAM NUMBER									
	1	2	3	4	5	6	7	8	9	10
℄ BRG ABUT 1	712.10	712.32	712.47	712.59	712.64	712.45	712.27	712.07	711.87	711.68
6.500	712.11	712.32	712.46	712.57	712.61	712.41	712.22	712.02	711.80	711.60
13.000	712.11	712.31	712.45	712.55	712.57	712.37	712.16	711.95	711.72	711.51
19.500	712.10	712.29	712.42	712.51	712.53	712.31	712.10	711.87	711.63	711.40
26.000	712.08	712.26	712.39	712.46	712.47	712.24	712.01	711.78	711.53	711.29
32.500	712.05	712.21	712.33	712.39	712.39	712.15	711.91	711.67	711.41	711.16
39.000	711.99	712.15	712.25	712.31	712.29	712.04	711.79	711.54	711.27	711.01
45.500	711.93	712.07	712.16	712.20	712.17	711.91	711.66	711.40	711.12	710.85
52.000	711.85	711.98	712.05	712.08	712.04	711.77	711.50	711.23	710.95	710.67
58.500	711.76	711.87	711.93	711.95	711.90	711.61	711.34	711.06	710.77	710.49
℄ BRG ABUT 2	711.66	711.76	711.80	711.81	711.74	711.45	711.17	710.88	710.58	710.29

NOTE: THE TOP OF BEAM ELEVATIONS SHOWN IN THE TABLE ARE THE DESIGN VALUES COMPUTED INCLUDING THE EFFECT OF THE DESIGN BEAM CAMBER.

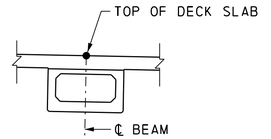
TABLE OF BOTTOM OF BEAM ELEVATIONS AT 10TH POINTS ALONG CENTERLINE OF BEAM

LOCATION	BEAM NUMBER									
	1	2	3	4	5	6	7	8	9	10
℄ BRG ABUT 1	709.85	710.07	710.22	710.34	710.39	710.20	710.02	709.82	709.62	709.43
6.500	709.86	710.07	710.21	710.32	710.36	710.16	709.97	709.77	709.55	709.35
13.000	709.86	710.06	710.20	710.30	710.32	710.12	709.91	709.70	709.47	709.26
19.500	709.85	710.04	710.17	710.26	710.28	710.06	709.85	709.63	709.39	709.16
26.000	709.83	710.01	710.14	710.21	710.22	709.99	709.77	709.53	709.28	709.04
32.500	709.80	709.96	710.08	710.14	710.14	709.90	709.66	709.42	709.16	708.91
39.000	709.74	709.90	710.00	710.06	710.04	709.79	709.54	709.29	709.02	708.76
45.500	709.68	709.82	709.91	709.95	709.92	709.66	709.41	709.15	708.87	708.60
52.000	709.60	709.73	709.80	709.83	709.79	709.52	709.26	708.99	708.70	708.42
58.500	709.51	709.62	709.68	709.70	709.64	709.36	709.09	708.81	708.52	708.24
℄ BRG ABUT 2	709.41	709.51	709.55	709.56	709.49	709.20	708.92	708.63	708.33	708.04

NOTE: THE BOTTOM OF BEAM ELEVATIONS SHOWN IN THE TABLE ARE THE DESIGN VALUES COMPUTED INCLUDING THE EFFECT OF THE DESIGN BEAM CAMBER AND IS BASED SOLELY ON THE NOMINAL BEAM DEPTH (DOES NOT INCLUDE ANY EFFECTS FROM DAPPING OR SOLE PLATES).



BEAM AT SIDEWALK



TYPICAL BEAM

TOP OF DECK ELEVATIONS ALONG CENTERLINE OF BEAM

NOT TO SCALE

TABLE OF DECK SLAB THICKNESSES

BEAM NUMBER	SLAB THICKNESS	
	℄ BRG ABUT 1	℄ BRG ABUT 2
1	11"	11"
2	9 1/8"	9 1/8"
3	9 3/8"	9 3/8"
4	9 3/8"	9 3/8"
5	9 5/8"	9 5/8"
6	9 3/8"	9 3/8"
7	9 3/8"	9 3/8"
8	9 3/8"	9 3/8"
9	9 3/8"	9 3/8"
10	10 7/8"	10 7/8"

NOTE: LOCATION OF DECK SLAB THICKNESSES IS WHERE THE ℄ OF BEAM INTERSECTS THE ℄ OF BEARING.

NOTE: DECK SLAB THICKNESS IS MEASURED FROM THE TOP OF DECK TO THE TOP OF BEAM.

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR TYPICAL SECTION AND DECK ELEVATIONS, SEE SHEET 6.
3. FOR FRAMING PLAN, SEE SHEET 33.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

ELEVATIONS AT 10TH POINTS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

stv

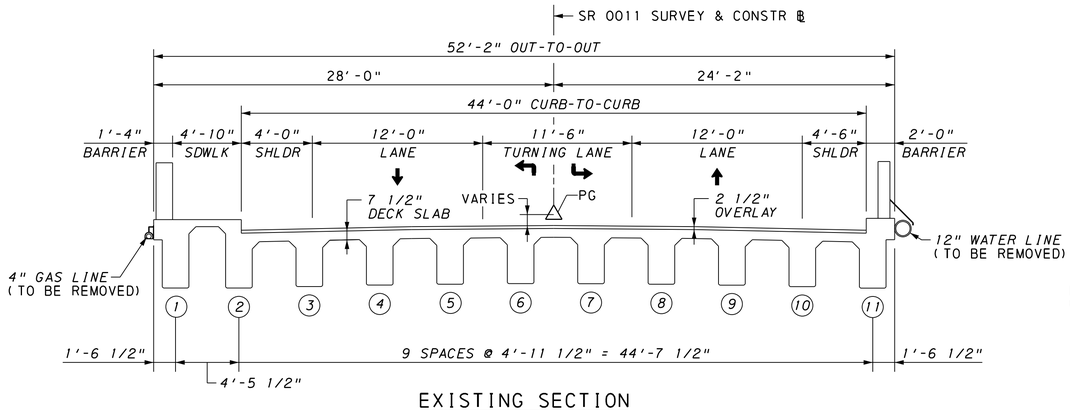
RECOMMENDED _____

SHEET 7 OF 65

S- 40136

DESIGNED: MJS | CHECKED: KPF | CADD: MJS | CHECKED: KPF

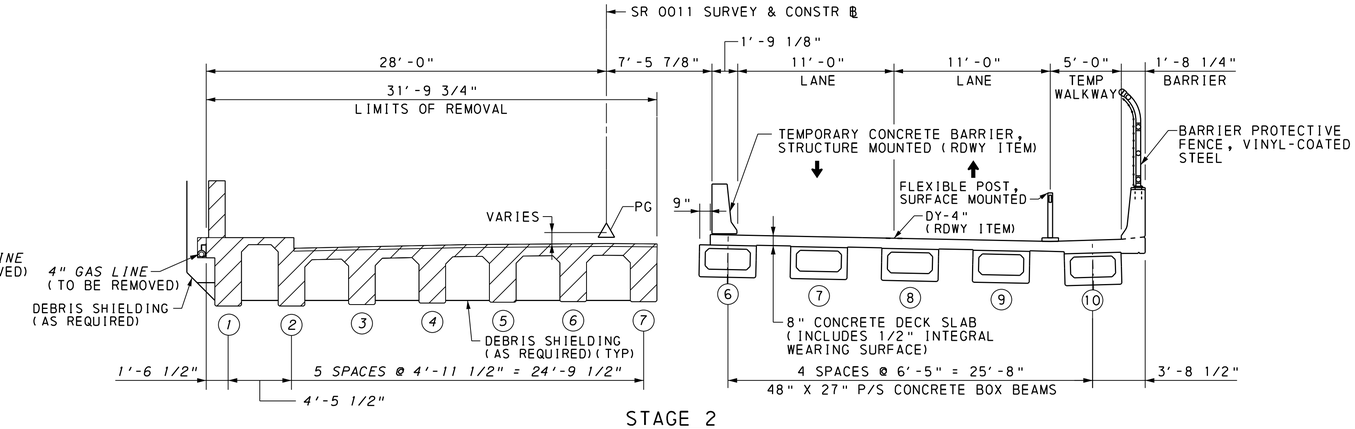
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EXISTING SECTION

(LOOKING STATIONS AHEAD)

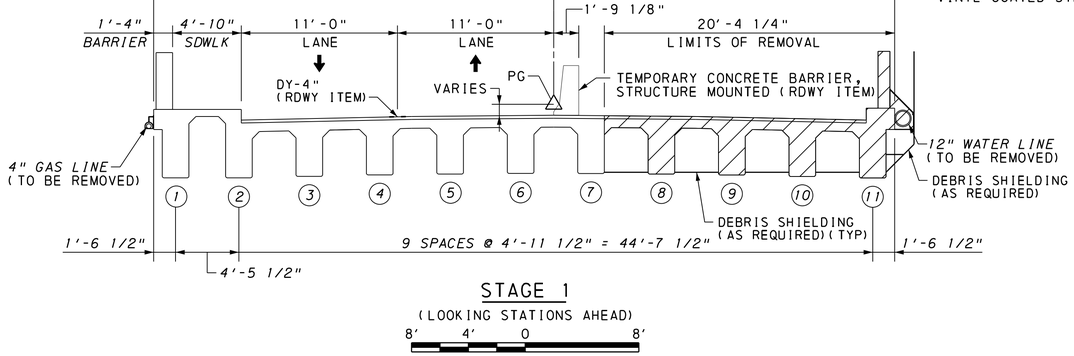
8' 4' 0 8'



STAGE 2

(LOOKING STATIONS AHEAD)

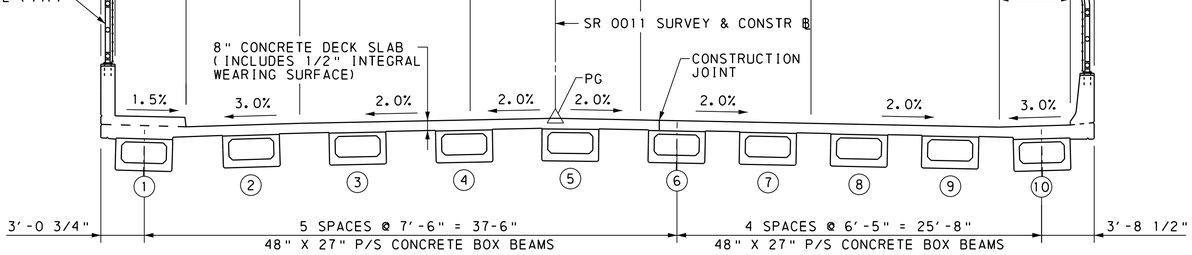
8' 4' 0 8'



STAGE 1

(LOOKING STATIONS AHEAD)

8' 4' 0 8'



PROPOSED SECTION

(LOOKING STATIONS AHEAD)

8' 4' 0 8'

LEGEND

LIMITS OF REMOVAL

(#) INDICATES BEAM NUMBER

DIRECTION OF TRAFFIC

NOTES

1. FOR GENERAL PLAN, SEE SHEET 1.
2. FOR ELEVATION, SEE SHEET 2.
3. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
4. FOR TYPICAL SECTION, SEE SHEET 6.
5. FOR ADDITIONAL CONSTRUCTION STAGING DETAILS, SEE SHEET 9.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2

BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY

SR 0011 SEC 095

SEGMENT 0550 OFFSET 0783

SR 0011 STA 601+61.50

OVER NORFOLK SOUTHERN RAILROAD

1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

CONSTRUCTION STAGING - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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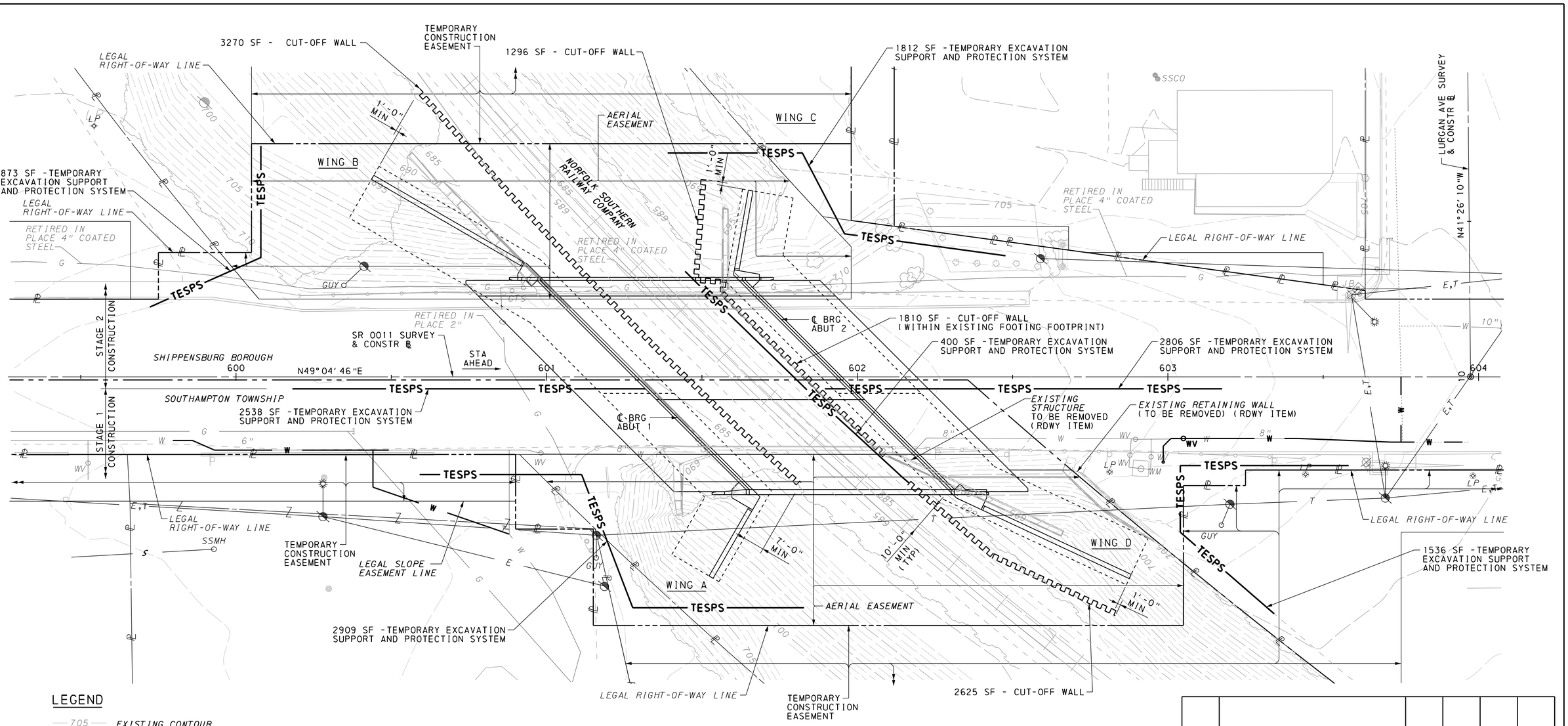
RECOMMENDED _____

SHEET 8 OF 65

S- 40136

DESIGNED: ZRC | CHECKED: KPF | CADD: ZRC | CHECKED: KPF

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LEGEND

- EXISTING CONTOUR
- PROPERTY LINE
- TESPS — APPROXIMATE LOCATION OF TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM
- APPROXIMATE LOCATION OF CUT-OFF WALL
- W — PROPOSED WATERLINE
- EXISTING WATERLINE (TO BE RELOCATED)
- EXISTING GAS LINE
- EXISTING AERIAL ELECTRIC
- EXISTING AERIAL COMMUNICATION
- EXISTING UNDERGROUND SANITARY SEWER

APPROXIMATE TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM AND CUT-OFF WALL LAYOUT

16' 8' 0 16'

NOTES

1. FOR GENERAL NOTES AND LIST OF ABREVIATIONS, SEE SHEETS 3 & 4.
2. FOR APPROXIMATE QUANTITIES, SEE SHEET 5.
3. FOR ADDITIONAL CONSTRUCTION STAGING DETAILS, SEE SHEET 8.
4. TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEMS IN ACCORDANCE WITH NORFOLK SOUTHERN PUBLIC PROJECTS MANUAL TYPICAL DRAWING NUMBER 4 - SHORING DESIGN GUIDE SHORING REQUIREMENTS - REFERENCE NUMBER - SEC 1 - OHB - 5 - SHEET 4.
5. CUT-OFF WALLS ARE REQUIRED TO USE INTERLOCKING SHEETING IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
CONSTRUCTION STAGING - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

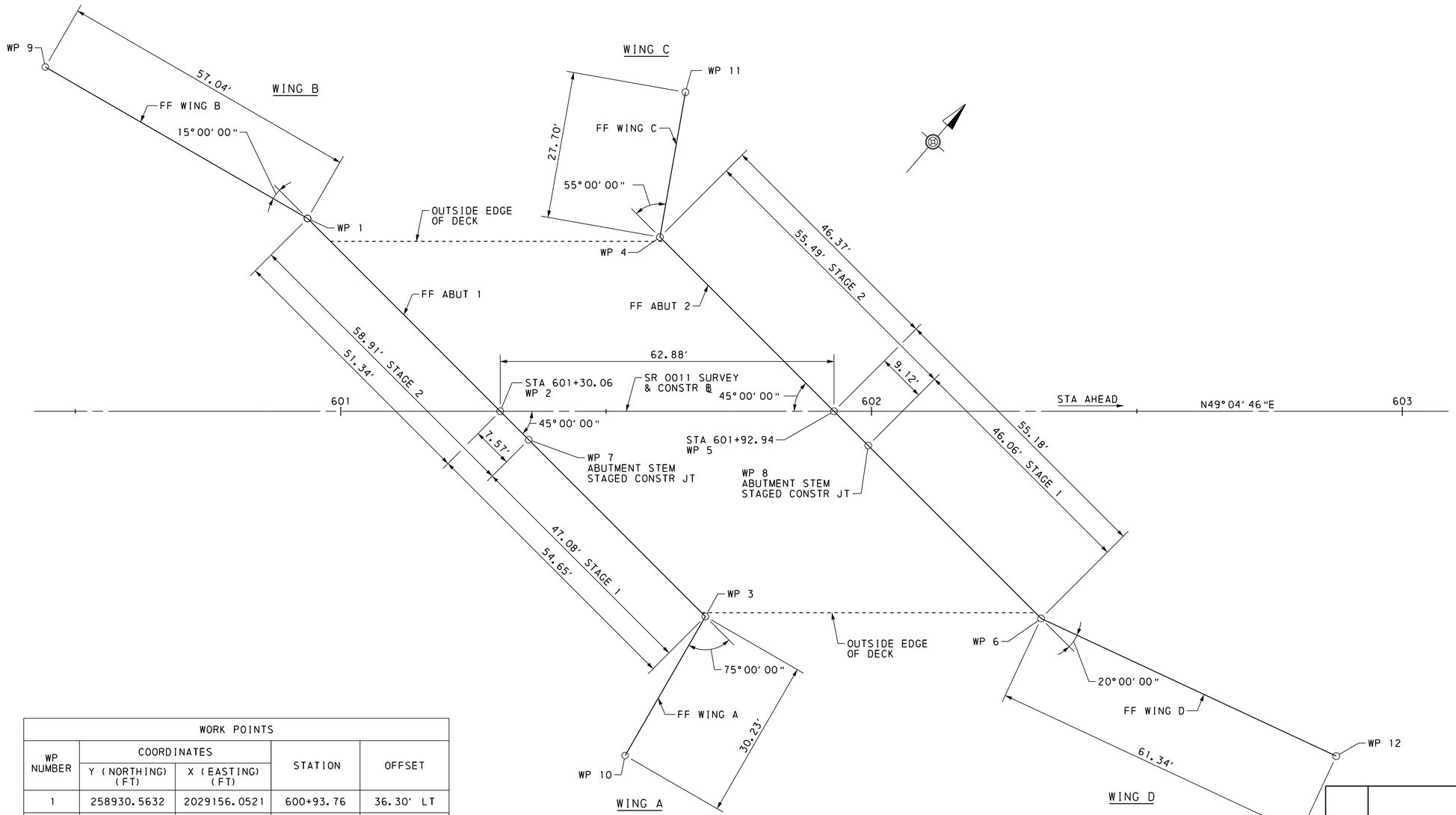
RECOMMENDED _____

SHEET 9 OF 65

S - 40136

DESIGNED: KPF | CHECKED: GCF | CADD: KPF | CHECKED: GCF

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STAKE-OUT PLAN

16' 8' 0 16'

WORK POINTS				
WP NUMBER	COORDINATES		STATION	OFFSET
	Y (NORTHING) (FT)	X (EASTING) (FT)		
1	258930.5632	2029156.0521	600+93.76	36.30' LT
2	258926.9109	2029207.2612	601+30.06	0.00'
3	258923.0230	2029261.7743	601+68.71	38.64' RT
4	258971.3962	2029208.5183	601+60.15	32.79' LT
5	258968.0972	2029254.7735	601+92.94	0.00'
6	258964.1718	2029309.8122	602+31.96	39.02' RT
7	258926.3721	2029214.8157	601+35.42	5.36' RT
8	258967.4483	2029263.8715	601+99.39	6.45' RT
9	258919.7561	2029100.0444	600+44.36	64.82' LT
10	258893.3388	2029267.5016	601+53.59	64.83' RT
11	258995.1591	2029194.2849	601+64.96	60.07' LT
12	258980.9978	2029368.8001	602+87.55	64.94' RT

NOTE: OFFSET IS MEASURED PERPENDICULAR TO SURVEY AND CONSTRUCTION ℄ SR 0011, LOOKING AHEAD STATIONS

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. ALL DIMENSIONS ARE HORIZONTAL.
3. FOUR PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY A PRECISION BEYOND TWO DECIMAL POINTS.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
STAKE-OUT PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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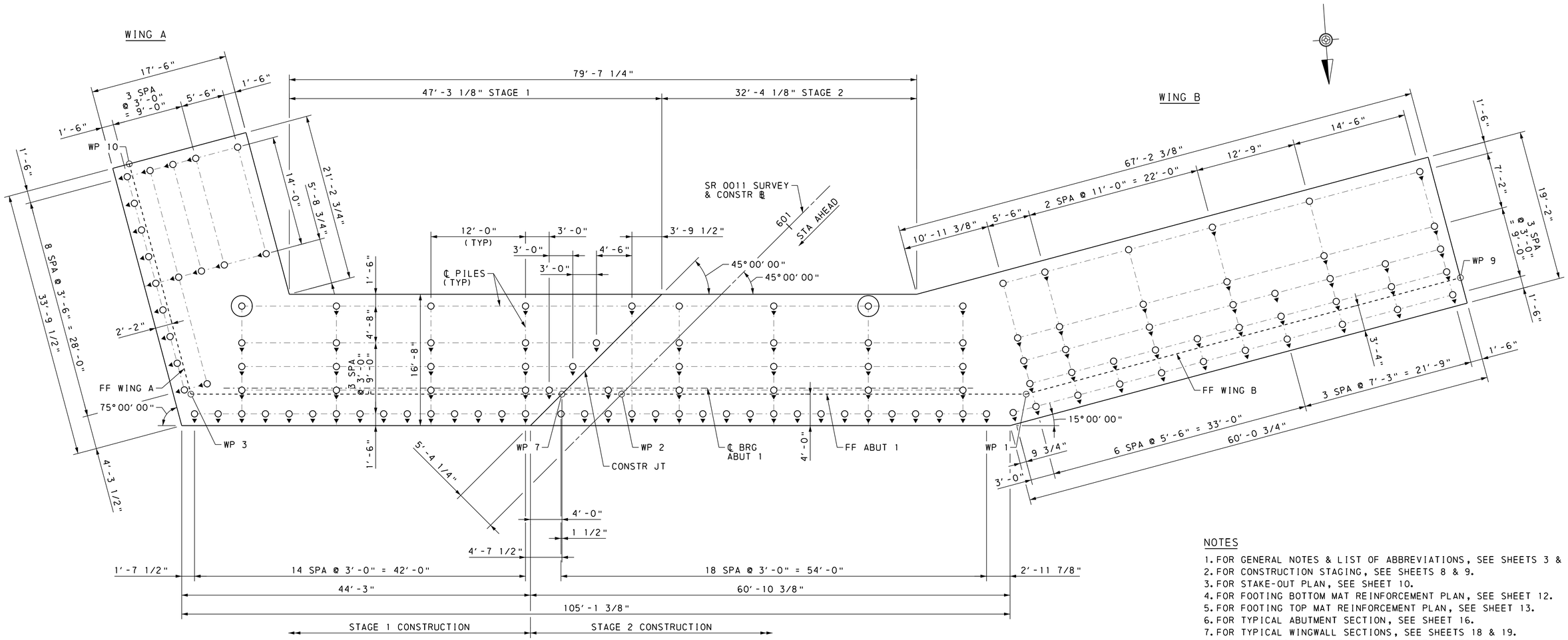
RECOMMENDED _____

SHEET 10 OF 65

S- 40136

DESIGNED: GCF | CHECKED: KPF | CADD: GCF | CHECKED: KPF

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PILE LAYOUT PLAN

8' 4' 0 8'

LEGEND

- ○ DENOTES MICROPILE BATTERED 3H:12V IN DIRECTION OF ARROW
- ○ DENOTES VERTICAL MICROPILE
- ◎ DENOTES MICROPILE PROOF LOAD TEST

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
3. FOR STAKE-OUT PLAN, SEE SHEET 10.
4. FOR FOOTING BOTTOM MAT REINFORCEMENT PLAN, SEE SHEET 12.
5. FOR FOOTING TOP MAT REINFORCEMENT PLAN, SEE SHEET 13.
6. FOR TYPICAL ABUTMENT SECTION, SEE SHEET 16.
7. FOR TYPICAL WINGWALL SECTIONS, SEE SHEETS 18 & 19.
8. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.

ABUT 1 PILE LOADING - 9.625" OD MICROPILE				
	CONTROLLING LIMIT STATE	LOAD CASE	FACTORED LOAD	RESISTANCE
AXIAL (KIPS)	STR-I	MAX	249.63	342.00
LATERAL (KIPS/FT)	STR-I	MAX	48.78	49.01

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 1 PILE LAYOUT PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

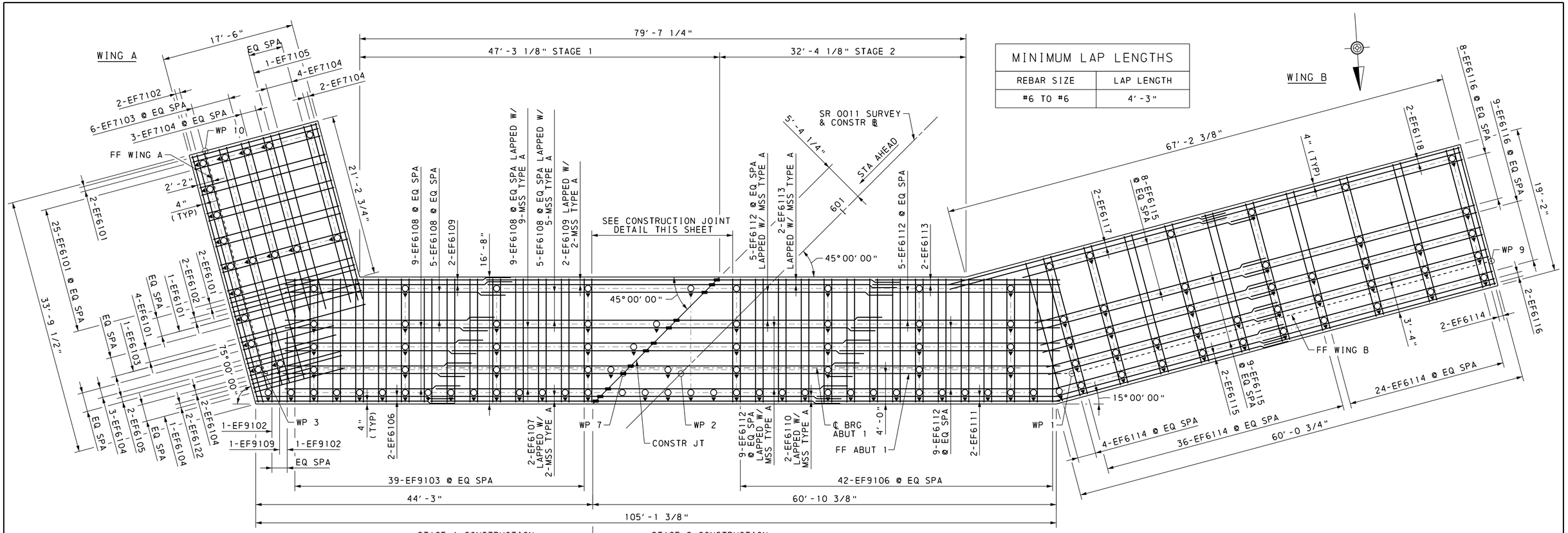
RECOMMENDED _____

SHEET 11 OF 65

S- 40136

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MINIMUM LAP LENGTHS	
REBAR SIZE	LAP LENGTH
#6 TO #6	4'-3"

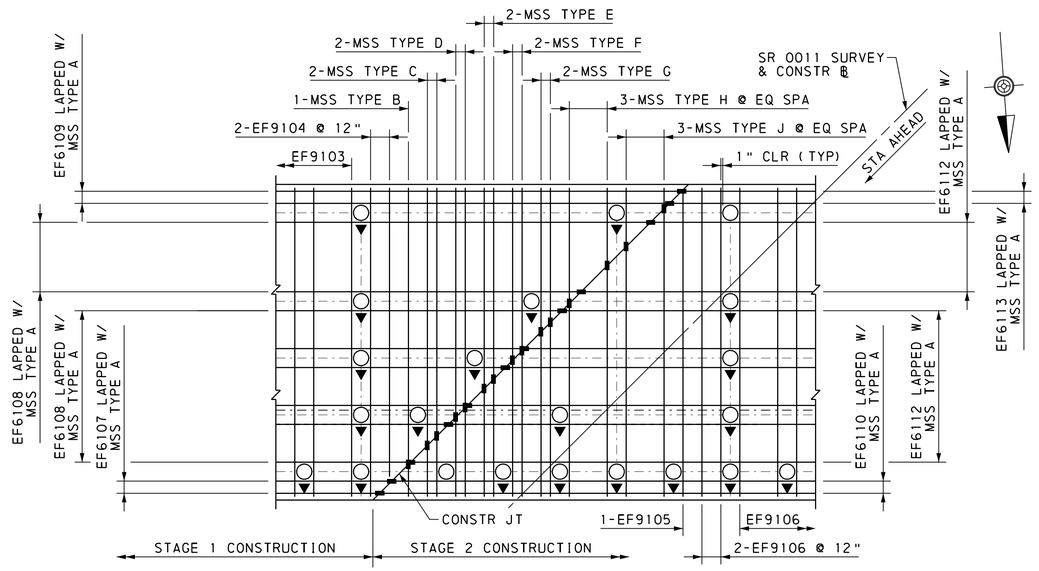
NOTE: PLACE REINFORCEMENT AT EQUAL SPACES BETWEEN MICROPILES AS SHOWN, WITH 1" MIN CLEAR SPACE AT MICROPILES.

FOOTING BOTTOM MAT REINFORCEMENT PLAN

8' 4' 0 8'

LEGEND

- ○ DENOTES MICROPILE BATTERED 3H:12V IN ▼ DIRECTION OF ARROW
- ○ DENOTES VERTICAL MICROPILE



CONSTRUCTION JOINT DETAIL

4' 2' 0 4'

NOTE: LAP SPLICES WITH MSS TYPE A NOT SHOWN FOR CLARITY.

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
3. FOR STAKE-OUT PLAN, SEE SHEET 10.
4. FOR PILE LAYOUT PLAN, SEE SHEET 11.
5. FOR FOOTING TOP MAT REINFORCEMENT PLAN, SEE SHEET 13.
6. FOR TYPICAL ABUTMENT SECTION, SEE SHEET 16.
7. FOR TYPICAL WINGWALL SECTIONS, SEE SHEETS 18 & 19.
8. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 1 FOOTING REINF - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

RECOMMENDED _____

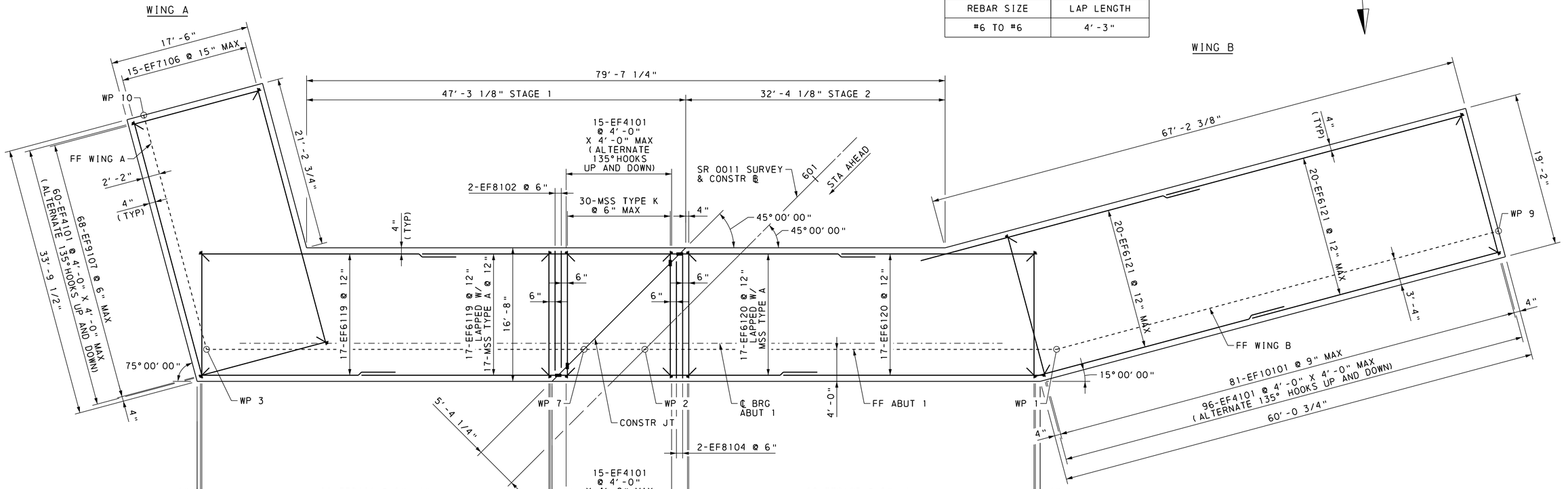
SHEET 12 OF 65

S- 40136

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MINIMUM LAP LENGTHS	
REBAR SIZE	LAP LENGTH
#6 TO #6	4'-3"



FOOTING TOP MAT REINFORCEMENT PLAN

8' 4' 0 8'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
3. FOR STAKE-OUT PLAN, SEE SHEET 10.
4. FOR PILE LAYOUT PLAN, SEE SHEET 11.
5. FOR FOOTING BOTTOM MAT REINFORCEMENT PLAN, SEE SHEET 12.
6. FOR TYPICAL ABUTMENT SECTION, SEE SHEET 16.
7. FOR TYPICAL WINGWALL SECTIONS, SEE SHEETS 18 & 19.
8. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 1 FOOTING REINF - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE090024

stv

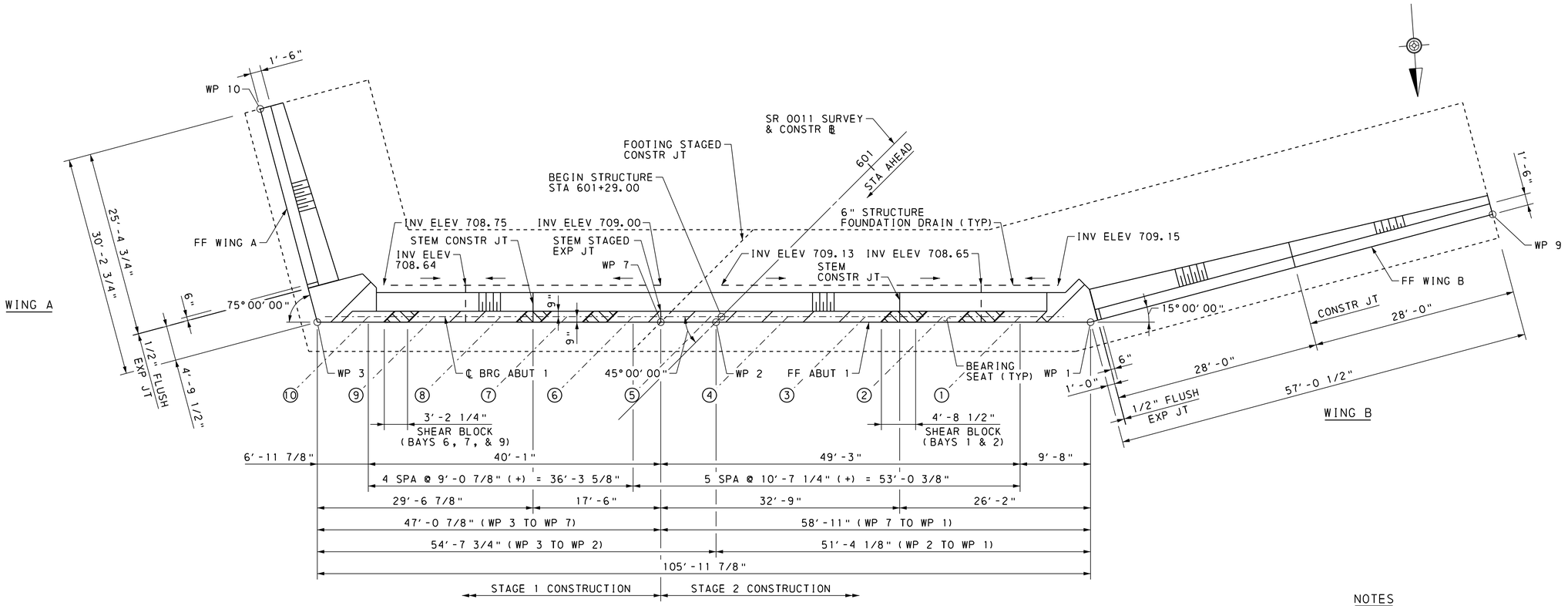
RECOMMENDED _____

SHEET 13 OF 65

S- 40136

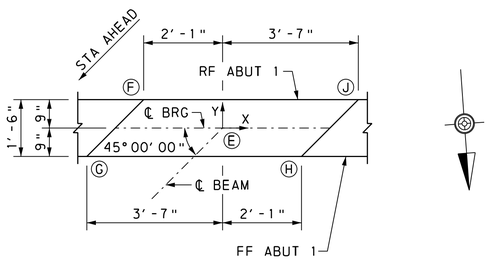
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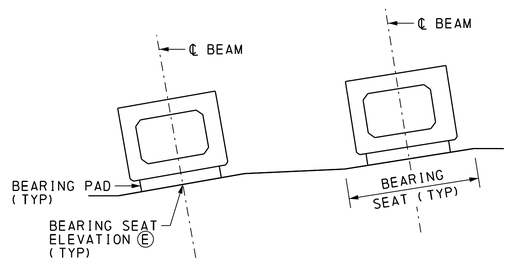
PLAN

8' 4' 0 8'



BEARING SEAT PLAN

NOT TO SCALE



BEARING SEAT ELEVATION

NOT TO SCALE

ABUTMENT 1 BEARING SEAT ELEVATION TABLE							
BEAM NO.	BRG. SEAT SLOPE		ELEVATION				
	X	Y	Ⓔ	Ⓕ	Ⓖ	Ⓗ	Ⓙ
1	1.872%	-2.057%	709.59	709.54	709.54	709.64	709.64
2	-2.121%	2.120%	709.81	709.87	709.87	709.75	709.75
3	-1.371%	1.457%	709.96	710.00	710.00	709.92	709.92
4	-1.249%	1.580%	710.08	710.12	710.11	710.04	710.05
5	1.038%	-0.464%	710.13	710.10	710.00	710.15	710.16
6	1.823%	-1.005%	709.94	709.89	709.88	709.99	710.00
7	1.928%	-0.901%	709.76	709.71	709.70	709.81	709.82
8	2.032%	-0.797%	709.56	709.51	709.49	709.61	709.63
9	2.177%	-0.763%	709.38	709.33	709.31	709.43	709.46
10	-1.057%	2.471%	709.20	709.24	709.21	709.16	709.18

POSITIVE "BEARING SEAT SLOPE Y" REPRESENTS AN INCREASE IN ELEVATION FROM FRONT TO BACK FACE OF ABUTMENT, IN THE DIRECTION OF THE POSITIVE Y-AXIS SHOWN IN THE BEARING SEAT PLAN VIEW.

POSITIVE "BEARING SEAT SLOPE X" REPRESENTS AN INCREASE IN ELEVATION IN THE DIRECTION OF THE POSITIVE X-AXIS SHOWN IN THE BEARING SEAT PLAN VIEW.

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR STAKE-OUT PLAN, SEE SHEET 10.
3. FOR PILE LAYOUT & FOOTING DETAILS, SEE SHEETS 11 THRU 13.
4. FOR ABUTMENT ELEVATION, SEE SHEET 15.
5. FOR SHEAR BLOCK DETAILS, SEE SHEET 16.
6. FOR WEEPHOLE AND FOUNDATION DRAIN REINFORCEMENT DETAIL, SEE SHEET 16.
7. FOR DIAPHRAGM DETAILS, SEE SHEET 38.
8. FOR WINGWALL DETAILS, SEE SHEETS 18 & 19.
9. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.
10. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.

(#) INDICATES BEAM NUMBER.

Mark	Description	By	Chk'd.	Recm'd	Date
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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
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SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

ABUTMENT 1 PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

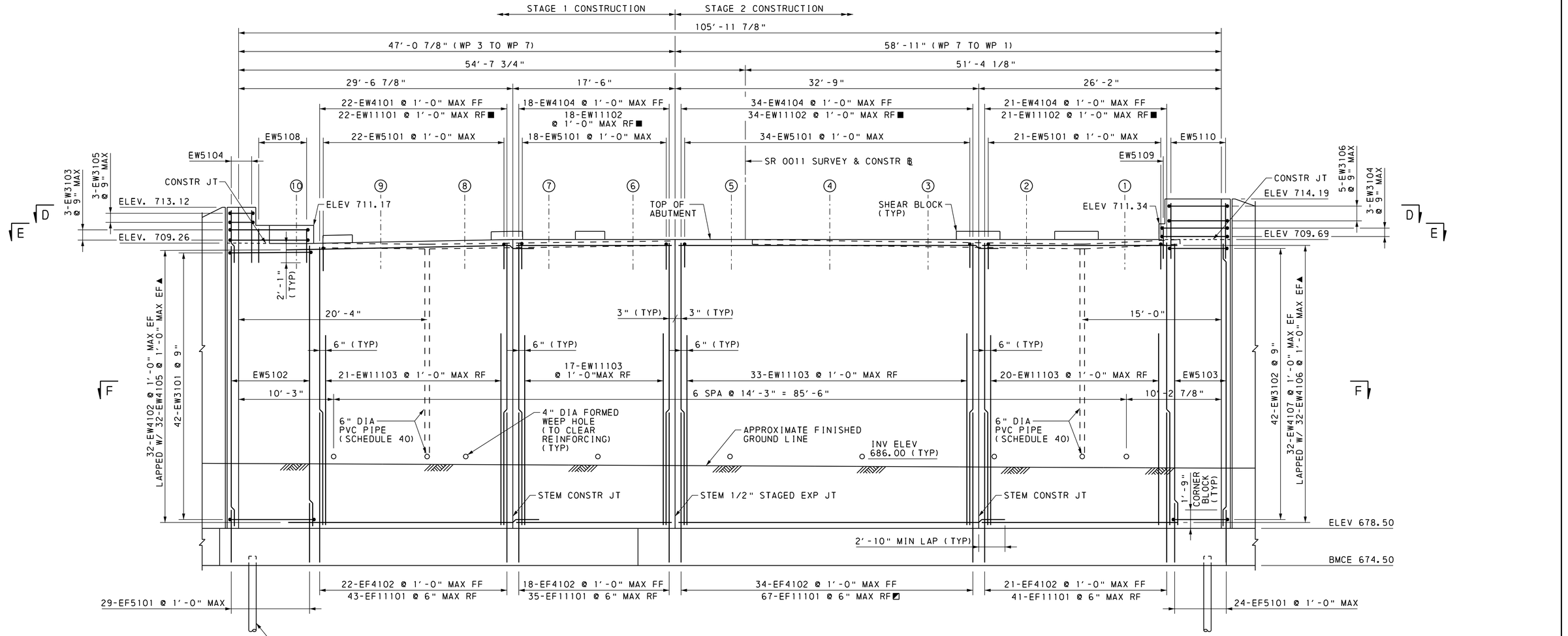
RECOMMENDED _____

SHEET 14 OF 65

S- 40136

DESIGNED: MJS | CHECKED: KPF | CADD: GCF | CHECKED: KPF

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ELEVATION

8' 4' 0 8'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR STAKE-OUT PLAN, SEE SHEET 10.
3. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 11 THRU 13.
4. FOR SHEAR BLOCK DETAILS, SEE SHEET 16.
5. FOR WINGWALL DETAILS, SEE SHEETS 18 & 19.
6. FOR BEARING SEAT DIMENSIONS AND ELEVATIONS, SEE SHEET 14.
7. FOR WEEPHOLE AND FOUNDATION DRAIN REINFORCEMENT DETAIL, SEE SHEET 16.
8. FOR SECTION D-D, SECTION E-E, AND SECTION F-F, SEE SHEET 17.
9. FOR DIAPHRAGM DETAILS, SEE SHEET 38.
10. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.
11. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
12. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.

▲ BEND HORIZONTAL EW4 BARS IN FIELD WHEN REQUIRED AT THE TOP OF THE ABUTMENT WHILE MAINTAINING THE CLEARANCE AND SPACING.

■ END EACH PANEL WITH FULL HEIGHT EW11 BARS ON THE REAR FACE. ALTERNATE THE REMAINING PARTIAL HEIGHT AND FULL HEIGHT EW11 BARS ON THE REAR FACE TO ACHIEVE 6" MAX SPACING.

◩ EF11101 BARS BETWEEN STEM 1/2" STAGED EXPANSION JOINT AND FOOTING CONSTRUCTION JOINT MUST BE PLACED IN STAGE 1 CONSTRUCTION.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 1 ELEVATION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER

stv

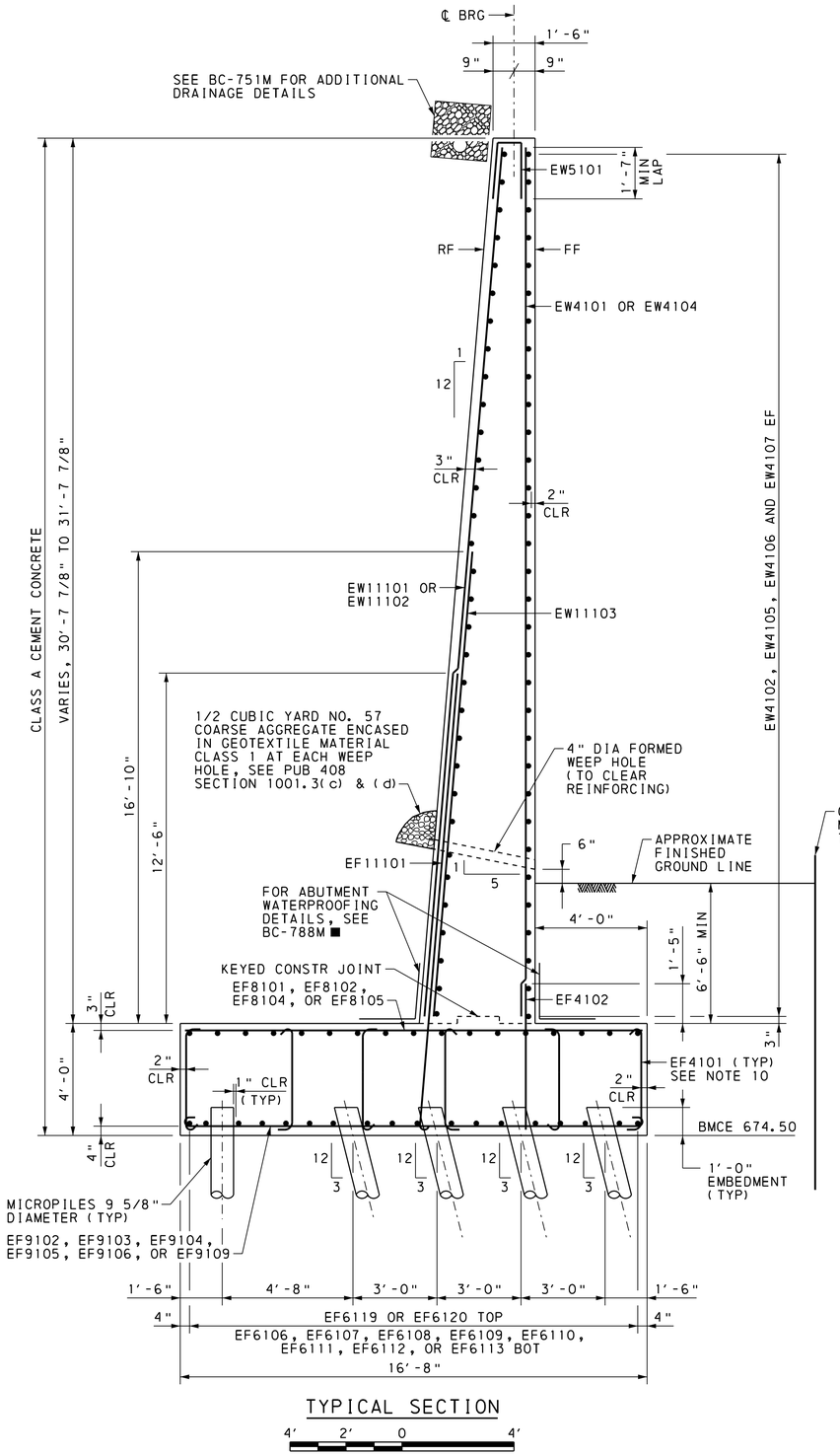
RECOMMENDED _____

SHEET 15 OF 65

S- 40136

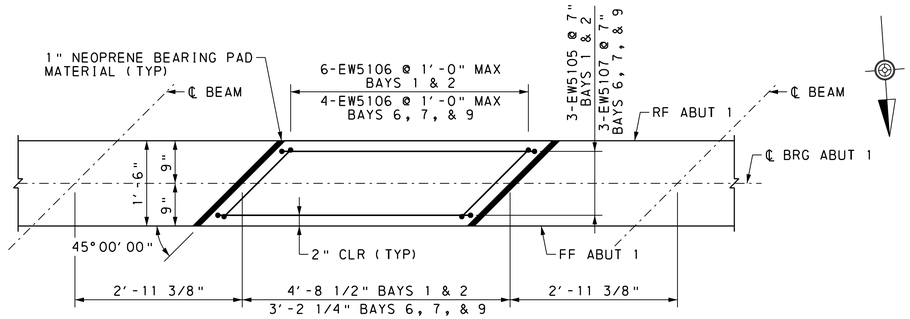
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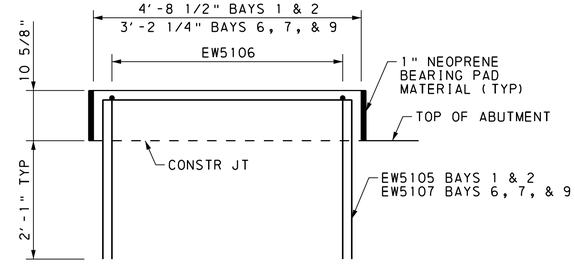
TYPICAL SECTION

4' 2' 0 4'



SHEAR BLOCK PLAN

2' 1' 0 2'



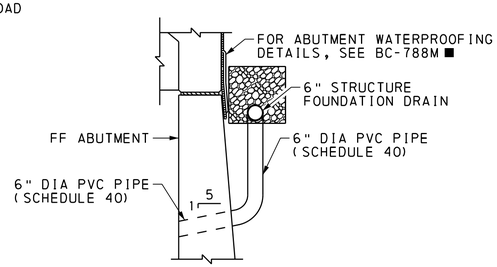
SHEAR BLOCK ELEVATION

2' 1' 0 2'

NOTES

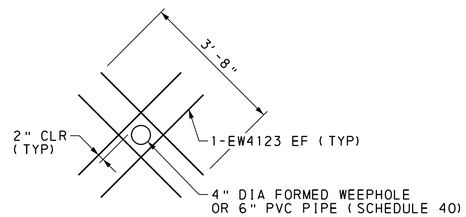
1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR ABUTMENT PLAN, SEE SHEET 14.
3. FOR ABUTMENT ELEVATION, SEE SHEET 15.
4. FOR ABUTMENT DETAILS, SEE SHEET 17.
5. FOR WINGWALL DETAILS, SEE SHEETS 18 & 19.
6. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 11 THRU 13.
7. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.
8. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
9. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.
10. TIE TOP AND BOTTOM MATS OF FOOTING REINFORCING STEEL WITH TIE BARS AT A MAXIMUM SPACING OF 4'-0" IN BOTH DIRECTIONS. ALTERNATE 135° HOOK UP AND DOWN.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL AND ABUTMENT, WINGWALL OR RETAINING WALL WATERPROOFING DETAIL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.



FOUNDATION DRAIN DETAIL

NOT TO SCALE



WEEPHOLE AND FOUNDATION DRAIN REINFORCEMENT DETAIL

NOT TO SCALE

Mark	Description	By	Chk'd	Recm'd	Date
	REVISIONS				

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 1 SECTION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080634

stv

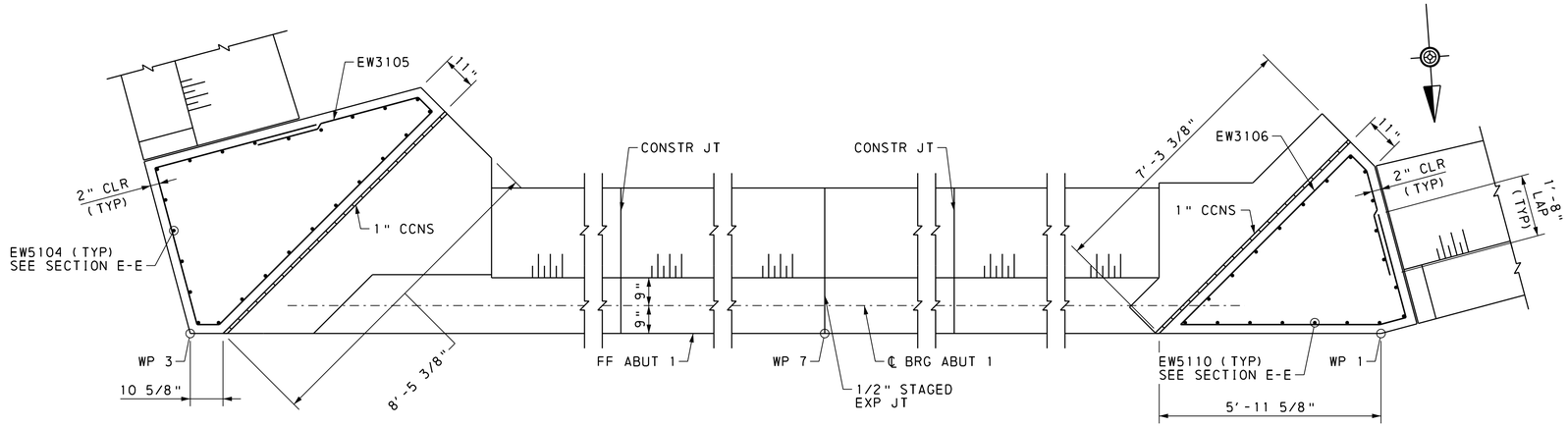
RECOMMENDED _____

SHEET 16 OF 65

S- 40136

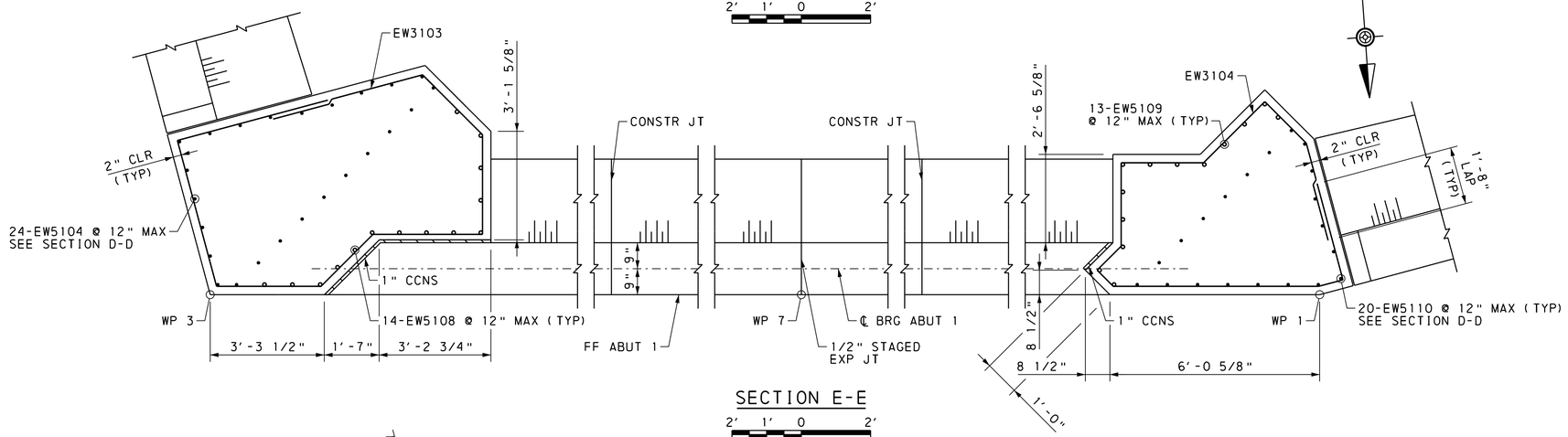
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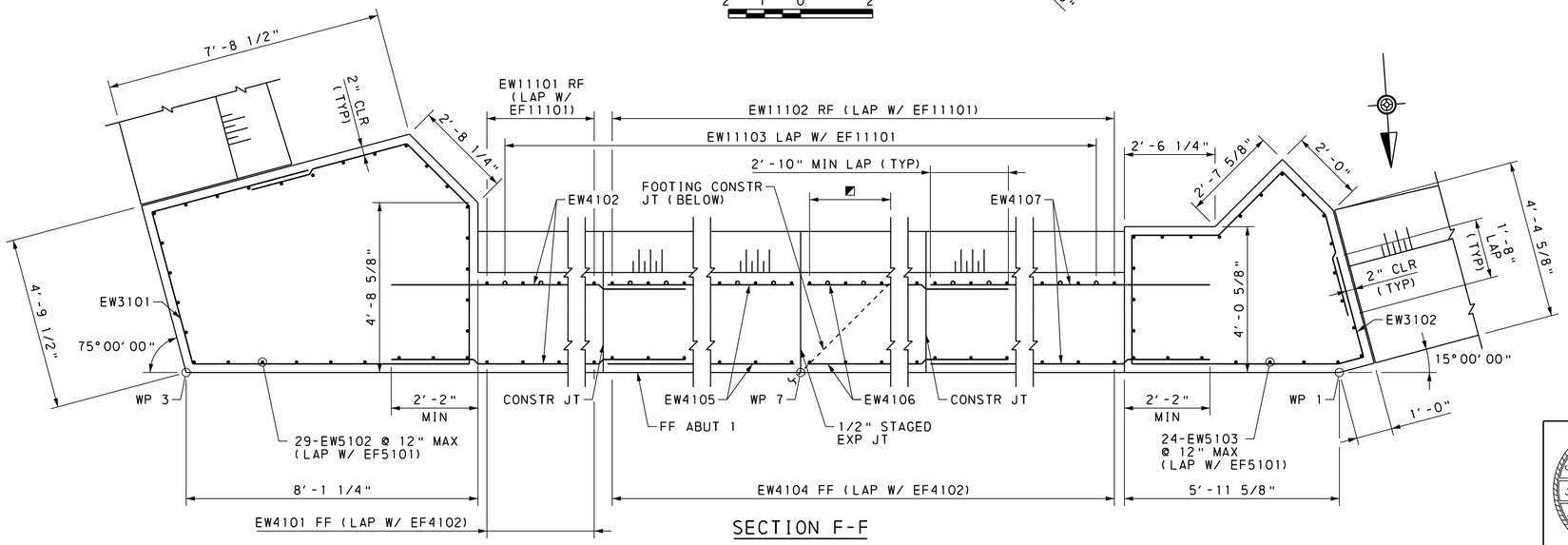
SECTION D-D

2' 1' 0 2'



SECTION E-E

2' 1' 0 2'



SECTION F-F

2' 1' 0 2'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR STAKE OUT PLAN, SEE SHEET 10.
3. FOR LOCATION OF SECTIONS D-D, E-E, & F-F, SEE SHEET 15.
4. FOR ABUTMENT PLAN, SEE SHEET 14.
5. FOR ABUTMENT ELEVATION, SEE SHEET 15.
6. FOR ABUTMENT TYPICAL SECTION & SHEAR BLOCK DETAILS, SEE SHEET 16.
7. FOR DIAPHRAGM DETAILS, SEE SHEET 38.
8. FOR WINGWALL DETAILS, SEE SHEETS 18 & 19.
9. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.
10. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
11. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.

◩ EF11101 BARS BETWEEN STEM 1/2" STAGED EXPANSION JOINT AND FOOTING CONSTRUCTION JOINT MUST BE PLACED IN STAGE 1 FOOTING CONSTRUCTION.

Mark	Description	By	Chk'd	Recm'd	Date
	REVISIONS				

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

ABUTMENT 1 DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

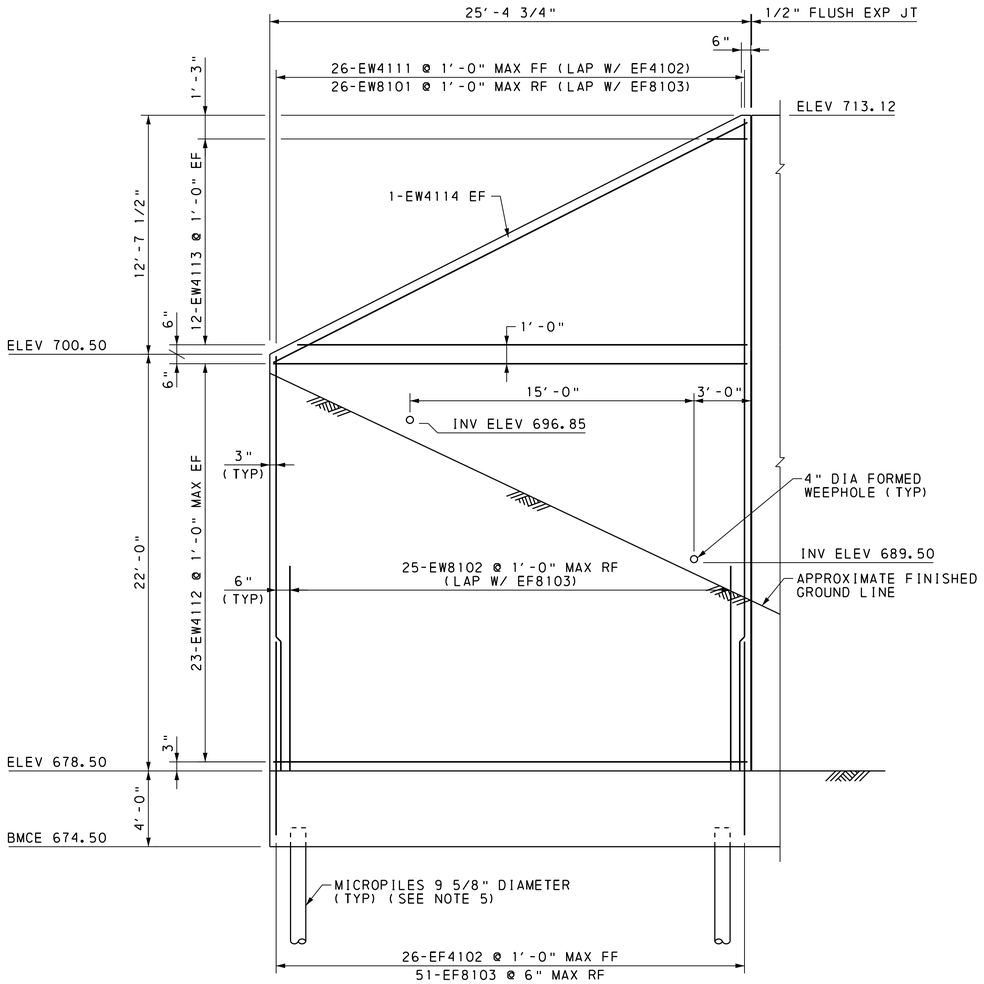
RECOMMENDED _____

SHEET 17 OF 65

S- 40136

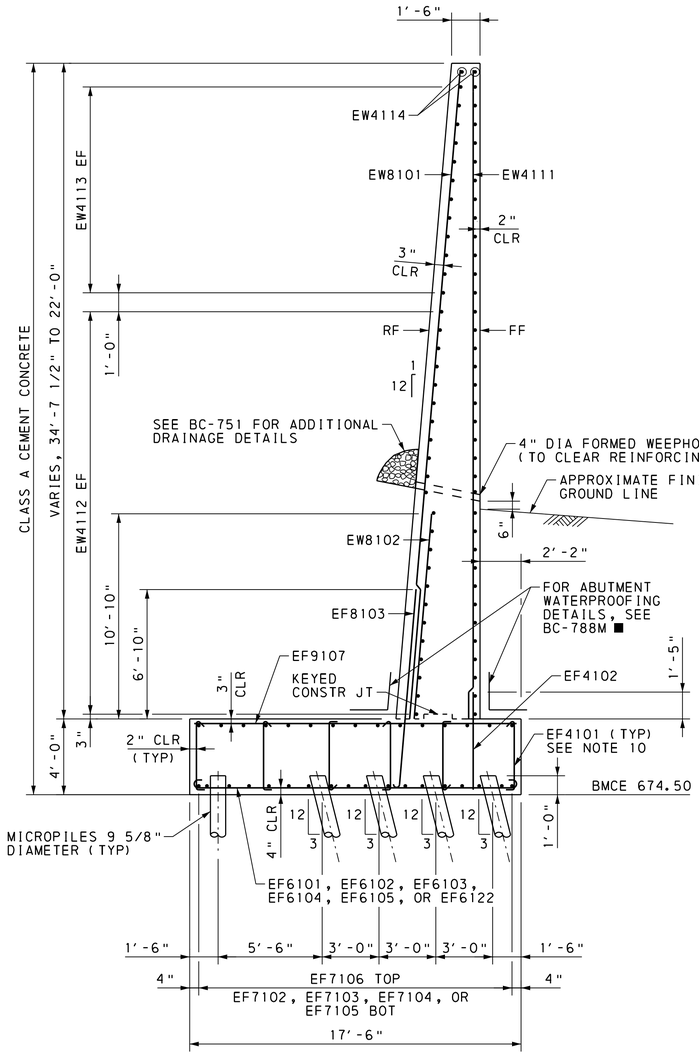
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WINGWALL A ELEVATION

4' 2' 0 4'



WINGWALL A TYPICAL SECTION

4' 2' 0 4'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR ABUTMENT PLAN, SEE SHEET 14.
3. FOR ABUTMENT ELEVATION, SEE SHEET 15.
4. FOR ABUTMENT DETAILS, SEE SHEET 17.
5. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 11 THRU 13.
6. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.
7. FOR WEEPHOLE REINFORCEMENT DETAIL, SEE SHEET 16.
8. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
9. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.
10. TIE TOP AND BOTTOM MATS OF FOOTING REINFORCING STEEL WITH TIE BARS AT A MAXIMUM SPACING OF 4'-0" IN BOTH DIRECTIONS. ALTERNATE 135° HOOK UP AND DOWN.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL AND ABUTMENT, WINGWALL OR RETAINING WALL WATERPROOFING DETAIL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
WINGWALL A

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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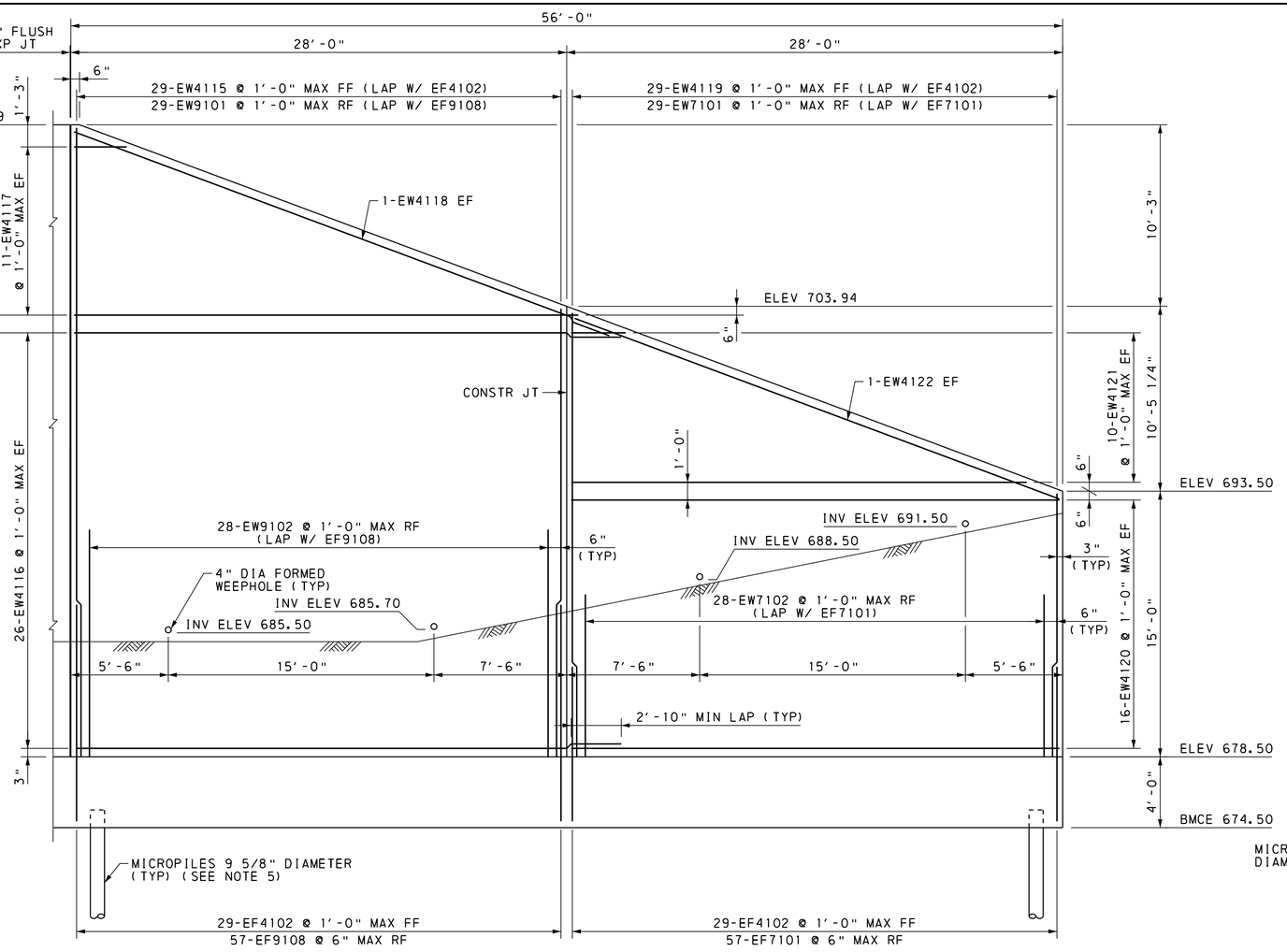
RECOMMENDED _____

SHEET 18 OF 65

S- 40136

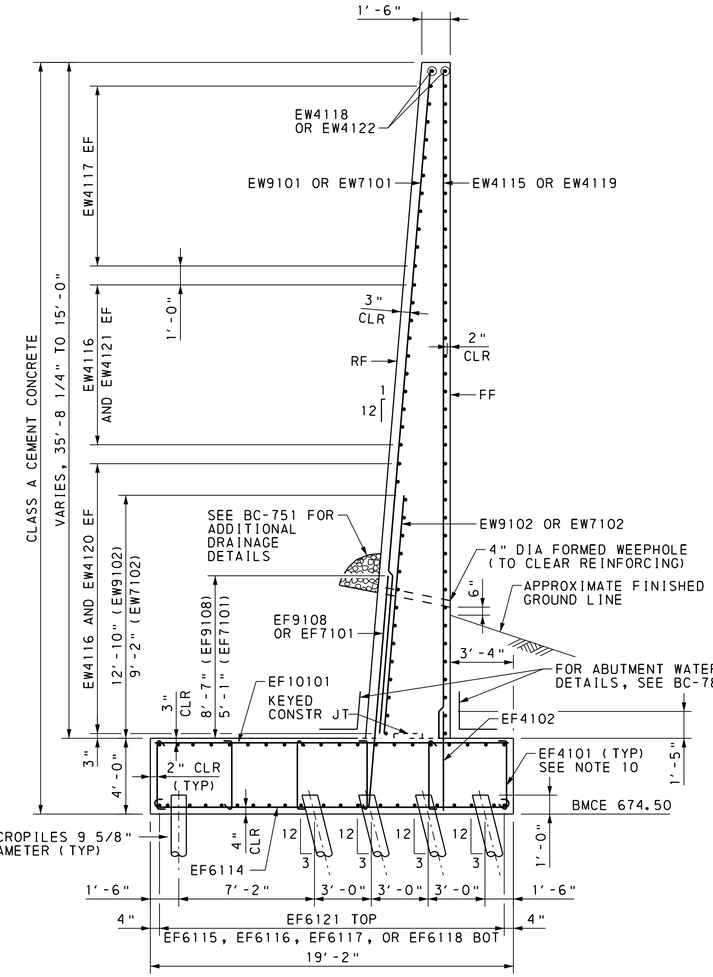
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WINGWALL B ELEVATION

4' 2' 0 4'



WINGWALL B
TYPICAL SECTION

4' 2' 0 4'

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR ABUTMENT PLAN, SEE SHEET 14.
3. FOR ABUTMENT ELEVATION, SEE SHEET 15.
4. FOR ABUTMENT DETAILS, SEE SHEET 17.
5. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 11 THRU 13.
6. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 20 & 21.
7. FOR WEEPHOLE REINFORCEMENT DETAIL, SEE SHEET 16.
8. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
9. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.
10. TIE TOP AND BOTTOM MATS OF FOOTING REINFORCING STEEL WITH TIE BARS AT A MAXIMUM SPACING OF 4'-0" IN BOTH DIRECTIONS. ALTERNATE 135° HOOK UP AND DOWN.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL AND ABUTMENT, WINGWALL OR RETAINING WALL WATERPROOFING DETAIL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080634
PENNSYLVANIA

stv

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
WINGWALL B

RECOMMENDED _____

SHEET 19 OF 65

S- 40136

DESIGNED: MJS | CHECKED: KPF | CADD: GCF | CHECKED: KPF

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ABUTMENT 1 FOOTING REINFORCEMENT BAR SCHEDULE

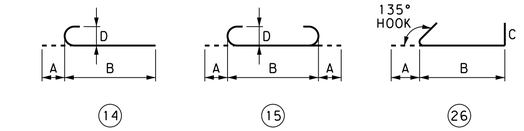
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
EF4101	4	330	4'-2"	26	4 1/2"	3'-5"	4 1/2"		
EF4102	4	179	5'-8 1/2"	STR					
EF5101	5	53	5'-6"	STR					
EF6101	6	34	18'-6"	15	8"	17'-2"		6"	
EF6102	6	2	11'-2"	14	8"	10'-6"		6"	
EF6103	6	1	10'-2"	14	8"	9'-6"		6"	
EF6104	6	6	12'-11"	14	8"	12'-3"		6"	
EF6105	6	2	9'-2"	14	8"	8'-6"		6"	
EF6106	6	2	25'-5"	14	8"	24'-9"		6"	
EF6107	6	2	24'-9"	STR					
EF6108	6	28	23'-6" TO 30'-0"	STR					VARY 2 EA BY 6"
EF6109	6	4	30'-6"	STR					
EF6110	6	2	32'-9"	STR					
EF6111	6	2	33'-5"	14	8"	32'-9"		6"	
EF6112	6	28	25'-6" TO 32'-0"	STR					VARY 2 EA BY 6"
EF6113	6	4	25'-0"	STR					
EF6114	6	66	20'-2"	15	8"	18'-10"		6"	
EF6115	6	19	32'-3"	STR					
EF6116	6	19	32'-11"	14	8"	32'-3"		6"	
EF6117	6	2	37'-0"	STR					
EF6118	6	2	37'-8"	14	8"	37'-0"		6"	
EF6119	6	34	24'-6" TO 32'-6"	STR					VARY 2 EA BY 6"
EF6120	6	34	24'-6" TO 32'-6"	STR					VARY 2 EA BY 6"
EF6121	6	40	32'-0" TO 37'-6 1/2"	STR					VARY 2 EA BY 3 1/2"
EF6122	6	2	8'-5"	14	8"	7'-9"		6"	
EF7101	7	57	9'-7"	14	10"	8'-9"		7"	
EF7102	7	2	35'-11 1/2"	15	10"	33'-5 1/2"		7"	
EF7103	7	6	32'-11"	14	10"	32'-1"		7"	
EF7104	7	9	24'-10"	14	10"	24'-0"		7"	
EF7105	7	1	21'-1"	14	10"	20'-3"		7"	
EF7106	7	15	33'-5 1/2"	STR					
EF8101	8	89	16'-4"	STR					
EF8102	8	2	15'-8" TO 16'-2"	STR					VARY EA BY 6"
EF8103	8	51	11'-6"	14	11"	10'-7"		8"	
EF8104	8	2	15'-8" TO 16'-2"	STR					VARY EA BY 6"
EF8105	8	89	16'-4"	STR					
EF9102	9	2	10'-7"	14	1'-3"	9'-4"		11 3/4"	
EF9103	9	39	18'-10"	15	1'-3"	16'-4"		11 3/4"	
EF9104	9	2	17'-6" TO 16'-6"	14	1'-3"	16'-3" TO 15'-3"		11 3/4"	VARY B EA BY 1'-0"
EF9105	9	1	17'-3"	14	1'-3"	16'-0"		11 3/4"	
EF9106	9	44	18'-10"	15	1'-3"	16'-4"		11 3/4"	
EF9107	9	68	17'-2"	STR					
EF9108	9	57	13'-7"	14	1'-3"	12'-4"		11 3/4"	
EF9109	9	1	5'-9"	14	1'-3"	4'-6"		11 3/4"	
EF10101	10	81	18'-10"	STR					
EF11101	11	186	18'-5"	14	1'-7"	16'-10"		1'-2 3/4"	

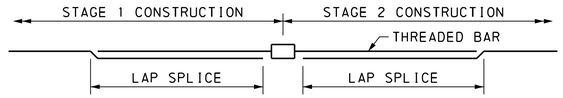
REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

MECHANICAL SPLICE SYSTEM NOTES

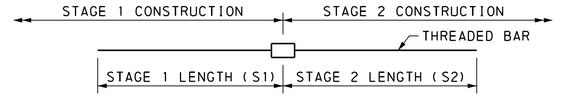
1. MECHANICAL SPLICE SYSTEM CONSISTS OF TWO REINFORCEMENT BARS AND ONE MECHANICAL COUPLER.
2. THE REINFORCEMENT BARS ARE INCLUDED WITH THE MECHANICAL SPLICE SYSTEM QUANTITY.
3. THREAD OR DETAIL ENDS OF BARS AS REQUIRED TO CONNECT TO SPLICER.
4. SYSTEM MUST PRODUCE STRENGTH OF BARS BEING CALLED FOR.





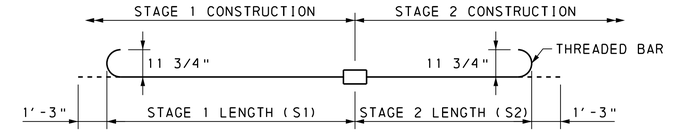
MECHANICAL SPLICE SYSTEM FOR #6 REINFORCEMENT BARS, EPOXY COATED

TYPE	QTY	LAP SPLICE LENGTH	REMARKS
A	35	4'-3"	



MECHANICAL SPLICE SYSTEM FOR #8 REINFORCEMENT BARS, EPOXY COATED

TYPE	QTY	STAGE 1 LENGTH (S1)	STAGE 2 LENGTH (S2)	REMARKS
K	30	15'-4" TO 1'-0"	1'-0" TO 15'-4"	VARY S1 EA BY 5 15/16" (-) VARY S2 EA BY 5 15/16" (-)



MECHANICAL SPLICE SYSTEM FOR #9 REINFORCEMENT BARS, EPOXY COATED

TYPE	QTY	STAGE 1 LENGTH (S1)	STAGE 2 LENGTH (S2)	REMARKS
B	1	14'-7 1/2"	1'-8 1/2"	
C	2	13'-7 1/2" TO 13'-1 1/2"	2'-8 1/2" TO 3'-2 1/2"	VARY S1 EA BY 6"; VARY S2 EA BY 6"
D	2	12'-1 1/2" TO 11'-7 1/2"	4'-2 1/2" TO 4'-8 1/2"	VARY S1 EA BY 6"; VARY S2 EA BY 6"
E	2	10'-7 1/2" TO 10'-1 1/2"	5'-8 1/2" TO 6'-2 1/2"	VARY S1 EA BY 6"; VARY S2 EA BY 6"
F	2	9'-1 1/2" TO 8'-7 1/2"	7'-2 1/2" TO 7'-8 1/2"	VARY S1 EA BY 6"; VARY S2 EA BY 6"
G	2	7'-7 1/2" TO 7'-1 1/2"	8'-8 1/2" TO 9'-2 1/2"	VARY S1 EA BY 6"; VARY S2 EA BY 6"
H	3	6'-1 1/2" TO 4'-1 1/2"	10'-2 1/2" TO 12'-2 1/2"	VARY S1 EA BY 1'-0" VARY S2 EA BY 1'-0"
J	3	3'-1 1/2" TO 1'-1 1/2"	13'-2 1/2" TO 15'-2 1/2"	VARY S1 EA BY 1'-0" VARY S2 EA BY 1'-0"

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 1 REBAR SCHEDULE - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090424

stv

RECOMMENDED _____

SHEET 20 OF 65

S- 40136

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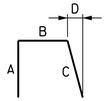
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ABUTMENT 1 STEM REINFORCEMENT BAR SCHEDULE

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
EW3101	3	42	29'-9"	STR							BEND IN FIELD
EW3102	3	42	24'-3"	STR							BEND IN FIELD
EW3103	3	3	28'-10"	STR							BEND IN FIELD
EW3104	3	3	25'-0"	STR							BEND IN FIELD
EW3105	3	3	24'-5"	STR							BEND IN FIELD
EW3106	3	5	21'-3"	STR							BEND IN FIELD
EW4101	4	22	30'-5 3/4" TO 30'-11"	STR							VARY EA BY 1/4"
EW4102	4	64	26'-6"	STR							
EW4104	4	73	30'-9 3/4"	STR							
EW4105	4	64	17'-4"	STR							
EW4106	4	64	35'-7"	STR							
EW4107	4	64	22'-5"	STR							
EW4111	4	26	21'-10" TO 34'-5 1/2"	STR							VARY EA BY 6 1/16" (-)
EW4112	4	46	25'-0 3/4"	STR							
EW4113	4	24	2'-5" TO 23'-10 1/2"	STR							VARY 2 EA BY 1'-11 7/16" (-)
EW4114	4	2	28'-0 1/2"	STR							
EW4115	4	29	25'-4" TO 35'-6"	STR							VARY EA BY 4 3/8" (-)
EW4116	4	52	30'-10"	STR							
EW4117	4	22	3'-2" TO 28'-8 1/4"	STR							VARY 2 EA BY 2'-6 5/8"
EW4118	4	2	32'-8"	STR							
EW4119	4	29	14'-11" TO 25'-2"	STR							VARY EA BY 4 3/8" (+)
EW4120	4	32	27'-10"	STR							
EW4121	4	20	3'-6 1/2" TO 26'-2"	STR							VARY 2 EA BY 2'-6 3/16" (-)
EW4122	4	2	29'-6"	STR							
EW4123	4	120	3'-8"	STR							
EW5101	5	95	5'-4 5/8"	7	2'-2"	1'-0 1/2"	2'-2 1/8"	2 1/8"			
EW5102	5	29	30'-7"	STR							
EW5103	5	24	31'-0"	STR							
EW5104	5	24	6'-0"	STR							
EW5105	5	6	9'-11"	4	2'-10"	4'-3"	2'-10"				
EW5106	5	24	7'-3 3/4"	4	2'-10"	1'-7 3/4"	2'-10"				
EW5107	5	9	8'-4 5/8"	4	2'-10"	2'-8 5/8"	2'-10"				
EW5108	5	14	4'-0"	STR							
EW5109	5	13	3'-9"	STR							
EW5110	5	20	6'-7"	STR							
EW7101	7	29	14'-11 1/2" TO 25'-2 1/2"	STR							VARY EA BY 4 3/8" (+)
EW7102	7	28	9'-2 1/2"	STR							
EW8101	8	26	21'-10 3/4" TO 34'-6 1/2"	STR							VARY EA BY 6 1/16" (+)
EW8102	8	25	10'-10 1/2"	STR							
EW9101	9	29	25'-5" TO 35'-7"	STR							VARY EA BY 4 3/8" (-)
EW9102	9	28	12'-10 1/2"	STR							
EW11101	11	22	30'-7" TO 31'-0"	STR							VARY EA BY 1/4" (-)
EW11102	11	73	30'-11"	STR							
EW11103	11	91	16'-11"	STR							



4



7

REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-F AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 1 REBAR SCHEDULE - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER

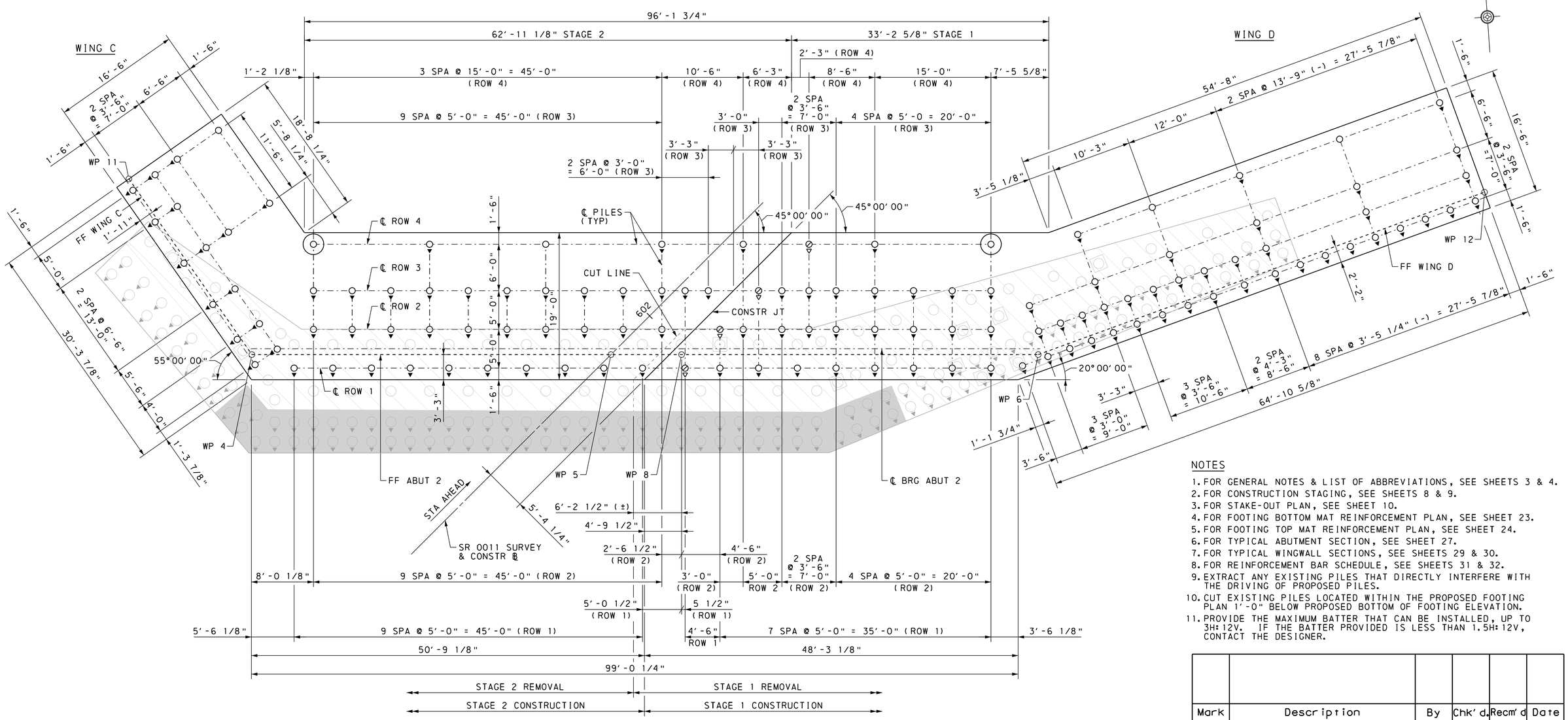
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SHEET 21 OF 65

S- 40136

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PILE LAYOUT PLAN

8' 4' 0 8'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
3. FOR STAKE-OUT PLAN, SEE SHEET 10.
4. FOR FOOTING BOTTOM MAT REINFORCEMENT PLAN, SEE SHEET 23.
5. FOR FOOTING TOP MAT REINFORCEMENT PLAN, SEE SHEET 24.
6. FOR TYPICAL ABUTMENT SECTION, SEE SHEET 27.
7. FOR TYPICAL WINGWALL SECTIONS, SEE SHEETS 29 & 30.
8. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.
9. EXTRACT ANY EXISTING PILES THAT DIRECTLY INTERFERE WITH THE DRIVING OF PROPOSED PILES.
10. CUT EXISTING PILES LOCATED WITHIN THE PROPOSED FOOTING PLAN 1'-0" BELOW PROPOSED BOTTOM OF FOOTING ELEVATION.
11. PROVIDE THE MAXIMUM BATTER THAT CAN BE INSTALLED, UP TO 3H:12V. IF THE BATTER PROVIDED IS LESS THAN 1.5H:12V, CONTACT THE DESIGNER.

LEGEND

- DENOTES MICROPILE BATTERED 3H:12V IN DIRECTION OF ARROW
- DENOTES MICROPILE BATTERED 1.5H:12V MINIMUM, 3H:12V MAXIMUM IN DIRECTION OF ARROW, SEE NOTE 11.
- DENOTES VERTICAL MICROPILE
- DENOTES MICROPILE PROOF LOAD TEST
- DENOTES EXISTING PILE BATTERED IN DIRECTION OF ARROW
- DENOTES EXISTING BATTERED PILE TO BE EXTRACTED
- DENOTES EXISTING VERTICAL PILE
- DENOTES EXISTING VERTICAL PILE TO BE EXTRACTED
- PORTION OF EXISTING ABUTMENT TO BE REMOVED
- PORTION OF EXISTING ABUTMENT TO REMAIN 2'-0" BELOW FINISHED GRADE

ABUT 2 PILE LOADING - 9.625" OD MICROPILE				
	CONTROLLING LIMIT STATE	LOAD CASE	FACTORED LOAD	RESISTANCE
AXIAL (KIPS)	STR-I	MAX	318.65	342.00
LATERAL (KIPS/FT)	STR-I	MAX	38.65	39.21

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

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BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

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FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

ABUTMENT 2 PILE LAYOUT PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER

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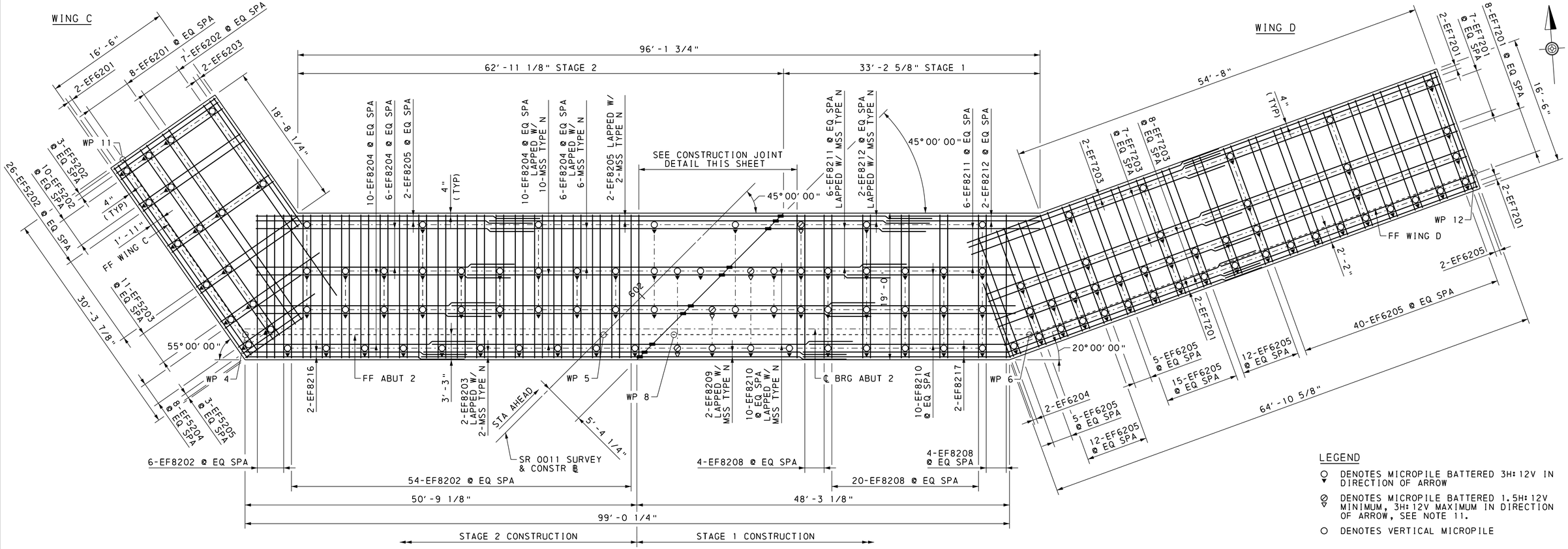
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SHEET 22 OF 65

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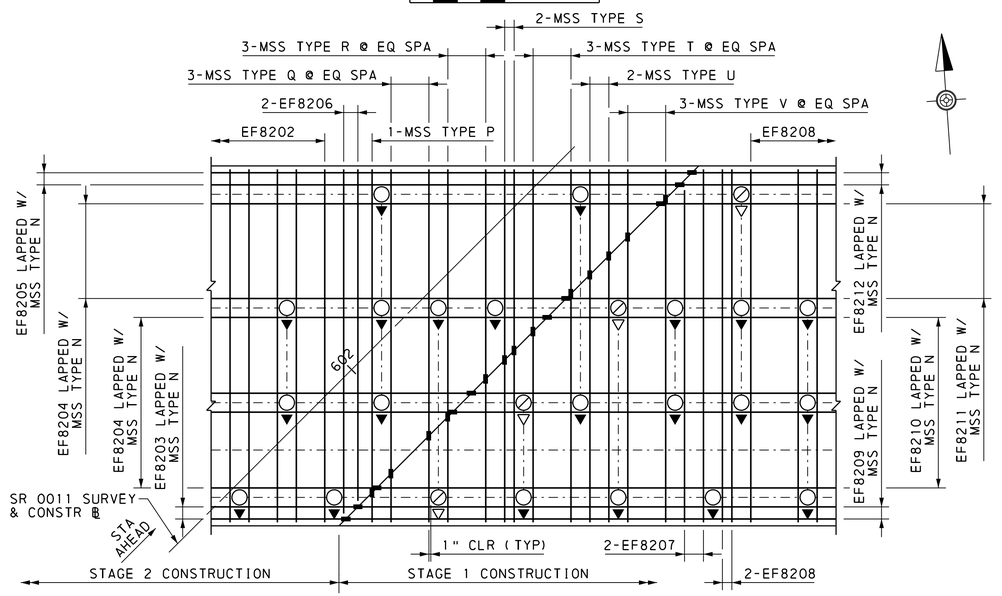


NOTE: PLACE REINFORCEMENT AT EQUAL SPACES BETWEEN MICROPILES AS SHOWN, WITH 1" MIN CLEAR SPACE AT MICROPILES.

FOOTING BOTTOM MAT REINFORCEMENT PLAN

8' 4' 0 8'

MINIMUM LAP LENGTHS	
REBAR SIZE	LAP LENGTH
#8 TO #8	5'-8"



CONSTRUCTION JOINT DETAIL

4' 2' 0 4'

NOTE: LAP SPLICES WITH MSS TYPE N NOT SHOWN FOR CLARITY.

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
3. FOR STAKE-OUT PLAN, SEE SHEET 10.
4. FOR PILE LAYOUT PLAN, SEE SHEET 22.
5. FOR FOOTING TOP MAT REINFORCEMENT PLAN, SEE SHEET 24.
6. FOR TYPICAL ABUTMENT SECTION, SEE SHEET 27.
7. FOR TYPICAL WINGWALL SECTIONS, SEE SHEETS 29 & 30.
8. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

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BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

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SR 0011 SEC 095
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SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 2 FOOTING REINF - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE090624

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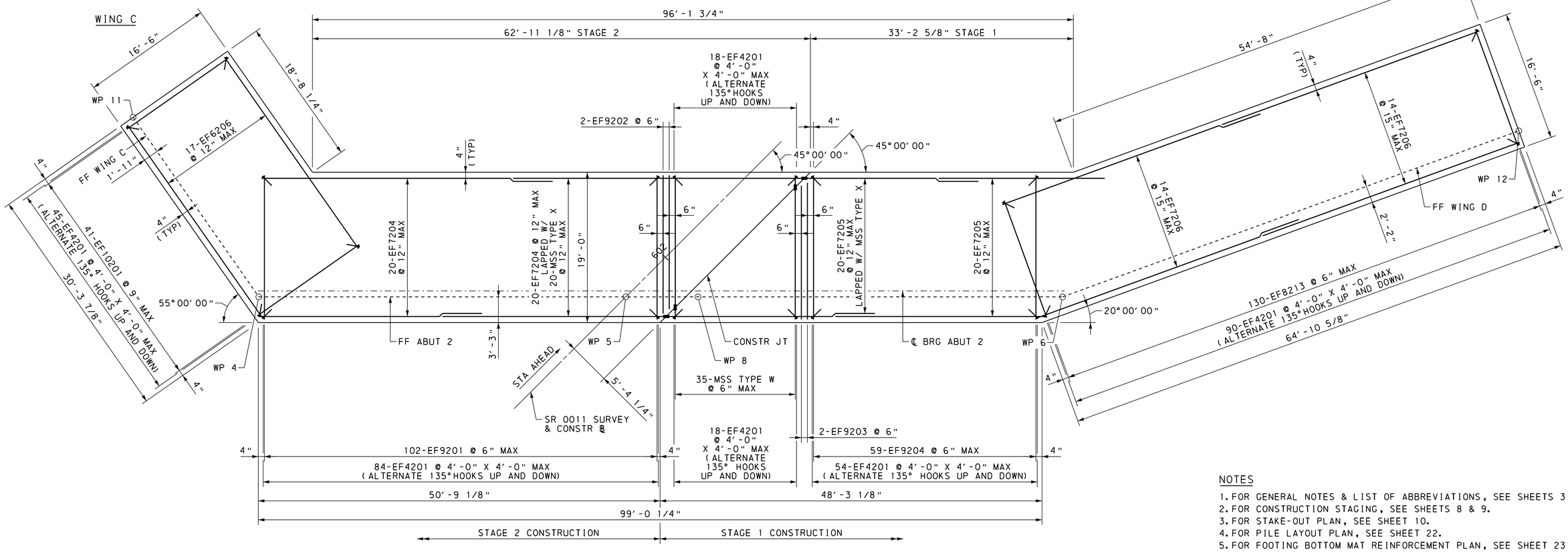
SHEET 23 OF 65

S-40136

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MINIMUM LAP LENGTHS	
REBAR SIZE	LAP LENGTH
#7 TO #7	5'-0"



FOOTING TOP MAT REINFORCEMENT PLAN

8' 4' 0 8'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR CONSTRUCTION STAGING, SEE SHEETS 8 & 9.
3. FOR STAKE-OUT PLAN, SEE SHEET 10.
4. FOR PILE LAYOUT PLAN, SEE SHEET 22.
5. FOR FOOTING BOTTOM MAT REINFORCEMENT PLAN, SEE SHEET 23
6. FOR TYPICAL ABUTMENT SECTION, SEE SHEET 27.
7. FOR TYPICAL WINGWALL SECTIONS, SEE SHEETS 29 & 30.
8. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 2 FOOTING REINF - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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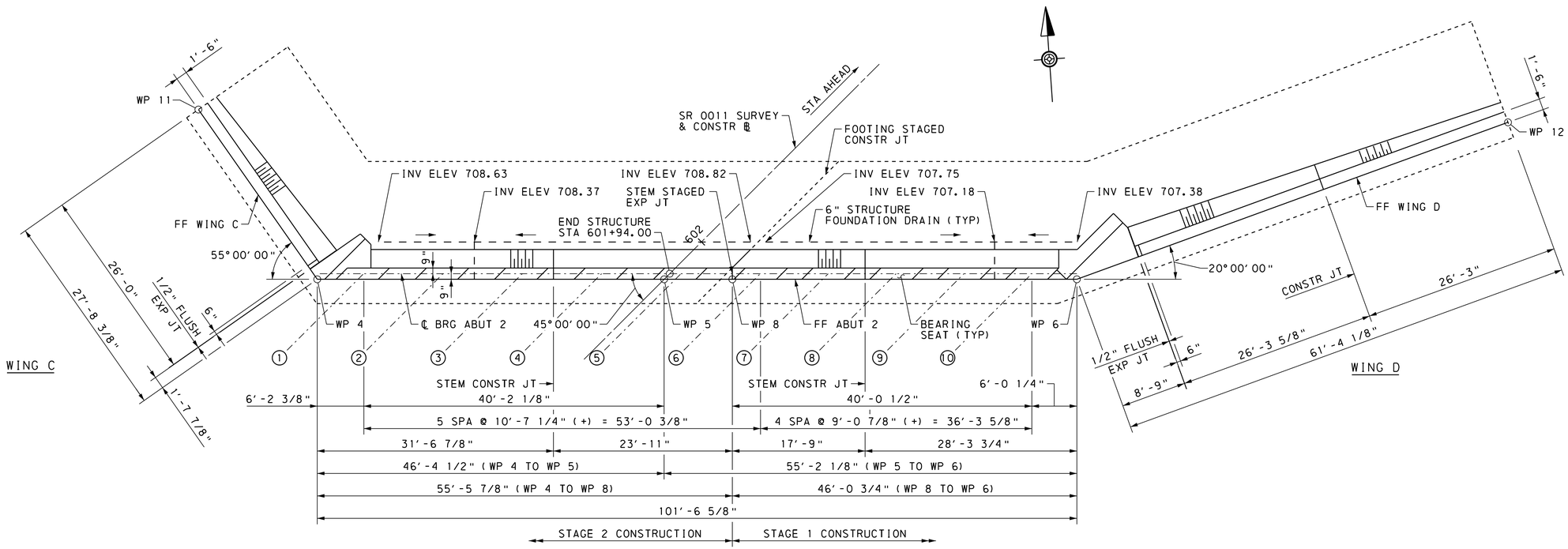
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SHEET 24 OF 65

S - 40136

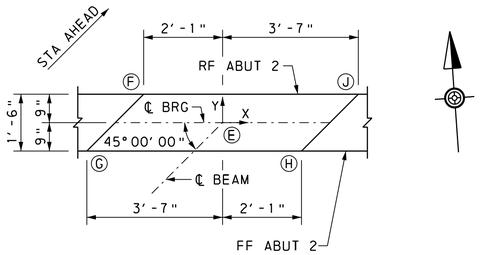
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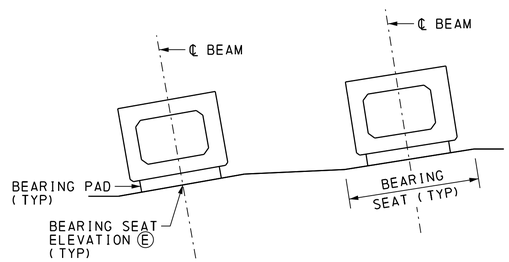
PLAN

8' 4' 0 8'



BEARING SEAT PLAN

NOT TO SCALE



BEARING SEAT ELEVATION

NOT TO SCALE

ABUTMENT 2 BEARING SEAT ELEVATION TABLE							
BEAM NO.	BRG. SEAT SLOPE		ELEVATION				
	X	Y	Ⓔ	Ⓕ	Ⓖ	Ⓗ	Ⓙ
1	-3.022%	1.607%	709.22	709.29	709.32	709.14	709.12
2	0.912%	-2.326%	709.32	709.28	709.30	709.36	709.34
3	0.006%	-1.420%	709.37	709.35	709.38	709.38	709.35
4	-0.116%	-1.299%	709.38	709.37	709.39	709.38	709.36
5	-2.403%	0.989%	709.31	709.37	709.39	709.25	709.23
6	-3.188%	1.773%	709.02	709.10	709.12	708.94	708.92
7	-3.292%	1.878%	708.74	708.82	708.84	708.66	708.64
8	-3.397%	1.982%	708.45	708.54	708.56	708.37	708.35
9	-3.460%	2.046%	708.15	708.24	708.26	708.07	708.04
10	-0.145%	-1.269%	707.87	707.86	707.88	707.87	707.85

POSITIVE "BEARING SEAT SLOPE Y" REPRESENTS AN INCREASE IN ELEVATION FROM FRONT TO BACK FACE OF ABUTMENT, IN THE DIRECTION OF THE POSITIVE Y-AXIS SHOWN IN THE BEARING SEAT PLAN VIEW.

POSITIVE "BEARING SEAT SLOPE X" REPRESENTS AN INCREASE IN ELEVATION IN THE DIRECTION OF THE POSITIVE X-AXIS SHOWN IN THE BEARING SEAT PLAN VIEW.

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR STAKE-OUT PLAN, SEE SHEET 10.
3. FOR PILE LAYOUT & FOOTING DETAILS, SEE SHEETS 22 THRU 24.
4. FOR ABUTMENT ELEVATION, SEE SHEET 26.
5. FOR WEEPHOLE AND FOUNDATION DRAIN REINFORCEMENT DETAIL, SEE SHEET 27.
6. FOR DIAPHRAGM DETAILS, SEE SHEET 39.
7. FOR WINGWALL DETAILS, SEE SHEETS 29 & 30.
8. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.
9. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.

(#) INDICATES BEAM NUMBER.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

ABUTMENT 2 PLAN

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — JASON ANGELO GALLI — ENGINEER — REG. PE080624

stv

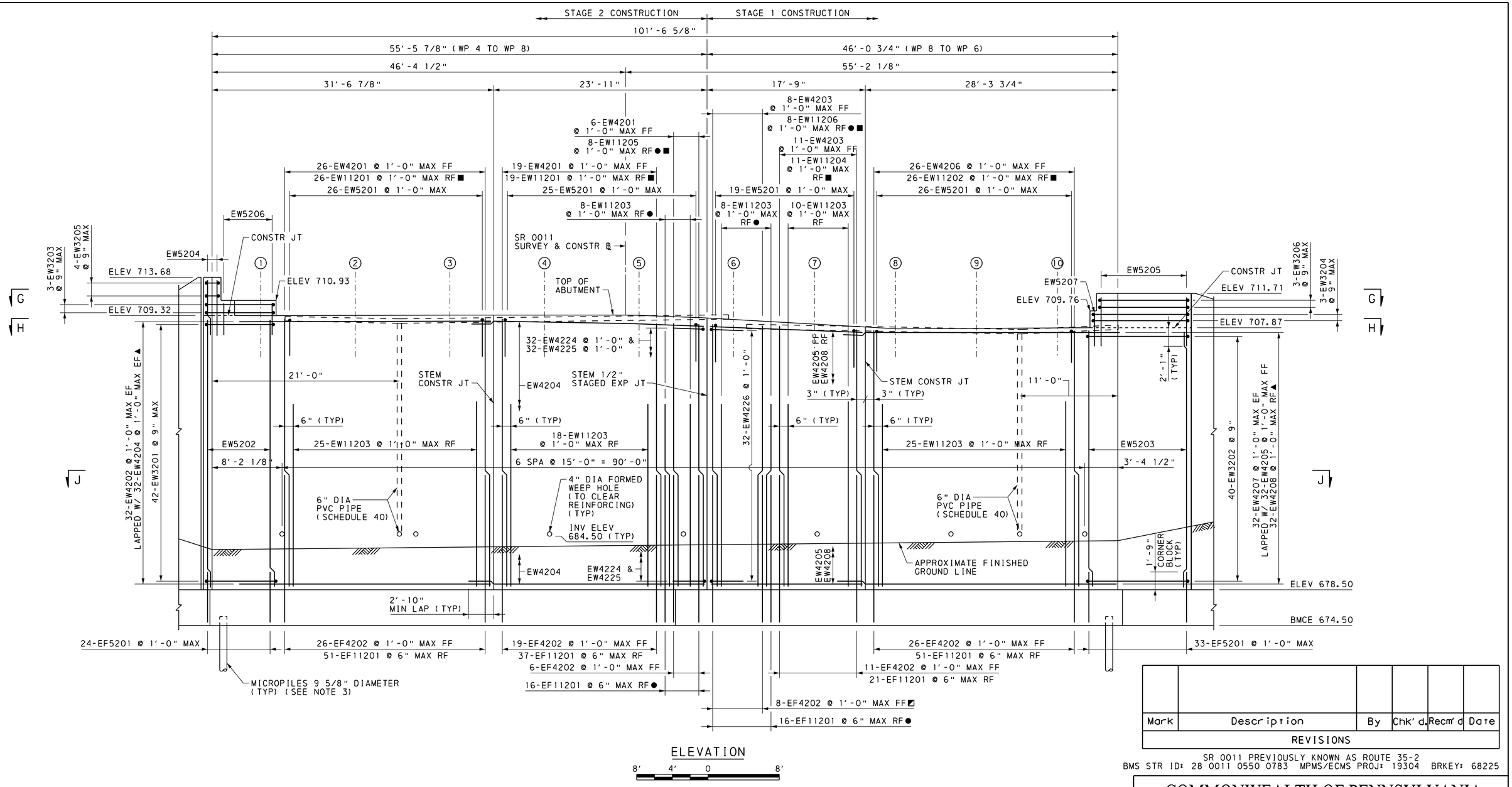
RECOMMENDED _____

SHEET 25 OF 65

S- 40136

DESIGNED: MJS | CHECKED: KPF | CADD: GCF | CHECKED: KPF

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ELEVATION

8' 4' 0 8'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR STAKE-OUT PLAN, SEE SHEET 10.
3. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 22 THRU 24.
4. FOR WINGWALL DETAILS, SEE SHEETS 29 & 30.
5. FOR BEARING SEAT DIMENSIONS AND ELEVATIONS, SEE SHEET 25.
6. FOR WEEPHOLE AND FOUNDATION DRAIN REINFORCEMENT DETAIL, SEE SHEET 27.
7. FOR SECTION G-G, SECTION H-H, AND SECTION J-J, SEE SHEET 28.
8. FOR DIAPHRAGM DETAILS, SEE SHEET 39.
9. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.
10. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
11. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.

▲ BEND HORIZONTAL EW4 BARS IN FIELD WHEN REQUIRED AT THE TOP OF THE ABUTMENT WHILE MAINTAINING THE CLEARANCE AND SPACING.

■ END EACH PANEL WITH FULL HEIGHT EW11 BARS ON THE REAR FACE. ALTERNATE THE REMAINING PARTIAL HEIGHT AND FULL HEIGHT EW11 BARS ON THE REAR FACE TO ACHIEVE 6" MAX SPACING.

● SPLAY REAR FACE VERTICAL REINFORCEMENT ADJACENT TO THE STAGED EXPANSION JOINT. FOR REAR FACE VERTICAL REINFORCEMENT AT STAGED EXPANSION JOINT DETAIL, SEE SHEET 28.

◩ EF4202 BARS BETWEEN STEM 1/2" STAGED EXPANSION JOINT AND FOOTING CONSTRUCTION JOINT MUST BE PLACED IN STAGE 1 FOOTING CONSTRUCTION.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 2 ELEVATION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

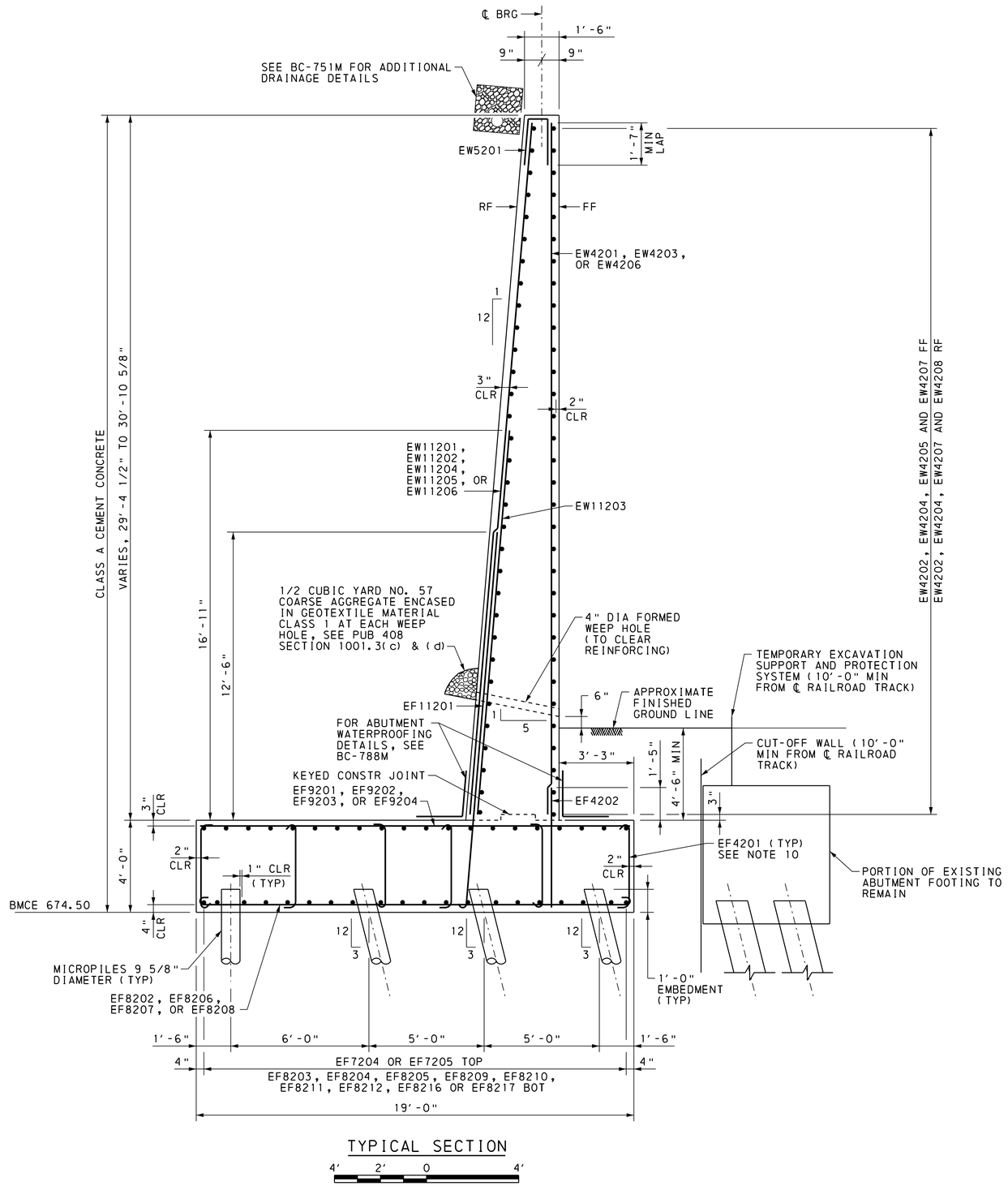
RECOMMENDED _____

SHEET 26 OF 65

S- 40136

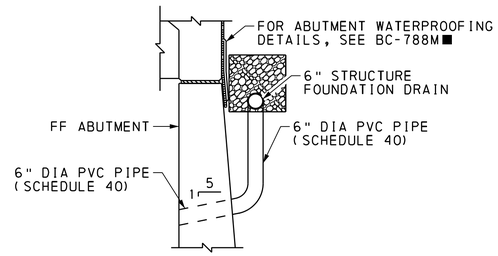
DESIGNED: MJS | CHECKED: KPF | CADD: GCF | CHECKED: KPF

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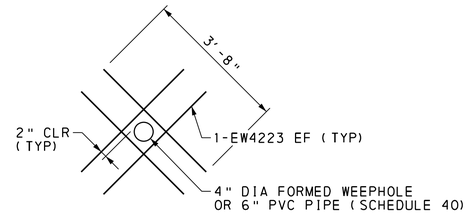
TYPICAL SECTION

4' 2' 0 4'



FOUNDATION DRAIN DETAIL

NOT TO SCALE



WEEPHOLE AND FOUNDATION DRAIN REINFORCEMENT DETAIL

NOT TO SCALE

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR ABUTMENT PLAN, SEE SHEET 25.
3. FOR ABUTMENT ELEVATION, SEE SHEET 26.
4. FOR ABUTMENT DETAILS, SEE SHEET 28.
5. FOR WINGWALL DETAILS, SEE SHEETS 29 & 30.
6. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 22 THRU 24.
7. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.
8. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
9. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.
10. TIE TOP AND BOTTOM MATS OF FOOTING REINFORCING STEEL WITH TIE BARS AT A MAXIMUM SPACING OF 4'-0" IN BOTH DIRECTIONS. ALTERNATE 135° HOOK UP AND DOWN.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL AND ABUTMENT, WINGWALL OR RETAINING WALL WATERPROOFING DETAIL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

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DEPARTMENT OF TRANSPORTATION

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SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 2 SECTION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

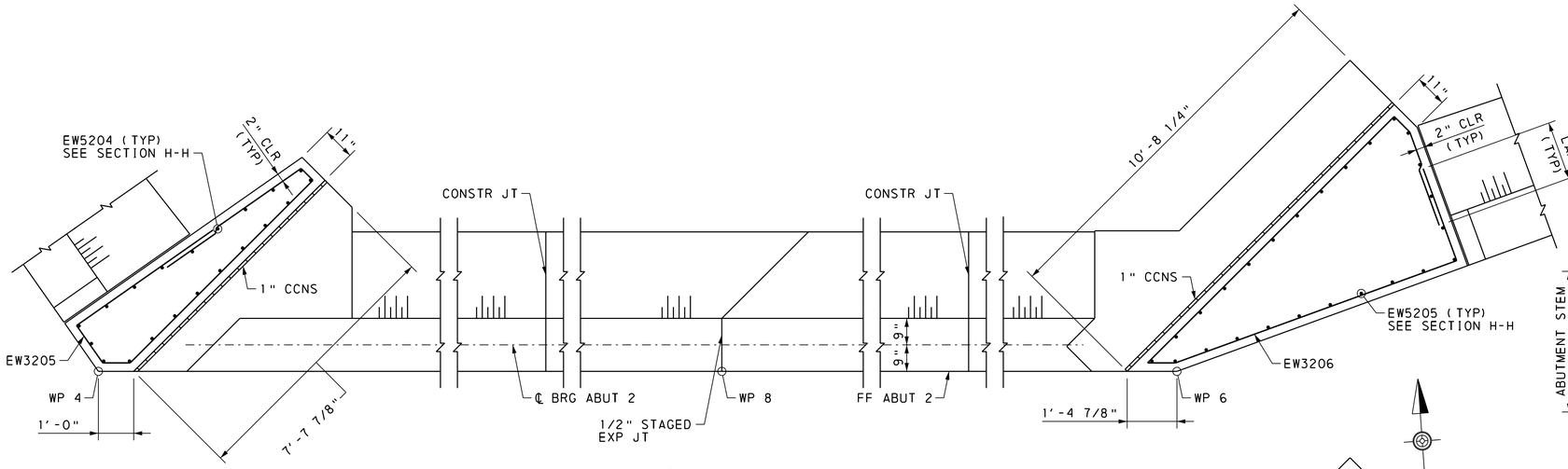
RECOMMENDED _____

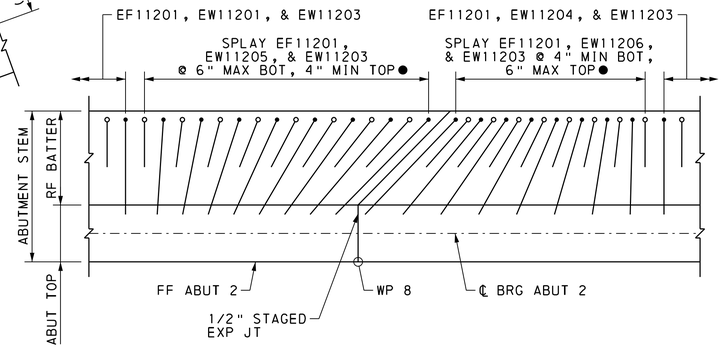
SHEET 27 OF 65

S-40136

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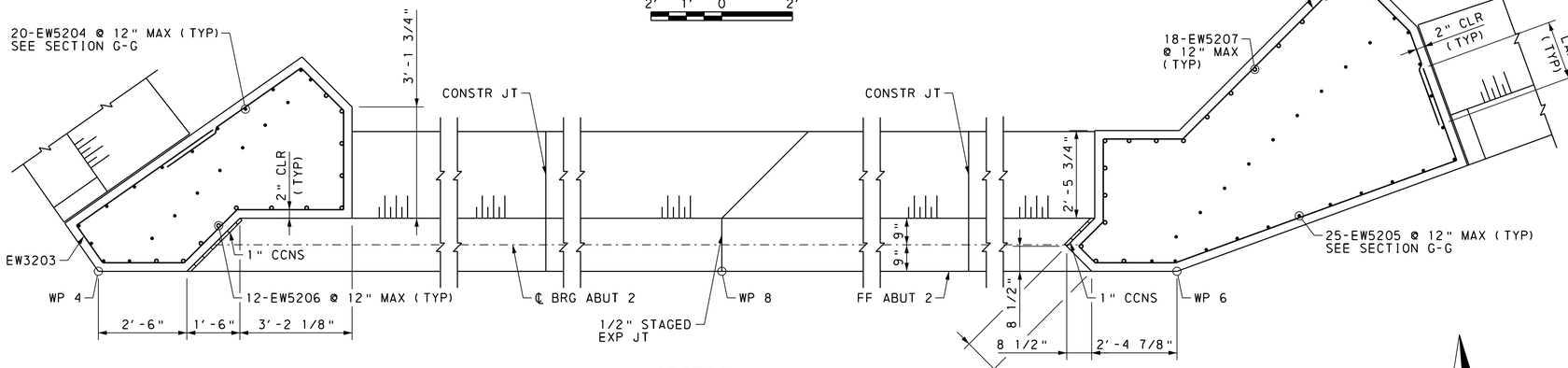
REAR FACE VERTICAL REINFORCEMENT AT STAGED EXPANSION JOINT DETAIL

NOT TO SCALE

NOTE: LAP SPLAYED EF11 AND EW11 BARS FRONT TO BACK TO MEET MINIMUM REINFORCEMENT SPACING. PLACE EF11 BAR TO PROVIDE 3" CLEARANCE TO THE STEM REAR FACE.
FRONT FACE VERTICAL REINFORCEMENT NOT SHOWN FOR CLARITY.

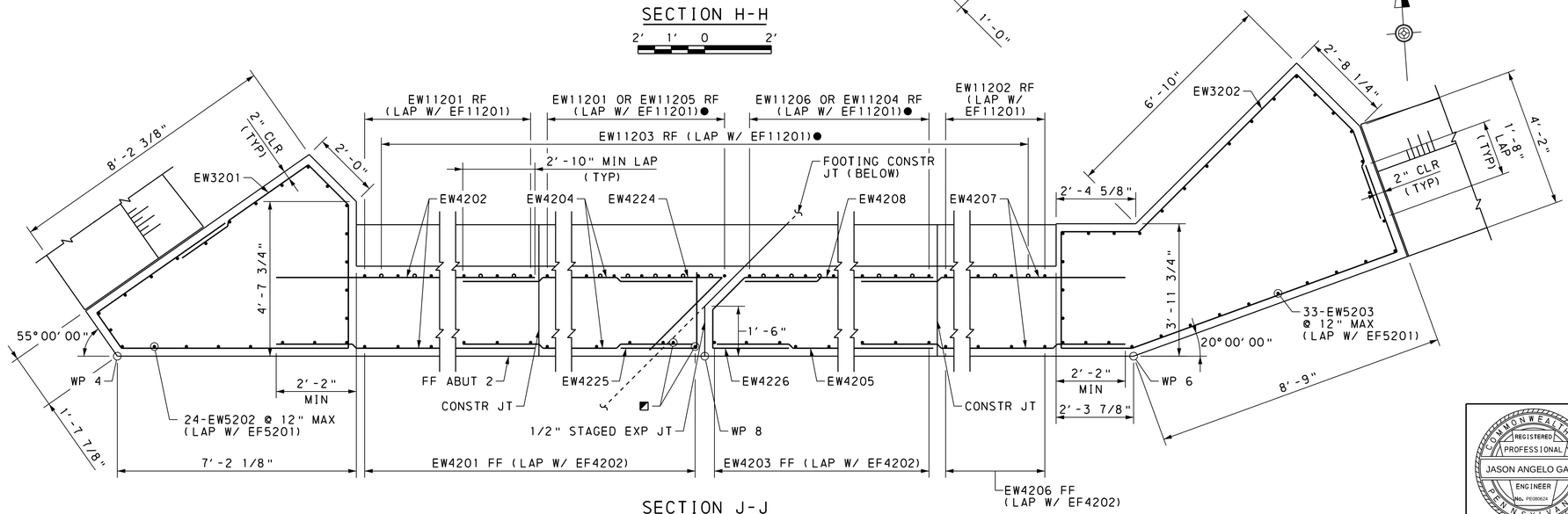
SECTION G-G

2' 1' 0 2'



SECTION H-H

2' 1' 0 2'



SECTION J-J

2' 1' 0 2'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR STAKE OUT PLAN, SEE SHEET 10.
3. FOR LOCATION OF SECTIONS G-G, H-H, & J-J, SEE SHEET 26.
4. FOR ABUTMENT PLAN, SEE SHEET 25.
5. FOR ABUTMENT ELEVATION, SEE SHEET 26.
6. FOR ABUTMENT TYPICAL SECTION, SEE SHEET 27.
7. FOR DIAPHRAGM DETAILS, SEE SHEET 39.
8. FOR WINGWALL DETAILS, SEE SHEETS 29 & 30.
9. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.
10. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
11. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.

● SPLAY REAR FACE VERTICAL REINFORCEMENT ADJACENT TO THE STAGED EXPANSION JOINT.

◩ EF4202 BARS BETWEEN STEM 1/2" STAGED EXPANSION JOINT AND FOOTING CONSTRUCTION JOINT MUST BE PLACED IN STAGE 1 FOOTING CONSTRUCTION.

Mark	Description	By	Chk'd	Recm'd	Date
	REVISIONS				

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

ABUTMENT 2 DETAILS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080632

stv

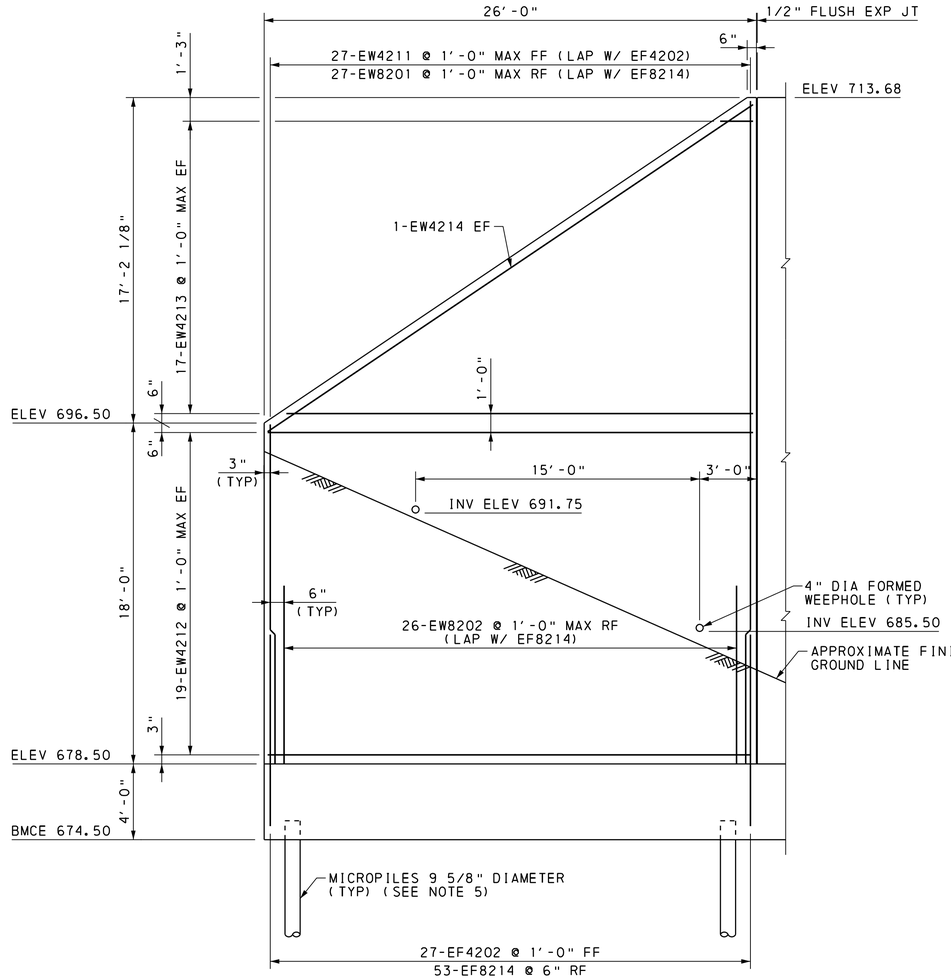
RECOMMENDED _____

SHEET 28 OF 65

S- 40136

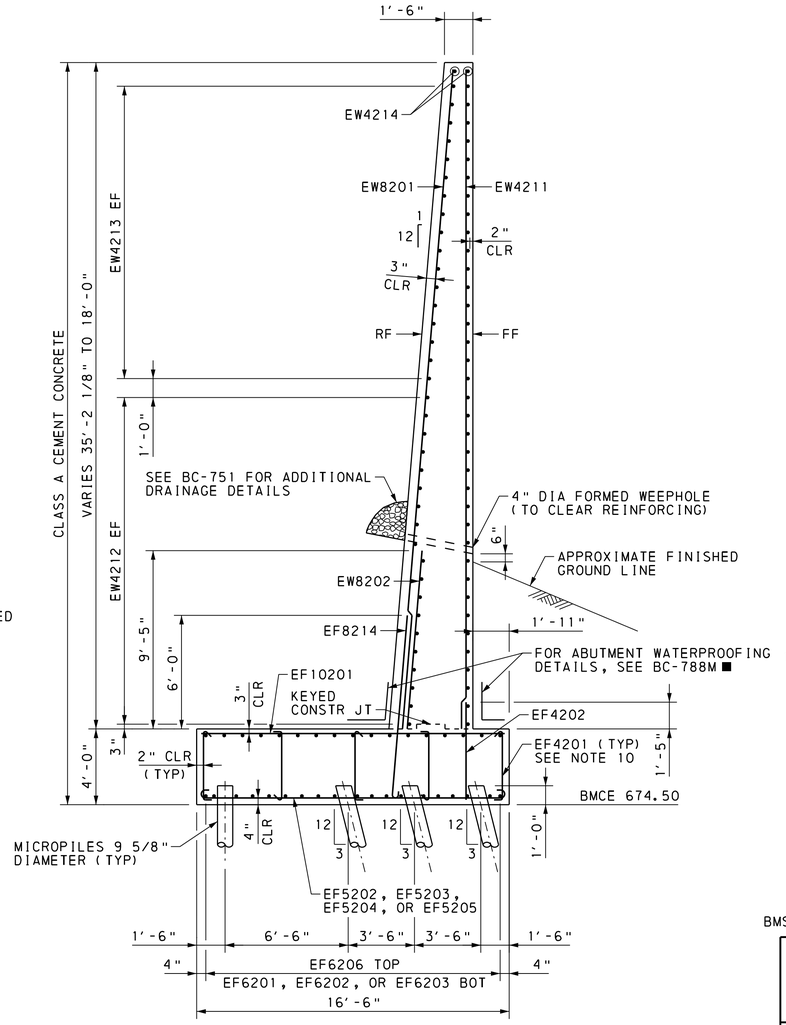
DESIGNED: GCF | CHECKED: KPF | CADD: GCF | CHECKED: KPF

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WINGWALL C ELEVATION

4' 2' 0 4'



WINGWALL C TYPICAL SECTION

4' 2' 0 4'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR ABUTMENT PLAN, SEE SHEET 25.
3. FOR ABUTMENT ELEVATION, SEE SHEET 26.
4. FOR ABUTMENT DETAILS, SEE SHEET 28.
5. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 22 THRU 24.
6. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.
7. FOR WEEPHOLE REINFORCEMENT DETAIL, SEE SHEET 27.
8. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
9. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.
10. TIE TOP AND BOTTOM MATS OF FOOTING REINFORCING STEEL WITH TIE BARS AT A MAXIMUM SPACING OF 4'-0" IN BOTH DIRECTIONS. ALTERNATE 135° HOOK UP AND DOWN.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL AND ABUTMENT, WINGWALL OR RETAINING WALL WATERPROOFING DETAIL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
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SR 0011 SEC 095
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SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
WINGWALL C

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624
PENNSYLVANIA

stv

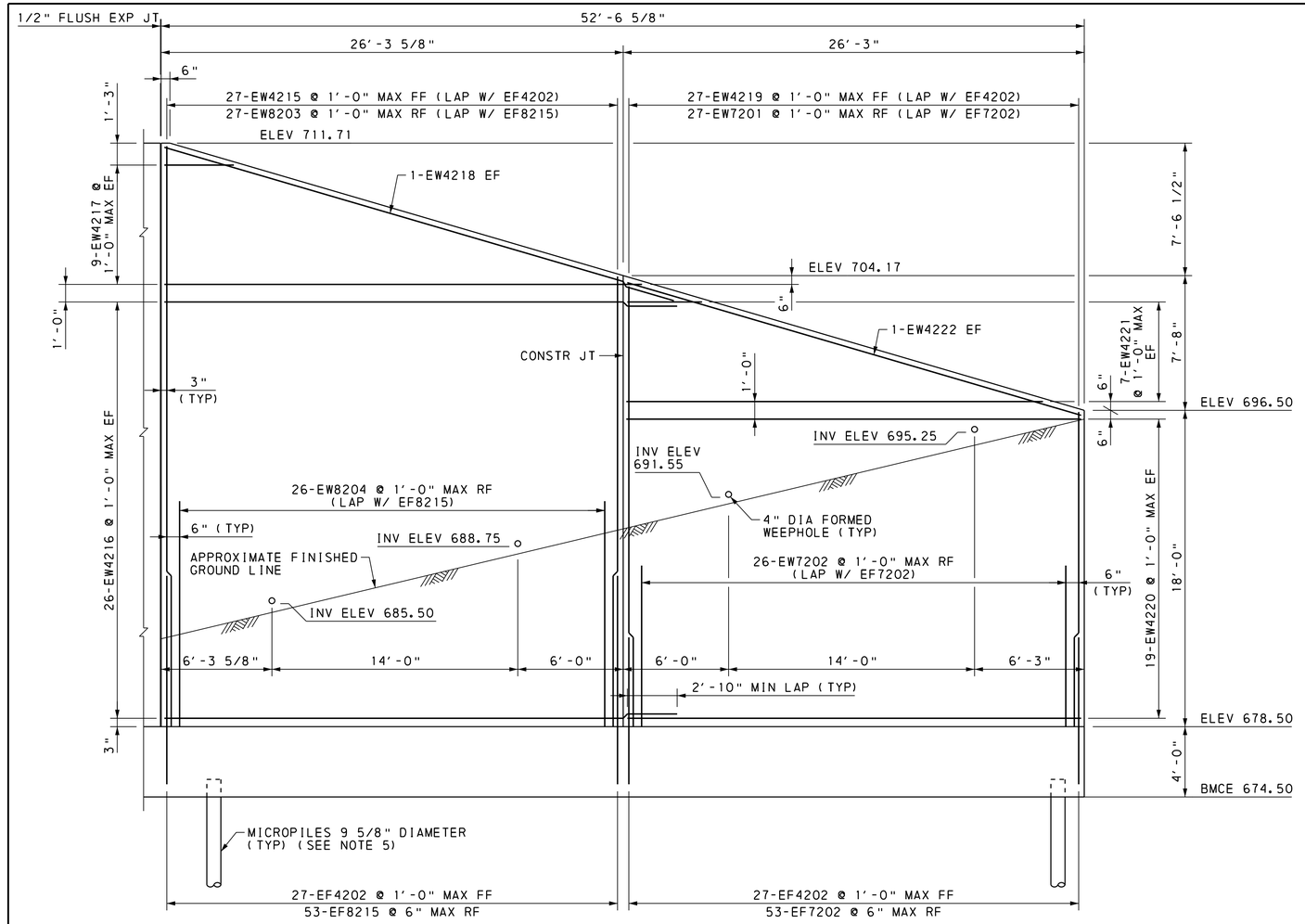
RECOMMENDED _____

SHEET 29 OF 65

S- 40136

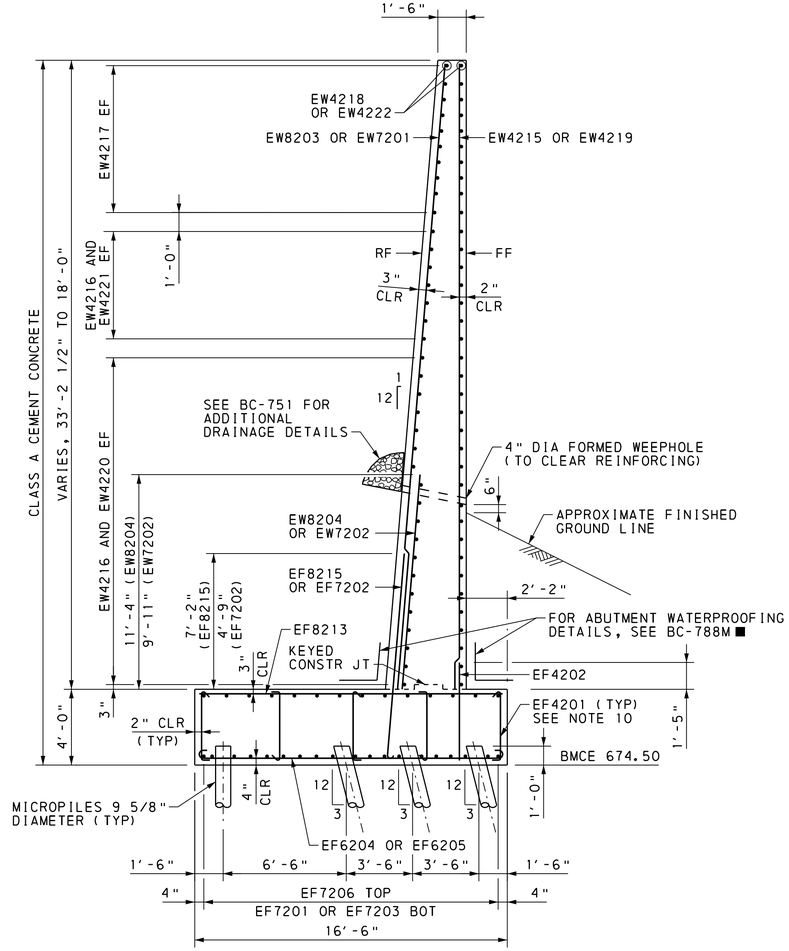
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WINGWALL D ELEVATION

4' 2' 0 4'



WINGWALL D
TYPICAL SECTION

4' 2' 0 4'

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR ABUTMENT PLAN, SEE SHEET 25.
3. FOR ABUTMENT ELEVATION, SEE SHEET 26.
4. FOR ABUTMENT DETAILS, SEE SHEET 28.
5. FOR PILE LAYOUT AND FOOTING DETAILS, SEE SHEETS 22 THRU 24.
6. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 31 & 32.
7. FOR WEEPHOLE REINFORCEMENT DETAIL, SEE SHEET 27.
8. FOR KEYED CONSTRUCTION JOINT DETAIL, SEE BC-735M.
9. FOR TYPICAL WATERPROOFING AND EXPANSION JOINT DETAILS, SEE BC-788M.
10. TIE TOP AND BOTTOM MATS OF FOOTING REINFORCING STEEL WITH TIE BARS AT A MAXIMUM SPACING OF 4'-0" IN BOTH DIRECTIONS. ALTERNATE 135° HOOK UP AND DOWN.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL AND ABUTMENT, WINGWALL OR RETAINING WALL WATERPROOFING DETAIL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

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SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
WINGWALL D

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
stv

RECOMMENDED _____

SHEET 30 OF 65

S- 40136

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ABUTMENT 2 FOOTING REINFORCEMENT BAR SCHEDULE

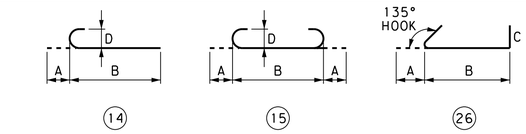
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
EF4201	4	309	4'-2"	26	4 1/2"	3'-5"	4 1/2"		
EF4202	4	177	5'-5"	STR					
EF5201	5	57	5'-6"	STR					
EF5202	5	39	17'-4"	15	7"	16'-2"		5"	
EF5203	5	11	16'-1"	14	7"	15'-6"		5"	
EF5204	5	8	12'-9"	14	7"	12'-2"		5"	
EF5205	5	3	9'-9"	14	7"	9'-2"		5"	
EF6201	6	10	31'-4"	15	8"	30'-0"		6"	
EF6202	6	7	30'-8"	14	8"	30'-0"		6"	
EF6203	6	2	20'-8"	14	8"	20'-0"		6"	
EF6204	6	2	10'-11"	14	8"	10'-3"		6"	
EF6205	6	91	17'-6"	15	8"	16'-2"		6"	
EF6206	6	17	29'-11"	STR					
EF7201	7	21	35'-8"	14	10"	34'-10"		7"	
EF7202	7	53	9'-4"	14	10"	8'-6"		7"	
EF7203	7	17	34'-10"	STR					
EF7204	7	40	28'-0" TO 37'-6"	STR					VARY 2 EA BY 6"
EF7205	7	40	21'-9" TO 26'-6"	STR					VARY 2 EA BY 3"
EF7206	7	28	35'-0"	STR					
EF8202	8	60	20'-6"	15	11"	18'-8"		8"	
EF8203	8	2	28'-9"	STR					
EF8204	8	32	28'-9" TO 36'-0"	STR					VARY 2 EA BY 5 13/16"(-)
EF8205	8	4	36'-10"	STR					
EF8206	8	2	18'-5" TO 19'-1"	14	11"	17'-6" TO 18'-2"		8"	VARY B EA BY 8"
EF8207	8	2	18'-5" TO 19'-5"	14	11"	17'-6" TO 18'-6"		8"	VARY B EA BY 1'-0"
EF8208	8	30	20'-6"	15	11"	18'-8"		8"	
EF8209	8	2	26'-10"	STR					
EF8210	8	20	22'-0" TO 26'-6"	STR					VARY 2 EA BY 6"
EF8211	8	12	20'-6" TO 23'-0"	STR					VARY 2 EA BY 6"
EF8212	8	4	20'-0"	STR					
EF8213	8	130	16'-2"	STR					
EF8214	8	53	10'-8"	14	11"	9'-9"		8"	
EF8215	8	53	11'-10"	14	11"	10'-11"		8"	
EF8216	8	2	29'-8"	14	11"	28'-9"		8"	
EF8217	8	2	27'-9"	14	11"	26'-10"		8"	
EF9201	9	102	18'-8"	STR					
EF9202	9	2	18'-0" TO 18'-6"	STR					VARY EA BY 6"
EF9203	9	2	18'-0" TO 18'-6"	STR					VARY EA BY 6"
EF9204	9	59	18'-8"	STR					
EF10201	10	41	16'-2"	STR					
EF11201	11	192	17'-10"	14	1'-7"	16'-3"		1'-2 3/4"	

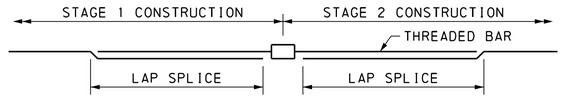
REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

MECHANICAL SPLICE SYSTEM NOTES

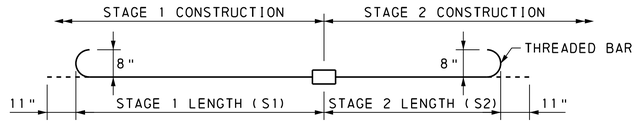
1. MECHANICAL SPLICE SYSTEM CONSISTS OF TWO REINFORCEMENT BARS AND ONE MECHANICAL COUPLER.
2. THE REINFORCEMENT BARS ARE INCLUDED WITH THE MECHANICAL SPLICE SYSTEM QUANTITY.
3. THREAD OR DETAIL ENDS OF BARS AS REQUIRED TO CONNECT TO SPLICER.
4. SYSTEM MUST PRODUCE STRENGTH OF BARS BEING CALLED FOR.



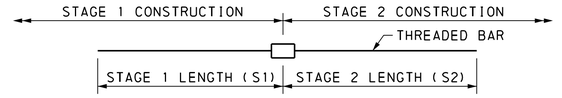


MECHANICAL SPLICE SYSTEM FOR #7 REINFORCEMENT BARS, EPOXY COATED			
TYPE	QTY	LAP SPLICE LENGTH	REMARKS
X	20	5'-0"	

MECHANICAL SPLICE SYSTEM FOR #8 REINFORCEMENT BARS, EPOXY COATED TYPE N			
TYPE	QTY	LAP SPLICE LENGTH	REMARKS
N	20	5'-8"	



MECHANICAL SPLICE SYSTEM FOR #8 REINFORCEMENT BARS, EPOXY COATED				
TYPE	QTY	STAGE 1 LENGTH (S1)	STAGE 2 LENGTH (S2)	REMARKS
P	1	1'-7"	17'-1"	
Q	3	2'-7" TO 4'-7"	16'-1" TO 14'-1"	VARY S1 EA BY 1'-0"; VARY S2 EA BY 1'-0"
R	3	5'-7" TO 7'-7"	13'-1" TO 11'-1"	VARY S1 EA BY 1'-0"; VARY S2 EA BY 1'-0"
S	2	8'-7" TO 9'-1"	10'-1" TO 9'-7"	VARY S1 EA BY 6"; VARY S2 EA BY 6"
T	3	10'-1" TO 12'-1"	8'-7" TO 6'-7"	VARY S1 EA BY 1'-0"; VARY S2 EA BY 1'-0"
U	2	13'-1" TO 14'-1"	5'-7" TO 4'-7"	VARY S1 EA BY 1'-0"; VARY S2 EA BY 1'-0"
V	3	15'-1" TO 17'-1"	3'-7" TO 1'-7"	VARY S1 EA BY 1'-0"; VARY S2 EA BY 1'-0"



MECHANICAL SPLICE SYSTEM FOR #9 REINFORCEMENT BARS, EPOXY COATED				
TYPE	QTY	STAGE 1 LENGTH (S1)	STAGE 2 LENGTH (S2)	REMARKS
W	35	1'-0" TO 17'-8"	17'-8" TO 1'-0"	VARY S1 EA BY 5 7/8"(+) VARY S2 EA BY 5 7/8"(+)

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 2 REBAR SCHEDULE - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080634

stv

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SHEET 31 OF 65

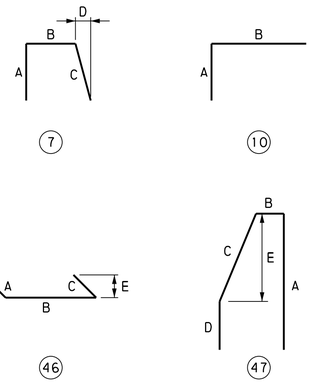
S- 40136

DESIGNED: GCF | CHECKED: MJS | CADD: GCF | CHECKED: MJS

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ABUTMENT 2 STEM REINFORCEMENT BAR SCHEDULE

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
EW3201	3	42	25'-5"	STR							BEND IN FIELD
EW3202	3	40	32'-10"	STR							BEND IN FIELD
EW3203	3	3	24'-6"	STR							BEND IN FIELD
EW3204	3	3	33'-6"	STR							BEND IN FIELD
EW3205	3	4	21'-2"	STR							BEND IN FIELD
EW3206	3	3	27'-8"	STR							BEND IN FIELD
EW4201	4	51	30'-5 1/2"	STR							
EW4202	4	64	26'-7"	STR							
EW4203	4	19	29'-10 3/4" TO 30'-5 1/2"	STR							VARY EA BY 3/8"
EW4204	4	64	26'-7"	STR							
EW4205	4	32	17'-7"	STR							
EW4206	4	26	29'-2 1/2" TO 29'-10 3/4"	STR							VARY EA BY 5/16" (+)
EW4207	4	64	31'-2"	STR							
EW4208	4	32	15'-1" TO 17'-7"	STR							VARY EA BY 15/16" (+)
EW4211	4	27	17'-11 1/2" TO 35'-0"	STR							VARY EA BY 7 7/8" (-)
EW4212	4	38	25'-8"	STR							
EW4213	4	34	1'-10 1/2" TO 24'-9"	STR							VARY 2 EA BY 1'-5 3/16" (-)
EW4214	4	2	30'-9 1/2"	STR							
EW4215	4	27	25'-6 1/2" TO 33'-0"	STR							VARY EA BY 3 7/16" (+)
EW4216	4	52	29'-0"	STR							
EW4217	4	18	4'-0" TO 27'-3"	STR							VARY 2 EA BY 2'-10 7/8"
EW4218	4	2	30'-1"	STR							
EW4219	4	27	17'-10" TO 25'-5"	STR							VARY EA BY 3 1/2"
EW4220	4	38	26'-1"	STR							
EW4221	4	14	4'-4 5/8" TO 23'-11"	STR							VARY 2 EA BY 3'-3 1/16"
EW4222	4	2	27'-2"	STR							
EW4223	4	120	3'-8"	STR							
EW4224	4	32	4'-4 1/4" TO 10'-4 3/4"	46	0"	3'-0" TO 5'-6"	1'-4 1/4" TO 4'-10 3/4"	0"	11 1/2" TO 3'-5 1/2"		VARY B EA BY 15/16" (+) VARY C EA BY 1 3/8" (-) VARY E EA BY 15/16" (+)
EW4225	4	32	3'-11 1/2" TO 6'-5 1/2"	10	3'-0"	11 1/2" TO 3'-5 1/2"					VARY B EA BY 15/16" (+)
EW4226	4	32	6'-11 1/2" TO 10'-5 3/4"	47	3'-0"	11 1/2"	0" TO 3'-6 1/4"	3'-0"	0" TO 2'-6"		VARY C EA BY 1 3/8" (-) VARY E EA BY 15/16" (+)
EW5201	5	96	5'-4 5/8"	7	2'-2"	1'-0 1/2"	2'-2 1/8"	2 1/8"			
EW5202	5	24	30'-7 1/2"	STR							
EW5203	5	33	29'-2 1/2"	STR							
EW5204	5	20	6'-6"	STR							
EW5205	5	25	6'-0"	STR							
EW5206	5	12	3'-9"	STR							
EW5207	5	18	4'-0"	STR							
EW7201	7	27	17'-11" TO 25'-6"	STR							VARY EA BY 3 1/2"
EW7202	7	26	10'-0"	STR							
EW8201	8	27	18'-0" TO 35'-0 1/2"	STR							VARY EA BY 7 7/8" (-)
EW8202	8	26	9'-6"	STR							
EW8203	8	27	25'-7 1/2" TO 33'-1"	STR							VARY EA BY 3 7/16" (+)
EW8204	8	26	11'-5"	STR							
EW11201	11	45	30'-6 1/2"	STR							
EW11202	11	26	29'-3 1/2" TO 29'-11 3/4"	STR							VARY EA BY 5/16" (+)
EW11203	11	94	17'-1"	STR							
EW11204	11	11	29'-11 3/4" TO 30'-3 1/2"	STR							VARY EA BY 3/8"
EW11205	11	8	30'-6 1/2" TO 30'-7 3/4"	STR							VARY EA BY 3/16" (-)
EW11206	11	8	30'-3 3/8" TO 30'-7 3/4"	STR							VARY EA BY 5/8"
SSW8201	8	27	3'-1"	STR							STAINLESS STEEL DOWEL



REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-F AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

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

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SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 2 REBAR SCHEDULE - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

RECOMMENDED _____

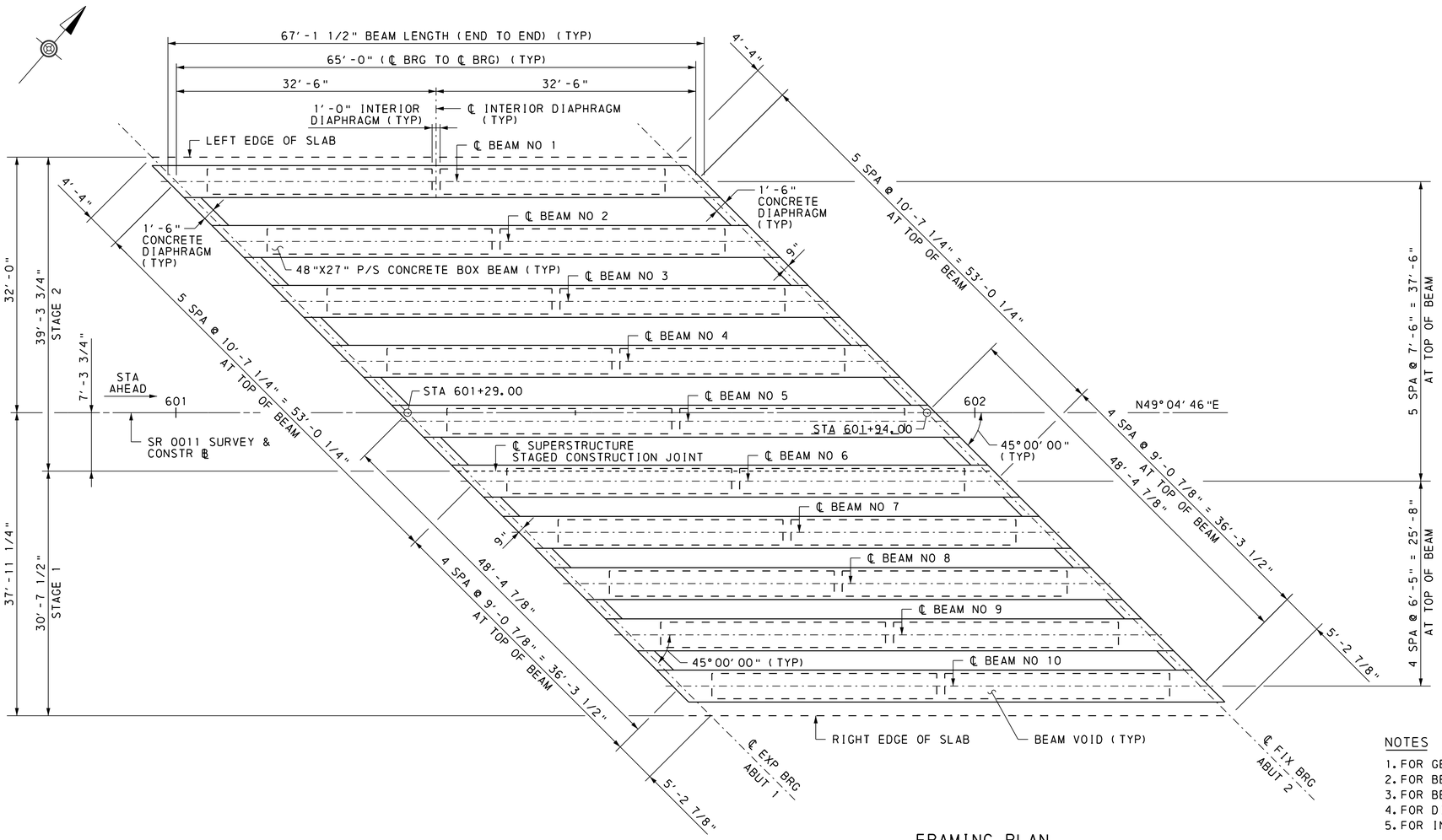
SHEET 32 OF 65

S- 40136

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FRAMING PLAN

8' 4' 0 8'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR BEAM DETAILS, SEE SHEETS 34 THRU 36.
3. FOR BEARING DETAILS, SEE SHEET 37.
4. FOR DIAPHRAGM DETAILS, SEE SHEETS 38 & 39.
5. FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE BC-770M.

Mark	Description	By	Chk'd	Recm'd	Date
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OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
FRAMING PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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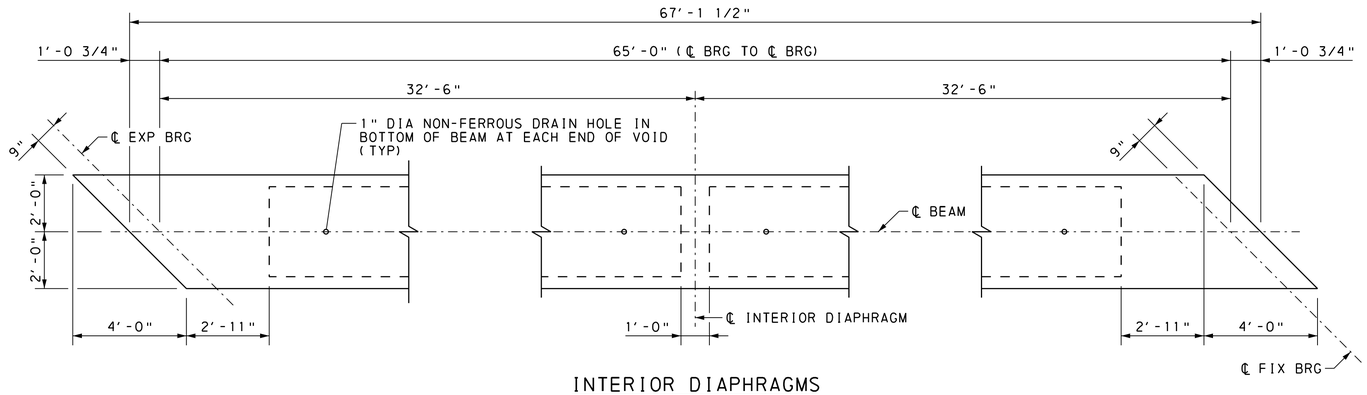
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SHEET 33 OF 65

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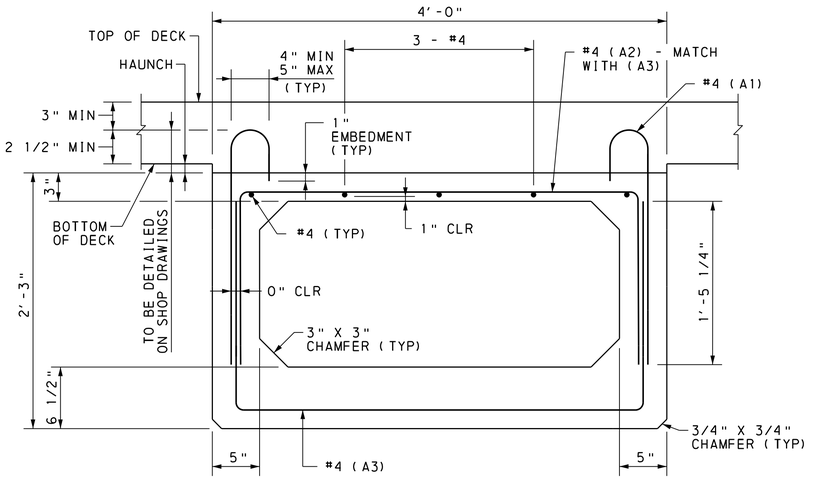
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INTERIOR DIAPHRAGMS

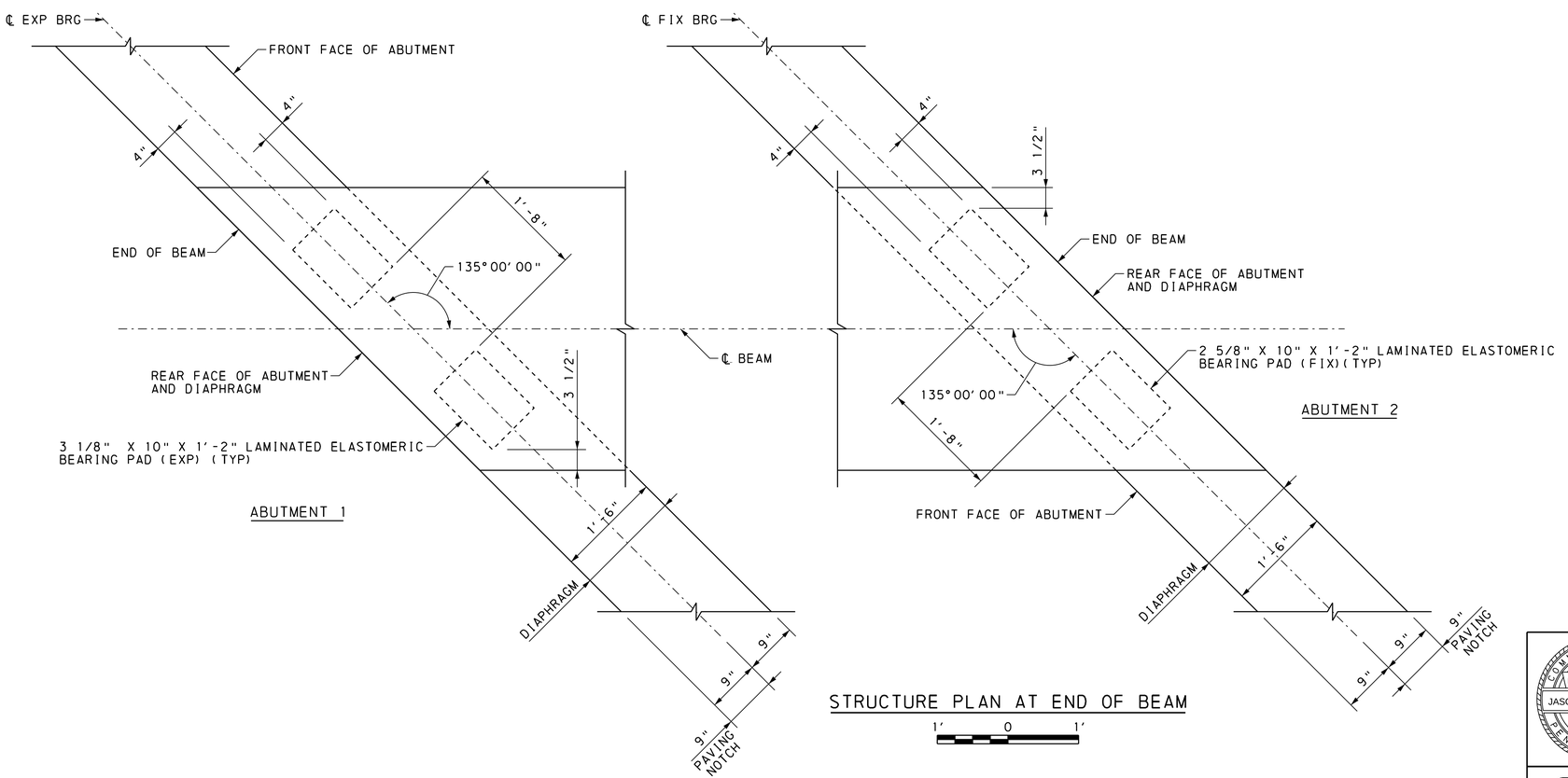
4' 2' 0 4'



NOTE: SEE TYPICAL STRAND CONFINEMENT DETAIL ON BEAM DETAILS-2 SHEET 35 FOR CLEARANCES NOT SHOWN.

TYPICAL BEAM SECTION

1' 0 1'



STRUCTURE PLAN AT END OF BEAM

1' 0 1'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR FRAMING PLAN, SEE SHEET 33.
3. FOR ADDITIONAL BEAM DETAILS, SEE SHEETS 35, 36, & BC-775M.
4. FOR DIAPHRAGM DETAILS, SEE SHEETS 38 & 39.
5. FOR ELASTOMERIC BEARING PAD DETAILS, SEE SHEET 37.

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

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BEAM DETAILS - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER

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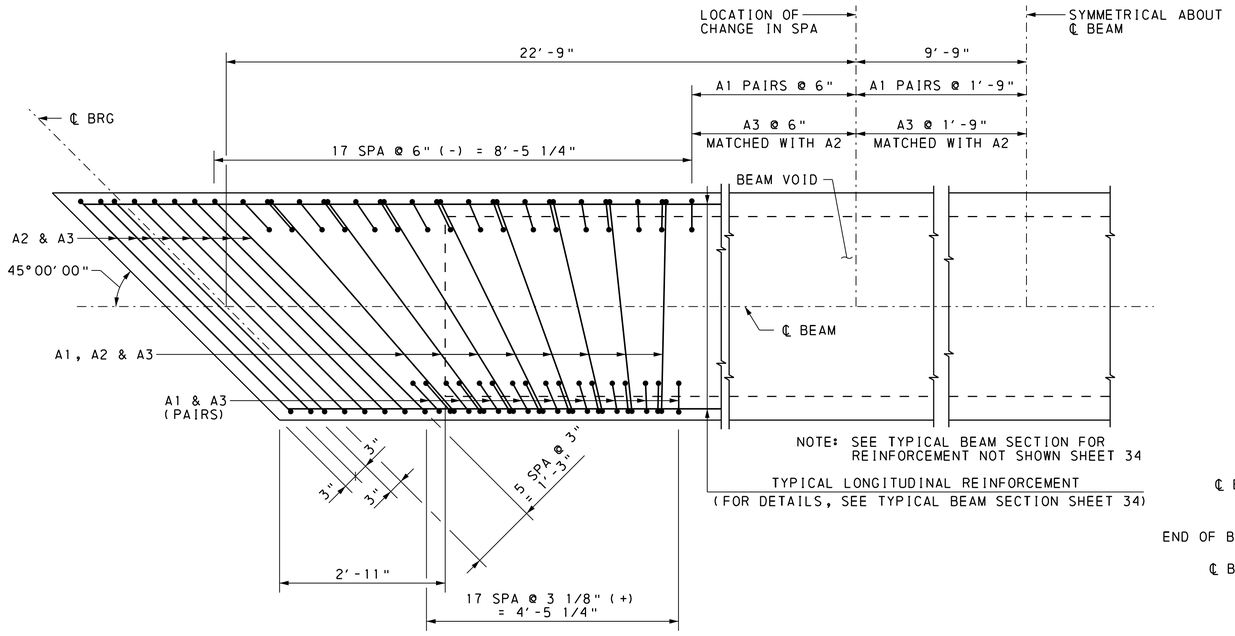
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SHEET 34 OF 65

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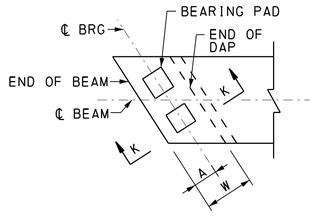
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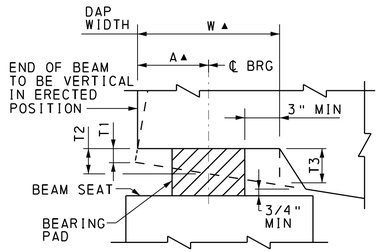
BEAM END TRANSVERSE REINFORCEMENT

NOT TO SCALE

BEAM NUMBER	DAP INFORMATION									
	ABUTMENT 1					ABUTMENT 2				
	W	A	T1	T2	T3	W	A	T1	T2	T3
1	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	11/32"	7/16"
2	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	11/32"	7/16"
3	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	13/32"	9/16"
4	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	13/32"	9/16"
5	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	7/16"	5/8"
6	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	15/32"	11/16"
7	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	15/32"	11/16"
8	1'-6"	9"	0"	0"	0"	1'-6"	9"	1/4"	1/2"	3/4"
9	1'-6"	9"	1/4"	9/32"	5/16"	1'-6"	9"	1/4"	1/2"	3/4"
10	1'-6"	9"	1/4"	5/16"	3/8"	1'-6"	9"	1/4"	17/32"	13/16"

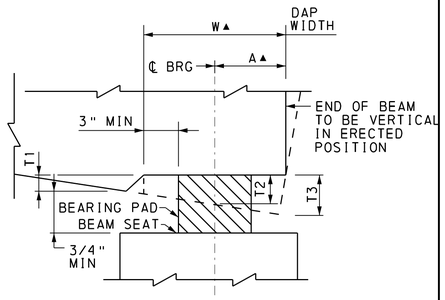


PLAN



SECTION K-K AT HIGH END OF BEAM

ABUTMENT 1



SECTION K-K AT LOW END OF BEAM

ABUTMENT 2

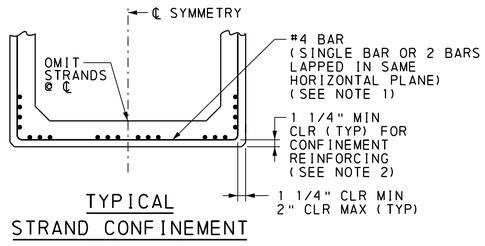
▲ DENOTES MEASURED NORMAL TO ℄ BEARING

BEAM DAP DETAILS

NOT TO SCALE

PRESTRESSED BEAM NOTES

1. ALL REINFORCEMENT STEEL BARS TO MEET THE REQUIREMENTS OF ASTM A615, A996 OR A706
2. EPOXY COAT ALL REBARS FOR A DISTANCE OF 9'-0" FROM BEAM ENDS ADJACENT TO DECK JOINTS.
3. EPOXY COAT ALL REINFORCEMENT WHICH PROTRUDES INTO THE BRIDGE DECK FROM TOP OF BEAMS.
4. CALCULATE BEARING SEAT ELEVATION, DAPPING DIMENSIONS, SLOPE AND HAUNCH DEPTH USING THE FINAL NET CAMBER - "C".
5. SHOW ANY MODIFICATIONS TO REINFORCEMENT SPLICE AND BENDING DETAILS ON SHOP DRAWINGS.
6. END REINFORCEMENT SPACING MAY BE REDUCED AS REQUIRED TO SATISFY SHEAR REINFORCEMENT REQUIREMENTS, BUT DO NOT REDUCE THE MINIMUM AREA TO BE REINFORCED.
7. MINIMUM COVER ON REINFORCEMENT BARS:
   TOP SLAB - 1" MIN
   INSIDE VOID - 1" MIN
   ELSEWHERE - 2" MIN UNLESS OTHERWISE NOTED
8. FOR TYPICAL CORNER BLOCKOUT DETAIL, SEE BC-775M.
9. END ZONE REINFORCEMENT MAY BE INCREASED BY FABRICATOR TO REFLECT FABRICATOR'S EXPERIENCE AND/OR TO CONTROL CRACKING. WIRE MESH OF EQUIVALENT AREA IS PERMISSIBLE FOR CRACK CONTROL REINFORCEMENT.
10. FABRICATOR TO CHECK STABILITY FOR HANDLING AND TRANSPORTING OF THE MEMBERS.
11. SHOW PLAN, ELEVATION, SECTIONS AND ALL REINFORCEMENT DETAILS ON THE SHOP DRAWINGS.
12. FORM BEAM ENDS TO BE TRULY VERTICAL AFTER PLACEMENT.
13. PROVIDE THREADED INSERTS FOR DIAPHRAGMS. MINIMUM INSERT LENGTH IS 3". USE SAME SIZE INSERTS FOR PLAIN BAR OR ONE SIZE SMALLER INSERT FOR DEFORMED BARS. THREADED INSERTS ARE INCIDENTAL TO PRESTRESSED BEAMS. SEE DIAPHRAGM DETAILS FOR LOCATIONS WHERE THREADED INSERTS ARE REQUIRED IN BEAMS.
14. SHOW DESIGN LENGTH AND CASTING LENGTH ON SHOP DRAWINGS.
15. SHOW THE FOLLOWING DATA ON THE SHOP DRAWINGS:
    1) THE SIZE AND LOCATION OF THE TEMPORARY STORAGE SUPPORTS.
    2) THE TYPE AND LOCATION OF THE BRACING AND TEMPORARY SUPPORTS USED FOR TRANSPORTATION AND ERECTION OF THE BEAMS.
16. ALL BEAM LENGTHS ARE SHOWN HORIZONTAL. CORRECT FOR GRADE PRIOR TO FABRICATION.
17. FABRICATOR MAY ADJUST STRAND PATTERNS BUT MUST MAINTAIN NUMBER OF STRANDS IN ROW, PRESTRESSING FORCE, CENTER OF GRAVITY OF STRAND PATTERN, DEBONDING LENGTH, AND NUMBER OF DEBONDED STRANDS PER ROW.



TYPICAL STRAND CONFINEMENT

NOT TO SCALE

STRAND CONFINEMENT NOTES:

1. FOR LIMITS OF STRAND CONFINEMENT REINFORCEMENT, REFER TO DESIGN MANUAL, PART 4, D5.9.4.4.2.
2. SEE THE BEAM DAP DETAIL AND MAINTAIN 1 1/4" MINIMUM CLEARANCE IN THE DAP AREA.

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR FRAMING PLAN, SEE SHEET 33.
3. FOR ADDITIONAL BEAM DETAILS, SEE SHEETS 34, 36, & BC-775M.
4. FOR DIAPHRAGM DETAILS, SEE SHEETS 38 & 39.
5. FOR ELASTOMERIC BEARING PAD DETAILS, SEE SHEET 37.

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

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BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

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SR 0011 STA 601+61.50
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1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

BEAM DETAILS - 2

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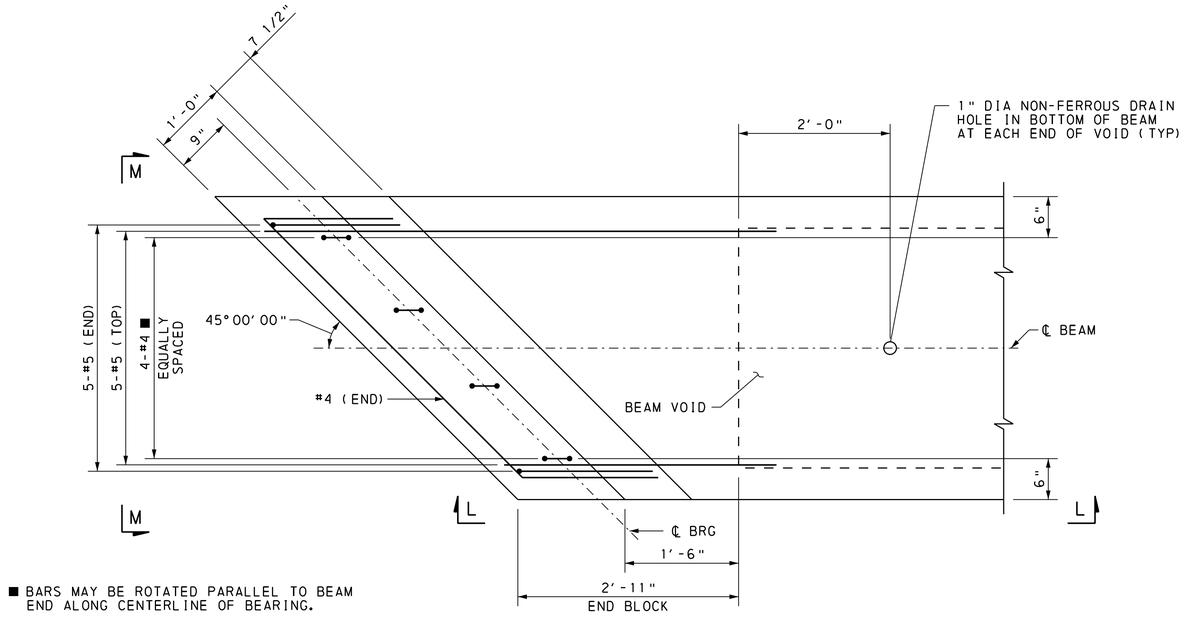
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SHEET 35 OF 65

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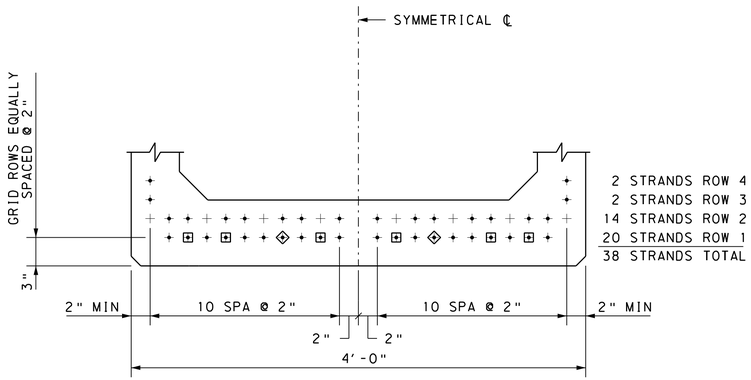
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■ BARS MAY BE ROTATED PARALLEL TO BEAM END ALONG CENTERLINE OF BEARING.

PLAN - BEAM END LONGITUDINAL REINFORCEMENT

1' 0 1'



TYPICAL STRAND PATTERN

1' 0 1'

STRAND PATTERN NOTES

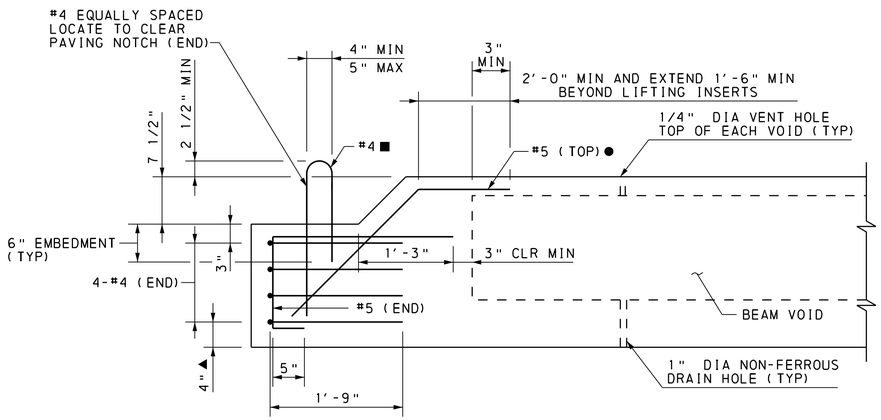
1. DO NOT PLACE MORE THAN ONE COLUMN OF PRESTRESSING STRANDS IN THE WEBS.
2. DO NOT PLACE PRESTRESSING STRANDS AT CORNER LOCATION IN BOTTOM ROW.

\+ DENOTES AVAILABLE STRAND LOCATION

✦ DENOTES FULLY BONDED STRAND

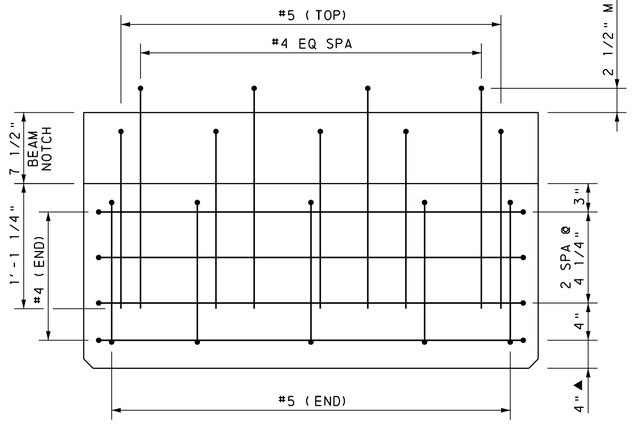
⊞ DENOTES STRAND DEBONDED 5'-0" FROM ℄ BRG

◈ DENOTES STRAND DEBONDED 7'-0" FROM ℄ BRG



VIEW L-L

1' 0 1'



VIEW M-M

1' 0 1'

▲ 1" ABOVE BOTTOM ROW OF STRANDS

● BARS TO TERMINATE TO PROVIDE 2" MIN COVER TO BEAM REAR FACE OR 1'-3" BELOW BEAM NOTCH, WHICHEVER IS LESS

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR FRAMING PLAN, SEE SHEET 33.
3. FOR ADDITIONAL BEAM DETAILS, SEE SHEETS 34, 35, & BC-775M.
4. FOR DIAPHRAGM DETAILS, SEE SHEETS 38 & 39.
5. FOR ELASTOMERIC BEARING PAD DETAILS, SEE SHEET 37.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

BEAM DETAILS - 3

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE090424

stv

RECOMMENDED _____

SHEET 36 OF 65

S- 40136

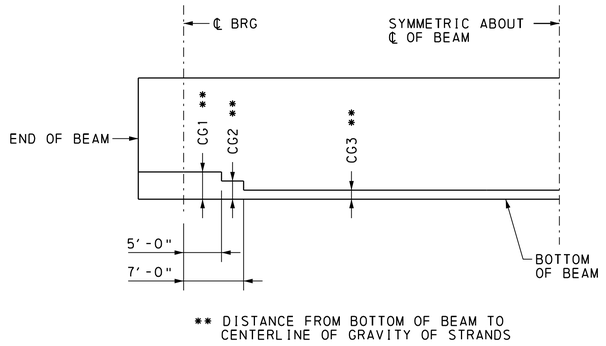
DESIGNED: MJS | CHECKED: KPF | CADD: MJS | CHECKED: KPF

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CAMBER AND PRESTRESS TABLE					
BEAM NO.	TOTAL NO. OF STRANDS	JACKING PRESTRESS FORCE	A	B	C
1	38	1669.82 K	3.486"	1.505"	1.981"
2	38	1669.82 K	3.486"	1.401"	2.085"
3 - 8	38	1669.82 K	3.486"	1.133"	2.352"
9	38	1669.82 K	3.486"	1.165"	2.321"
10	38	1669.82 K	3.486"	1.392"	2.094"

DEBONDING DETAIL LOCATION	CENTER OF GRAVITY (CG)	NO. STRANDS BONDED
CG1	4.600"	30
CG2	4.333"	36
CG3	4.263"	38

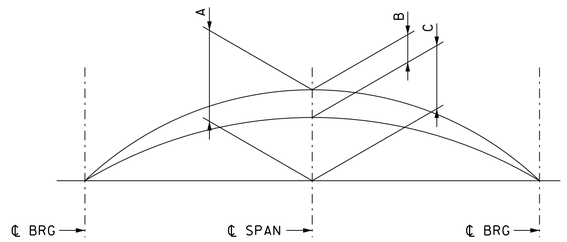
NOTE: NUMBER OF DEBONDED STRANDS DOES NOT INCLUDE CRACK CONTROL DEBONDING



** DISTANCE FROM BOTTOM OF BEAM TO CENTERLINE OF GRAVITY OF STRANDS

DEBONDING DETAIL

(SHOWN ALONG ℄ BEAM)
NOT TO SCALE



BEAM CAMBER DIAGRAM

A = ESTIMATED PRESTRESS CAMBER LESS DEFLECTION DUE TO DEAD LOAD OF BEAM TIMES CREEP FACTOR (CHECK IN FIELD).
B = DEFLECTION DUE TO ALL DEAD LOAD EXCEPT BEAM WEIGHT AND FUTURE WEARING SURFACE.
C = A-B = NET FINAL CAMBER
THE THICKNESS OF THE CONCRETE HAUNCH SHALL BE VARIED TO ACHIEVE THE REQUIRED VERTICAL GEOMETRY AND TO COMPENSATE FOR ANY INACCURACIES IN BEAM CAMBER.

A, B AND C ARE THEORETICAL VALUES AND MAY VARY WITH ACTUAL CONCRETE STRENGTH (AGE), VARIOUS PRESTRESSING CONDITIONS, CREEP FACTOR AND PRESTRESS LOSSES.

USE A CREEP FACTOR EQUAL TO 1.60 AND P/S LOSS EQUAL TO 10%.

PRESTRESSING DATA

CONCRETE STRENGTH AT STRAND RELEASE	6800 psi
CONCRETE STRENGTH AT 28 DAYS (F'C)	8000 psi
JACKING PRESTRESS STRESS	202500 psi

270 ksi LOW RELAXATION STRANDS,
5/8" DIA., 0.217 SQ IN STRAND AREA

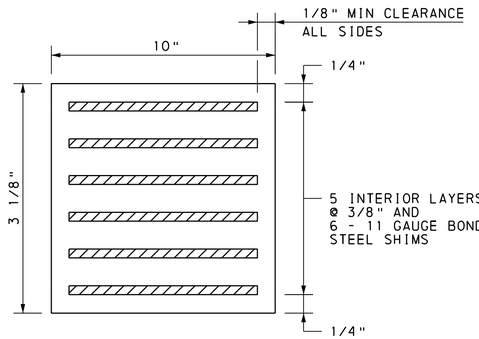
ELASTOMERIC BEARING PADS				
LOCATION	BEARING TYPE	ITEM DESCRIPTION	SIZE (T x L x W)	NUMBER REQUIRED
ABUT 1	EXPANSION	LAMINATED PADS	3 1/8" x 10" x 1'-2"	20
ABUT 2	FIXED	LAMINATED PADS	2 5/8" x 10" x 1'-2"	20

BEARING PAD NOTES

1. SMOOTH CUT AND DEBURR METAL SHIMS.
2. GRIT BLAST AND DEGREASE METAL SHIMS.
3. MANUFACTURE ALL BEARINGS IN ACCORDANCE WITH THE COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PLANS AND SPECIFICATIONS (PUB. 408) SECTION 1113.02 AND DESIGN MANUAL - PART 4.
4. ALL BEARING PADS ARE TO BE MOLDED TO DESIGN DIMENSIONS. CUTTING TO SIZE AFTER FABRICATION IS PROHIBITED.
5. PROVIDE NEOPRENE 50 +/-5 DUROMETER.
6. PROVIDE MINIMUM LOW-TEMPERATURE NEOPRENE GRADE 3.
7. PROVIDE INTERNAL SHIMS AS PER ASTM A36 GRADE 36.
8. VULCANIZE PATCH PIN GROOVES.
9. BEARING PADS WILL BE SAMPLED FOR TESTING ACCORDING TO PTM #312.
10. FABRICATOR MAY USE CONTRACT DRAWINGS TO FABRICATE BEARING PADS.
11. COST OF BEARING PAD IS INCIDENTAL TO PRESTRESSED BEAM COST.
12. PREPARE BEARING AREAS IN ACCORDANCE WITH PUB 408/2020, SECTION 1001.3(K)9. DO NOT APPLY PROTECTIVE COATINGS TO THE BEARING SURFACES WITHIN 2" OF THE BEARING PAD.

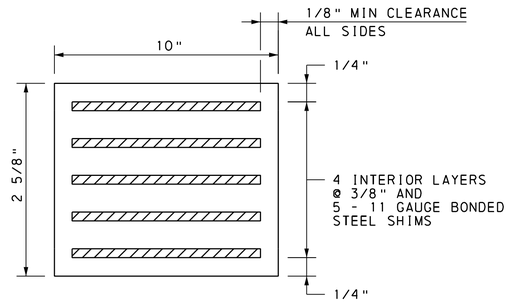
DESIGN CRITERIA:

- BEARING PADS DESIGNED USING AASHTO METHOD = A
- EXPANSION LENGTH = 65'-0"
- TEMPERATURE RANGE FOR BEARING DESIGN = 80 F degrees
- TEMPERATURE RANGE FOR SUBSTRUCTURE DESIGN = 58 F degrees
- LL ROTATION ABOUT TRANSVERSE AXIS OF PAD = 0.00201 RADIANS
- LL ROTATION ABOUT LONGITUDINAL AXIS OF PAD = 0.00201 RADIANS
- DL1 ROTATION = 0.00883 RADIANS
- DL2 ROTATION = 0.00152 RADIANS
- CONSTRUCTION TOLERANCE ABOUT TRANSVERSE AXIS OF PAD = 0.00300 RADIANS
- CONSTRUCTION TOLERANCE ABOUT LONGITUDINAL AXIS OF PAD = 0.00000 RADIANS
- DL1 ROTATION MOVEMENT = 0.208"
- DL2 ROTATION MOVEMENT = 0.058"
- LL ROTATION MOVEMENT = 0.111"
- MAXIMUM DL REACTION = 109 kip
- MINIMUM DL REACTION = 56 kip
- MAXIMUM LL REACTION (W/O IMPACT) = 85 kip
- MINIMUM LL REACTION (W/O IMPACT) = 42 kip



TYPICAL EXPANSION ELASTOMERIC BEARING PAD SECTION

NOT TO SCALE



TYPICAL FIXED ELASTOMERIC BEARING PAD SECTION

NOT TO SCALE

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR FRAMING PLAN, SEE SHEET 33.
3. FOR ADDITIONAL BEAM DETAILS, SEE SHEETS 34 THRU 36 & BC-775M.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
STRAND TABLES & BEARING DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

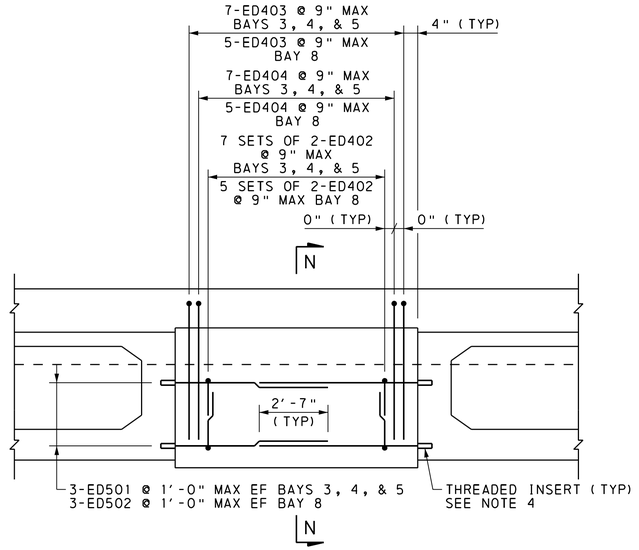
RECOMMENDED _____

SHEET 37 OF 65

S-40136

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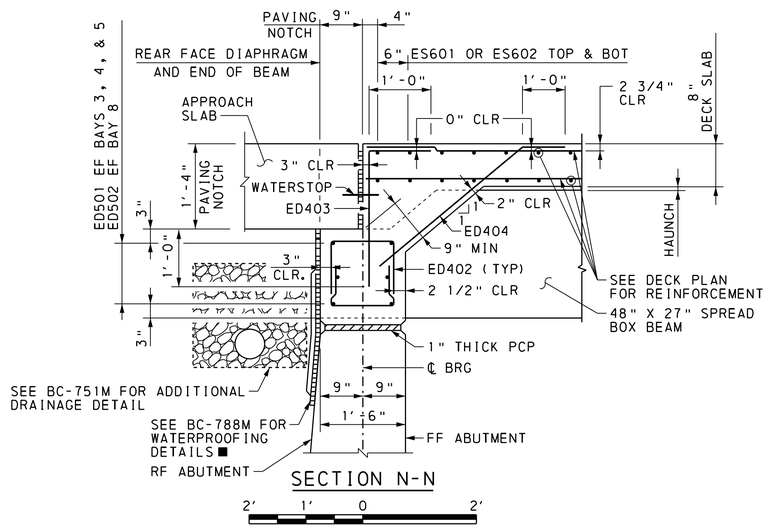
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ABUTMENT 1 FULL-DEPTH DIAPHRAGM
WITHOUT SHEAR BLOCK (EXPANSION) BAYS 3, 4, 5, & 8

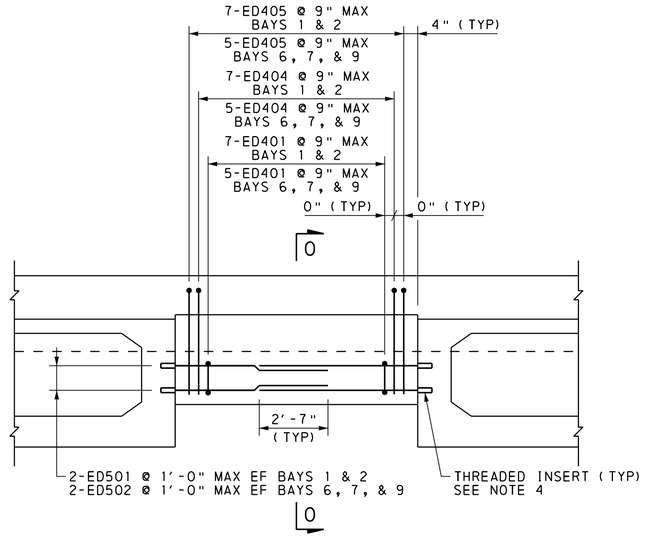
(LOOKING STATIONS BACK)

2' 1' 0 2'



SECTION N-N

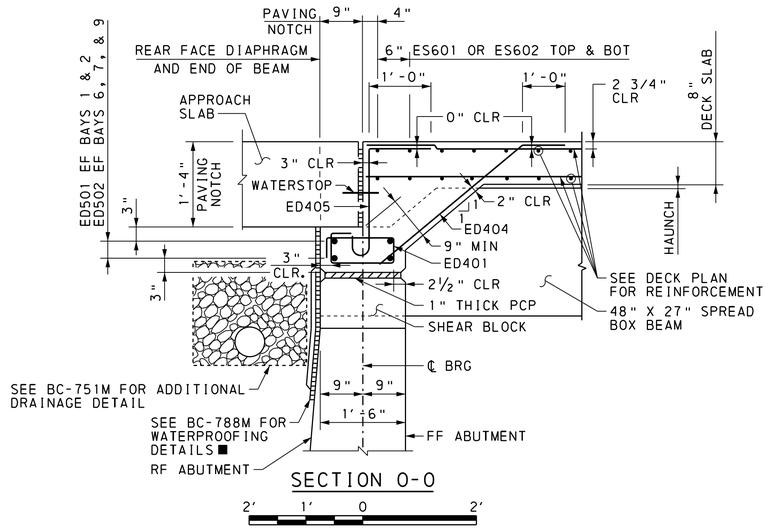
2' 1' 0 2'



ABUTMENT 1 PARTIAL-DEPTH DIAPHRAGM
WITH SHEAR BLOCK (EXPANSION) BAYS 1, 2, 6, 7, & 9

(LOOKING STATIONS BACK)

2' 1' 0 2'



SECTION O-O

2' 1' 0 2'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR FRAMING PLAN, SEE SHEET 33.
3. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 43.
4. USE ONE SIZE SMALLER INSERT FOR DEFORMED BARS. MINIMUM LENGTH 3" FOR THE INSERT.
5. FOR STRUCTURE FOUNDATION DRAIN DETAIL, SEE SHEETS 16 & 27.
6. FOR WATERPROOFING DETAILS, SEE BC-788M.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

ABUTMENT 1 DIAPHRAGM DETAILS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

stv

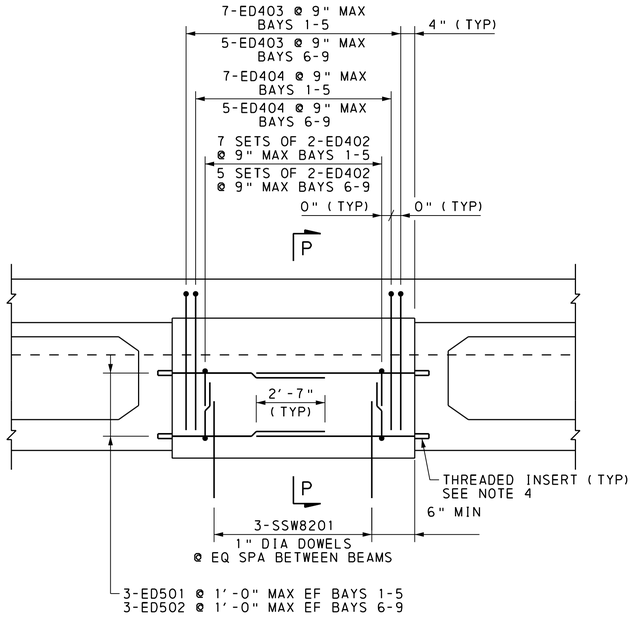
RECOMMENDED _____

SHEET 38 OF 65

S- 40136

DESIGNED: MJS | CHECKED: KPF | CADD: GCF | CHECKED: KPF

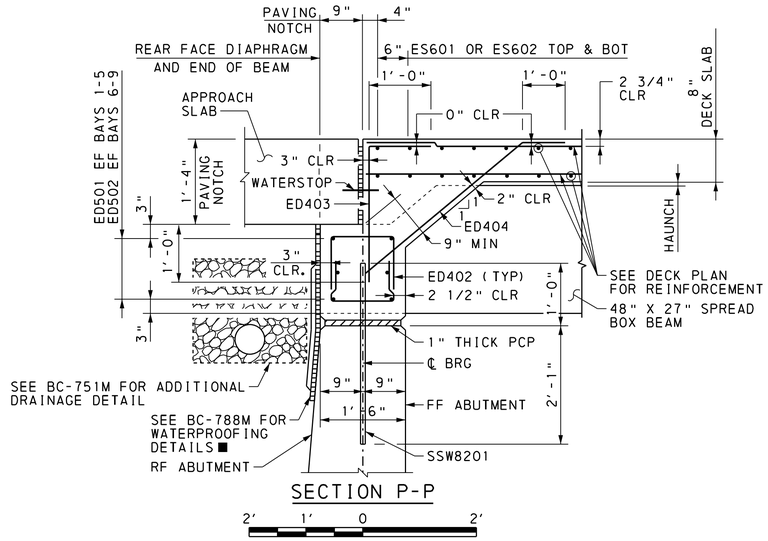
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ABUTMENT 2 FULL-DEPTH DIAPHRAGM (FIXED)

(LOOKING STATIONS AHEAD)

2' 1' 0 2'



SECTION P-P

2' 1' 0 2'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR FRAMING PLAN, SEE SHEET 33.
3. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 43.
4. USE ONE SIZE SMALLER INSERT FOR DEFORMED BARS. MINIMUM LENGTH 3" FOR THE INSERT.
5. FOR DOWEL DETAILS, REFER TO BC-775M.
6. FOR STRUCTURE FOUNDATION DRAIN DETAIL, SEE SHEETS 16 & 27.
7. FOR WATERPROOFING DETAILS, SEE BC-788M.

■ MODIFY BC-788M WATERPROOFING DETAIL AT ABUTMENT WITHOUT BACKWALL FOR THE USE OF ELASTOMER WATERPROOFING MEMBRANE ON OTHER SURFACES - SEE SPECIAL PROVISION.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
ABUTMENT 2 DIAPHRAGM DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080634

stv

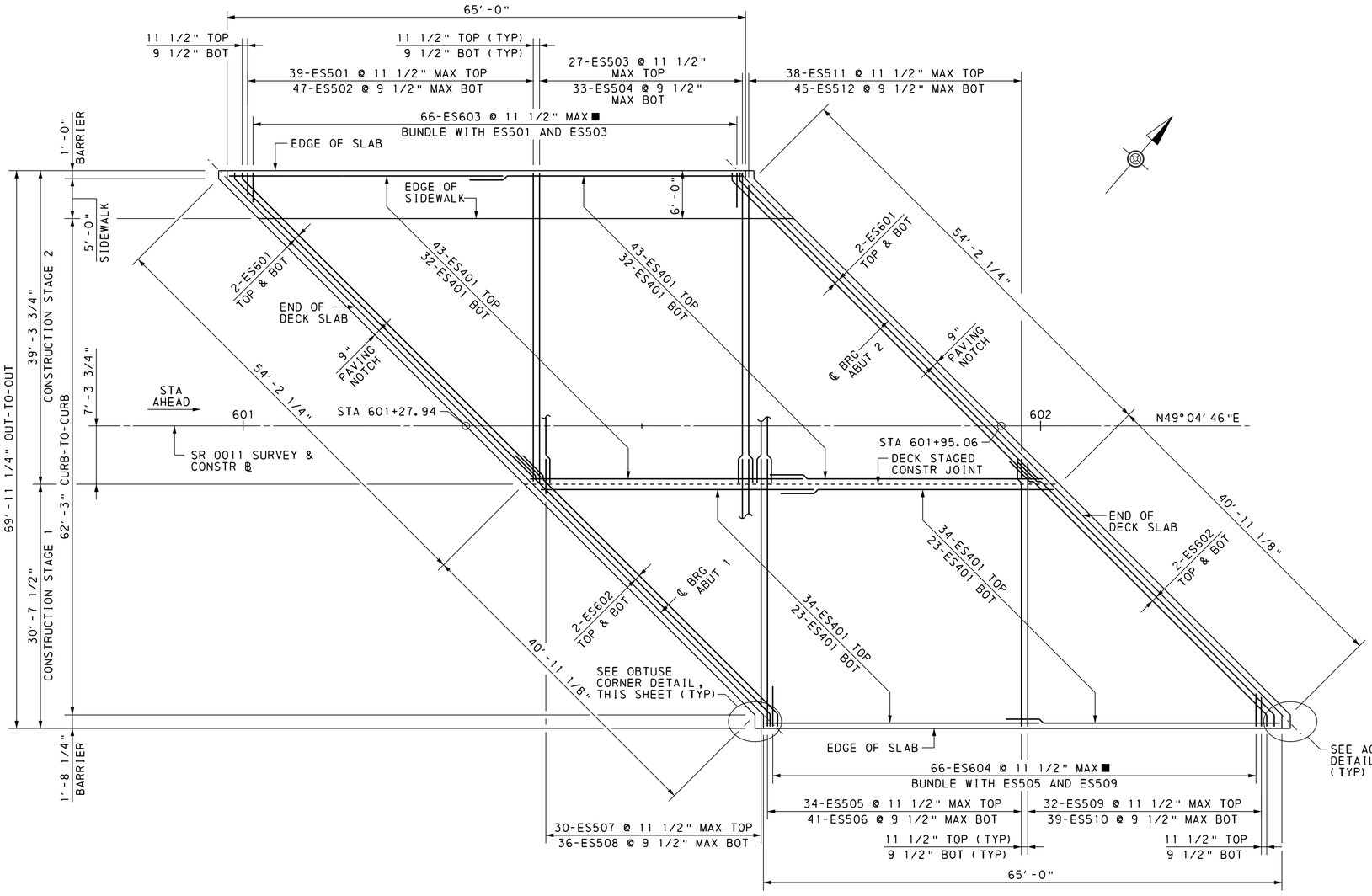
RECOMMENDED _____

SHEET 39 OF 65

S- 40136

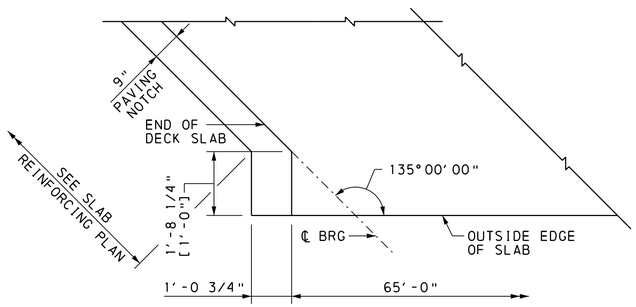
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SLAB REINFORCING PLAN

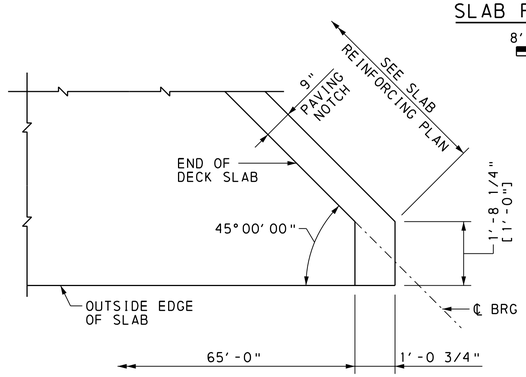
8' 4' 0 8'



OBTUSE CORNER DETAIL

NEAR RIGHT CORNER SHOWN,
FAR LEFT CORNER SIMILAR NOTED THUS: []

NOT TO SCALE



ACUTE CORNER DETAIL

FAR RIGHT CORNER SHOWN,
NEAR LEFT CORNER SIMILAR NOTED THUS: []

NOT TO SCALE

MINIMUM LAP LENGTHS IN DECK SLAB	
REBAR SIZE	LAP LENGTH
#4 TO #4	1'-3"
#5 TO #5	3'-0"
#6 TO #6	3'-7"

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR DECK SLAB SECTION, SEE SHEET 41.
3. FOR TOP OF DECK ELEVATIONS AT BREAKPOINTS AND AT CENTERLINE OF BEAMS, SEE SHEETS 6 & 7.
4. FOR DIAPHRAGM DETAILS, SEE SHEETS 38 & 39.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 43.
6. STAGGER LONGITUDINAL REBARS SUCH THAT NO REBAR IN THE TOP MAT IS DIRECTLY ABOVE A REBAR IN THE BOTTOM MAT.
7. MECHANICAL SPLICES ARE PERMITTED AS AN OPTION FOR REINFORCEMENT AT CONSTRUCTION JOINT.

■ SPLAY ES603 & ES604 TO FIT AT ACUTE CORNER.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

DECK SLAB PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

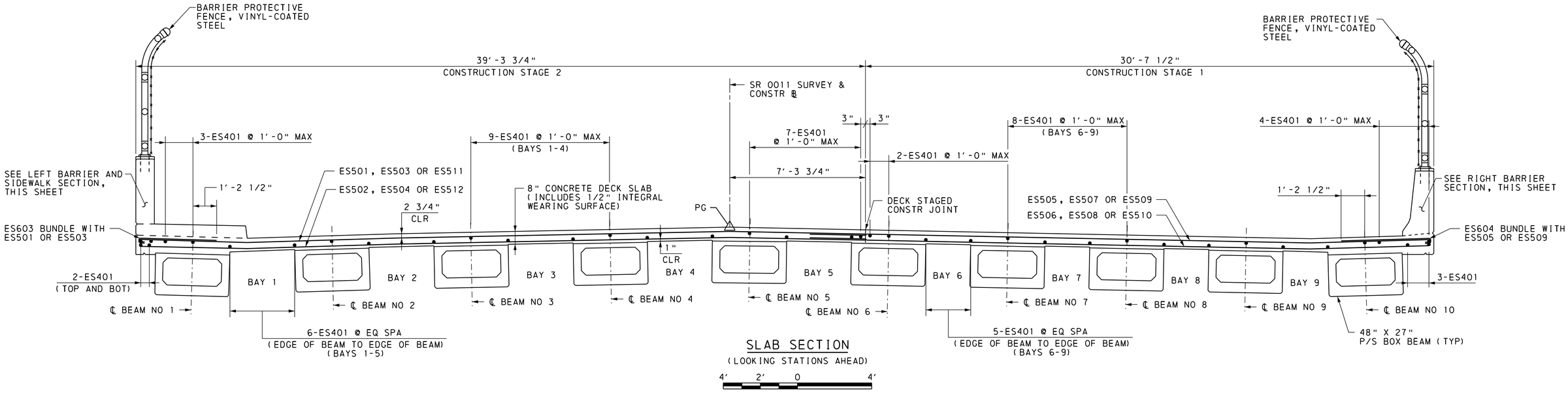
RECOMMENDED _____

SHEET 40 OF 65

S- 40136

DESIGNED: MJS | CHECKED: JPH | CADD: GCF | CHECKED: JPH

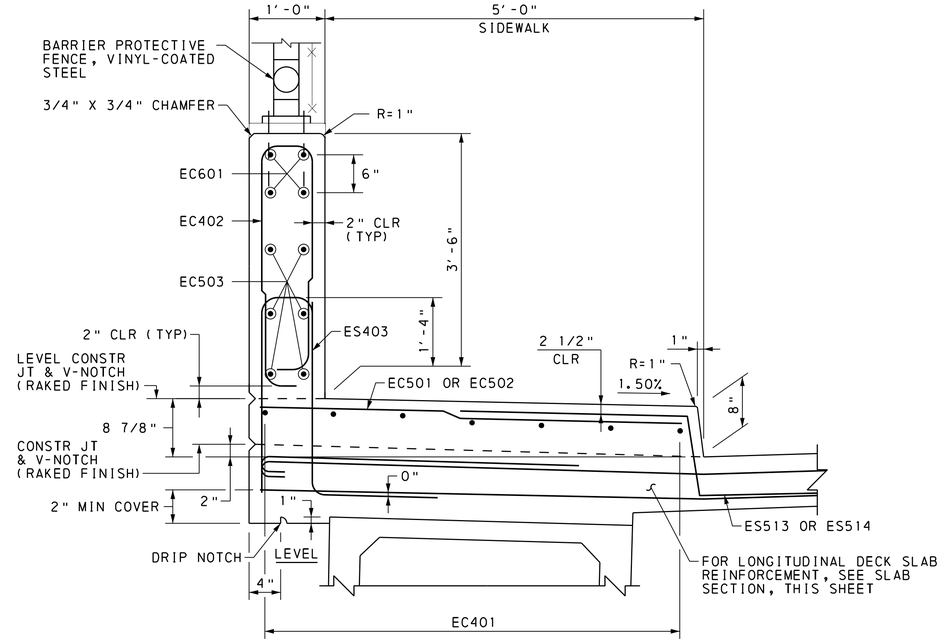
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SLAB SECTION

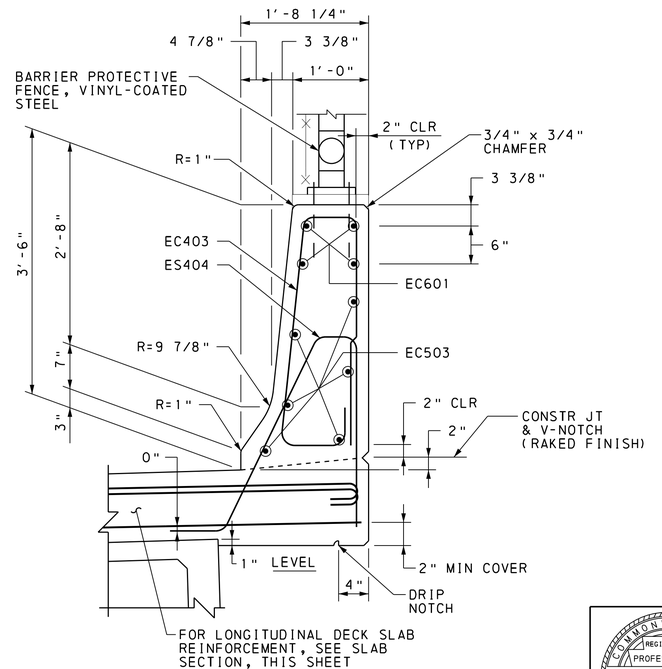
(LOOKING STATIONS AHEAD)

4' 2' 0 4'



LEFT BARRIER AND SIDEWALK SECTION

1' 0 1'



RIGHT BARRIER SECTION

1' 0 1'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR DECK SLAB PLAN, SEE SHEET 40.
3. FOR SIDEWALK AND BARRIER PLAN, SEE SHEET 42.
4. FOR TOP OF DECK ELEVATIONS AT BREAKPOINTS AND AT CENTERLINE OF BEAMS, SEE SHEETS 6 & 7.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 43.
6. FOR BARRIER PROTECTIVE FENCE, VINYL-COATED STEEL DETAILS, SEE BC-701M.
7. FOR V-NOTCH DETAILS, SEE BC-752M.
8. FOR DRIP NOTCH DETAILS, SEE BC-775M.
9. MECHANICAL SPLICES ARE PERMITTED AS AN OPTION FOR REINFORCEMENT AT CONSTRUCTION JOINT.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

DECK SLAB SECTION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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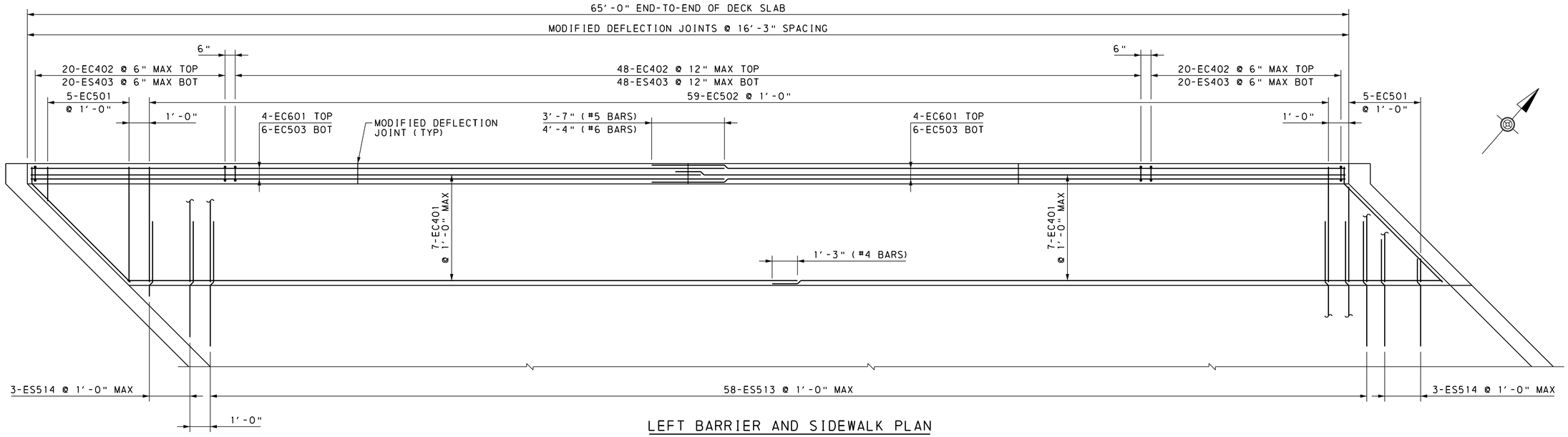
RECOMMENDED _____

SHEET 41 OF 65

S- 40136

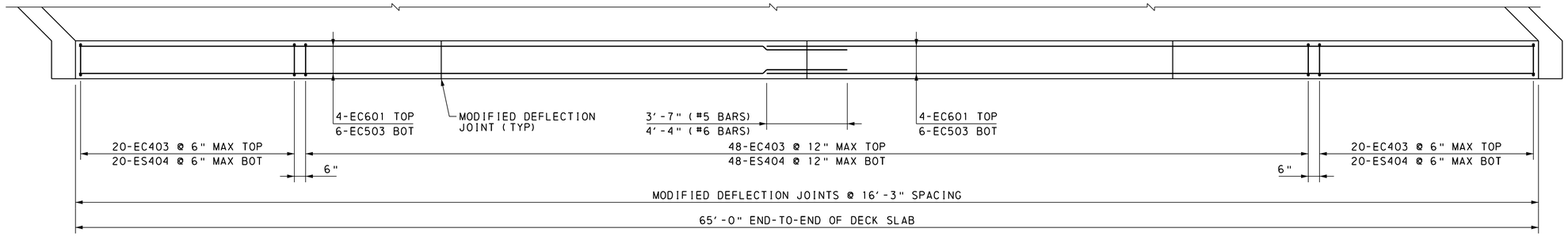
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LEFT BARRIER AND SIDEWALK PLAN

4' 2' 0 4'



RIGHT BARRIER PLAN

4' 2' 0 4'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR DECK SLAB PLAN, SEE SHEET 40.
3. FOR DECK SLAB SECTION, SEE SHEET 41.
4. FOR BARRIER AND SIDEWALK SECTIONS, SEE SHEET 41.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 43.
6. FOR BARRIER MODIFIED DEFLECTION JOINT DETAILS, SEE BC-752M.
7. FOR BARRIER PROTECTIVE FENCE, VINYL-COATED STEEL DETAILS, SEE BC-701M.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
SIDEWALK & BARRIER PLANS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

RECOMMENDED _____

SHEET 42 OF 65

S- 40136

DESIGNED: MJS | CHECKED: JPH | CADD: GCF | CHECKED: JPH

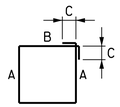
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SUPERSTRUCTURE REINFORCEMENT BAR SCHEDULE

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
EC401	4	14	33'-11 3/8"	STR							
EC402	4	88	7'-9 1/2"	71	2'-9"	4"	3"	5 1/2"	3"		R=2"
EC403	4	88	8'-0 1/8"	28	2'-9 1/2"	3 3/8"	3 3/8"	2'-7 3/4"	6 3/4"		
ES401	4	264	33'-0"	STR							
ES403	4	88	7'-8"	70	1'-6"	2'-4 1/4"	4"	3"	2'-6 3/4"		R=2"
ES404	4	88	6'-3 1/2"	27	1'-9"	4"	10"	1'-11"			
EC501	5	10	1'-7 5/8" TO 5'-7 5/8"	STR							VARY 2 EA BY 1'-0"
EC502	5	59	5'-7 5/8"	STR							
EC503	5	24	34'-2"	STR							
ES501	5	39	3'-11 1/2" TO 39'-6 1/2"	14	7"	2'-6 1/2" TO 38'-11 1/2"		5"			VARY B EA BY 11 1/2"
ES502	5	47	2'-6 1/2" TO 38'-11 1/2"	STR							VARY EA BY 9 1/2"
ES503	5	27	39'-6 3/4"	14	7"	38'-11 3/4"		5"			
ES504	5	33	38'-11 3/4"	STR							
ES505	5	34	34'-3"	14	7"	33'-8"		5"			
ES506	5	41	33'-8"	STR							
ES507	5	30	4'-7" TO 32'-2"	STR							VARY EA BY 11 7/16" (-)
ES508	5	36	4'-7" TO 32'-2"	STR							VARY EA BY 9 7/16" (+)
ES509	5	32	3'-10" TO 33'-8"	14	7"	3'-3" TO 33'-1"		5"			VARY B EA BY 11 9/16" (-)
ES510	5	39	3'-3" TO 33'-1"	STR							VARY EA BY 9 7/16" (-)
ES511	5	38	1'-8 1/2" TO 37'-10 1/2"	STR							VARY EA BY 11 3/4" (-)
ES512	5	45	1'-8 1/2" TO 37'-10 1/2"	STR							VARY EA BY 9 7/8" (-)
ES513	5	58	7'-0 3/4"	12	3'-0"	1'-0 3/4"	3'-0"	1"	1'-0 3/4"		
ES514	5	6	5'-0 3/4" TO 7'-0 3/4"	12	1'-0" TO 3'-0"	1'-0 3/4"	3'-0"	1"	1'-0 3/4"		VARY A 2 EA BY 1'-0"
EC601	6	16	34'-7"	STR							
ES601	6	8	54'-9 1/2"	11	53'-11 1/2"	10"	7 1/8"				
ES602	6	8	46'-3 1/4"	11	44'-9"	1'-6 1/4"	1'-0 7/8"				
ES603	6	66	4'-10 1/4"	14	8"	4'-2 1/4"		6"			
ES604	6	66	5'-5"	14	8"	4'-9"		6"			

DIAPHRAGM REINFORCEMENT BAR SCHEDULE

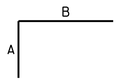
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
ED401	4	29	4'-9 1/2"	2	6 1/2"	1'-5 3/4"	4 1/2"				
ED402	4	162	3'-11 3/4"	4	1'-3"	1'-5 3/4"	1'-3"				
ED403	4	81	3'-11 1/2"	10	2'-11 1/2"	1'-0"					
ED404	4	110	3'-2 3/8"	11	1'-0"	2'-2 3/8"	1'-6 5/8"				
ED405	4	29	3'-3"	38	6"	1'-9"	1'-0"	4"	0"		
ED501	5	112	4'-1"	STR							THREADED 3" ON ONE END
ED502	5	84	3'-3"	STR							THREADED 3" ON ONE END



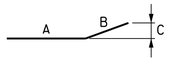
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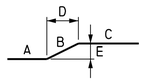
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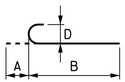
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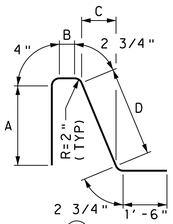
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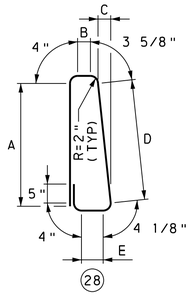
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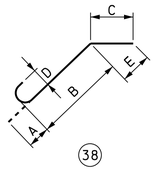
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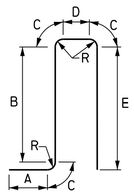
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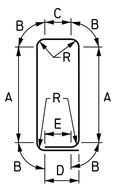
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(38)



(70)



(71)

REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-F AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
SUPERSTRUCTURE REBAR SCHEDULE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080634

stv

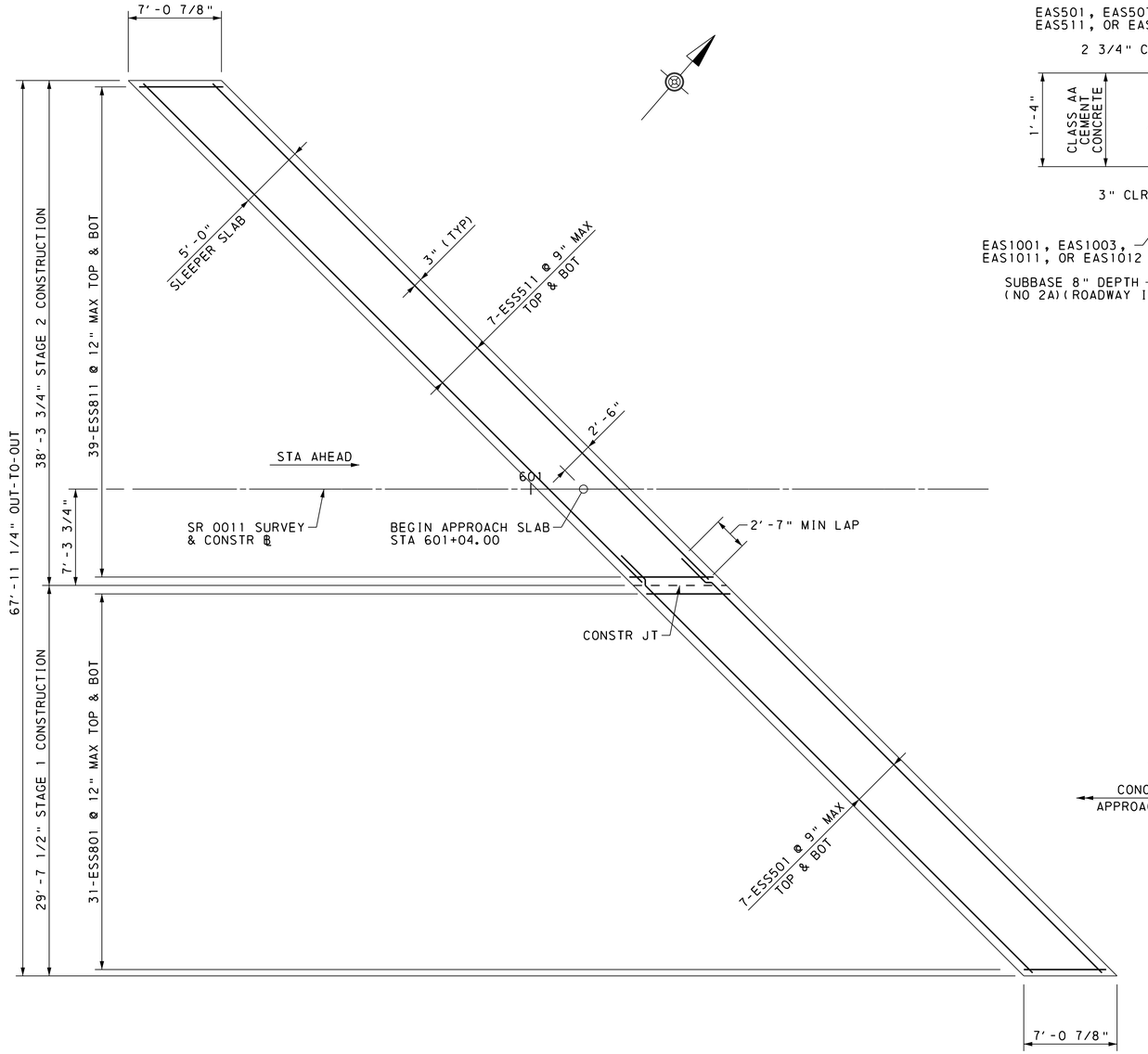
RECOMMENDED _____

SHEET 43 OF 65

S- 40136

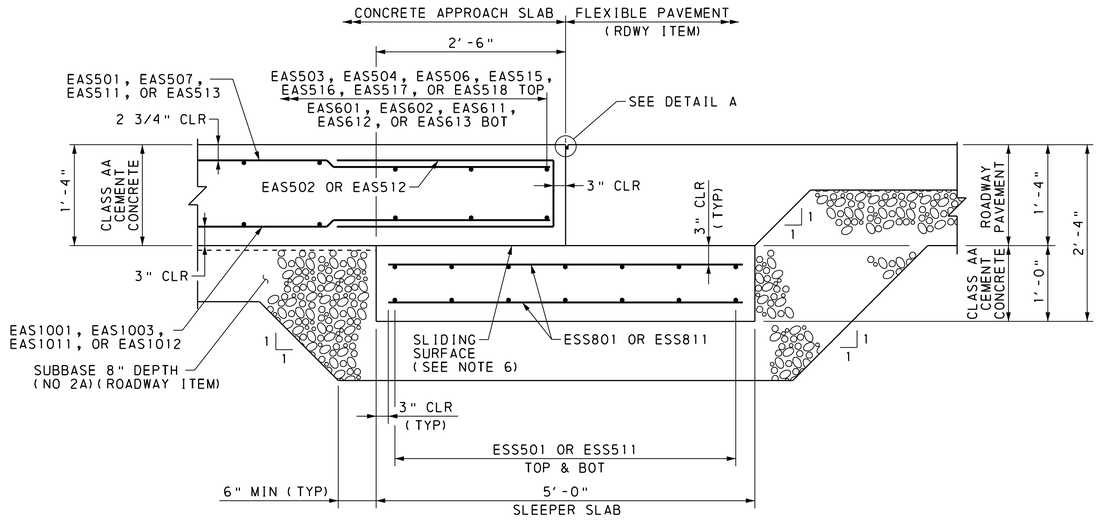
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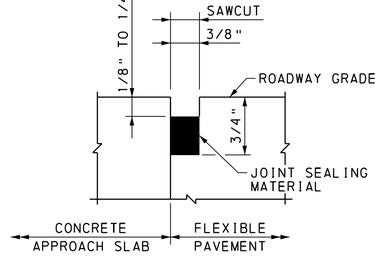
NEAR SLEEPER SLAB PLAN

8' 4' 0 8'



NEAR SLEEPER SLAB TYPICAL SECTION

1' 0 1'



DETAIL A

NOT TO SCALE

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR APPROACH SLAB PLAN, SEE SHEET 45.
3. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 51 & 52.
4. PLACE CONCRETE IN ONE CONTINUOUS OPERATION, UNLESS OTHERWISE INDICATED OR DIRECTED.
5. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE SLEEPER SLAB, UNLESS OTHERWISE INDICATED.
6. TROWEL SMOOTH AND PLACE 2 LAYERS OF 4 MIL POLYETHYLENE SHEETING AS BOND BREAKER.
7. FOR JOINT SEALING MATERIAL, REFER TO PUB 408 SECTIONS 501.2 AND 705.4(a), (b), OR (d).

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
NEAR SLEEPER SLAB PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

RECOMMENDED _____

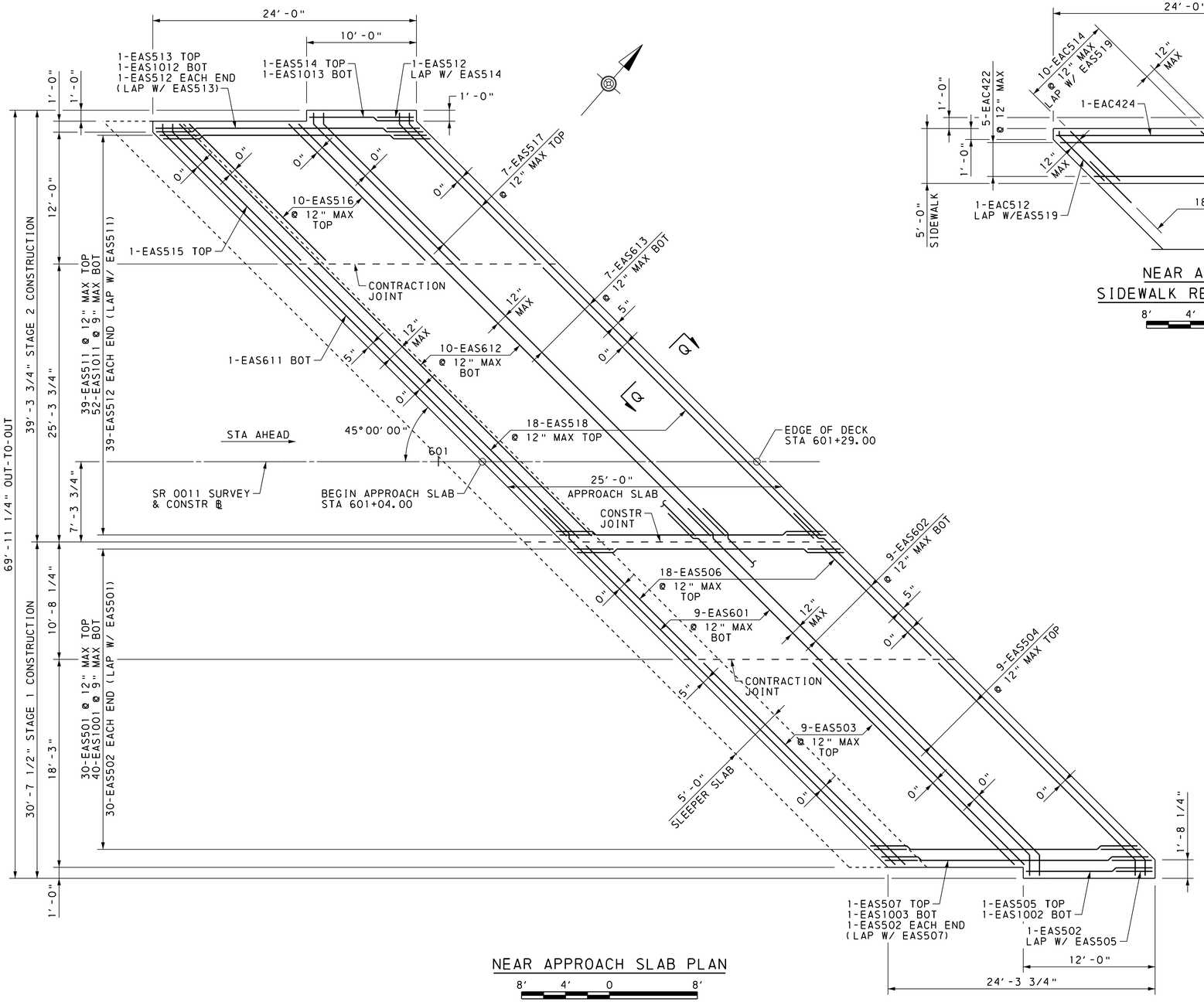
SHEET 44 OF 65

S-40136

stv

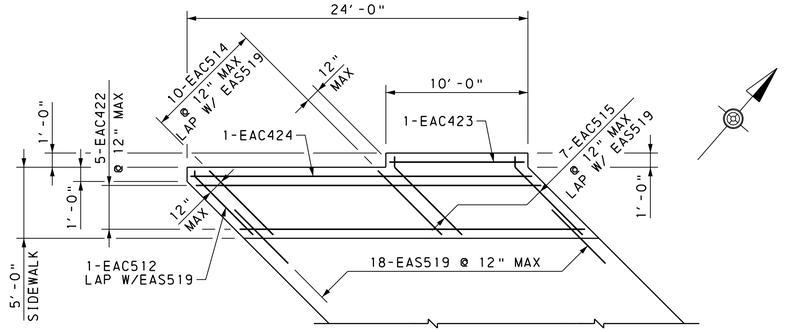
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NEAR APPROACH SLAB PLAN

8' 4' 0 8'



NEAR APPROACH SLAB
SIDEWALK REINFORCEMENT PLAN

8' 4' 0 8'

MINIMUM LAP LENGTHS IN APPROACH SLAB	
REBAR SIZE	LAP LENGTH
#5 TO #5	3'-4"
#6 TO #6	3'-3"

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR DIAPHRAGM DETAILS, SEE SHEET 38.
3. FOR APPROACH SLAB SECTION & SECTION Q-Q, SEE SHEET 48.
4. FOR APPROACH SLAB BARRIER DETAILS, SEE SHEETS 49 & 50.
5. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 51 & 52.
6. FOR SLEEPER SLAB DETAILS, SEE SHEET 44.
7. CONSTRUCT BRIDGE APPROACH SLAB AFTER THE BRIDGE DECK SLAB IS CONSTRUCTED.
8. PLACE CONCRETE IN ONE CONTINUOUS OPERATION, UNLESS OTHERWISE INDICATED OR DIRECTED.
9. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE APPROACH SLAB OR SLEEPER SLAB, UNLESS OTHERWISE INDICATED.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
NEAR APPROACH SLAB PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
PENNSYLVANIA

stv

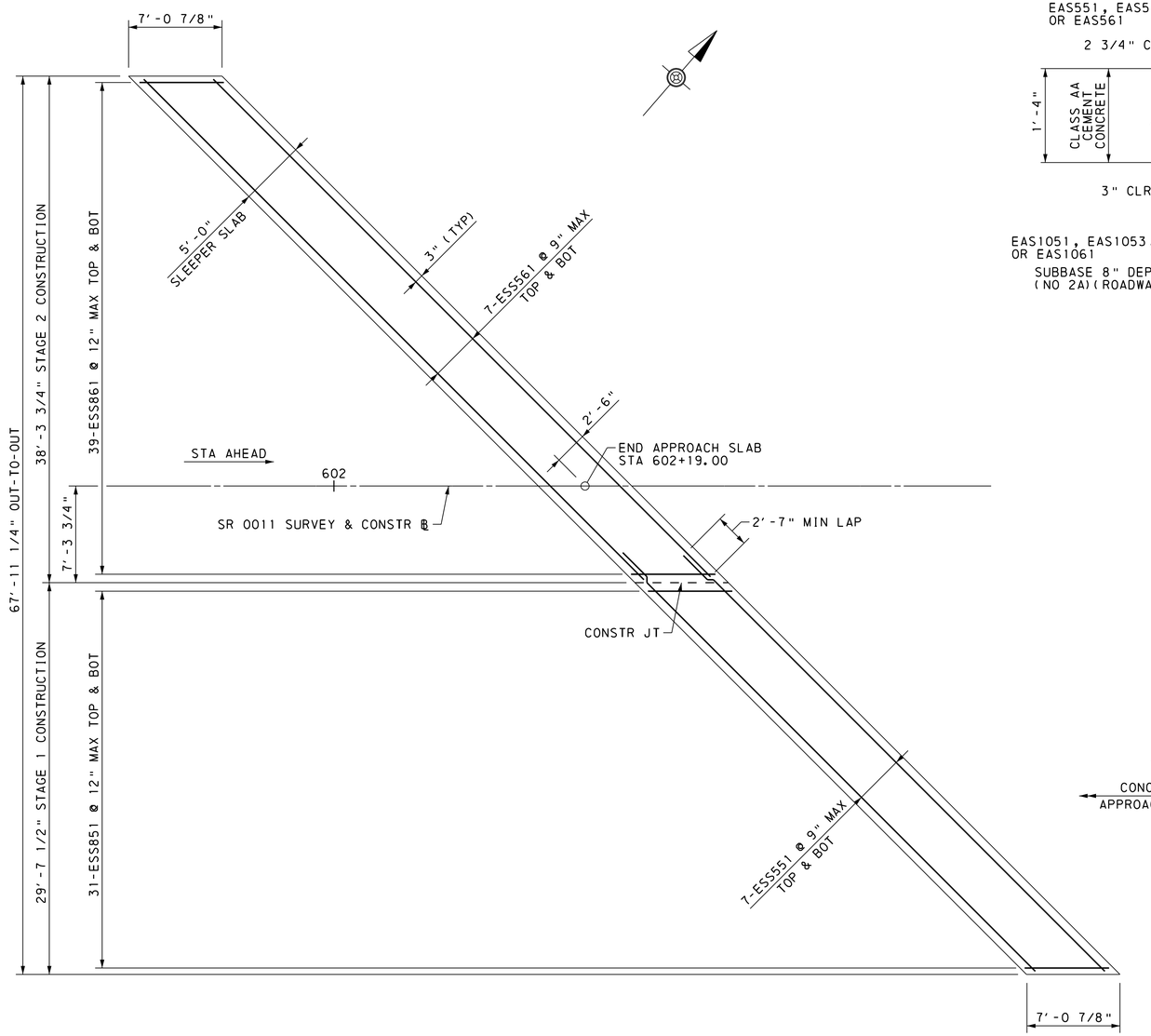
RECOMMENDED _____

SHEET 45 OF 65

S- 40136

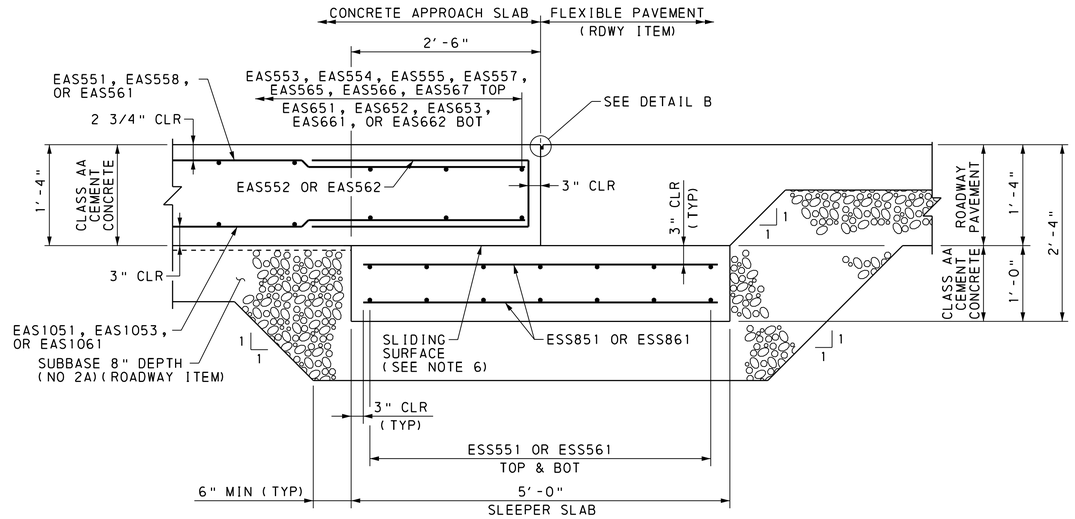
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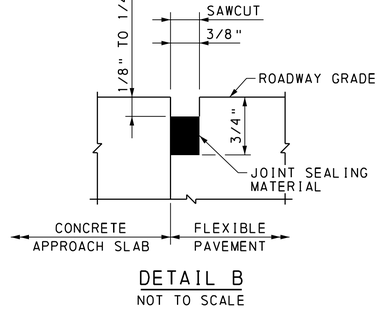
FAR SLEEPER SLAB PLAN

8' 4' 0 8'



FAR SLEEPER SLAB TYPICAL SECTION

1' 0 1'



DETAIL B

NOT TO SCALE

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR APPROACH SLAB PLAN, SEE SHEET 47.
3. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 53 & 54.
4. PLACE CONCRETE IN ONE CONTINUOUS OPERATION, UNLESS OTHERWISE INDICATED OR DIRECTED.
5. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE SLEEPER SLAB, UNLESS OTHERWISE INDICATED.
6. TROWEL SMOOTH AND PLACE 2 LAYERS OF 4 MIL POLYETHYLENE SHEETING AS BOND BREAKER.
7. FOR JOINT SEALING MATERIAL, REFER TO PUB 408 SECTIONS 501.2 AND 705.4(a), (b), OR (d).

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
FAR SLEEPER SLAB PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

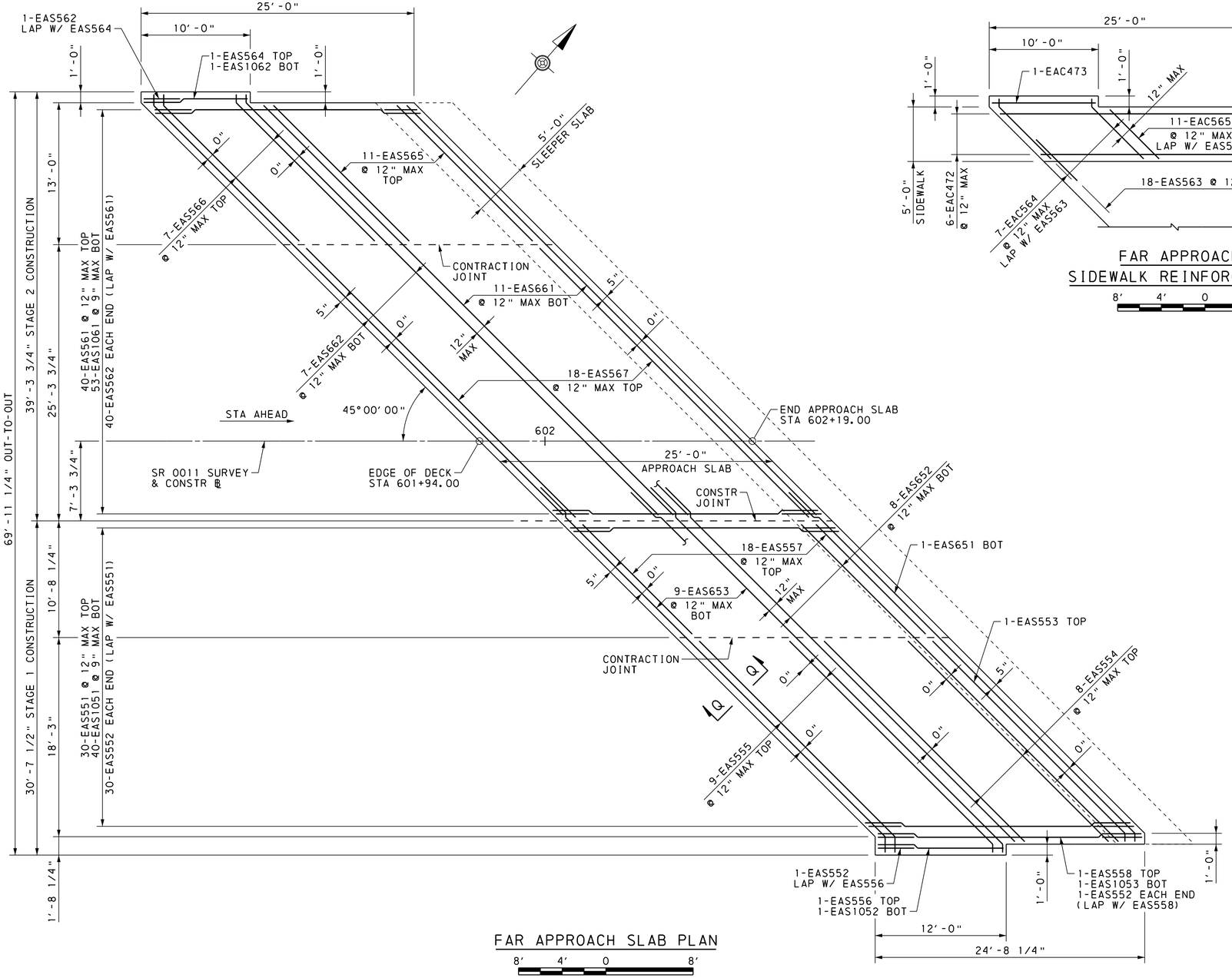
RECOMMENDED _____

SHEET 46 OF 65

S-40136

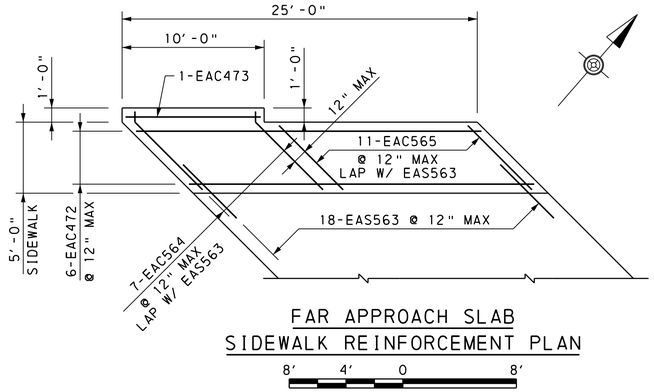
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FAR APPROACH SLAB PLAN

8' 4' 0 8'



FAR APPROACH SLAB
SIDEWALK REINFORCEMENT PLAN

8' 4' 0 8'

MINIMUM LAP LENGTHS IN APPROACH SLAB	
REBAR SIZE	LAP LENGTH
#5 TO #5	3'-4"
#6 TO #6	3'-3"

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR DIAPHRAGM DETAILS, SEE SHEET 39.
3. FOR APPROACH SLAB SECTION & SECTION Q-Q, SEE SHEET 48.
4. FOR APPROACH SLAB BARRIER DETAILS, SEE SHEETS 49 & 50.
5. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 53 & 54.
6. FOR SLEEPER SLAB DETAILS, SEE SHEET 46.
7. CONSTRUCT BRIDGE APPROACH SLAB AFTER THE BRIDGE DECK SLAB IS CONSTRUCTED.
8. PLACE CONCRETE IN ONE CONTINUOUS OPERATION, UNLESS OTHERWISE INDICATED OR DIRECTED.
9. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE APPROACH SLAB OR SLEEPER SLAB, UNLESS OTHERWISE INDICATED.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
FAR APPROACH SLAB PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

stv

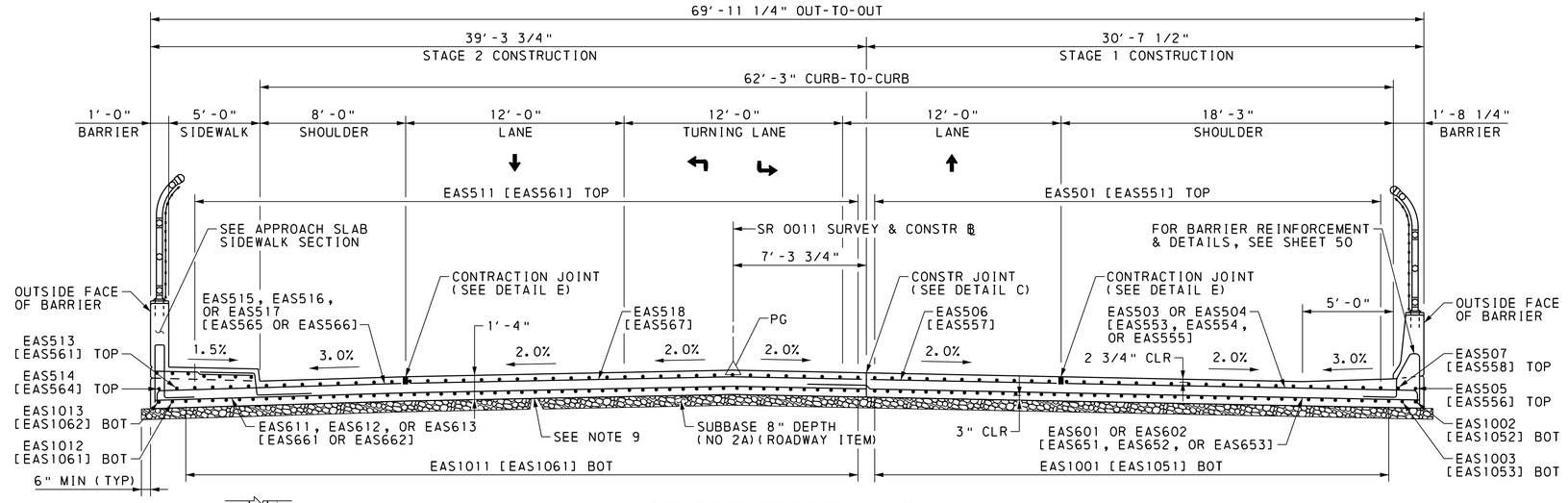
RECOMMENDED _____

SHEET 47 OF 65

S- 40136

DESIGNED: GCF | CHECKED: JPH | CADD: GCF | CHECKED: JPH

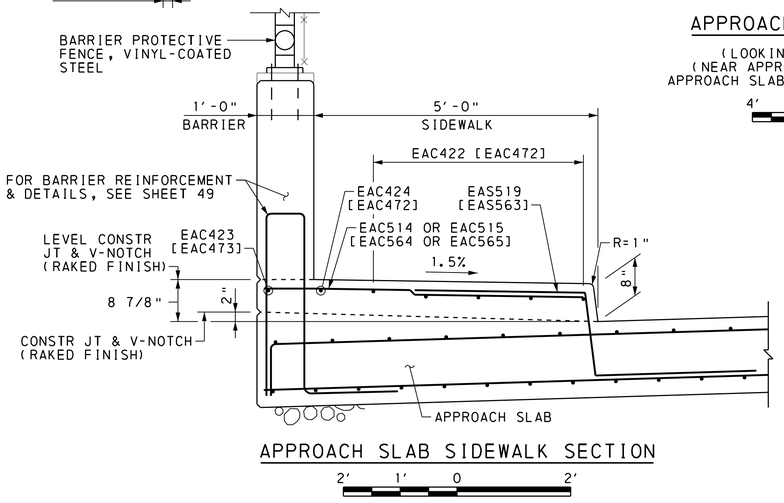
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APPROACH SLAB SECTION

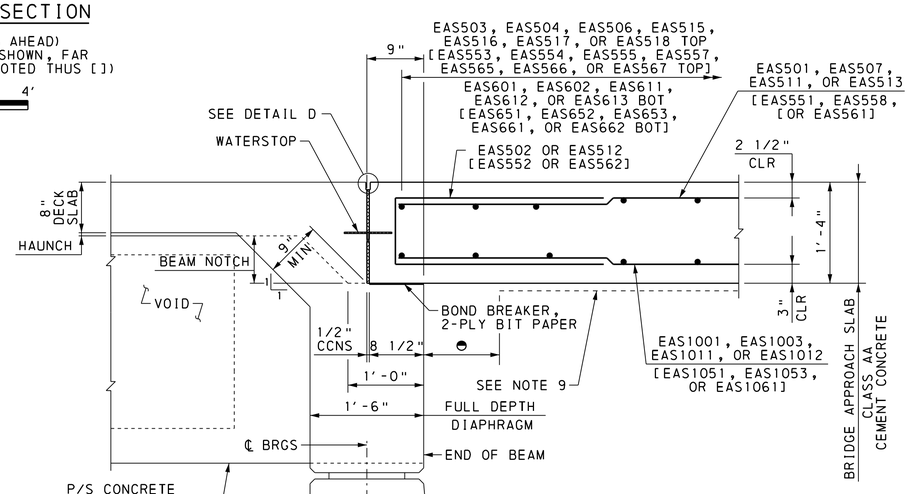
(LOOKING STATIONS AHEAD)
(NEAR APPROACH SLAB SHOWN, FAR APPROACH SLAB SIMILAR NOTED THUS [])

4' 2' 0 4'



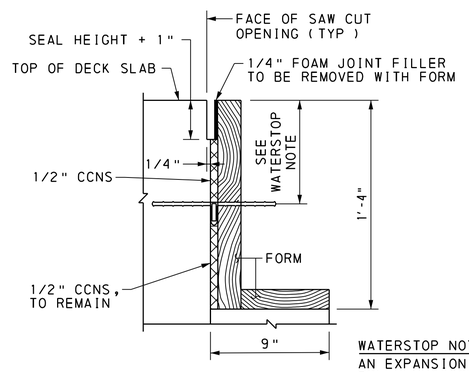
APPROACH SLAB SIDEWALK SECTION

2' 1' 0 2'



SECTION Q-Q

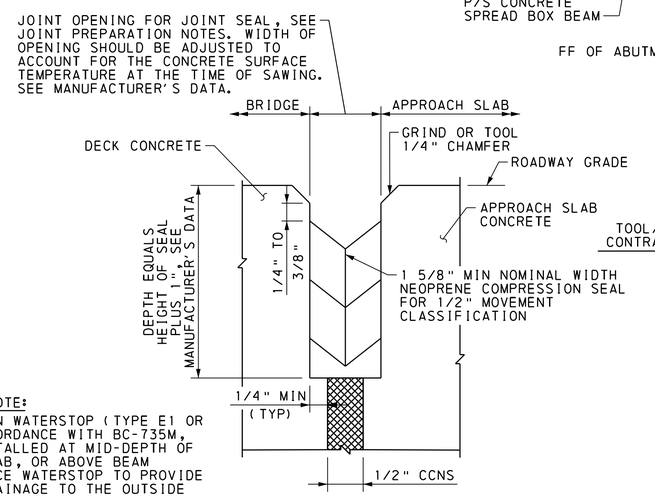
1' 0 1'



PAVING NOTCH FORMING DETAIL

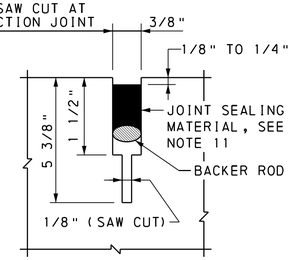
NOT TO SCALE

WATERSTOP NOTE:
AN EXPANSION WATERSTOP (TYPE E1 OR E2), IN ACCORDANCE WITH BC-735M, MUST BE INSTALLED AT MID-DEPTH OF APPROACH SLAB, OR ABOVE BEAM NOTCH. PLACE WATERSTOP TO PROVIDE POSITIVE DRAINAGE TO THE OUTSIDE OF THE STRUCTURE.



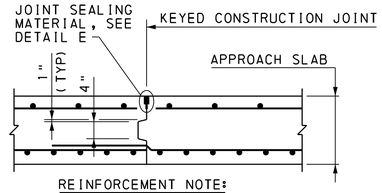
DETAIL D

NOT TO SCALE



DETAIL E

NOT TO SCALE



REINFORCEMENT NOTE:
MECHANICAL SPLICES ARE PERMITTED AS AN OPTION FOR BOTTOM REINFORCEMENT.

DETAIL C
CONSTRUCTION JOINT

NOT TO SCALE

JOINT PREPARATION NOTES:

1. THE JOINT OPENING IS TO BE FORMED BY A TWO-STAGE SAWING OPERATION WHERE ACCESSIBLE. WHERE ACCESSIBILITY IS LIMITED, THE JOINT OPENING SHALL BE FORMED. THE FIRST SAW CUT IS DESIGNED TO CONTROL CRACKING. THE SECOND SAW CUT IS MADE USING A DOUBLE-BLADED WATER-COOLED SAW CAPABLE OF HOLDING A TOLERANCE OF ±1/16" TO CREATE THE PROPER OPENING FOR THE PREFORMED NEOPRENE COMPRESSION SEAL OR INVERTED V JOINT SEAL.
2. WATER BLAST OPENING IMMEDIATELY FOLLOWING SAW CUTTING OPERATION TO REMOVE ANY RESIDUAL SLURRY BEFORE IT DRIES.
3. THE DEPTH OF THE JOINT OPENING EQUALS THE HEIGHT OF THE SEAL PLUS 1". THE WIDTH OF THE SECOND SAW CUT SHOULD BE ADJUSTED TO ACCOUNT FOR THE CONCRETE SURFACE TEMPERATURE AT THE TIME OF SAWING, SEE MANUFACTURER'S PRODUCT INFORMATION.
4. BEFORE INSTALLING THE SEAL, ABRASIVE BLAST THE BONDING SURFACES TO THOROUGHLY CLEAN THE JOINT OPENING AND REMOVE FOREIGN MATERIAL, INCLUDING BROKEN CONCRETE. USE WATER AND OIL FREE COMPRESSED AIR TO BLOW OUT RESIDUE FROM THE SEAL GROOVE OPENING.
5. PREPARE BONDING SURFACES AND INSTALL JOINT SEAL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. DO NOT EXCEED 3% ELONGATION OF THE SEAL, IF STRETCHING OCCURS.

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR DIAPHRAGM DETAILS, SEE SHEETS 38 & 39.
3. FOR APPROACH SLAB PLANS AND LOCATION OF SECTION Q-Q, SEE SHEETS 45 & 47.
4. FOR APPROACH SLAB BARRIER DETAILS, SEE SHEETS 49 & 50.
5. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 51 THRU 54.
6. CONSTRUCT BRIDGE APPROACH SLAB AFTER THE BRIDGE DECK SLAB IS CONSTRUCTED.
7. PLACE CONCRETE IN ONE CONTINUOUS OPERATION, UNLESS OTHERWISE INDICATED OR DIRECTED.
8. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE APPROACH SLAB OR SLEEPER SLAB, UNLESS OTHERWISE INDICATED.
9. PROVIDE 2 LAYERS OF 4 MIL POLYETHYLENE SHEETING UNDERNEATH APPROACH SLAB.
10. USE ONLY APPROVED SEALS, AS LISTED IN BULLETIN 15. INSTALL JOINT SEALS TO A UNIFORM DEPTH WITH THE TOP OF THE SEAL FROM 1/4" TO 1/2" BELOW THE LEVEL OF THE CHAMFER. MAKE THE TOP EDGES OF THE CONTACT SURFACES ON BOTH SIDES OF THE SEAL AT THE SAME ELEVATION.
11. FOR JOINT SEALING MATERIAL, REFER TO PUB 408 SECTIONS 501.2 AND 705.4(a), (b), OR (d).

◓ PROVIDE 1'-0" GAP IN POLYETHYLENE SHEETING ALONG REAR FACE TO ALLOW FOR DRAINAGE.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
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FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE

APPROACH SLAB DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

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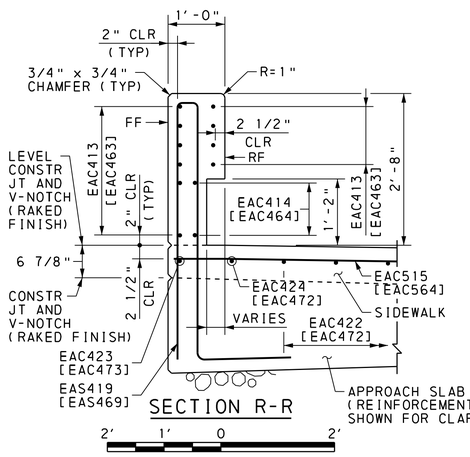
RECOMMENDED _____

SHEET 48 OF 65

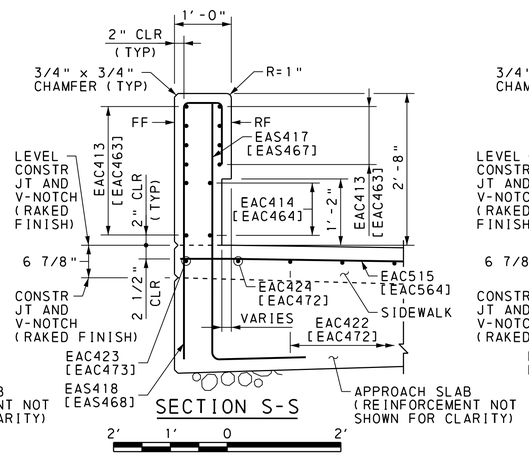
S- 40136

DESIGNED: GCF | CHECKED: JPH | CADD: GCF | CHECKED: JPH

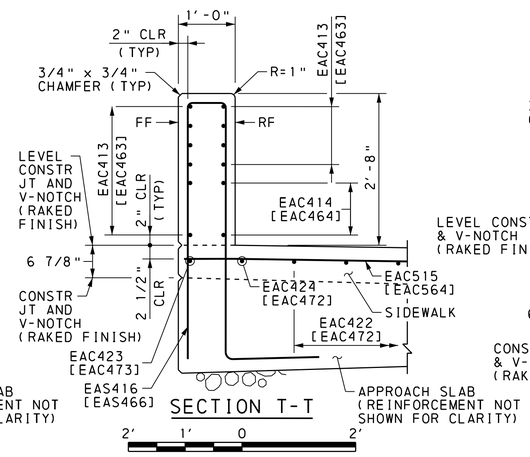
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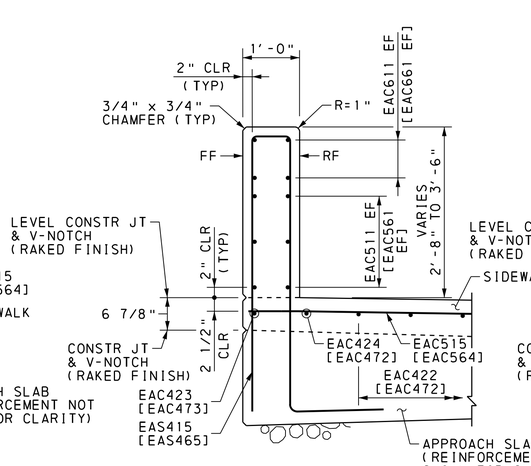
SECTION R-R



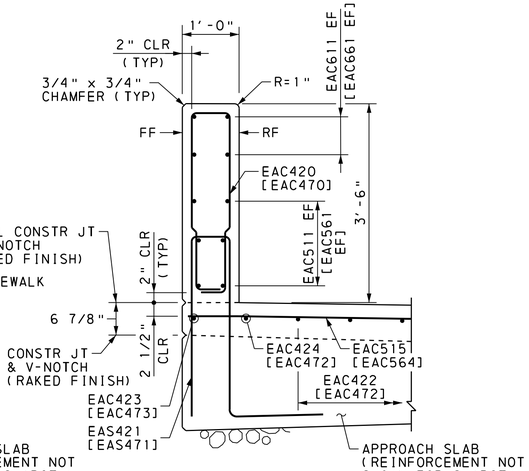
SECTION S-S



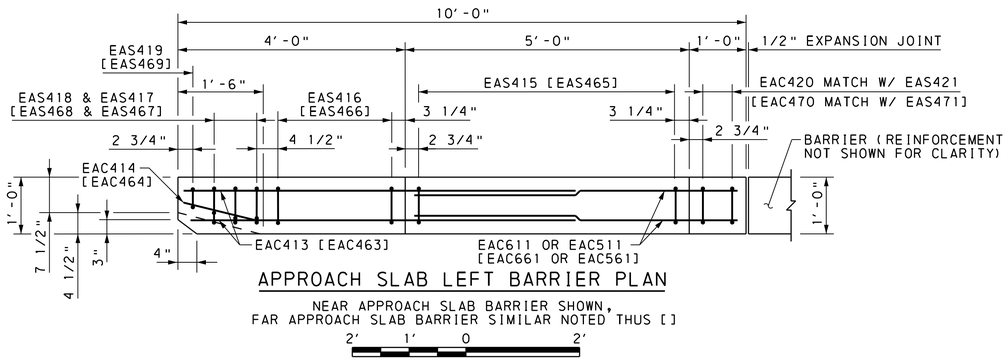
SECTION T-T



SECTION U-U



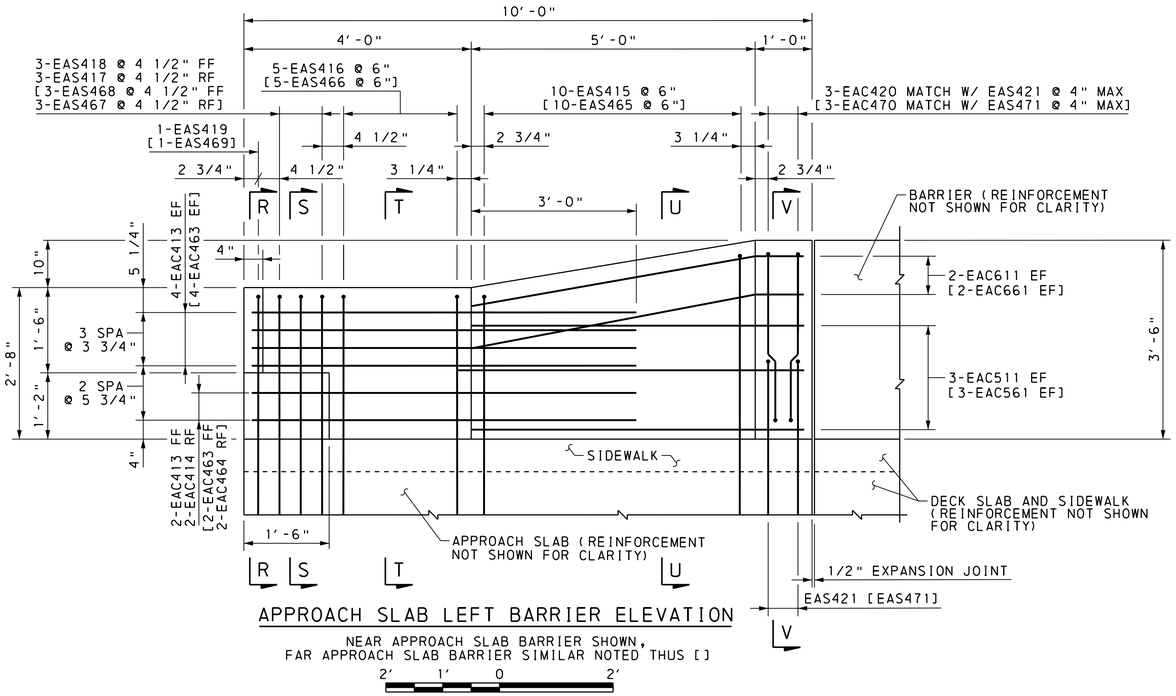
SECTION V-V



APPROACH SLAB LEFT BARRIER PLAN

NEAR APPROACH SLAB BARRIER SHOWN,
FAR APPROACH SLAB BARRIER SIMILAR NOTED THUS [ ]

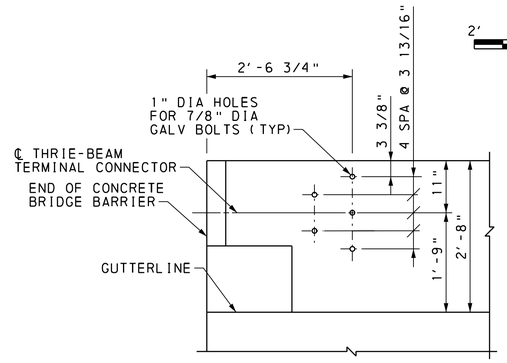
2' 1' 0 2'



APPROACH SLAB LEFT BARRIER ELEVATION

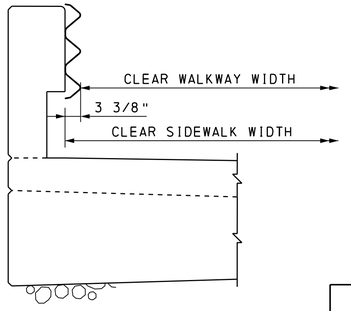
NEAR APPROACH SLAB BARRIER SHOWN,
FAR APPROACH SLAB BARRIER SIMILAR NOTED THUS [ ]

2' 1' 0 2'



THRIE-BEAM TERMINAL CONNECTOR BOLT HOLE DETAIL

2' 1' 0 2'



CLEAR SIDEWALK WIDTH DETAIL

CLEAR SIDEWALK WIDTH INCLUDES CLEAR WALKWAY WIDTH PLUS 3 3/8" AT THE BARRIER FOR THE THRIE-BEAM TERMINAL CONNECTOR WIDTH.
NOT TO SCALE

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR APPROACH SLAB DETAILS, SEE SHEETS 45, 47, & 48.
3. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 51 THRU 54.
4. ALL HORIZONTAL DIMENSIONS GIVEN ON TYPICAL APPROACH SLAB BARRIER PLAN AND TYPICAL APPROACH SLAB BARRIER ELEVATION ARE MEASURED ALONG THE FF OF BARRIER.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
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SEGMENT 0550 OFFSET 0783
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APPROACH SLAB BARRIER DETAILS - 1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080633

stv

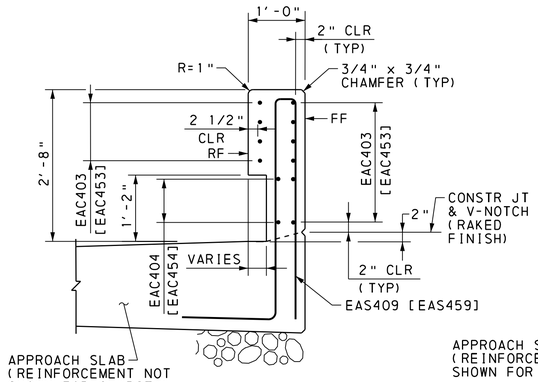
RECOMMENDED _____

SHEET 49 OF 65

S- 40136

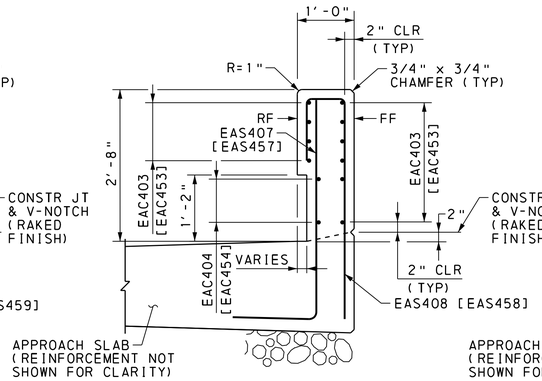
DESIGNED: GCF | CHECKED: JPH | CADD: GCF | CHECKED: JPH

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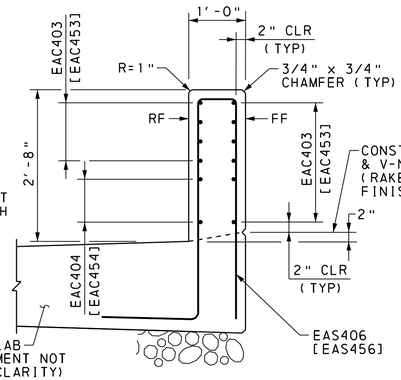
SECTION W-W

2' 1' 0 2'



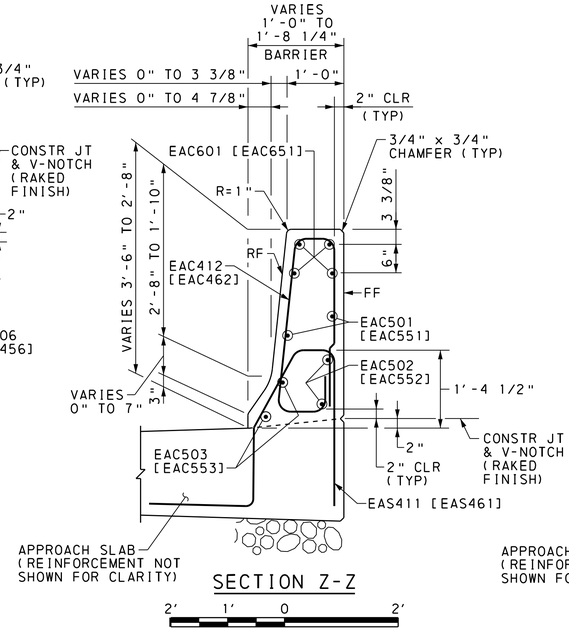
SECTION X-X

2' 1' 0 2'



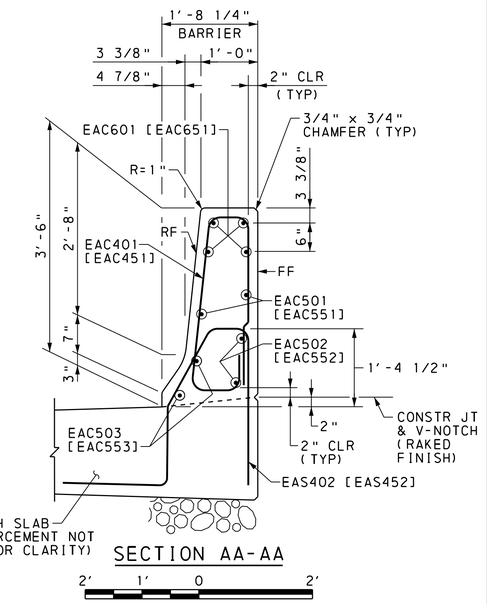
SECTION Y-Y

2' 1' 0 2'



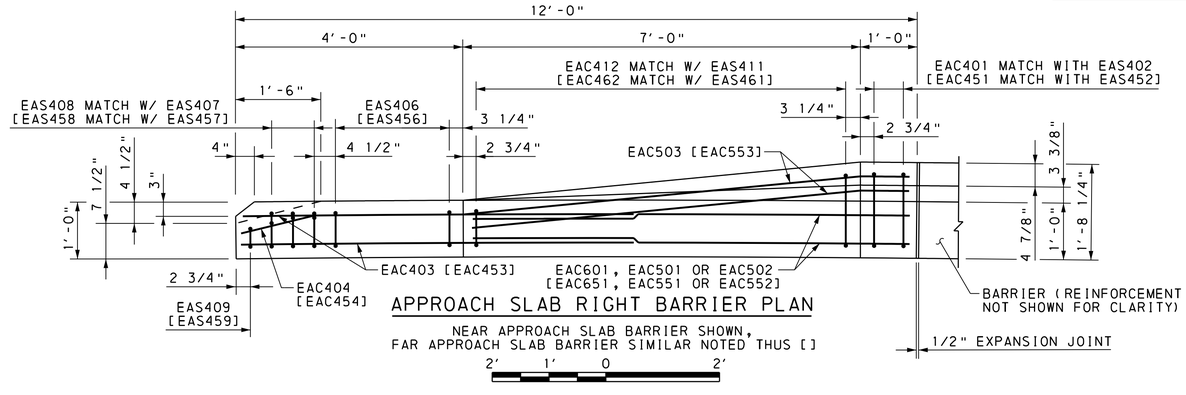
SECTION Z-Z

2' 1' 0 2'



SECTION AA-AA

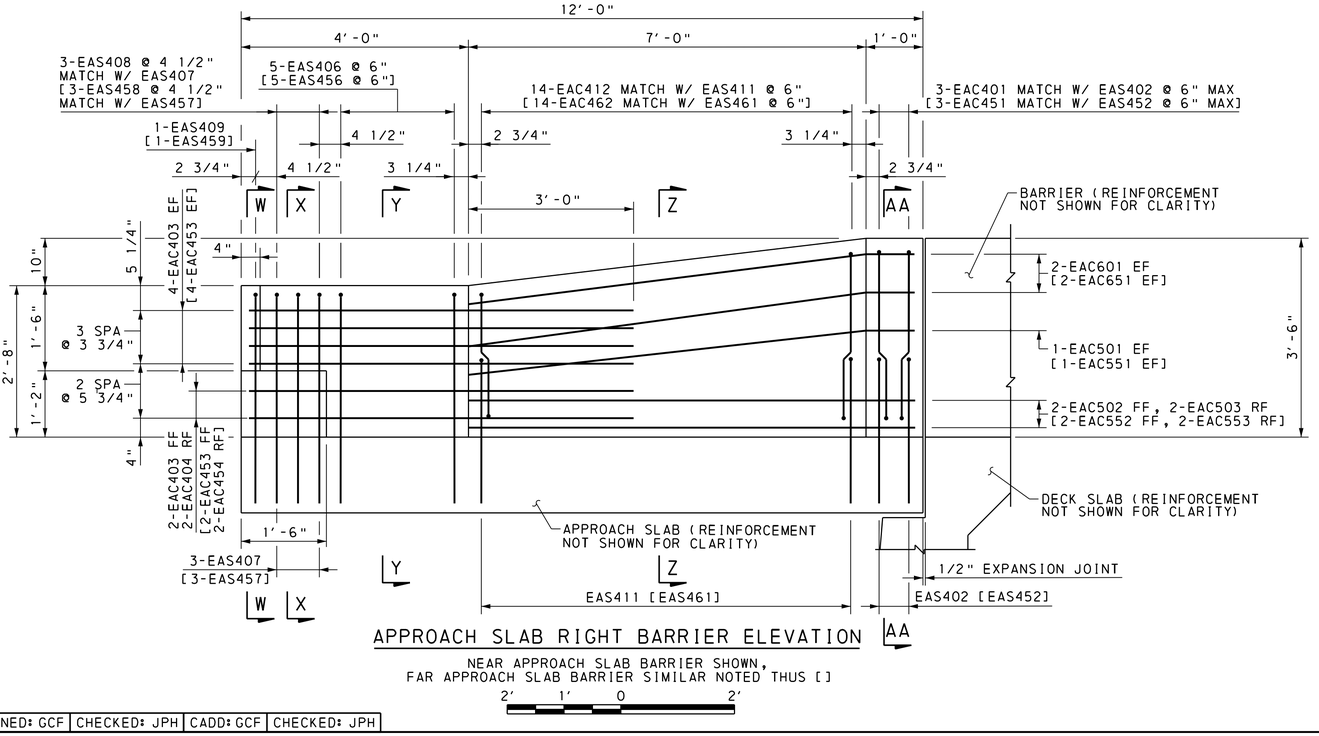
2' 1' 0 2'



APPROACH SLAB RIGHT BARRIER PLAN

NEAR APPROACH SLAB BARRIER SHOWN,
FAR APPROACH SLAB BARRIER SIMILAR NOTED THUS [ ]

2' 1' 0 2'



APPROACH SLAB RIGHT BARRIER ELEVATION

NEAR APPROACH SLAB BARRIER SHOWN,
FAR APPROACH SLAB BARRIER SIMILAR NOTED THUS [ ]

2' 1' 0 2'

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEETS 3 & 4.
2. FOR APPROACH SLAB DETAILS, SEE SHEETS 45, 47, & 48.
3. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 51 THRU 54.
4. ALL HORIZONTAL DIMENSIONS GIVEN ON TYPICAL APPROACH SLAB BARRIER PLAN AND TYPICAL APPROACH SLAB BARRIER ELEVATION ARE MEASURED ALONG THE FF OF BARRIER.
5. FOR THRIE-BEAM TERMINAL CONNECTOR BOLT HOLE DETAIL, SEE SHEET 49.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

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SEGMENT 0550 OFFSET 0783
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OVER NORFOLK SOUTHERN RAILROAD
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APPROACH SLAB BARRIER DETAILS - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE090624

stv

RECOMMENDED _____

SHEET 50 OF 65

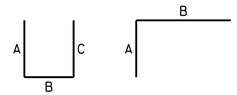
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DESIGNED: GCF | CHECKED: JPH | CADD: GCF | CHECKED: JPH

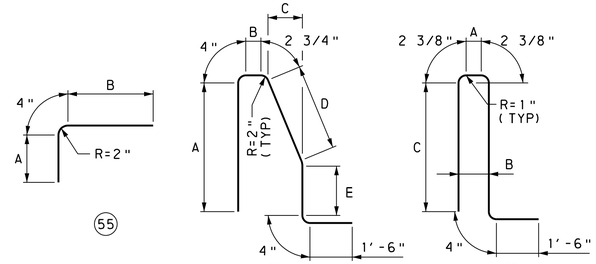
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NEAR APPROACH SLAB AND SLEEPER SLAB REINFORCEMENT BAR SCHEDULE

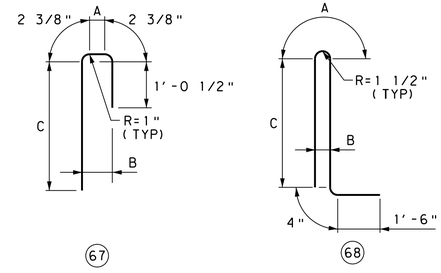
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
EAS402	4	3	7'-7 1/2"	56	2'-6"	2 3/8"	8 5/8"	1'-4 3/8"	1'-2"		
EAS406	4	5	9'-4 5/8"	66	4 3/8"	7 3/8"	3'-4 3/4"				
EAS407	4	3	5'-4 3/4"	55	1'-6"	3'-6 3/4"					
EAS408	4	3	5'-2 3/8"	67	4 3/8"	7 3/8"	3'-4 3/4"				
EAS409	4	1	9'-0 1/8"	68	5 5/8"	3 3/8"	3'-4 1/4"				
EAS411	4	14	7'-7 1/2"	56	2'-6"	2 3/8"	1/4" TO 8 5/8"	1'-4 3/8"	1'-2"		VARY C EA BY 5/8" (+)
EAS415	4	10	10'-8 1/8" TO 12'-4 1/8"	66	4 3/8"	7 3/8"	4'-0 1/2" TO 4'-10 1/2"				VARY C EA BY 1 1/8" (-)
EAS416	4	5	10'-8 1/8"	66	4 3/8"	7 3/8"	4'-0 1/2"				
EAS417	4	3	6'-0"	55	1'-6"	4'-2"					
EAS418	4	3	5'-10 1/8"	67	4 3/8"	7 3/8"	4'-0 1/2"				
EAS419	4	1	10'-3 1/4"	68	6 1/4"	4"	3'-11 1/2"				
EAS421	4	3	8'-4 1/8"	66	4 3/8"	7 3/8"	2'-10 1/2"				
EAS501	5	30	24'-3 1/2"	STR							
EAS502	5	63	7'-6 1/2"	4	3'-4"	10 1/2"	3'-4"				
EAS503	5	9	26'-10 7/8"	10	26'-1"	9 7/8"					
EAS504	5	9	27'-8 5/8"	72	25'-5 1/2"	1'-5 1/4"	1'-0 1/4"	9 7/8"			
EAS505	5	1	11'-6"	STR							
EAS506	5	18	14'-4 3/4"	STR							
EAS507	5	1	23'-11 1/2"	STR							
EAS511	5	39	24'-3 1/2"	STR							
EAS512	5	81	7'-6 1/2"	4	3'-4"	10 1/2"	3'-4"				
EAS513	5	1	23'-6"	STR							
EAS514	5	1	9'-6"	STR							
EAS515	5	1	18'-2 1/8"	72	16'-7 1/4"	9"	6 3/8"	9 7/8"			
EAS516	5	10	18'-5 7/8"	10	17'-8"	9 7/8"					
EAS517	5	7	19'-5 7/8"	72	17'-11"	9"	6 3/8"	9 7/8"			
EAS518	5	18	35'-1"	STR							
EAS519	5	18	8'-3 5/8"	12	3'-5"	1'-5 5/8"	3'-5"	2"	1'-5 1/2"		
EAS601	6	9	45'-1"	STR							
EAS602	6	9	45'-10 3/4"	11	44'-5 1/2"	1'-5 1/4"	1'-0 1/4"				
EAS611	6	1	53'-2"	11	52'-5"	9"	6 3/8"				
EAS612	6	10	53'-9"	STR							
EAS613	6	7	54'-10"	11	54'-1"	9"	6 3/8"				
EAS1001	10	40	24'-3 1/2"	STR							
EAS1002	10	1	11'-6"	STR							
EAS1003	10	1	23'-11 1/2"	STR							
EAS1011	10	52	24'-3 1/2"	STR							
EAS1012	10	1	23'-6"	STR							
EAS1013	10	1	9'-6"	STR							
ESS501	5	14	44'-4"	STR							
ESS511	5	14	53'-9"	STR							
ESS801	8	62	6'-4"	STR							
ESS811	8	78	6'-4"	STR							



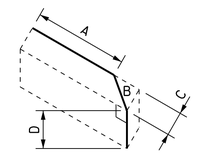
(4) (10) (11) (12)



(55) (56) (66)



(67) (68)



(72)

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-F AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

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JASON ANGELO GALLI
ENGINEER
No. PE080624

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SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
NEAR APPROACH SLAB REBAR SCHEDULE - 1

RECOMMENDED _____

SHEET 51 OF 65

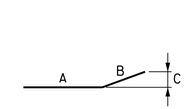
S- 40136

DESIGNED: GCF | CHECKED: MJS | CADD: GCF | CHECKED: MJS

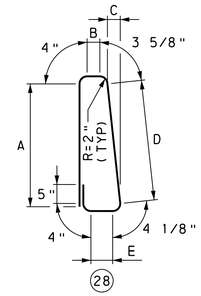
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NEAR APPROACH SLAB SIDEWALK AND BARRIER REINFORCEMENT BAR SCHEDULE

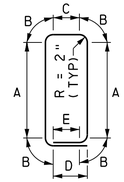
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
EAC401	4	3	8'-0 1/8"	28	2'-9 1/2"	3 3/8"	3 3/8"	2'-7 3/4"	6 3/4"		
EAC403	4	10	6'-10"	STR							
EAC404	4	2	6'-10 5/8"	11	5'-5 5/8"	1'-5"	4 1/8"				
EAC412	4	14	7'-10 7/8" TO 5'-11 1/2"	28	2'-9 1/2" TO 1'-11 1/2"	2 3/4"	3 3/8" TO 0"	2'-7 3/4" TO 1'-9 3/4"	6 1/8" TO 2 3/4"		VARY A EA BY 3/4" (+) VARY C EA BY 1/4" (+) VARY D EA BY 3/4" (+) VARY E EA BY 1/4" (+)
EAC413	4	10	6'-10"	STR							
EAC414	4	2	6'-10 5/8"	11	5'-5 5/8"	1'-5"	4 1/8"				
EAC420	4	3	7'-9 1/2"	71	2'-9"	4"	3"	5 1/2"	3"		
EAC422	4	5	24'-6 1/4"	STR							
EAC423	4	1	9'-8"	STR							
EAC424	4	1	23'-9"	STR							
EAC501	5	2	7'-10 1/2"	11	10"	7'-0 1/2"	10"				
EAC502	5	2	7'-10"	STR							
EAC503	5	2	7'-10 3/8"	11	10"	7'-0 3/8"	8"				
EAC511	5	6	5'-10"	STR							
EAC512	5	1	6'-1"	11	5'-3"	10"	7 1/8"				
EAC514	5	10	6'-5"	STR							
EAC515	5	7	7'-5 1/2"	11	6'-7 1/2"	10"	7 1/8"				
EAC601	6	4	7'-10 1/2"	11	10"	7'-0 1/2"	10"				
EAC611	6	4	5'-10 7/8"	11	10"	5'-0 7/8"	10"				



(11)



(28)



(71)

REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-F AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
NEAR APPROACH SLAB REBAR SCHEDULE - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

RECOMMENDED _____

SHEET 52 OF 65

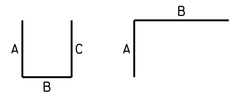
S- 40136

DESIGNED: GCF | CHECKED: MJS | CADD: GCF | CHECKED: MJS

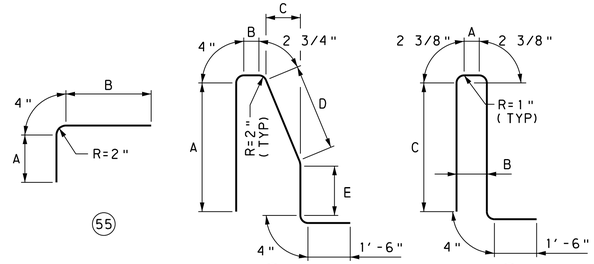
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FAR APPROACH SLAB AND SLEEPER SLAB REINFORCEMENT BAR SCHEDULE

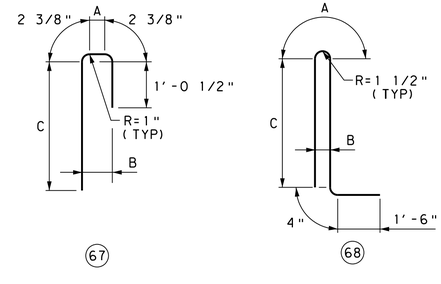
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
EAS452	4	3	7'-7 1/2"	56	2'-6"	2 3/8"	8 5/8"	1'-4 3/8"	1'-2"		
EAS456	4	5	9'-4 5/8"	66	4 3/8"	7 3/8"	3'-4 3/4"				
EAS457	4	3	5'-4 3/4"	55	1'-6"	3'-6 3/4"					
EAS458	4	3	5'-2 3/8"	67	4 3/8"	7 3/8"	3'-4 3/4"				
EAS459	4	1	9'-0 1/8"	68	5 5/8"	3 3/8"	3'-4 1/4"				
EAS461	4	14	7'-7 1/2"	56	2'-6"	2 3/8"	1/4" TO 8 5/8"	1'-4 3/8"	1'-2"		VARY C EA BY 5/8" (+)
EAS465	4	10	10'-8 1/8" TO 12'-4 1/8"	66	4 3/8"	7 3/8"	4'-0 1/2" TO 4'-10 1/2"				VARY C EA BY 1 1/8" (-)
EAS466	4	5	10'-8 1/8"	66	4 3/8"	7 3/8"	4'-0 1/2"				
EAS467	4	3	6'-0"	55	1'-6"	4'-2"					
EAS468	4	3	5'-10 1/8"	67	4 3/8"	7 3/8"	4'-0 1/2"				
EAS469	4	1	10'-3 1/4"	68	6 1/4"	4"	3'-11 1/2"				
EAS471	4	3	8'-4 1/8"	66	4 3/8"	7 3/8"	2'-10 1/2"				
EAS551	5	30	24'-3 1/2"	STR							
EAS552	5	63	7'-6 1/2"	4	3'-4"	10 1/2"	3'-4"				
EAS553	5	1	26'-6 7/8"	72	25'-0"	9"	6 3/8"	9 7/8"			
EAS554	5	8	26'-10 7/8"	10	26'-1"	9 7/8"					
EAS555	5	9	27'-8 5/8"	72	25'-5 1/2"	1'-5 1/4"	1'-0 1/4"	9 7/8"			
EAS556	5	1	11'-6"	STR							
EAS557	5	18	14'-4 3/4"	STR							
EAS558	5	1	24'-2 1/4"	STR							
EAS561	5	40	24'-3 1/2"	STR							
EAS562	5	81	7'-6 1/2"	4	3'-4"	10 1/2"	3'-4"				
EAS563	5	18	8'-3 5/8"	12	3'-5"	1'-5 5/8"	3'-5"	2"	1'-5 1/2"		
EAS564	5	1	9'-6"	STR							
EAS565	5	11	18'-5 7/8"	10	17'-8"	9 7/8"					
EAS566	5	7	19'-5 7/8"	72	17'-11"	9"	6 3/8"	9 7/8"			
EAS567	5	18	35'-1"	STR							
EAS651	6	1	44'-9"	11	44'-0"	9"	6 3/8"				
EAS652	6	8	45'-1"	STR							
EAS653	6	9	45'-10 3/4"	11	44'-5 1/2"	1'-5 1/4"	1'-0 1/4"				
EAS661	6	11	53'-9"	STR							
EAS662	6	7	54'-10"	11	54'-1"	9"	6 3/8"				
EAS1051	10	40	24'-3 1/2"	STR							
EAS1052	10	1	11'-6"	STR							
EAS1053	10	1	24'-2 1/4"	STR							
EAS1061	10	53	24'-3 1/2"	STR							
EAS1062	10	1	9'-6"	STR							
ESS551	5	14	44'-4"	STR							
ESS561	5	14	53'-9"	STR							
ESS851	8	62	6'-4"	STR							
ESS861	8	78	6'-4"	STR							



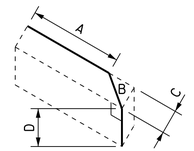
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(55) (56) (66)



(67) (68)



(72)

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
2. FIGURES IN CIRCLES INDICATE BAR TYPES.
3. "E" PREFIX IN BAR MARK DENOTES EPOXY-COATED BARS.
4. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-F AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624
COMMONWEALTH OF PENNSYLVANIA

stv

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
FAR APPROACH SLAB REBAR SCHEDULE - 1

RECOMMENDED _____

SHEET 53 OF 65

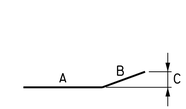
S- 40136

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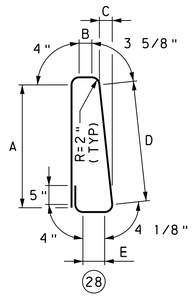
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FAR APPROACH SLAB SIDEWALK AND BARRIER REINFORCEMENT BAR SCHEDULE

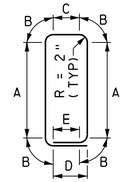
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	F	REMARKS
EAC451	4	3	8'-0 1/8"	28	2'-9 1/2"	3 3/8"	3 3/8"	2'-7 3/4"	6 3/4"		
EAC453	4	10	6'-10"	STR							
EAC454	4	2	6'-10 5/8"	11	5'-5 5/8"	1'-5"	4 1/8"				
EAC462	4	14	7'-10 7/8" TO 5'-11 1/2"	28	2'-9 1/2" TO 1'-11 1/2"	2 3/4"	3 3/8" TO 0"	2'-7 3/4" TO 1'-9 3/4"	6 1/8" TO 2 3/4"		VARY A EA BY 3/4" (+) VARY C EA BY 1/4" (+) VARY D EA BY 3/4" (+) VARY E EA BY 1/4" (+)
EAC463	4	10	6'-10"	STR							
EAC464	4	2	6'-10 5/8"	11	5'-5 5/8"	1'-5"	4 1/8"				
EAC470	4	3	7'-9 1/2"	71	2'-9"	4"	3"	5 1/2"	3"		
EAC472	4	6	24'-6 1/4"	STR							
EAC473	4	1	9'-8"	STR							
EAC551	5	2	7'-10 1/2"	11	10"	7'-0 1/2"	10"				
EAC552	5	2	7'-10"	STR							
EAC553	5	2	7'-10 3/8"	11	10"	7'-0 3/8"	8"				
EAC561	5	6	5'-10"	STR							
EAC564	5	7	7'-5 1/2"	11	6'-7 1/2"	10"	7 1/8"				
EAC565	5	11	6'-5"	STR							
EAC651	6	4	7'-10 1/2"	11	10"	7'-0 1/2"	10"				
EAC661	6	4	5'-10 7/8"	11	10"	5'-0 7/8"	10"				



(11)



(28)



(71)

REINFORCEMENT NOTES

1. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
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Mark	Description	By	Chk'd.	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
FAR APPROACH SLAB REBAR SCHEDULE - 2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

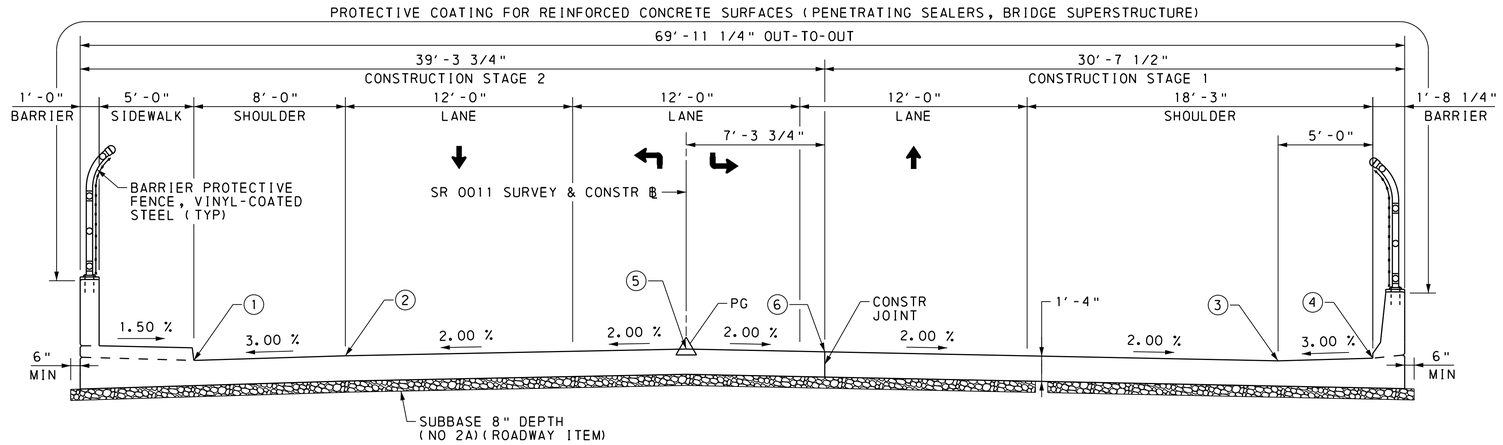
RECOMMENDED _____

SHEET 54 OF 65

S - 40136

DESIGNED: GCF | CHECKED: MJS | CADD: GCF | CHECKED: MJS

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APPROACH SLAB TYPICAL SECTION

(LOOKING STATIONS AHEAD)

4' 2' 0 4'

ELEVATION TABLE
TOP OF APPROACH SLAB ELEVATION

NEAR APPROACH SLAB							FAR APPROACH SLAB						
STATION	PT ①	PT ②	PT ⑤	PT ⑥	PT ③	PT ④	STATION	PT ①	PT ②	PT ⑤	PT ⑥	PT ③	PT ④
600+78.00	712.87	———	———	———	———	———	601+68.00	712.46	———	———	———	———	———
600+80.00	712.88	———	———	———	———	———	601+70.00	712.43	———	———	———	———	———
600+86.00	712.91	713.15	———	———	———	———	601+76.00	712.33	712.57	———	———	———	———
600+90.00	712.93	713.17	———	———	———	———	601+80.00	712.26	712.50	———	———	———	———
601+00.00	712.94	713.18	———	———	———	———	601+90.00	712.07	712.31	———	———	———	———
601+03.00	712.94	713.18	———	———	———	———	601+93.00	712.01	712.25	———	———	———	———
601+04.00	———	713.18	713.54	———	———	———	601+94.00	———	712.23	712.59	———	———	———
601+10.00	———	713.18	713.54	———	———	———	602+00.00	———	712.10	712.46	———	———	———
601+11.00	———	713.18	713.54	———	———	———	602+01.00	———	712.08	712.44	———	———	———
601+11.31	———	———	713.54	713.39	———	———	602+01.31	———	———	712.43	712.29	———	———
601+20.00	———	———	713.51	713.36	———	———	602+10.00	———	———	712.23	712.08	———	———
601+29.00	———	———	713.47	713.32	———	———	602+19.00	———	———	712.00	711.85	———	———
601+30.00	———	———	———	713.31	———	———	602+20.00	———	———	———	711.82	———	———
601+35.25	———	———	———	713.28	712.80	———	602+25.25	———	———	———	711.68	711.20	———
601+36.31	———	———	———	713.27	712.79	———	602+26.31	———	———	———	711.65	711.17	———
601+40.00	———	———	———	———	712.76	———	602+30.00	———	———	———	———	711.06	———
601+40.25	———	———	———	———	712.76	712.91	602+30.25	———	———	———	———	711.06	711.21
601+50.00	———	———	———	———	712.66	712.81	602+40.00	———	———	———	———	710.76	710.91
601+60.00	———	———	———	———	712.54	712.69	602+50.00	———	———	———	———	710.43	710.58
601+60.25	———	———	———	———	712.54	712.69	602+50.25	———	———	———	———	710.43	710.58
601+65.25	———	———	———	———	———	712.62	602+54.94	———	———	———	———	———	710.41

ELEVATIONS GIVEN AT THE FIRST AND LAST STATIONS LISTED FOR EACH POINT ARE LOCATED AT THE BEGINNING AND END OF APPROACH SLAB

NOTES

1. FOR GENERAL NOTES & LIST OF ABBREVIATIONS, SEE SHEET 3 & 4.
2. FOR DECK ELEVATIONS AT BREAK POINTS, SEE SHEET 6.
3. FOR DECK AND BEAM ELEVATIONS AT 10TH POINTS, SEE SHEET 7.

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
APPROACH SLAB ELEVATIONS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080634

stv

RECOMMENDED _____

SHEET 55 OF 65

S- 40136

DESIGNED: MJS | CHECKED: KPF | CADD: MJS | CHECKED: KPF

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LEFT FASCIA BEAM WITH FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.730	0.730	0.730	0.730	N/A	0.730	N/A
	LOCATION (FT)	32.50	32.50	32.50	32.50	N/A	32.50	N/A
	LIMIT STATE	SERV-III	SERV-III	SERV-III	SERV-III	N/A	SERV-III	N/A
	RATING FACTOR	2.07M	1.47M	1.25M	1.08M	N/A	1.29M	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.926	0.926	0.926	0.926	0.926	0.926	0.926
	LOCATION (FT)	22.75	22.75	22.75	22.75	22.75	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	2.83V	1.97V	1.71V	1.52V	1.16V	1.72V	1.03V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4347.58 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 331.99								
LOCATION (FT) 19.50								

FIRST RIGHT INTERIOR BEAM WITH FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.637	0.637	0.637	0.497	N/A	0.637	N/A
	LOCATION (FT)	22.75	22.75	22.75	32.50	N/A	22.75	N/A
	LIMIT STATE	STR-I	STR-I	STR-I	SERV-III	N/A	STR-I	N/A
	RATING FACTOR	3.21V	2.23V	1.94V	1.69M	N/A	1.96V	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.637	0.637	0.637	0.637	0.637	0.637	0.637
	LOCATION (FT)	22.75	22.75	22.75	22.75	22.75	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	4.16V	2.89V	2.52V	2.23V	1.71V	2.54V	1.51V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4252.29 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 369.24								
LOCATION (FT) 16.25								

FIRST LEFT INTERIOR BEAM WITH FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.557	0.557	0.557	0.557	N/A	0.557	N/A
	LOCATION (FT)	32.50	32.50	32.50	32.50	N/A	32.50	N/A
	LIMIT STATE	SERV-IIIP	SERV-IIIP	SERV-IIIP	SERV-III	N/A	SERV-IIIP	N/A
	RATING FACTOR	2.39M	1.69M	1.44M	1.51M	N/A	1.49M	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.722	0.722	0.722	0.722	0.722	0.722	0.722
	LOCATION (FT)	22.75	22.75	22.75	22.75	3.08	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	3.73V	2.59V	2.26V	2.00V	1.53V	2.28V	1.36V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4430.75 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 365.49								
LOCATION (FT) 16.25								

RIGHT FASCIA BEAM WITH FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.643	0.643	0.643	0.643	N/A	0.643	N/A
	LOCATION (FT)	32.50	32.50	32.50	32.50	N/A	32.50	N/A
	LIMIT STATE	SERV-III	SERV-III	SERV-III	SERV-III	N/A	SERV-III	N/A
	RATING FACTOR	2.26M	1.60M	1.36M	1.18M	N/A	1.41M	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.844	0.844	0.844	0.844	0.844	0.844	0.844
	LOCATION (FT)	22.75	22.75	22.75	22.75	2.85	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	3.07V	2.13V	1.86V	1.65V	1.25V	1.87V	1.12V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4317.93 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 338.60								
LOCATION (FT) 19.50								

INTERIOR BEAM WITH FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.722	0.722	0.722	0.722	N/A	0.722	N/A
	LOCATION (FT)	22.75	22.75	22.75	22.75	N/A	22.75	N/A
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	N/A	STR-I	N/A
	RATING FACTOR	3.01V	2.11V	1.84V	1.64V	N/A	1.86V	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.722	0.722	0.722	0.722	0.722	0.722	0.722
	LOCATION (FT)	22.75	22.75	22.75	22.75	3.15	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	3.91V	2.74V	2.39V	2.12V	1.60V	2.41V	1.44V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4430.75 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 371.85								
LOCATION (FT) 16.25								

NOTES:

1. LOAD RESISTANCE FACTOR DESIGN METHOD WAS USED TO OBTAIN RATINGS.
2. GIVEN DISTRIBUTION FACTOR IS THE VEHICULAR LIVE LOAD DISTRIBUTION FACTOR USED TO PRODUCE THE GIVEN RATING. FOR THE STR-IP LIMIT STATE, THE VEHICULAR LIVE LOAD DISTRIBUTION FACTOR ACCOUNTS FOR THE PRESENCE OF PEDESTRIAN LOADS, IF APPLICABLE.
3. ML80 = PENNSYLVANIA MAXIMUM LEGAL LOAD
   TK527 = PENNSYLVANIA LEGAL LOAD CONFIGURATION
   PHL-93 = AASHTO LRFD DESIGN LIVE LOAD, AS MODIFIED BY THE 2019 PENNDOT DESIGN MANUAL, PART 4
   P-82 = PENNSYLVANIA PERMIT LOAD
   P2016-13 = PENNSYLVANIA PERMIT LOAD

SYMBOL DESIGNATION FOR RATING FACTORS:
M - MOMENT RATING FACTOR CONTROLS
V - SHEAR RATING FACTOR CONTROLS

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

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
RATINGS WITH FWS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

RECOMMENDED _____

SHEET 56 OF 65

S- 40136

DESIGNED: GCF | CHECKED: KPF | CADD: MJS | CHECKED: KPF

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LEFT FASCIA BEAM WITHOUT FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.730	0.926	0.730	0.730	N/A	0.926	N/A
	LOCATION (FT)	32.50	22.75	32.50	32.50	N/A	22.75	N/A
	LIMIT STATE	SERV-III	STR-I	SERV-III	SERV-III	N/A	STR-I	N/A
	RATING FACTOR	2.25M	1.59V	1.35M	1.17M	N/A	1.40V	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.926	0.926	0.926	0.926	0.926	0.926	0.926
	LOCATION (FT)	22.75	22.75	22.75	22.75	2.86	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	2.97V	2.06V	1.80V	1.59V	1.22V	1.81V	1.08V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4347.58 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 338.22								
LOCATION (FT) 19.50								

FIRST LEFT INTERIOR BEAM WITHOUT FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.557	0.557	0.557	0.722	N/A	0.557	N/A
	LOCATION (FT)	32.50	32.50	32.50	22.75	N/A	32.50	N/A
	LIMIT STATE	SERV-IIIP	SERV-IIIP	SERV-IIIP	STR-I	N/A	SERV-IIIP	N/A
	RATING FACTOR	2.62M	1.86M	1.58M	1.62V	N/A	1.64M	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.722	0.722	0.722	0.722	0.722	0.722	0.722
	LOCATION (FT)	22.75	22.75	22.75	22.75	3.14	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	3.89V	2.72V	2.37V	2.10V	1.59V	2.39V	1.43V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4430.75 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 370.82								
LOCATION (FT) 16.25								

INTERIOR BEAM WITHOUT FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.722	0.722	0.722	0.722	N/A	0.722	N/A
	LOCATION (FT)	22.75	22.75	22.75	22.75	N/A	22.75	N/A
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	N/A	STR-I	N/A
	RATING FACTOR	3.11V	2.18V	1.91V	1.71V	N/A	1.93V	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.722	0.722	0.722	0.722	0.722	0.722	0.722
	LOCATION (FT)	22.75	22.75	22.75	22.75	3.22	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	4.03V	2.82V	2.47V	2.22V	1.67V	2.51V	1.51V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4430.75 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 373.64								
LOCATION (FT) 13.00								

FIRST RIGHT INTERIOR BEAM WITHOUT FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.637	0.637	0.637	0.637	N/A	0.637	N/A
	LOCATION (FT)	22.75	22.75	22.75	22.75	N/A	22.75	N/A
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	N/A	STR-I	N/A
	RATING FACTOR	3.36V	2.34V	2.04V	1.81V	N/A	2.05V	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.637	0.637	0.637	0.637	0.637	0.637	0.637
	LOCATION (FT)	22.75	22.75	22.75	22.75	3.23	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	4.35V	3.03V	2.64V	2.34V	1.79V	2.66V	1.59V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4252.29 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 372.37								
LOCATION (FT) 13.00								

RIGHT FASCIA BEAM WITHOUT FWS SIMPLE SPAN		P/S SPREAD BOX BEAM 48/27						
		H20	HS20	ML-80	PHL-93	P-82	TK527	P2016-13
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	0.643	0.844	0.643	0.643	N/A	0.844	N/A
	LOCATION (FT)	32.50	22.75	32.50	32.50	N/A	22.75	N/A
	LIMIT STATE	SERV-III	STR-I	SERV-III	SERV-III	N/A	STR-I	N/A
	RATING FACTOR	2.46M	1.73V	1.48M	1.28M	N/A	1.52V	N/A
OPERATING RATING (OR)	DISTRIBUTION FACTOR	0.844	0.844	0.844	0.844	0.844	0.844	0.844
	LOCATION (FT)	22.75	22.75	22.75	22.75	2.90	22.75	22.75
	LIMIT STATE	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II	STR-II
	RATING FACTOR	3.22V	2.24V	1.95V	1.73V	1.30V	1.97V	1.18V
MAXIMUM FACTORED MOMENT RESISTANCE (KIP-FT) 4317.93 SPAN LENGTH (FT) = 65.00								
LOCATION (FT) 22.75								
MAXIMUM FACTORED SHEAR RESISTANCE (KIPS) 344.19								
LOCATION (FT) 16.25								

NOTES:

1. LOAD RESISTANCE FACTOR DESIGN METHOD WAS USED TO OBTAIN RATINGS.
2. GIVEN DISTRIBUTION FACTOR IS THE VEHICULAR LIVE LOAD DISTRIBUTION FACTOR USED TO PRODUCE THE GIVEN RATING. FOR THE STR-IP LIMIT STATE, THE VEHICULAR LIVE LOAD DISTRIBUTION FACTOR ACCOUNTS FOR THE PRESENCE OF PEDESTRIAN LOADS, IF APPLICABLE.
3. ML80 = PENNSYLVANIA MAXIMUM LEGAL LOAD
   TK527 = PENNSYLVANIA LEGAL LOAD CONFIGURATION
   PHL-93 = AASHTO LRFD DESIGN LIVE LOAD, AS MODIFIED BY THE 2019 PENNDOT DESIGN MANUAL, PART 4
   P-82 = PENNSYLVANIA PERMIT LOAD
   P2016-13 = PENNSYLVANIA PERMIT LOAD

SYMBOL DESIGNATION FOR RATING FACTORS:
M - MOMENT RATING FACTOR CONTROLS
V - SHEAR RATING FACTOR CONTROLS

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011 STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
1-SPAN COMP P/S CONC SPREAD BOX BEAM BRIDGE
RATINGS WITHOUT FWS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL JASON ANGELO GALLI ENGINEER No. PE080624

stv

RECOMMENDED _____

SHEET 57 OF 65

S- 40136

DESIGNED: GCF | CHECKED: KPF | CADD: MJS | CHECKED: KPF

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GENERAL NOTES

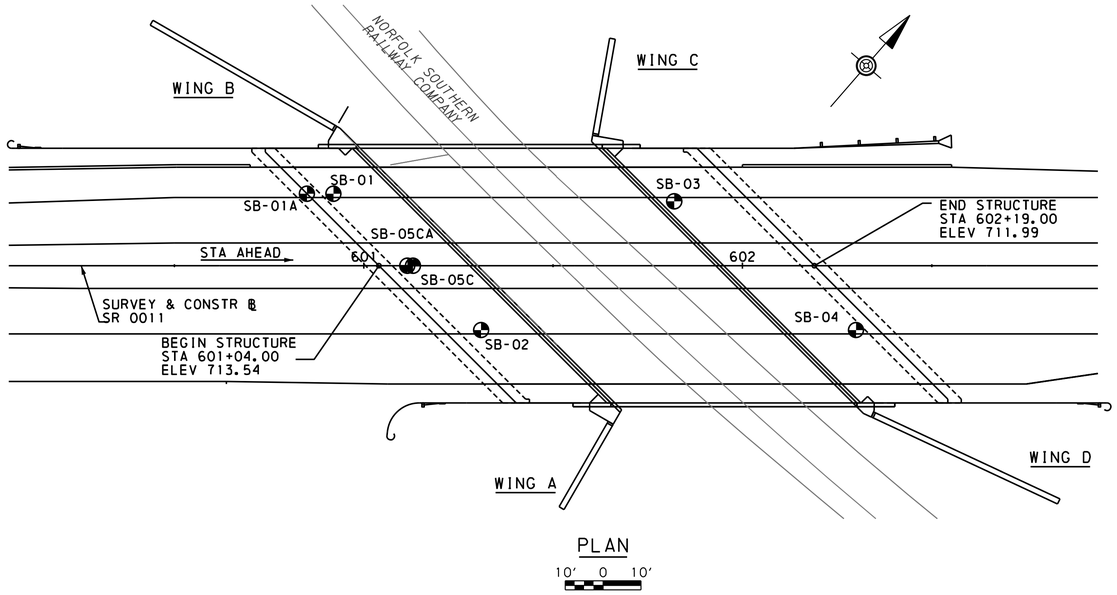
THIS SHEET IS INCLUDED FOR THE CONVENIENCE OF THE DEPARTMENT. REFER TO PUBLICATION 408 SECTION 102.05 FOR FURTHER INFORMATION.

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

THE BORING LOGS AND RELATED INFORMATION DEPICT SUBSURFACE CONDITIONS ONLY AT THE SPECIFIC LOCATIONS AND DATES INDICATED. SUBSURFACE CONDITIONS MAY DIFFER FROM THE CONDITIONS REPORTED AT THE SPECIFIC LOCATIONS. ALSO, THE PASSAGE OF TIME MAY RESULT IN A CHANGE OF CONDITIONS AT THE BORING LOCATIONS.

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION



PLAN

10′ 0 10′

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

MTE

THE SUBSURFACE EXPLORATION DATA THAT ARE PRESENTED ON THESE DRAWINGS (INCLUDING BORING LOGS, EARTH SAMPLES, ROCK CORES, CLASSIFICATION OF MATERIALS AND DEPTH OF BORINGS) ACCURATELY REPRESENT THE CONDITIONS ENCOUNTERED BY THE TEST BORING PROGRAM AT EACH BORING LOCATION.

GEOTECHNICAL ENGINEER/ENGINEERING GEOLOGIST

DATE: 04/20/2023

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2

BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011, STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
SINGLE SPAN P/S SPREAD BOX BEAM BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
MARK T. EVANS
GEOLOGIST
PG005251

SHEET 58 OF 65

S - 40136

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SUBSTRUCTURE UNIT:
ABUTMENT 1

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 09/23/2019 10:15 AM	HAMMER: AUTOMATIC
SB-01	STATION: 600+92.0 OFFSET: 19.0 FT. LT.	FINISH: 09/24/2019 10:30 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DRILLING METHOD-NO RECORD, AUTOMATIC, ACKER AD II TRUCK MOUNTED RIG	"NO RECORD"	0 FT. [redacted] 5 FT.	712.5 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:TIM MEHALICK
NAVARRO & WRIGHT CONSULTING ENGINEERS INC.

▽ 0 HR. READING - ELAPSED TIME: El. 690.7 ft. - 0.6 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 684.1 ft. - 385.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
710	UNS	**UNSAMPLED**. 1.5'/El. 711.0		1.5						
		No water return throughout entire boring.	a-1-a / gw-gm	3.0	S-1	4-4-3	9	1.0	67	
		GRAVEL, some Sand, little Silt, loose, moist, heterogeneous, well graded, sub-angular, light gray to dark gray, fill. 3.0'/El. 709.5		4.5	S-2	3-3-3 / **0.50**	8	1.5	100	
		CLAY, trace Sand, very soft to soft, moist, homogeneous, medium plastic fines, light orange brown, fill.		6.0	S-3	2-1-2 / **0.50**	4	1.0	67	
705				7.5	S-4	WOR-WOR-WOH / **0.50**	0	1.5	100	
				9.0	S-5	1-2-2 / **0.50**	5	1.5	100	
				10.5	S-6	WOH-1-2 / **0.50**	4	1.5	100	
		S-7: No recovery, drillers insert new trap.		12.0	S-7	WOH-WOH-WOH / **0.50**	0	0.0	0	
				13.5	S-8	WOH-WOH-1 / **0.25**	1	1.5	100	
700			a-6 / cl	15.0	S-9	WOH-WOH-WOH / **0.25**	0	1.5	100	
		S-10: Trace gravel in sample.		16.5	S-10	WOR-WOH-WOH / **0.25**	0	0.5	33	
		S-11:Sample contains some black sand.		18.0	S-11	WOR-WOH-WOH / **0.25**	5	1.5	100	
		S-12: Trace gravel in sample. Higher moisture content below 18.0'.		19.5	S-12	4-2-2 / **1.50**	3	1.5	100	
695				21.0	S-13	1-1-1 / **0.00**	0	1.5	100	
				22.5	S-14	WOR-WOH-WOH / **0.00**	0	1.5	100	
				24.0	S-15	WOH-WOH-WOH / **0.00**	24	1.5	100	
		25.5'/El. 687.0		25.5	S-16	WOH-WOH-WOH / **0.00**	60	0.0	0	
690	OTH	**WOOD**, *No soil recovery, recovery was wood, perhaps old forms from construction.*		27.0	S-17	WOH-WOH-WOH / **0.00**	35	0.1	7	
	OTH			28.5	S-18	WOH-WOH-WOH / **0.00**	83	0.1	7	
	OTH	*Very difficult to advance casing from 25.5' - 33.0'. No soil was recovered. Boring was abandoned at 34.5' and moved 7.0' back station and drilled as SB-01A.*		30.0	S-19	WOH-5-13 / **0.50**	63	0.1	7	
	OTH			31.5	S-20	13-17-28	>67	0.1	11	
685	OTH			32.4	S-21	18-13-13 / 8-26-36				
	OTH			33.0	S-22	12-19-28 / 30-50/.4" / 16-25-36	81	0.0	0	
	OTH	34.5'/El. 678.0								
680										

BMCE 674.50 NTS
TOR 673.50 NTS

SUBSTRUCTURE UNIT:
ABUTMENT 1

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 09/24/2019 11:10 AM	HAMMER: AUTOMATIC
SB-01A	STATION: 600+85.0 OFFSET: 19.0 FT. LT.	FINISH: 09/25/2019 11:45 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER AD II TRUCK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	712.5 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:TIM MEHALICK
NAVARRO & WRIGHT CONSULTING ENGINEERS INC.

▽ 0 HR. READING - ELAPSED TIME: El. 691.5 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 662.9 ft. - 360.6 hr. [1]

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO. **	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
710	UNS	**UNSAMPLED**, *0.0' - 25.5' see boring SB-01.*								
	UNS									
	UNS	*Wood encountered at approximately 3.5' - 4.0'. Difficult to advance through, wood stuck in roller bit.*								
705	UNS									
	UNS									
	UNS									
	UNS									
700	UNS									
	UNS									
	UNS									
	UNS									
695	UNS									
	UNS									
	UNS									
	UNS									
690	UNS									
	UNS									
	UNS	25.5'/El. 687.0		25.5	S-1	WOH-1-1	3	0.0	0	
		SILT and **CLAY**, little Sand, trace Gravel, soft to medium, moist to wet, orange brown.		27.0	S-2	1-1-3 / **0.50**	5	1.5	100	
685		*S-1: No Recovery*		28.5	S-3	2-2-3 / **0.50**	7	1.5	100	
		No water return throughout entire boring.		30.0	S-4	WOH-2-3 / **0.50**	7	1.5	100	
			A-7-6 / CL	31.5	S-5	2-3-4 / **0.50**	9	1.5	100	
				33.0	S-6	3-5-5 / **0.50**	13	1.5	100	
				34.5	S-7	WOH-2-3 / **0.50**	7	1.5	100	
				36.0	S-8	3-3-3 / **0.50**	8	1.5	100	
				37.5	S-9	2-4-6 / **1.00**	13	1.5	100	
		39.0'/El. 673.5		39.0	S-10	>67 / 50/.0"	>67 / 0%	0.0 / 0.6	0 / 60	
680		**LIMESTONE**, light gray, soft to medium hard, moderately weathered to weathered, laminated to thin bedding with flat to shallow dip, bedding joints, narrow to close spacing, flat to shallow dip, tight joints, *shale parting, (shaley limestone).*		39.0	R-1		0%	0.6	60	
				40.0	R-2		0%	2.0	80	
				42.5	R-3		0%	2.5	100	
				45.0	R-4		0%	4.6	92	
		49.6'/El. 662.9		50.0	R-5		9%	0.7	16	
		NO RECOVERY, *49.6' - 50.0': Soil seam at end of R-4.* 50.0'/El. 662.5	a-6 / cl	54.5	R-6		48%	2.0	80	
675		**LIMESTONE**, light gray, medium hard to hard, slightly weathered, moderate to medium bedding with shallow to moderate dip, bedding joints, moderate to medium spacing, shallow to moderate dip, tight joints. 50.6'/El. 661.9		57.0	R-7		97%	3.0	100	
		CLAY, very soft, moist to wet, homogeneous, high plastic fines, orange brown, *R-5 = 1.6' clay recovery (ppt < 0.25 tsf) and 0.7' limestone recovery.* 54.5'/El. 658.0		60.0	R-8		60%	1.9	95	
670		**LIMESTONE**, light gray, medium hard to hard, slightly weathered, moderate to medium bedding with shallow to moderate dip, bedding joints, moderate to medium spacing, shallow to moderate dip, tight joints. 62.0'/El. 650.5								
665										
660										
655										

BMCE 674.50 NTS
TOR 673.50
ETBZ 657.00
EBBZ 644.00 NTS

GENERAL NOTES

THIS SHEET IS INCLUDED FOR THE CONVENIENCE OF THE DEPARTMENT. REFER TO PUBLICATION 408 SECTION 102.05 FOR FURTHER INFORMATION.

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011, STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
SINGLE SPAN P/S SPREAD BOX BEAM BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

SHEET 59 OF 65

S - 40136

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SUBSTRUCTURE UNIT:
ABUTMENT 1

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 09/27/2019 11:20 AM	HAMMER: AUTOMATIC
SB-02	STATION: 601+31.0 OFFSET: 17.0 FT. RT.	FINISH: 10/01/2019 10:40 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER AD II TRUCK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	712.1 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:TIM MEHALICK
NAVARRO & WRIGHT CONSULTING ENGINEERS INC.

▽ 0 HR. READING - ELAPSED TIME: El. 663.3 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 698.8 ft. - 215.5 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
	UNS	**UNSAMPLED.** 1.5'/El. 710.6		1.5						
710		**SILT**, some Sand, some Clay, medium to very stiff, moist, heterogeneous, medium plastic fines, orange brown to gray brown, fill. 6.0'/El. 706.1	a-4 / ml	3.0	S-1	1-3-3 **2.50**	8	1.0	67	
				4.5	S-2	2-2-3 **1.00**	7	1.5	100	
				6.0	S-3	2-2-3 **1.75**	7	1.5	100	
705		**CLAY**, some Sand, medium, moist, heterogeneous, medium plastic fines, orange brown, fill. 10.5'/El. 701.6	a-6 / cl	7.5	S-4	WOH-WOH-1	1	1.5	100	
				9.0	S-5	**0.75**	4	1.5	100	
				10.5	S-6	2-1-2 **0.75**	3	1.5	100	
		SAND, some Clay, little Gravel, very loose to very dense, moist to wet, heterogeneous, angular to sub-rounded, orange brown with black, fill. *Lost water return at approximately 10.5'.*		12.0	S-7	1-1-1 **0.75**	1	1.5	100	
				13.5	S-8	WOH-WOH-1 **0.25**	1	1.5	100	
				15.0	S-9	1-1-WOH **0.00**	0	1.5	100	
700 ▼				16.5	S-10	WOH-WOH-WOH	0	1.5	100	
		S-11: More fines in sample.		18.0	S-11	WOH-WOH-WOH	0	1.5	100	
		S-12: Sample has a black coal like appearance.	a-2-6 / sc	18.3	S-12	WOH-WOH-WOH **0.00** 50/.3"	>67	0.3	100	
				19.5	S-13		1	1.5	100	
				21.0	S-14	WOH-WOH-1	4	1.5	100	
		21.0'-22.5': Stratum consists of black granular material, less fines. 22.5'/El. 689.6		22.5	S-15	1-1-2	0	1.5	100	
695		**CLAY**, some Silt, little Sand, very soft to medium, moist, heterogeneous, medium plastic fines, orange brown, fill. *S-15: Sample is muck like fines.* 26.3'/El. 685.8	a-6 / cl	24.0	S-16	WOH-WOH-WOH **0.00**	4	1.5	100	
				25.5	S-17	WOH-2-1 **1.00**	13	1.5	100	
		GRAVEL and **SAND**, medium dense to very dense, moist to wet, heterogeneous, sub-angular, gray brown to brown gray, fill.	a-1-a / gp	27.0	S-18	WOH-5-5 **0.25**	28	1.5	100	
				28.5	S-19	10-12-9	68	1.4	100	
690		*26.3' - 27.0': Wood. S-18 & S-19: Half of spoon is wood and half is gravel (spoon caught edge of old form). Spoons bent while performing SPT for S-18 & S-19. Concrete in shoe tip of S-19.* 29.9'/El. 682.2		29.9	S-20	10-1-50/.4'	>67			
				30.0	R-1	**0.50** 50/.0"	60%	2.0	100	
		CEMENT CONCRETE. 34.8'/El. 677.3		30.0						
				32.0	R-2		80%	2.3	92	
		SILT and **CLAY**, trace Sand, very soft to stiff, moist to wet, heterogeneous, medium plastic fines, gray brown to orange brown, residuum.		34.5	R-3		0%	0.3	12	
675				37.0	S-21	WOR-1-2 **1.00**	4	1.5	100	
BMCE 674.50				38.5	S-22	2-3-4 **1.00**	9	1.5	100	
			A-7-6 / CL	40.0	S-23	1-1-2 **1.50**	4	1.5	100	
				41.5	S-24	3-3-3 **1.00**	8	1.5	100	
670				43.0	S-25	3-3-3 **1.00**	8	1.5	100	
		44.5'- 49.0': Less clay, more silt and granular sand.		44.5	S-26	WOH-WOH-WOH	0	1.5	100	
		47.5'/El. 664.6		46.0	S-27	**0.50**	0	1.5	100	
665 ▽		**SILT**, some Clay, trace Sand, trace Gravel, very soft to hard, gray brown to orange brown, residuum.		47.5	S-28	WOH-WOH-WOH **0.25**	0	1.5	100	
				49.0	S-29	WOR-WOR-WOH	0	1.5	100	
		S-30: Sample has a muck like consistancy.	A-6 / CL	50.5	S-30	WOR-WOH-WOH	0	1.5	100	
				52.0	S-31	**0.25**	0	1.5	100	
660		54.0'/El. 658.1		53.5	S-32	WOH-WOH-WOH	>67	0.4	100	
TOR 658.10		*54.0': Casing refusal.*		53.9						
ETBZ 657.00		**LIMESTONE**, light gray, medium hard to hard, slightly weathered to weathered, moderate to moderate bedding with moderate to steep dip, bedding joints, close to medium spacing, moderate to very steep dip, tight joints, *with calcite infilling.*		54.0	R-4	**0.00** WOR-WOR-WOR **0.00** 50/.4"	76%	2.5	100	
				56.5	R-5		43%	2.5	83	
655				59.5						
					R-6		68%	5.0	100	
650										

SUBSTRUCTURE UNIT:
ABUTMENT 1

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB-02	STATION: 601+31.0 OFFSET: 17.0 FT. RT.	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 663.3 ft. - 0.1 hr. ▼ 24 HR.: El. 698.8 ft. - 215.5 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
645		**LIMESTONE**, light gray, medium hard to hard, slightly weathered to weathered, moderate to moderate bedding with moderate to steep dip, bedding joints, close to medium spacing, moderate to very steep dip, tight joints, *with calcite infilling.(Layer continued from the previous log page)* 74.5'/El. 637.6		64.5	R-7		60%	4.8	96	
EBBZ 644.00				69.5	R-8		66%	5.0	100	
640										

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011, STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
SINGLE SPAN P/S SPREAD BOX BEAM BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — MARK T. EVANS — GEOLOGIST PG005251

SHEET 60 OF 65

S - 40136

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PENNDOT_GINT_VERSION_1.23.3_WITH_DEFECT_CAD_11.3.1_PW_ENGINEERING_METRIC_PROJECTION_08-08-2018.GPJ

SUBSTRUCTURE UNIT:
ABUTMENT 1

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 10/03/2019 10:15 AM	HAMMER: AUTOMATIC
SB-05C	STATION: 601+13.0 OFFSET: 0.0 FT.	FINISH: 10/07/2019 9:45 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE: 0 FT. 5 FT.	TOP OF BORING ELEVATION:
DRILLING METHOD-NO RECORD, AUTOMATIC, ACKER AD II TRUCK MOUNTED RIG	"NO RECORD"		712.6 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:TIM MEHALICK
NAVARRO & WRIGHT CONSULTING ENGINEERS INC.

▽ 0 HR. READING - ELAPSED TIME: El. 702.1 ft. - 0.8 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 699.1 ft. - 73.4 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO. **	BLOW COUNT / PP/T TSF	N 60 / %ROD	REC (ft.)	REC (%)
	UNS	*0.0' - 1.5': Unsampled.* 1.5'/El. 711.1							
710		**GRAVEL**, little Sand, medium dense, dry, heterogeneous, well graded, angular to sub-angular, light gray, fill. 5.0'/El. 707.6	a-1-a / gw	1.5 3.0 4.5	S-1 S-2	10-10-10 13-10-8	27 24	0.5 1.0	33 67
705		**GRAVEL**, some Clay, very loose to loose, dry to damp, heterogeneous, sub-angular, light gray with brown, fill. *S-4: No recovery.* 12.0'/El. 700.6	a-2-6 / gc	6.0 7.5 9.0	S-3 S-4 S-5	16-5-2 2-3-3 2-2-3	9 8 7	1.5 0.0 1.5	100 0 100
700		**SILT**, some Clay, little Sand, little Gravel, very soft to soft, moist to wet, heterogeneous, orange brown with gray, fill. *S-12: Concrete in shoe tip.* *19.5' - 22.5': Stratum has muck like consistency.* *S-14: Sample contains wood.* *S-17: Sand and gravel in shoe tip.* 30.1'/El. 682.5	A-6 / CL	10.5 12.0 13.5 15.0 16.5 18.0 19.5 21.0 22.5 24.0 25.5 25.9 27.0 28.5 30.0 30.1	S-6 S-7 S-8 S-9 S-10 S-11 S-12 S-13 S-14 S-15 S-16 S-17 S-18 S-19 S-20	2-2-1 2-2-3 2-4-2 0.25 1-1-2 0.50 WOH-1-2 0.25 2-1-2 0.25 WOH-3-3 1-1-1 0.00 1-1-WOH 0.25 WOH-1-3 0.25 1-2-4 0.25 50/.4' 0.25 1-3-3 0.25 3-3-2 50/.1'	4 7 8 4 4 4 8 3 1 5 8 >67 8 7 >67	0.4 1.5 1.0 0.5 1.5 1.5 0.3 1.5 1.5 1.5 1.5 0.4 1.5 1.5 0.1	27 100 67 33 100 100 20 100 100 100 100 100 100 100 100
695									
690									
685									
680		**CEMENT CONCRETE**. *30.1 - 34.5': Unsampled, attempt to auger through concrete in order to push a Shelby Tube below EL. 678. Very difficult to auger through, attempt to drop core barrel to create pilot hole through concrete, however augers kicked off center and coring tooling was unable to reach desired depth. Abandon hole and move 1.5' back station and drill as SB-05CA.* 34.5'/El. 678.1							

◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80)
▲ SPT (N_{60}) ▲ (10 20 30 40)

BMCE 674.50 NTS
TOR 665.60 NTS

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT:
ABUTMENT 1

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 10/07/2019 10:15 AM	HAMMER: AUTOMATIC
SB-05CA	STATION: 601+11.5 OFFSET: 0.0 FT.	FINISH: 10/09/2019 2:05 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE: 0 FT. 5 FT.	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER AD II TRUCK MOUNTED RIG	2.000 IN.		712.6 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:TIM MEHALICK
NAVARRO & WRIGHT CONSULTING ENGINEERS INC.

▽ 0 HR. READING - ELAPSED TIME: El. 701.8 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 699.1 ft. - 21.1 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO. **	BLOW COUNT / PP/T TSF	N 60 / %ROD	REC (ft.)	REC (%)
	UNS	**UNSAMPLED**, *See SB-05C for descriptions.*							
710	UNS								
705	UNS								
700	UNS								
695	UNS								
690	UNS								
685	UNS								
680	UNS								
675	UNS	35.0'/El. 677.6 *While advancing 3.0" spin casing to 34.5', casing snapped and casing advancer was left in the hole. Drillers elected to use 4.0" spin casing and spearhead tool to successfully retrieve tooling. 4.0" Spin casing was used to advance the hole to 39.5'.*		35.0 36.5 38.0 39.5	S-1 S-2 S-3 S-4	2-2-2 4-3-2 1.00 1-2-2 0.75 WOH-WOH- WOH	5 7 5 0	0.5 1.5 1.5 1.5	33 100 100 100
670		**SILT**, some Clay, some Sand, soft to stiff, damp to moist, homogeneous, orange brown with gray, *stratum displays medium plasticity. 3.0" spin casing was used to advance the hole to 47.0'.*	A-6 / CL	41.0 42.5 44.0 45.5	S-5 S-6 S-7 S-8	0.50 WOH-WOH- 2 0.75 WOH-3-3 1.25 WOH-WOH-	3 8 4 12	1.5 1.5 1.5 1.5	100 100 100 100
665		47.0'/El. 665.6 **LIMESTONE**, light gray, medium hard to hard, slightly weathered, narrow to moderate bedding with flat to moderate dip, bedding joints, moderate to medium spacing, flat to moderate dip, tight joints, *with calcite infilling.* 48.7'/El. 663.9	a-6 / cl	47.0 47.0 49.5	S-9 R-1 R-2	3 0.75 4-4-5 0.75 50/.0"	>67 48% 50%	0.0 1.7 1.2	0 68 60
660		**CLAY**, some Sand, very soft, damp to moist, homogeneous, orange brown with gray, *Soil seam: PPT < 0.25 tsf.* 50.3'/El. 662.3		51.5	R-3		100%	3.0	100
655		**LIMESTONE**, light gray, medium hard to hard, slightly weathered, narrow to moderate bedding with flat to moderate dip, bedding joints, moderate to medium spacing, flat to moderate dip, tight joints, *with calcite infilling.* 55.5'/El. 657.1	a-6 / cl	54.5 57.0	R-4 R-5		36% 16%	1.0 1.1	40 44
		CLAY, some Sand, very soft, damp to moist, homogeneous, orange brown with gray, *Soil seam: PPT < 0.25 tsf.* 58.4'/El. 654.2		59.5	R-6		55%	2.0	100
		LIMESTONE, light gray, medium hard to hard, slightly weathered, narrow to moderate bedding with flat to moderate dip, bedding joints, moderate to medium spacing, flat to							

◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80)
▲ SPT (N_{60}) ▲ (10 20 30 40)

BMCE 674.50
TOR 665.60
ETBZ 653.00
EBBZ 640.00

GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011, STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
SINGLE SPAN P/S SPREAD BOX BEAM BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
MARK T. EVANS
GEOLOGIST PG005251

SHEET 61 OF 65

S - 40136

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SUBSTRUCTURE UNIT:
ABUTMENT 1

LOG 2 OF 2

BORING NUMBER: SB-05CA

BORING LOCATION
STATION: 601+11.5
OFFSET: 0.0 FT.

VERTICAL SCALE:
0 FT. [redacted] 5 FT.

▽ 0 HR.: El. 701.8 ft. - 0.0 hr.
▼ 24 HR.: El. 699.1 ft. - 21.1 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
NTS		moderate dip, tight joints, *with calcite infilling.* 61.5'/El. 651.1								

**SAMPLE NO. shading indicates lab testing performed.

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011, STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
SINGLE SPAN P/S SPREAD BOX BEAM BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — MARK T. EVANS — GEOLOGIST PG005251

SHEET 62 OF 65

S - 40136

\\fileserver\SCI-NET\01Projects\37001 08 RR Bridges - STV\SR 0011-095 Franklin\GEOTECHNICAL\CADD\WORKING FILES\TEST BORING SHEETS\37001_SR0011-095_TBS.dgn
4/24/2023 2:37:48 PM rrichards
PENNDOT STRUCTURE BORING LOG .PENNDOT (ENT_VERSION_12.2.3.422) 2016.0GT 4/24/23 14:34 \\FILESERVER\SCI-NET\PROJECTS\37001 08 RR BRIDGES - STV\SR 0011-095 FRANKLIN\GEOTECHNICAL\FIELD DATA\LOGS\TYPED LOGS 2019-10-11.GPJ

SUBSTRUCTURE UNIT:
ABUTMENT 2

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 09/25/2019 11:45 AM	HAMMER: AUTOMATIC
SB-03	STATION: 601+82.0 OFFSET: 17.0 FT. LT.	FINISH: 09/27/2019 10:15 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER AD II TRUCK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	711.1 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:TIM MEHALICK
NAVARRO & WRIGHT CONSULTING ENGINEERS INC.

▽ 0 HR. READING - ELAPSED TIME: El. 658.6 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 660.1 ft. - 313.7 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO. **	BLOW COUNT / PP/T TSF	N 60 / %ROD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
710	UNS	**UNSAMPLED.** 1.5'/El. 709.6		1.5						
		SILT, some Clay, some Sand, little Gravel, very soft to stiff, moist, heterogeneous, medium plastic fines, orange brown to dark gray, fill. *No water return throughout boring.*		3.0	S-1	3-3-3 **1.50**	8	1.0	67	
				4.5	S-2	3-3-3 **1.25**	8	1.0	67	
				6.0	S-3	3-1-3 **1.25**	5	1.5	100	
		S-4: More granular.		7.5	S-4	1-2-3	7	1.5	100	
				9.0	S-5	3-5-4 **0.50**	12	1.5	100	
				10.5	S-6	3-2-3 **1.00**	7	1.5	100	
				12.0	S-7	WOH-2-3 **0.75**	7	1.5	100	
				13.5	S-8	2-3-5 **1.25**	11	1.5	100	
				15.0	S-9	6-7-6 **1.25**	17	1.5	100	
695		*S-11: More granular, less fines.*		16.5	S-10	WOH-1-2 **1.00**	4	1.5	100	
				18.0	S-11	4-4-3	9	1.0	67	
		S-12: More silt less clay.		19.5	S-12	4-3-2 **0.75**	7	1.5	100	
		S-13: No recovery, new traps installed.	A-7-6 / CL	21.0	S-13	WOH-WOH-WOH	0	0.0	0	
				22.5	S-14	WOH-1-1	3	1.0	67	
		21.0' - 25.5': More fine sand in stratum, sc / a-2-6.		24.0	S-15	1-1-2 **1.00**	4	1.0	67	
				25.5	S-16	WOH-WOH-1	1	1.5	100	
685		*S-18: Sample contains trace coal gravel.*		27.0	S-17	**0.75**	5	1.5	100	
				28.5	S-18	WOH-2-2 **1.00**	0	1.5	100	
				30.0	S-19	WOH-WOH-WOH **0.50**	8	1.5	100	
680		*S-20: Sample contains trace limestone gravel.*		31.5	S-20	WOH-2-4 **1.00**	5	1.0	67	
				33.0	S-21	2-2-2 **1.50**	0	1.0	67	
				34.5	S-22	WOH-WOH-WOH	0	1.5	100	
				36.0	S-23	**0.00**	3	1.5	100	
675				37.5	S-24	WOH-WOH-WOH **0.75**	1	1.5	100	
	BMCE 674.50	*S-24: Sample contains coal fragments.* 37.5'/El. 673.6		39.0	S-25	WOH-WOH-2 **0.75**	9	1.5	100	
		SILT and **CLAY**, trace Sand, soft to stiff, moist, homogeneous, medium plastic fines, orange brown.		40.5	S-26		13	1.5	100	
				42.0	S-27	WOR-WOH-1 **1.50**	9	1.5	100	
				43.5	S-28	8-3-4 **1.00**	8	1.5	100	
				45.0	S-29	4-7-3 **1.25**	9	1.5	100	
665				46.5	S-30	2-3-4 **2.00**	7	1.5	100	
			A-7-6 / CL	48.0	S-31	3-3-3 **1.25**	11	1.5	100	
				49.5	S-32	3-4-3 **1.50**	9	1.5	100	
	▽			51.0	S-33	1-2-3 **1.50**	7	1.5	100	
660	▼			52.5	S-34	4-4-4 **1.00**	11	1.5	100	
				54.0	S-35	4-4-3 **0.75**	8	1.5	100	
		When advancing to 54.0' tooling became more tight in subsurface.		55.5	S-36	WOH-2-3 **0.75**	0	1.5	100	
		S-37: More sand in sample.		57.0	S-37	4-4-4 **0.75**	0	1.5	100	
655		*S-38: Pinnacle encountered, lost spoon in hole, no recovery.*		58.5	S-38	2-3-3 **0.75**	8	0.0	0	
	TOR 652.60	58.5'/El. 652.6		60.0	R-1	WOH-WOH-WOH **0.50**	0%	1.5	100	
		LIMESTONE, light gray, soft to medium hard, weathered to moderately weathered, thin to moderate bedding with shallow to moderate dip, bedding joints, narrow to moderate spacing, shallow to moderate dip, tight joints, *with calcite infilling, shaley limestone.*			R-2	WOH-WOH-WOH **0.50**	16%	4.3	86	
650										

SUBSTRUCTURE UNIT:
ABUTMENT 2

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB-03	STATION: 601+82.0 OFFSET: 17.0 FT. LT.	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 658.6 ft. - 0.0 hr. ▼ 24 HR.: El. 660.1 ft. - 313.7 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %ROD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
						5-2-4				
		Soil seam at approximately 63.5' - 64.0'. 65.0'/El. 646.1		65.0	R-3		0%	0.0	0	
645		**CLAY**, very soft, wet, homogeneous, orange brown.		67.5	S-39	WOR-WOR-WOR	0	1.5	100	
		At 69.0': Weight of rods pushed spoon to 74.0'.	a-6 / cl	69.0						
		75.5'/El. 635.6		74.0	S-40	WOH-WOH-WOH	0	1.5	100	
640		**LIMESTONE**, light gray, soft to medium hard, weathered to moderately weathered, thin to moderate bedding with shallow to moderate dip, bedding joints, narrow to moderate spacing, shallow to moderate dip, tight joints, *with calcite infilling, shaley limestone.* *75.5' - 80.0': Dull luster.*		75.5	R-4		0%	0.7	47	
				77.0	R-5		17%	1.9	63	
635	ETBZ 633.00			80.0	R-6		13%	2.6	87	
				83.0	R-7		0%	2.0	100	
		85.0'/El. 626.1		85.0	R-8		70%	5.0	100	
630		**LIMESTONE**, light gray, medium hard to hard, slightly weathered to weathered, thin to medium bedding with shallow to steep dip, foliation joints, close to medium spacing, shallow to steep dip, tight joints.								
		90.0'/El. 621.1								
625	EBBZ 620.00 NTS									

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

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SR 0011 SEC 095
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COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
MARK T. EVANS
GEOLOGIST
PG005251

SHEET 63 OF 65

S - 40136

SUBSTRUCTURE UNIT:
ABUTMENT 2

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 10/01/2019 11:25 AM	HAMMER: AUTOMATIC
SB-04	STATION: 602+30.0 OFFSET: 17.0 FT. RT.	FINISH: 10/02/2019 1:20 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER AD II TRUCK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	710.6 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:TIM MEHALICK
NAVARRO & WRIGHT CONSULTING ENGINEERS INC.

▽ 0 HR. READING - ELAPSED TIME: El. 685.8 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 684.6 ft. - 188.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
710	UNS	**UNSAMPLED.** 1.5'/El. 709.1		1.5						
		SILT, some Clay, little Sand, trace Gravel, stiff, moist, heterogeneous, orange brown with gray, fill, *Low to medium plastic fines.* 6.0'/El. 704.6	a-4 / ml	3.0	S-1	3-4-4 **1.50**	11	1.5	100	
				4.5	S-2	4-4-5 **1.50**	12	1.5	100	
				6.0	S-3	4-5-6 **1.50**	15	1.5	100	
705		**CLAY**, some Sand, trace Gravel, medium, moist, heterogeneous, low plastic fines, light gray brown with orange, fill, *6.0' - 9.0': More sand and gravel.* *S-6: No recovery.*		7.5	S-4	1-3-2 **1.00**	7	0.5	33	
				9.0	S-5	2-1-2	4	0.5	33	
				10.5	S-6	1-2-3	7	0.0	0	
			a-6 / cl	12.0	S-7	WOH-WOH-1 **1.00**	1	1.5	100	
		S-8: Sample is gray and contains roots.		13.5	S-8	1-2-3 **1.00**	7	1.5	100	
		S-9: Clay, some black coarse sand. 16.5'/El. 694.1		15.0	S-9	1-1-2 **1.00**	4	0.0	0	
700				16.5	S-10	2-3-4 **1.00**	9	1.0	67	
				18.0	S-11	4-5-5 **0.75**	13	1.5	100	
				19.5	S-12	1-2-2 **0.50**	5	1.5	100	
		CLAY, some Silt, little Sand, soft to stiff, moist, homogeneous, red brown with orange, fill, *Medium plastic to high plastic fines.*		21.0	S-13	3-4-5 **1.00**	12	1.5	100	
				22.5	S-14	WOH-2-3 **1.00**	7	1.5	100	
				24.0	S-15	2-3-4 **1.50**	9	1.5	100	
695				25.5	S-16	2-3-4 **1.25**	9	1.5	100	
				27.0	S-17	WOH-2-2 **1.25**	5	1.5	100	
				28.5	S-18	3-3-3 **1.25**	8	1.5	100	
				30.0	S-19	4-4-4 **1.25**	11	1.5	100	
				31.5	S-20	WOH-1-1 **1.25**	3	1.5	100	
690				33.0	S-21	1-1-3 **0.75**	5	1.5	100	
				34.5	S-22	3-3-3	8	1.5	100	
				36.0	S-23	WOH-1-1 **1.00**	3	1.5	100	
				37.5	S-24	1-2-3 **0.75**	7	1.5	100	
				39.0	S-25	4-4-3 **0.75**	9	1.5	100	
685				40.5	S-26	WOH-3-3 **0.75**	8	0.5	33	
				42.0	S-27	1-3-4 **1.00**	9	1.5	100	
				43.5	S-28	WOH-2-3 **1.25**	7	1.5	100	
				45.0	S-29	3-4-4 **1.25**	11	1.5	100	
				46.5	S-30	2-3-3 **0.75**	8	1.5	100	
				48.0	S-31	1-3-4 **0.75**	9	1.5	100	
				49.5	S-32	3-3-4 **1.50**	9	1.5	100	
680				51.0	S-33	3-4-4 **1.00**	11	1.5	100	
				52.5	S-34	WOH-1-1 **0.50**	3	1.5	100	
				54.0	S-35	WOH-WOH-1	1	0.0	0	
				55.5	S-36	WOH-WOH-WOH **0.50**	0	1.5	100	
				57.0	S-37	WOH-WOH-WOH **0.50**	0	1.5	100	
				58.5	S-38	3-1-2 **0.50**	4	1.5	100	
675				59.3	S-39	>67	>67	0.8	100	
				60.0	S-40	WOH-50/.3 50/.0'	>67	0.0	0	
				60.0	R-1		95%	2.0	100	
				62.0	R-2		88%	2.4	96	

BMCE 674.50

TOR 650.60
ETBZ 649.60

31.5'/El. 679.1

SILT, some Clay, little Sand, trace Gravel, soft to stiff, moist to wet, stratified, medium plastic fines, orange brown with gray, residuum, *Stratum is stratified with a clayey sand, a-2-6.*

S-23: More sand in sample.

S-25: More sand in sample.

S-28: More fine sand in sample.

S-34: Sample is wet, more sand.

S-35: No recovery.

S-38: More fine sand in sample.

S-39: Limestone gravel in shoe tip, spoon began to kick when sampling.

60.0'/El. 650.6

(Layer description on next log page)

A-6 / CL

SUBSTRUCTURE UNIT:
ABUTMENT 2

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB-04	STATION: 602+30.0 OFFSET: 17.0 FT. RT.	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 685.8 ft. - 0.0 hr. ▼ 24 HR.: El. 684.6 ft. - 188.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
645		**LIMESTONE**, light gray, medium hard to hard, slightly weathered to weathered, narrow to thick bedding with shallow to sheer dip, bedding joints, close to wide spacing, shallow to sheer dip, light joints, *with calcite infilling.(Layer continued from the previous log page)* *64.5': Lost water return.* *66.5': Mechanical break.* *67.6': Mechanical break.* *68.4': Mechanical break.*		64.5	R-3		70%	5.0	100	
640				69.5	R-4		34%	5.0	100	
		72.5' - 75.3': Contains vuggs.		74.5	R-5		36%	2.5	100	
635		*75.1' - 77.0': Increased weathering.* 80.0'/El. 630.6		77.0	R-6		13%	3.0	100	

EBBZ 636.60

**SAMPLE NO. shading indicates lab testing performed.

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011, STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
SINGLE SPAN P/S SPREAD BOX BEAM BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
MARK T. EVANS
GEOLOGIST PG005251

SHEET 64 OF 65

S - 40136

LABORATORY TEST SUMMARY - SOILS

					% GRAIN SIZE DISTRIBUTION (AASHTO)							CLASSIFICATION			PLASTICITY PARAMETERS			SHEAR STRENGTH				
BORING NUMBER	STATION & OFFSET	SAMPLE #	TEST DEPTH (FT.)	NATURAL MOISTURE %	GRAVEL %	SAND %	COARSE SAND %	FINE SAND %	FINES %	SILT %	CLAY %	AASHTO	USCS	S.G.	LIQUID LIMIT	PLASTIC LIMIT	P. I.	C (TSF)	ϕ (DEG.)	C' (TSF)	ϕ' (DEG)	TEST METHOD
SB-01A	600+85.0 19 ft. LT.	S-5 to 9	31.5 to 39.0	28.1	1.6	15.6	4.8	10.8	82.8	43.0	39.8	A-7-6	CL		43	21	22	0.027	27.0			DIR. SHR.-CD
SB-02	601+31.0 17 ft. RT.	S-21 to 24	37.0 to 43.0	29.8	0.0	9.8	2.9	7.0	90.2	49.8	40.4	A-7-6	CL		43	23	20					
SB-02	601+31.0 17 ft. RT.	S-28 to 31	47.5 to 53.5	39.4	5.2	10.1	3.3	6.8	84.7	53.4	31.3	A-6	CL		36	24	12					
SB-03	601+82.0 17 ft. LT.	S-21 to 24	31.5 to 37.5	27.2	10.1	21.3	7.8	13.5	68.6	37.7	30.9	A-7-6	CL		42	22	20					
SB-03	601+82.0 17 ft. LT.	S-29 to 32	43.5 to 49.5	31.8	0.0	2.9	0.5	2.3	97.1	49.0	48.1	A-7-6	CL		47	23	24					
SB-04	602+30.0 17 ft. RT.	S-26 to 29	39.0 to 45.0	26.9	1.0	20.1	5.5	14.5	79.0	48.6	30.4	A-6	CL		40	22	18	0.002	30.2			DIR. SHR.-CD
SB-05C	601+13.0 0 ft.	S-13 to 16	19.5 to 25.5	36.8	12.3	14.5	6.1	8.4	73.1	48.8	24.3	A-6	CL		38	24	14					
SB-05CA	601+11.5 0 ft.	S-2 to 4	36.5 to 41.0	25.3	0.0	29.0	8.1	20.9	71.0	45.8	25.2	A-6	CL		31	20	11	0.030	31.0			DIR. SHR.-CD

LABORATORY TEST SUMMARY - ROCK CORE

BORING NUMBER	STATION & OFFSET	SAMPLE #	TEST DEPTH (FT.)	TEST	STRENGTH	JAR SLAKE TEST PERFORMED?	SLAKE DURABILITY INDEX & TYPE	ROCK RECOVERY %	RQD %	BEDROCK LITHOLOGY	STRATIGRAPHIC UNIT
SB-01A	600+85.0 19 ft. LT.	R-3	42.5 to 45.0	POINT LOAD TEST	6097.2 PSI / 439.0 TSF	NO		100	0	LIMESTONE	
SB-01A	600+85.0 19 ft. LT.	R-6	54.9 to 56.1	UNCONFINED COMPRESSIVE TEST	13854.2 PSI / 997.5 TSF	NO		80	48	LIMESTONE	
SB-02	601+31.0 17 ft. RT.	R-4	54.0 to 54.9	UNCONFINED COMPRESSIVE TEST	21394.4 PSI / 1,540.4 TSF	NO		100	76	LIMESTONE	
SB-02	601+31.0 17 ft. RT.	R-5	56.5 to 57.1	UNCONFINED COMPRESSIVE TEST	10713.9 PSI / 771.4 TSF	NO		83	43	LIMESTONE	
SB-02	601+31.0 17 ft. RT.	R-6	63.6 to 64.5	UNCONFINED COMPRESSIVE TEST	11113.3 PSI / 800.2 TSF	NO		100	68	LIMESTONE	
SB-03	601+82.0 17 ft. LT.	R-5	79.1 to 79.7	UNCONFINED COMPRESSIVE TEST	8606.9 PSI / 619.7 TSF	NO		63	17	LIMESTONE	
SB-03	601+82.0 17 ft. LT.	R-8	85.2 to 85.9	UNCONFINED COMPRESSIVE TEST	13872.2 PSI / 998.8 TSF	NO		100	70	LIMESTONE	
SB-04	602+30.0 17 ft. RT.	R-2	63.6 to 63.9	UNCONFINED COMPRESSIVE TEST	13823.6 PSI / 995.3 TSF	NO		96	88	LIMESTONE	
SB-04	602+30.0 17 ft. RT.	R-2	63.9 to 64.2	UNCONFINED COMPRESSIVE TEST	17551.9 PSI / 1,263.7 TSF	NO		96	88	LIMESTONE	
SB-05CA	601+11.5 0 ft.	R-1	47.0 to 47.8	UNCONFINED COMPRESSIVE TEST	9170.8 PSI / 660.3 TSF	NO		68	48	LIMESTONE	
SB-05CA	601+11.5 0 ft.	R-6	59.5 to 60.1	UNCONFINED COMPRESSIVE TEST	12850.0 PSI / 925.2 TSF	NO		100	55	LIMESTONE	

LABORATORY TEST SUMMARY - ELECTROCHEMICAL

BORING NUMBER	STATION & OFFSET	SAMPLE #	TEST DEPTH (FT.)	SAMPLE SOURCE	pH	MINIMUM RESISTIVITY (ohm-cm)	CHLORIDE CONTENT (ppm)	SULFATE CONTENT (ppm)	HIGH ORGANIC CONTENT?	CORROSIVE FOR CONCRETE?	CORROSIVE FOR STEEL?
SB-02	601+31.0 17 ft. RT.	S-21 to 24	37.0 to 43.0	GROUNDWATER SOIL	7.8	2,714	40	1	No	No No	No No
SB-03	601+82.0 17 ft. LT.	S-21 to 24	31.5 to 37.5	GROUNDWATER SOIL	7.8	1,449	160	2	No	No No	No Resistivity

GENERAL NOTES

THIS SHEET IS INCLUDED FOR THE CONVENIENCE OF THE DEPARTMENT. REFER TO PUBLICATION 408 SECTION 102.05 FOR FURTHER INFORMATION.

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

THE BORING LOGS AND RELATED INFORMATION DEPICT SUBSURFACE CONDITIONS ONLY AT THE SPECIFIC LOCATIONS AND DATES INDICATED. SUBSURFACE CONDITIONS MAY DIFFER FROM THE CONDITIONS REPORTED AT THE SPECIFIC LOCATIONS. ALSO, THE PASSAGE OF TIME MAY RESULT IN A CHANGE OF CONDITIONS AT THE BORING LOCATIONS.

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BMCE	BOTTOM OF MICROPILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BOND ZONE ELEVATION
ETBZ	ESTIMATED TOP OF BOND ZONE
TOR	ESTIMATED TOP OF ROCK ELEVATION

SR 0011 PREVIOUSLY KNOWN AS ROUTE 35-2
BMS STR ID: 28 0011 0550 0783 MPMS/ECMS PROJ: 19304 BRKEY: 68225

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

FRANKLIN COUNTY
SR 0011 SEC 095
SEGMENT 0550 OFFSET 0783
SR 0011, STA 601+61.50
OVER NORFOLK SOUTHERN RAILROAD
SINGLE SPAN P/S SPREAD BOX BEAM BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — MARK T. EVANS — GEOLOGIST PG005251

SHEET 65 OF 65

S - 40136

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	1 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

FRANKLIN COUNTY
S.R. 0011 SECTION 095
STA 591+50.00 TO STA 609+00.00 (LIMITS OF WORK)

TOTAL SHEETS: 15

CROSS SECTIONS

STA 596+75.00 TO STA 605+00.00 SHEETS 2-15

PLANS PREPARED BY
STV Incorporated
CONSULTING ENGINEERS
HARRISBURG, PA

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
PE080624

DATE: 7/12/2024

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			2 OF 15

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

720 715 710 705 700

LEGAL SLOPE EASEMENT LINE
LEGAL R/W LINE
LEGAL R/W LINE
LEGAL SLOPE EASEMENT LINE
ELECTRIC
TELEPHONE
4" GAS

597+25

PRELIMINARY	
C. 0	F. 0
FINAL	
C.	F.
T.C.	T.F.

LEGAL SLOPE EASEMENT LINE
LEGAL R/W LINE
LEGAL R/W LINE
LEGAL SLOPE EASEMENT LINE
ELECTRIC
TELEPHONE
4" GAS

597+00

PRELIMINARY	
C. 0	F. 0
FINAL	
C.	F.
T.C.	T.F.

LEGAL SLOPE EASEMENT LINE
LEGAL R/W LINE
LEGAL R/W LINE
LEGAL SLOPE EASEMENT LINE
ELECTRIC
TELEPHONE
4" GAS

STA 592+36.00
BEGIN MILL & OVERLAY

START WORK
STA 592+36.00
SEG 0540 OFFSET 3220
SR 0011 SEC 095

LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

596+75

PRELIMINARY	
C. 0	F. 0
FINAL	
C.	F.
T.C.	T.F.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			3 OF 15

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

720 715 710 705 700

LEGAL SLOPE EASEMENT LINE
LEGAL R/W LINE
4" GAS
ELECTRIC
TELEPHONE
LEGAL R/W LINE
TEMPORARY CONSTRUCTION EASEMENT LINE
LEGAL SLOPE EASEMENT LINE
2'-7"
PAVEMENT WIDENING

STA 597+97, RT
BEGIN PAVEMENT WIDENING
FOR TRAFFIC CONTROL

598+00

PRELIMINARY			
C.	3	F.	0
FINAL			
C.		F.	
T.C.		T.F.	

INCLUDES 3 SF CUT FOR CL 1B PAVE WIDENING

597+75

PRELIMINARY			
C.	0	F.	0
FINAL			
C.		F.	
T.C.		T.F.	

597+50

PRELIMINARY			
C.	0	F.	0
FINAL			
C.		F.	
T.C.		T.F.	

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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			4 OF 15

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

720 715 710 705 700 695

STA 598+81, RT
END PLAIN CEMENT CONCRETE CURB, 8" HEIGHT

ELECTRIC
TELEPHONE

TEMPORARY CONSTRUCTION EASEMENT LINE

LEGAL SLOPE EASEMENT LINE

LEGAL R/W LINE

13'-2" DRIVEWAY ADJUSTMENT

5'-9"

PAVEMENT WIDENING

CONCRETE CURB

4" GAS

598+75

PRELIMINARY	
C. 18	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 6 SF CUT FOR CL 1B PAVE WIDENING

INCLUDES 12 SF CUT FOR CL 1B DRIVEWAY ADJ

ELECTRIC
TELEPHONE

TEMPORARY CONSTRUCTION EASEMENT LINE

LEGAL SLOPE EASEMENT LINE

LEGAL R/W LINE

13'-2" DRIVEWAY ADJUSTMENT

3'-11"

PAVEMENT WIDENING

CONCRETE CURB

4" GAS

598+50

PRELIMINARY	
C. 16	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 4 SF CUT FOR CL 1B PAVE WIDENING

INCLUDES 12 SF CUT FOR CL 1B DRIVEWAY ADJ

STA 598+41, RT
BEGIN PLAIN CEMENT CONCRETE CURB, 8" HEIGHT

STA 598+40, RT
BEGIN DRIVEWAY ADJUSTMENT

ELECTRIC
TELEPHONE

TEMPORARY CONSTRUCTION EASEMENT LINE

LEGAL SLOPE EASEMENT LINE

LEGAL R/W LINE

2'-7"

PAVEMENT WIDENING

4" GAS

598+25

PRELIMINARY	
C. 3	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 3 SF CUT FOR CL 1B PAVE WIDENING

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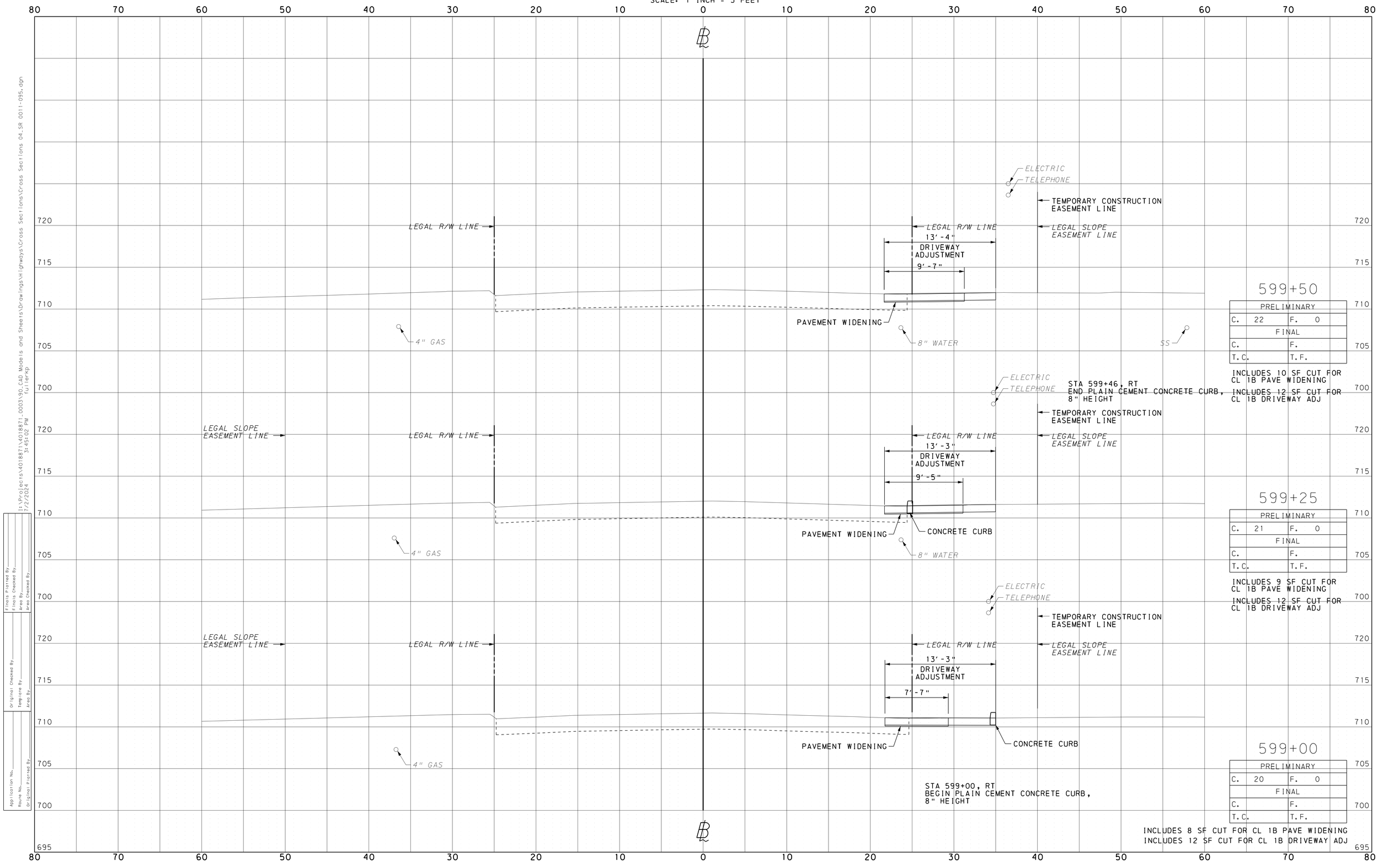
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SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
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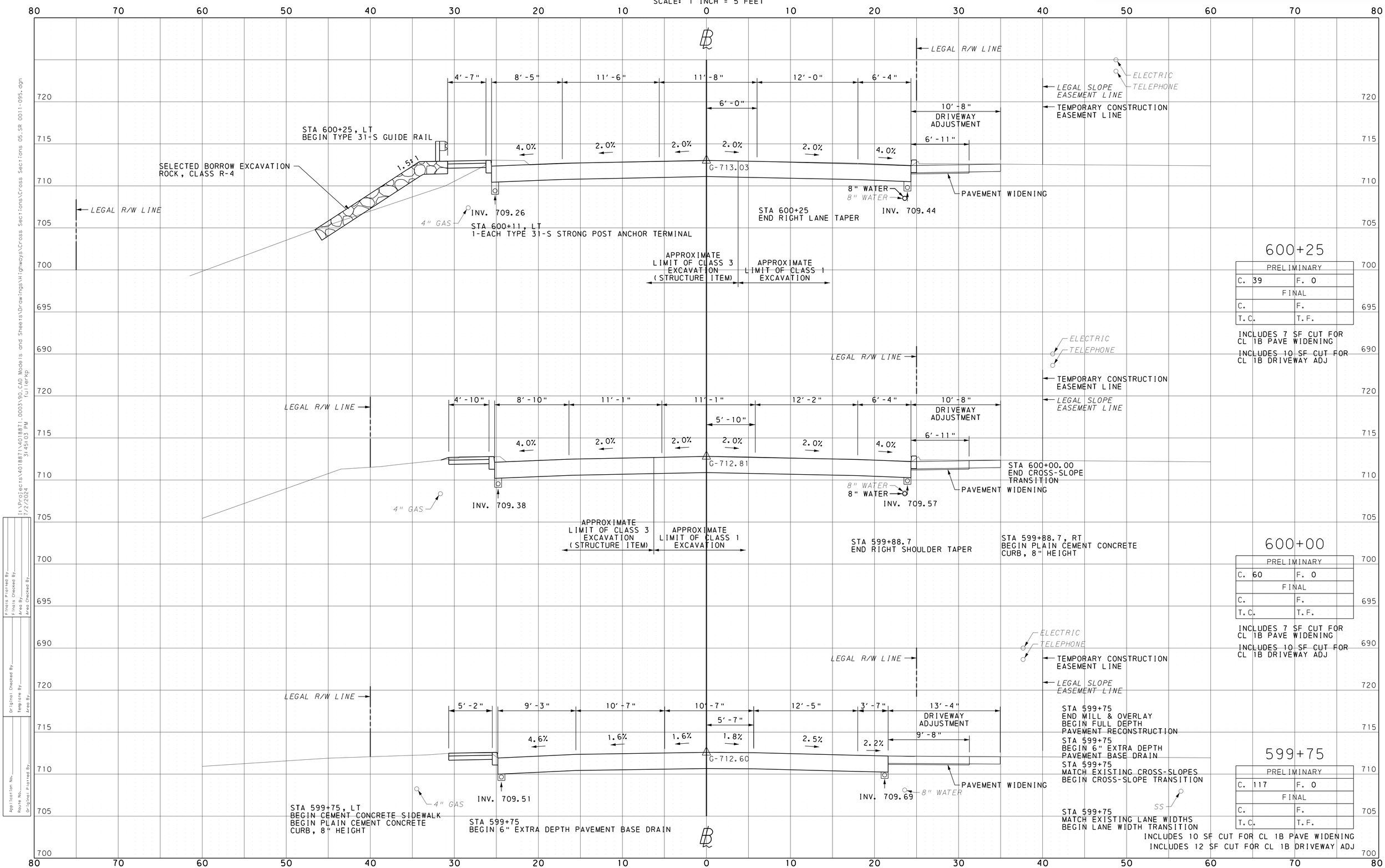
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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

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Route No.
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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			7 OF 15

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

720 715 710 705 700 695 690 685 680

℄

LEGAL R/W LINE

TEMPORARY CONSTRUCTION EASEMENT LINE

LEGAL SLOPE EASEMENT LINE

ELECTRIC

TELEPHONE

4'-4" | 8'-0" | 12'-0" | 12'-0" | 12'-0" | 6'-4" | 10'-8" DRIVEWAY ADJUSTMENT

6'-0"

6'-11"

3.0% 2.0% 2.0% 2.0% 2.0% 3.0%

G-713.45

SELECTED BORROW EXCAVATION ROCK, CLASS R-4

1.5:1

4" GAS

8" WATER

INV. 709.19

PAVEMENT WIDENING

8" WATER

STA 600+78
END CEMENT CONCRETE SIDEWALK
END PLAIN CEMENT CONCRETE CURB, 8" HEIGHT

STA 600+75
END LT SHOULDER
CROSS-SLOPE TRANSITION

STA 600+64
END 6" EXTRA DEPTH PAVEMENT BASE DRAIN
OUTLET TO SLOPE
20 LF - 6" SUBSURFACE DRAIN OUTLETS
1 EACH - 66" RED SUBSURFACE DRAIN OUTLET MARKER
1 EACH - SUBSURFACE DRAIN OUTLET ENDWALL

LEGAL R/W LINE

600+75

PRELIMINARY	
C. 15	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 5 SF CUT FOR CL 1B PAVE WIDENING

INCLUDES 10 SF CUT FOR CL 1B DRIVEWAY ADJ

STA 600+64, RT
END PLAIN CEMENT CONCRETE CURB, 8" HEIGHT

LEGAL R/W LINE

TEMPORARY CONSTRUCTION EASEMENT LINE

LEGAL SLOPE EASEMENT LINE

ELECTRIC

TELEPHONE

4'-4" | 8'-0" | 12'-0" | 12'-0" | 12'-0" | 6'-4" | 10'-8" DRIVEWAY ADJUSTMENT

6'-0"

6'-11"

4.0% 2.0% 2.0% 2.0% 2.0% 4.0%

G-713.25

SELECTED BORROW EXCAVATION ROCK, CLASS R-4

1.5:1

4" GAS

INV. 709.13

8" WATER

INV. 709.32

PAVEMENT WIDENING

8" WATER

STA 600+50
BEGIN LT SHOULDER
CROSS-SLOPE TRANSITION

STA 600+50, LT
END TYPE-31S GUIDE RAIL
1-EACH THRIE-BEAM GUIDE RAIL TO CONCRETE BRIDGE BARRIER TRANSITION WITHOUT CURB

STA 600+50
END LT SHOULDER TAPER
END LT LANE TAPER
END TURNING LANE TAPER

STA 600+50
BEGIN RT SHOULDER
CROSS-SLOPE TRANSITION

LEGAL R/W LINE

600+50

PRELIMINARY	
C. 17	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 7 SF CUT FOR CL 1B PAVE WIDENING

INCLUDES 10 SF CUT FOR CL 1B DRIVEWAY ADJ

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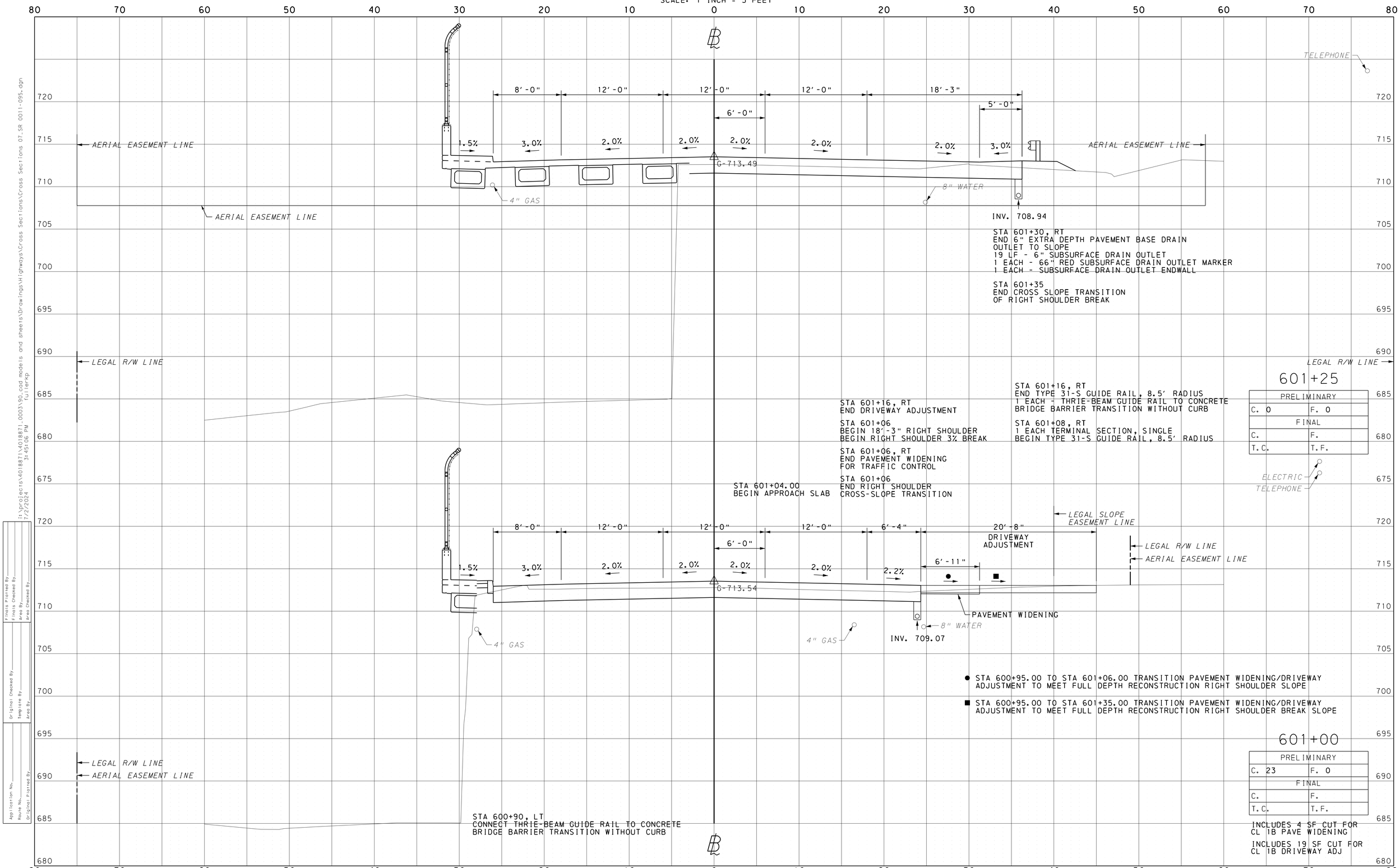
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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
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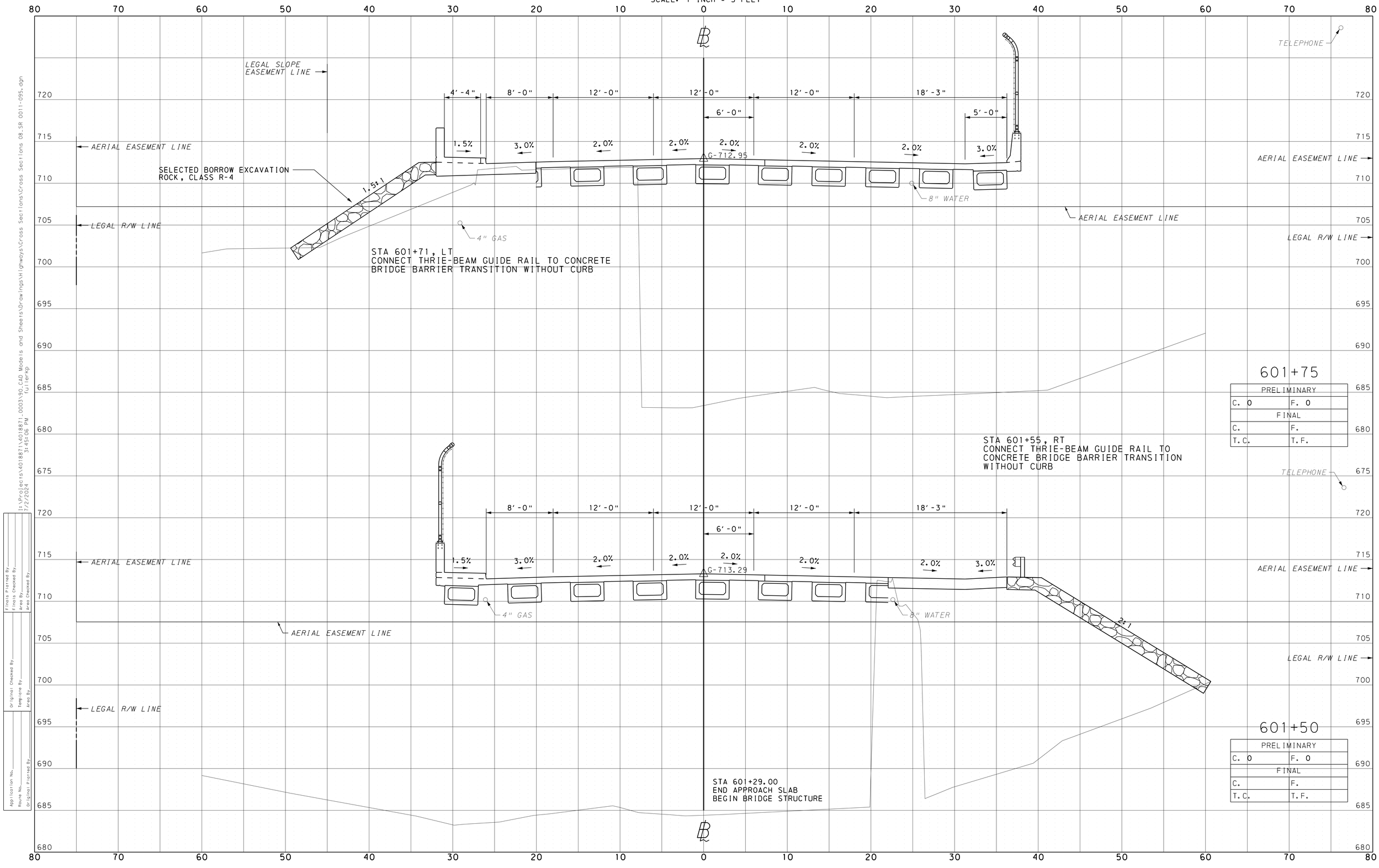
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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
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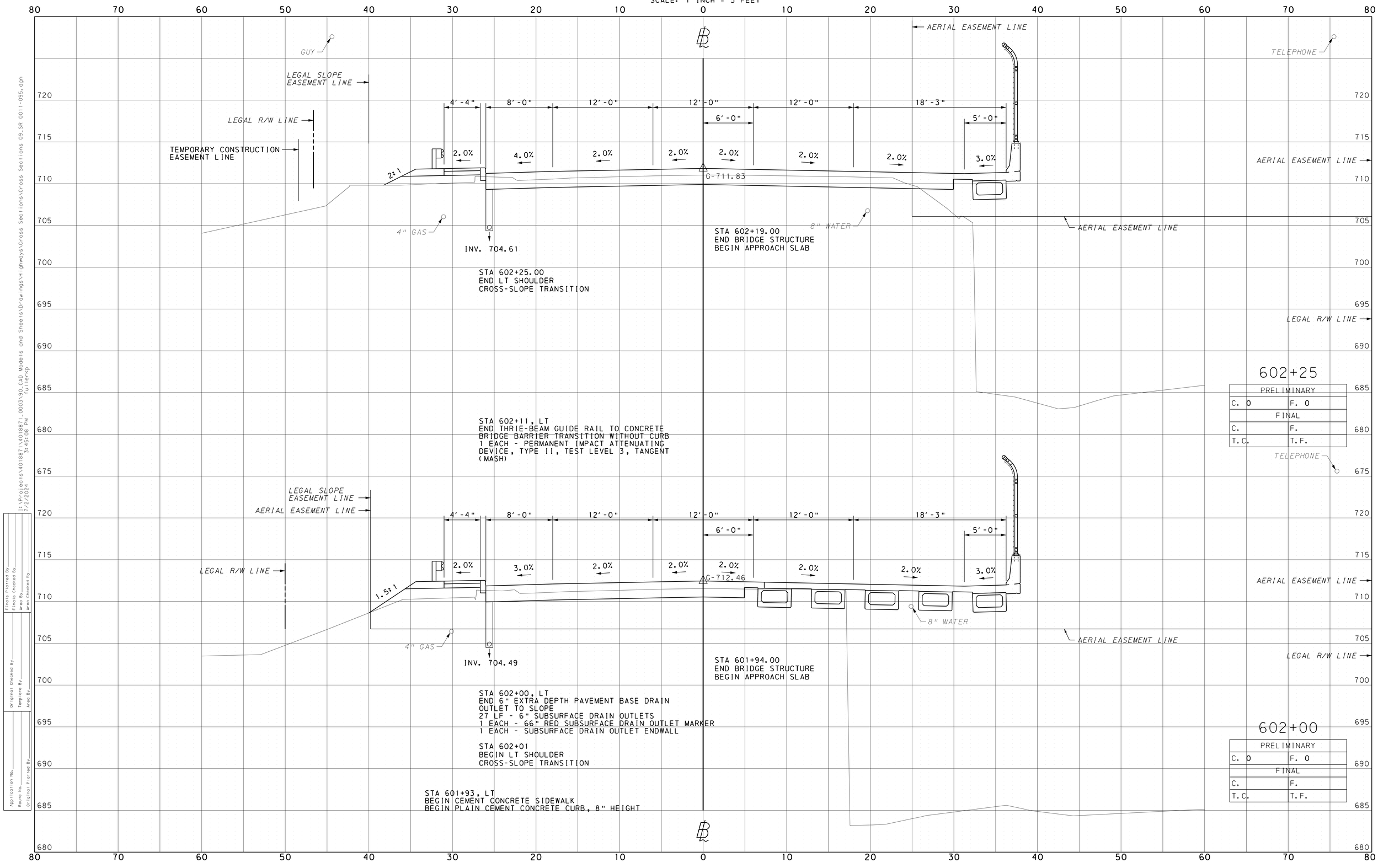
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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			10 OF 15



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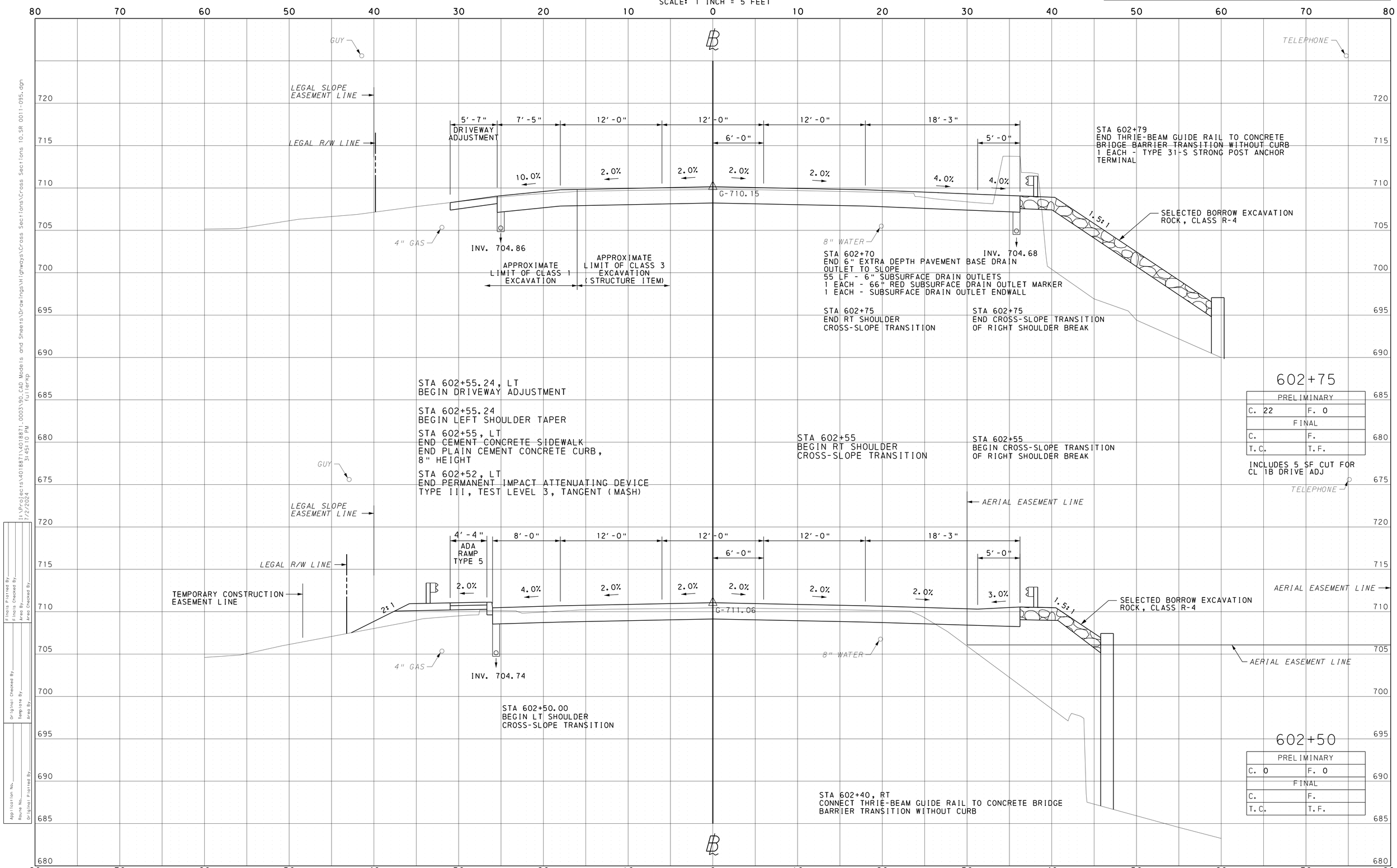
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SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
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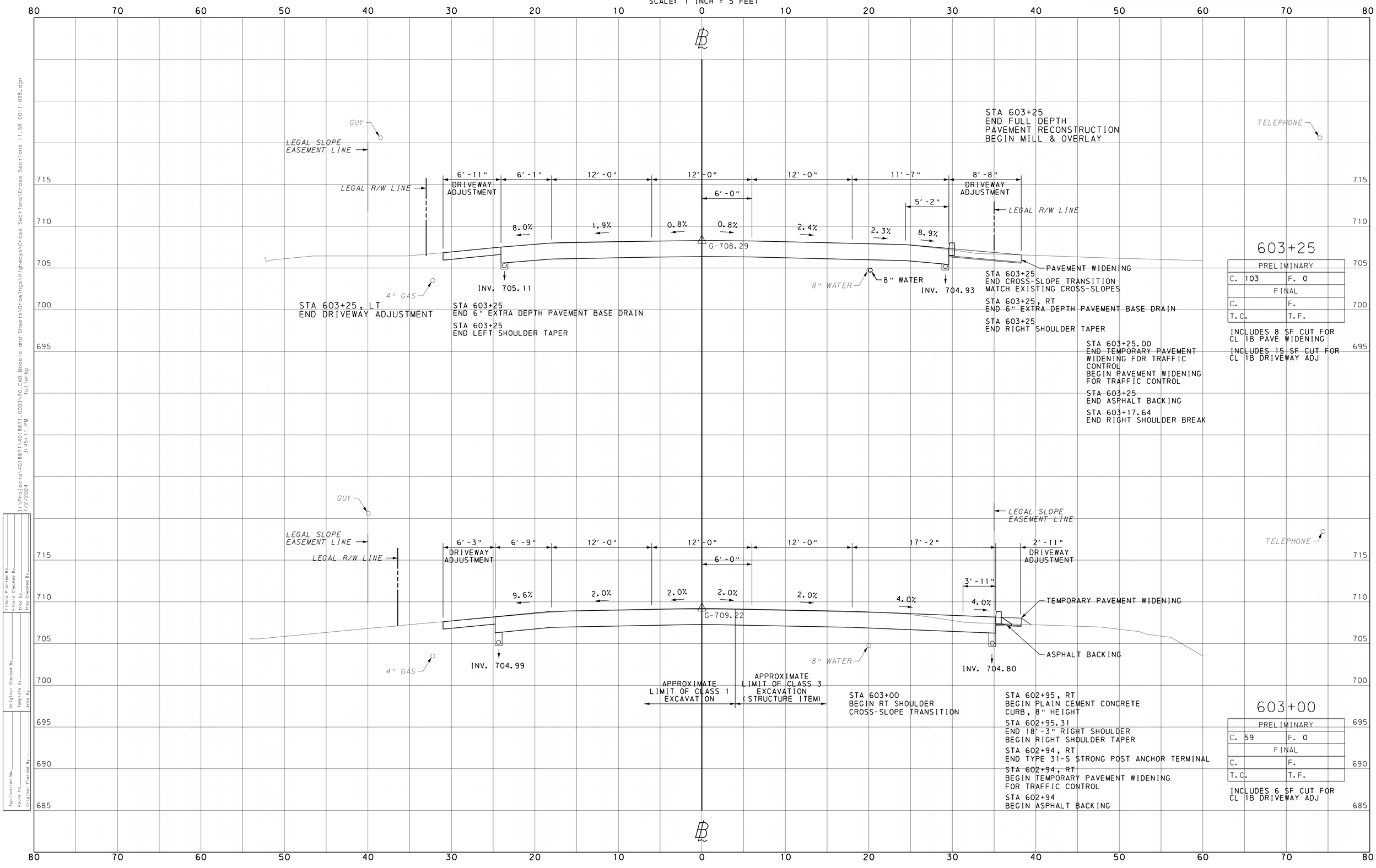
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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			13 OF 15

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

715 710 705 700 695 720

GUY
ELECTRIC
TELEPHONE
LEGAL R/W LINE
8" WATER
LEGAL SLOPE EASEMENT LINE
4" GAS

12'-9" DRIVEWAY ADJUSTMENT
STA 604+03, RT
END 8" HEIGHT CURB/
BEGIN DEPRESSED CURB
TEMPORARY CONSTRUCTION EASEMENT LINE
CONCRETE CURB
PAVEMENT WIDENING

604+00

PRELIMINARY	
C. 24	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 12 SF CUT FOR CL 1B PAVE WIDENING
INCLUDES 12 SF CUT FOR CL 1B DRIVEWAY ADJ

14'-2" DRIVEWAY ADJUSTMENT
STA 603+82, RT
END DEPRRESSED CURB/
BEGIN 8" HEIGHT CURB

603+75

PRELIMINARY	
C. 27	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 13 SF CUT FOR CL 1B PAVE WIDENING
INCLUDES 14 SF CUT FOR CL 1B DRIVEWAY ADJ

STA 603+72.42, RT
END CEMENT CONCRETE SIDEWALK
STA 603+66.09, RT
END 8" HEIGHT CURB / BEGIN DEPRESSED CURB
STA 603+66.09, RT
BEGIN CEMENT CONCRETE SIDEWALK

14'-2" DRIVEWAY ADJUSTMENT
5'-0"
2.0%
8" WATER
DWS PLACED ON PAVED SHOULDERS

603+50

PRELIMINARY	
C. 26	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 13 SF CUT FOR CL 1B PAVE WIDENING
INCLUDES 13 SF CUT FOR CL 1B DRIVEWAY ADJ

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			14 OF 15

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

715 710 705 700 695

ELECTRIC
TELEPHONE

LEGAL R/W LINE

TEMPORARY CONSTRUCTION EASEMENT LINE

CONCRETE CURB

8" WATER

STA 604+40.00
END PAVEMENT WIDENING
FOR TRAFFIC CONTROL

10'-11"
DRIVEWAY
ADJUSTMENT

5'-0"

STA 604+30, RT
END DEPRESSED CURB/
BEGIN 8" HEIGHT CURB

0.78%

PAVEMENT WIDENING

DWS PLACED ON PAVED SHOULDERS

STA 604+19.64, RT
END CEMENT CONCRETE SIDEWALK

STA 604+12.64, RT
BEGIN CEMENT CONCRETE SIDEWALK

604+75

PRELIMINARY	
C. 1	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 1 SF CUT FOR CL 1B

604+50

PRELIMINARY	
C. 1	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 1 SF CUT FOR CL 1B

604+25

PRELIMINARY	
C. 26	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 16 SF CUT FOR CL 1B PAVE WIDENING
INCLUDES 10 SF CUT FOR CL 1B DRIVEWAY ADJ

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CROSS SECTIONS

SCALE: 1 INCH = 5 FEET

Dist.	County	Route	Sect.	Prelim. Bk. No.	Final Bk. No.	Sheet No.
8-0	FRANKLIN	0011	095			15 OF 15

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

LIMIT OF WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

STOP WORK
STA 608+50.00
SEG 0560 OFFSET 0061
SR 0011 SEC 095

STA 607+50.00
END MILL & OVERLAY

ELECTRIC
TELEPHONE

LEGAL R/W LINE

ELECTRIC
TELEPHONE

LEGAL R/W LINE

715
710
705
700
695

TEMPORARY CONSTRUCTION EASEMENT LINE

STA 605+00.00, RT
END PLAIN CEMENT CONCRETE CURB, 8" HEIGHT

CONCRETE CURB

605+00

PRELIMINARY	
C. 1	F. 0
FINAL	
C.	F.
T.C.	T.F.

INCLUDES 1 SF CUT FOR CL 1B

80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

Finals Plotted By
Finals Checked By
Area By
Area Checked By

Original Checked By
Template By
Area By

Application No.
Route No.
Original Plotted By

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	1 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

GENERAL NOTES

THIS WORK CONSISTS OF THE MAINTENANCE OF TRAFFIC AND THE PROTECTION OF THE TRAVELING PUBLIC APPROACHING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF CONSTRUCTION.

FURNISH, ERECT, PLACE AND MAINTAIN THE 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,

1. THE SPECIAL PROVISIONS OF THE CONTRACT.
2. PA CODE, TITLE 67, PUBLICATION 212, OFFICIAL TRAFFIC CONTROL DEVICES.
3. PDT PUBLICATION 213, TEMPORARY TRAFFIC CONTROL GUIDELINES.
4. PDT PUBLICATION 35 APPROVED CONSTRUCTION MATERIALS (BULLETIN 15).
5. PDT PUBLICATION 408/2020, SPECIFICATIONS AND CURRENT INTERIMS.
6. FEDERAL HIGHWAY ADMINISTRATION, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
7. PDT PUBLICATION 236, HANDBOOK OF APPROVED SIGNS.
8. PDT PUBLICATION 111, TRAFFIC CONTROL PAVEMENT MARKING AND SIGNING STANDARDS.

NOTIFY THE IIC A MINIMUM OF TWO (2) WEEKS (EXCLUDING HOLIDAYS) PRIOR TO ANY SIGNIFICANT TRAFFIC CONTROL, TRAFFIC PATTERN CHANGES, AND/OR FOR ROUTE/BRIDGE RESTRICTIONS. WHEN REQUIRED, THE IIC IS TO NOTIFY THE DISTRICT COMMUNITY RELATIONS COORDINATOR AT (717) 787-1446 PRIOR TO ANY SIGNIFICANT TRAFFIC CONTROL AND/OR TRAFFIC PATTERN CHANGE. THE IIC IS ALSO TO NOTIFY THE DISTRICT SPECIAL HAULING PERMITS UNIT USING FORM M-937R AND THE FOLLOWING E-MAIL ADDRESS "RA-pdDist8HoulingPer@pa.gov" A MINIMUM OF TWELVE (12) WORKING DAYS (EXCLUDING HOLIDAYS). CONFIRM YOUR INTENTIONS WITH THE IIC TWO (2) DAYS IN ADVANCE. KEEP THE IIC INFORMED OF ANY ONGOING CHANGES.

IMMEDIATELY UPON COMPLETION OF THE WORK, REMOVE THE DEVICES. UNLESS OTHERWISE SPECIFIED, THEY REMAIN THE PROPERTY OF THE CONTRACTOR. THE DEPARTMENT WILL REMOVE ANY TRAFFIC CONTROL DEVICES ERECTED BY DEPARTMENT FORCES.

THE DISTRICT CONSTRUCTION ENGINEER OR REPRESENTATIVE WILL INSPECT ALL TRAFFIC CONTROL DEVICES PRIOR TO THE START OF WORK.

COVER OR REMOVE ALL SIGNS NOT IN USE OR CONFLICTING TO THE OPERATION BEING PERFORMED. WHEN COVERING EXISTING SIGNS USE MATERIALS AND PROCEDURES CONSISTENT WITH PUB 408 SECTION 901.3 (a) AND (cc).

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY AS SPECIFIED IN SECTION 901.3(a) OF PUBLICATION 408/2020.

ALL TRAFFIC CONTROL DEVICES SHALL BE NEW OR IN LIKE NEW CONDITION AND MAINTAINED AS SUCH.

REMOVE CONFLICTING PAVEMENT MARKINGS IN ACCORDANCE WITH PUBLICATION 408/2020 SECTION 963.

INVENTORY AND DOCUMENT ALL EXISTING SIGNS AND PAVEMENT MARKING PATTERNS PRIOR TO THE BEGINNING OF CONSTRUCTION WITH THE PROJECT REPRESENTATIVE.

ALL POST MOUNTED SIGNS MUST BE MOUNTED ON BREAKAWAY STEEL POSTS AS SPECIFIED IN SECTION 1103.08 OF THE 408/2020.

WHEN WORK IMPACTS A SIGNALIZED INTERSECTION, THE SIGNAL MUST BE PUT INTO FLASH BY THE LOCAL MUNICIPALITY AND THE INTERSECTION CONTROLLED BY FLAGGER USING A RED FLAG.

AT ALL TIMES MAINTAIN ACCESS TO SIDE ROADS, ALLEYS, PRIVATE DRIVEWAYS, FIRE HYDRANTS, AND BUSINESSES. UNLESS OTHERWISE PREARRANGED WITH THE PROPERTY OWNER A MINIMUM OF TWO (2) BUSINESS DAYS IN ADVANCE AND THE INSPECTOR-IN-CHARGE IS INFORMED OF THE ARRANGEMENT.

SHORT TERM OPERATIONS THAT REQUIRE FLAGGER CONTROL SHALL BE DONE ACCORDING TO PUB 213 PATA FIGURES. SIGN EACH FLAGGING OPERATION INDIVIDUALLY.

ALL DISTANCES MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

DETAILS OTHER THAN THOSE INDICATED ARE ON THE FOLLOWING STANDARD DRAWINGS

TC-8600	JUNE 13, 2013	(13 SHEETS)
TC-8604	AUG 17, 2021	(5 SHEETS)
TC-8700C	JUNE 13, 2013	(31 SHEETS)
TC-8702B	JUNE 13, 2013	(9 SHEETS)
TC-8716	JUNE 13, 2013	(1 SHEET)
TC-8717	JUNE 13, 2013	(1 SHEET)

SEQUENCE OF CONSTRUCTION

STAGE 1

1. CLOSE LEFT TURN LANE ON LURGAN AVENUE. INSTALL STAGE 1 TEMPORARY SIGNAL.
2. SHIFT SR 11 TRAFFIC TO THE LEFT SIDE OF SR 11. CLOSE ENTRANCES TO COMMERCIAL PROPERTIES ON THE RIGHT SIDE AS SHOWN ON THE PLANS. MAINTAIN PEDESTRIAN ACCESS ON THE EXISTING SIDEWALK ON THE LEFT SIDE OF SR 11.
3. CONSTRUCT THE RIGHT SIDE OF THE SR 11 BRIDGE AND ROADWAY APPROACHES. RELOCATE WATER LINE. PLACE SUBBASE, BASE, AND BINDER COURSES.

STAGE 2

1. MAINTAIN LURGAN AVENUE LEFT TURN LANE CLOSURE. INSTALL STAGE 2 TEMPORARY SIGNAL.
2. SHIFT SR 11 TRAFFIC TO THE RIGHT SIDE OF SR 11. CLOSE ENTRANCE TO RESTAURANT ON THE FAR LEFT SIDE. MAINTAIN PEDESTRIANS ON THE WALKWAY CONSTRUCTED IN STAGE 1 ON THE RIGHT SIDE OF APPROACHES. PLACE SUBBASE, BASE, AND BINDER COURSES.

STAGE 3

1. INSTALL DRIVEWAY ADJUSTMENTS AND CURBS, IN ACCORDANCE WITH PENNDOT PUBLICATION 213, PATA 102.

STAGE 4

1. TEXTURIZE BRIDGE DECK AND APPROACH SLABS, PERFORM MILLING AND PLACE FINAL WEARING COURSE, AND PLACE FINAL PAVEMENT MARKINGS, IN ACCORDANCE WITH PENNDOT PUBLICATION 213, PATA 103 AND PATA 104.

INDEX OF DRAWINGS

DESCRIPTION	SHEET
GENERAL NOTES	1
INDEX MAP AND SIGN TABULATION	2
TYPICAL SECTIONS	3
TABULATION OF QUANTITIES	4 TO 5
STAGE 1 PLANS	6 TO 8
STAGE 2 PLANS	9 TO 11
TEMPORARY SIGNAL PLANS	12 TO 21

RECOMMENDED DATE: _____

ADE - CONSTRUCTION

RECOMMENDED DATE: _____

DISTRICT TRAFFIC ENGINEER

TRAFFIC CONTROL PLAN

PLANS PREPARED BY
STV Incorporated
CONSULTING ENGINEERS
HARRISBURG, PA

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
PE080624

DATE: 7/11/2024

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	2 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

TABULATION OF TRAFFIC CONTROL DEVICES INCLUDED IN ITEM NO. 0901-0001 MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION (FOR INFORMATION ONLY)

SYMBOL	SIGN DESIGNATION	DESCRIPTION	SIZE	QUANTITIES		
				STAGE 1	STAGE 2	TOTAL
—	G20-2	END ROAD WORK	36" x 18"	2	2	2
—	R3-2	NO LEFT TURN	24" x 24"	1	1	1
—	R3-9B	CENTER LANE - LEFT TURN ONLY	24" x 36"	2	2	2
—	R3-9CP	BEGIN PLAQUE	24" x 12"	1	1	1
—	R3-9DP	END PLAQUE	24" x 12"	1	1	1
—	R9-9	SIDEWALK CLOSED	24" x 12"	1	1	1
—	R9-11A	SIDEWALK CLOSED CROSS HERE	24" x 12"	1	2	2
—	R11-2	ROAD CLOSED	48" x 30"	3	2	3
—	R11-2 (MOD.)	LANE CLOSED	48" x 30"	2	2	2
—	W1-4L	LEFT REVERSE CURVE	30" x 30"	1	2	2
—	W1-4R	RIGHT REVERSE CURVE	30" x 30"	1	2	2
—	W9-3	CENTER LANE CLOSED	36" x 36"	2	2	2
—	W11-2	PEDESTRIAN	30" x 30"	2	4	4
—	W16-7P	DIAGONAL DOWNWARD POINTING ARROW PLAQUE	24" x 12"	2	4	4
—	W20-1	ROAD WORK	36" x 36"	3	3	3
—	W30-1-6	DISTANCE (AHEAD) (PANEL)	20" x 6"	5	5	5
—	SP-1L	WASH-N-WHIRL RITA'S (LEFT)	40" X 14"	1	-	1
—	SP-1R	WASH-N-WHIRL RITA'S (RIGHT)	40" X 14"	1	-	1
☼	-	TYPE B LIGHT (YELLOW)	-	12	12	12
⊤	-	TYPE B SIGN POST	-	13	16	16
⊤⊤	-	TYPE III BARRICADE	-	10	8	10
●	-	CHANNELIZING DEVICE	-	*	*	*
■	-	FLEXIBLE POST, SURFACE MOUNTED	-	-	18	18

THE SIZES SHOWN ARE MINIMUM REQUIREMENTS

* PROVIDE SUFFICIENT QUANTITY



1.0" RADIUS 0.5" BORDER, BLACK ON ORANGE (REFLECTORIZED);

USE SERIES B-4" UPPER CASE LETTERS

USE STANDARD ARROW TYPE Q: 6.0"X 4.0"

SP-1L

NOT TO SCALE



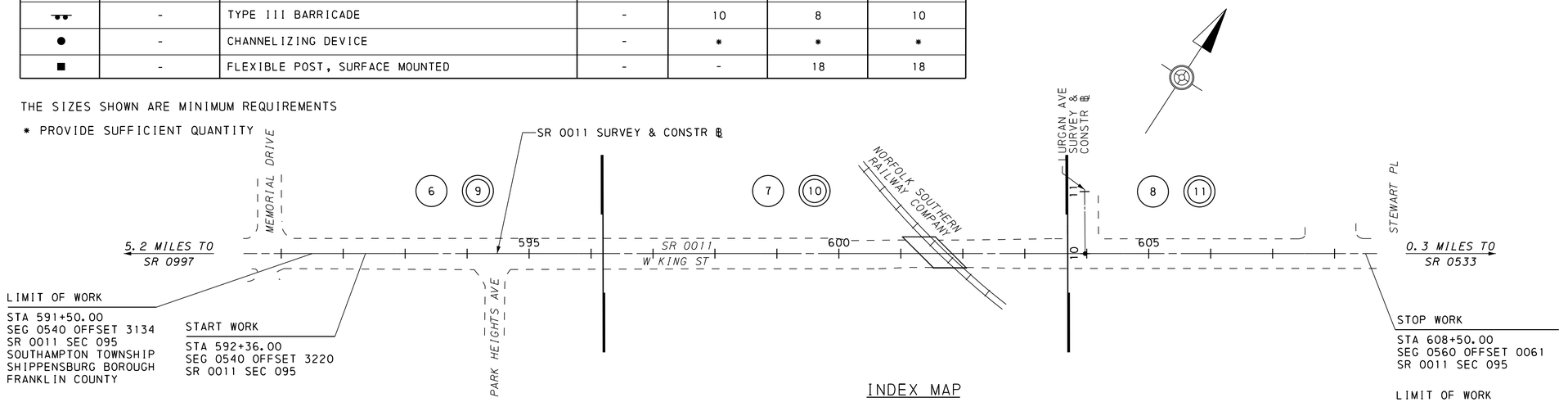
1.0" RADIUS 0.5" BORDER, BLACK ON ORANGE (REFLECTORIZED);

USE SERIES B-4" UPPER CASE LETTERS

USE STANDARD ARROW TYPE Q: 6.0"X 4.0"

SP-1R

NOT TO SCALE



LEGEND

- ○ - SHEET NUMBER - STAGE 1
- ◎ - SHEET NUMBER - STAGE 2
- ——— - SHEET BREAK

INDEX MAP

SCALE

0 100 200 FEET

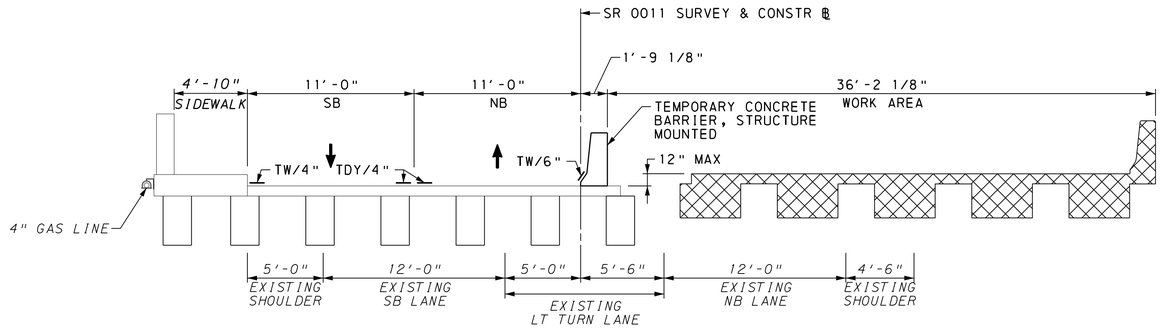
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE036024

TRAFFIC CONTROL PLAN

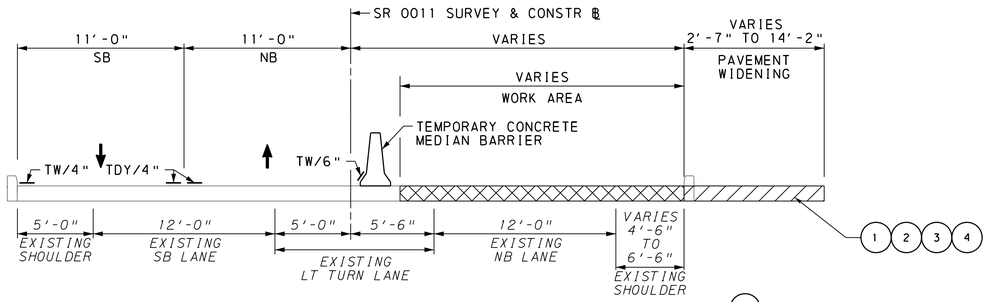
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	3 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

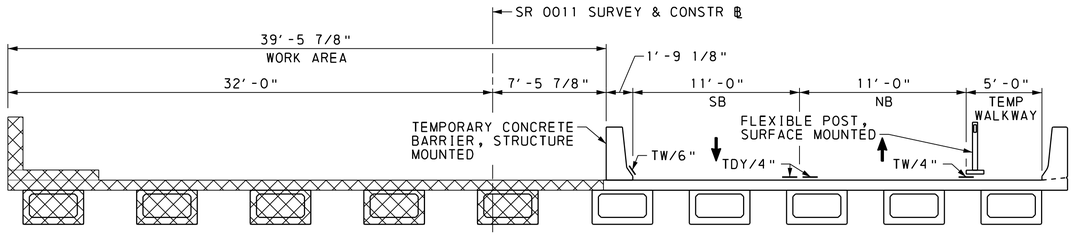


STAGE 1 - BRIDGE

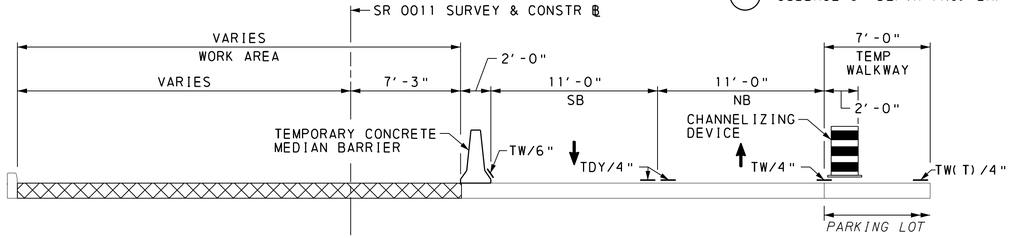


STAGE 1 - ROADWAY & TEMPORARY TRAFFIC CONTROL PAVING

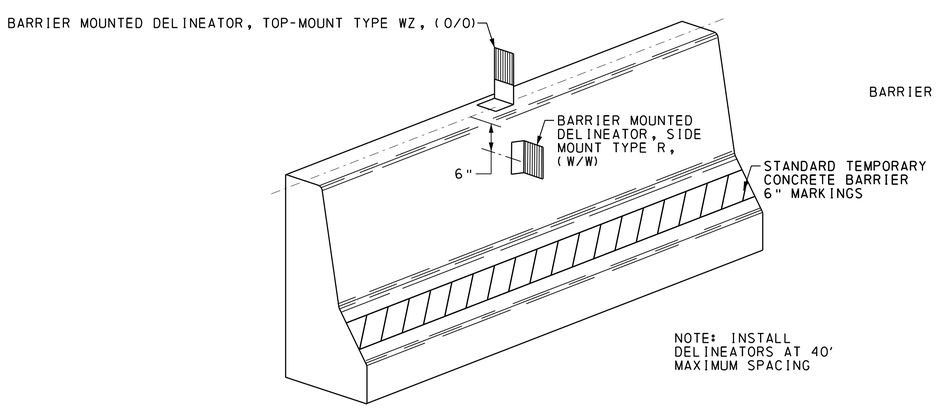
1. SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H
2. ASPHALT TACK COAT
3. SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH
4. SUBBASE 6" DEPTH (NO. 2A)



STAGE 2 - BRIDGE



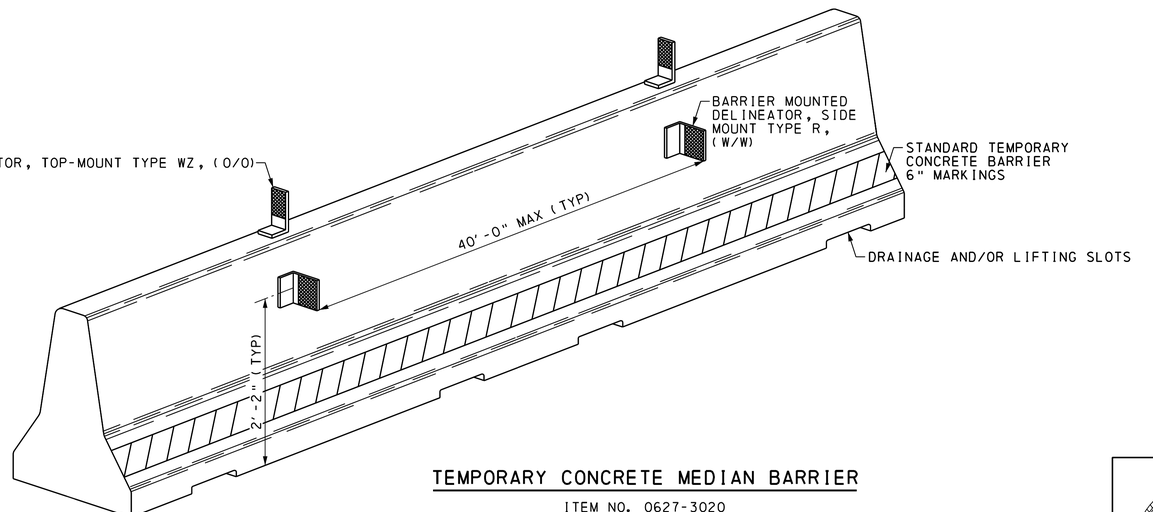
STAGE 2 - ROADWAY & TEMPORARY WALKWAY



TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED

ITEM NO. 0643-0001

NOT TO SCALE



TEMPORARY CONCRETE MEDIAN BARRIER

ITEM NO. 0627-3020

NOT TO SCALE

TYPICAL SECTIONS

TRAFFIC CONTROL PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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TABULATION OF QUANTITIES

TRAFFIC CONTROL PLAN

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	4 OF 21
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

0203 0004 CY CLASS 1B EXCAVATION	0313 0322 SY SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	0350 0106 SY SUBBASE 6" DEPTH (NO. 2A)	0413 0192 SY SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H	0460 0003 SY ASPHALT TACK COAT (NTT/CNTT)	0627 3020 LF TEMPORARY BARRIER, TEST LEVEL 3, BARRIER DEFLECTION DISTANCE < /=2'	0628 3020 LF RESET TEMPORARY BARRIER, TEST LEVEL 3, BARRIER DEFLECTION DISTANCE < /=2'	0643 0001 LF TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED	0644 0001 LF TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED, RESET	0696 0610 EACH TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3	0697 0639 EACH RESET TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD) TEST LEVEL 3	0901 0001 LS MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	0901 0240 SF ADDITIONAL TRAFFIC CONTROL SIGNS	0901 0320 LF 4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW	0901 0330 LF 4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	0901 0331 LF 6" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	0901 0350 LF 4" STANDARD PAVEMENT MARKINGS, TAPE, WHITE	0901 0451 EACH 3-LINE CHANGEABLE MESSAGE SIGN WITHOUT TELECOMMUNICATIONS	0937 0195 EACH BARRIER MOUNTED DELINEATOR, SIDE MOUNT TYPE R, (W/W)	0937 0214 EACH BARRIER MOUNTED DELINEATOR, TOP-MOUNT TYPE W/Z, (O/O)	0958 0341 EACH TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (3 APPROACHES)	0958 0342 EACH TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (3 APPROACHES)	0963 0001 SF PAVEMENT MARKING REMOVAL	0963 0004 LF 4" PAVEMENT MARKING REMOVAL	0963 0006 LF 6" PAVEMENT MARKING REMOVAL	9000 0013 DOLLA CROSSING GUARD		ITEM NUMBER UNIT REMARKS	SIDE	STATIONS
																											SR 0011		
																	2										ENTIRE PROJECT - AS DIRECTED	LT / RT	592+36.00 to 608+50.00
											X	400														32000	ENTIRE PROJECT	LT / RT	592+36.00 to 608+50.00
																											SR 0011 STAGE 1		
														80													TWDE/4" (LT LANE)	LT	592+35.00 to 593+55.00
																								711			EXISTING LT LANE	LT	592+83.00 to 599+94.00
																								1172			EXISTING TURN LANE LINE (LT)	LT	592+85.00 to 602+22.00
																								1089			EXISTING TURN LANE LINE (RT)	RT	593+55.00 to 602+26.00
														1227										1227			TW/4" (LT LANE)	LT	593+55.00 to 605+82.00
													4480											4480			TDY/4"	LT / RT	593+55.00 to 607+38.00
														418										418			TW/4" (RT LANE)	LT / RT	596+00.00 to 600+22.00
92	289	289	289	289																							PAVEMENT WIDENING	RT	597+97.00 to 601+06.00
					176				1									5	5									RT	599+54.00 to 601+30.00
															308												TW/6" (ON TEMP BARRIER)	RT	600+22.00 to 603+30.00
							53											2	2									RT	601+30.00 to 601+83.00
					162				1									5	5									RT	601+83.00 to 603+46.00
																								260			EXISTING DY/4" AT INTERSECTION	LT	602+22.00 to 603+52.00
																								70			EXISTING RT LANE	RT	602+83.00 to 603+53.00
61	190	190	190	190																							PAVEMENT WIDENING	RT	602+95.00 to 604+40.00
														322										322			TW/4" (RT LANE)	RT	603+30.00 to 606+50.00
																						34					EXISTING STOP BAR	LT / RT	603+52.00
																									94		EXISTING CROSSWALK	LT / RT	603+64.00 to 603+71.00
																				1							SR 0011 & LURGAN AVE INTERSECTION	LT / RT	603+97.44
																								386			EXISTING TURN LANE LINE (RT)	RT	604+25.00 to 607+34.00
																						22					EXISTING STOP BAR	LT	604+36.00
																								378			EXISTING TURN LANE LINE (LT)	LT	604+36.00 to 607+38.00
																											SR 0011 STAGE 2		
														616													TW/4" (LT LANE)	LT / RT	593+55.00 to 599+70.00

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. 080624

PROJECT ID: 3682 MPMS: 19304 ECMS: 19304 7/3/2024 7:25:49 AM

TABULATION OF QUANTITIES

TRAFFIC CONTROL PLAN

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	5 OF 21
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — JASON ANGELO GALLI — ENGINEER — No. 080624

0203 0004 CLASS 1B EXCAVATION CY	0313 0322 SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH SY	0350 0106 SUBBASE 6" DEPTH (NO. 2A) SY	0413 0192 SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2' DEPTH, SRL-H SY	0460 0003 ASPHALT TACK COAT (NTT/CNTT) SY	0627 3020 TEMPORARY BARRIER, TEST LEVEL 3, BARRIER DEFLECTION DISTANCE < /=2' LF	0628 3020 RESET TEMPORARY BARRIER, TEST LEVEL 3, BARRIER DEFLECTION DISTANCE < /=2' LF	0643 0001 TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED LF	0644 0001 TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED, RESET LF	0696 0610 TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3 EACH	0697 0639 RESET TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD) TEST LEVEL 3 EACH	0901 0001 MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION LS	0901 0240 ADDITIONAL TRAFFIC CONTROL SIGNS SF	0901 0320 4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW LF	0901 0330 4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE LF	0901 0331 6" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE LF	0901 0350 4" STANDARD PAVEMENT MARKINGS, TAPE, WHITE LF	0901 0451 3-LINE CHANGEABLE MESSAGE SIGN WITHOUT TELECOMMUNICATIONS EACH	0937 0195 BARRIER MOUNTED DELINEATOR, SIDE MOUNT TYPE R, (W/W) EACH	0937 0214 BARRIER MOUNTED DELINEATOR, TOP-MOUNT TYPE W/Z, (O/O) EACH	0958 0341 TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (3 APPROACHES) EACH	0958 0342 TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (3 APPROACHES) EACH	0963 0001 PAVEMENT MARKING REMOVAL SF	0963 0004 4" PAVEMENT MARKING REMOVAL LF	0963 0006 6" PAVEMENT MARKING REMOVAL LF	9000 0013 CROSSING GUARD DOLLA		ITEM NUMBER / UNIT	REMARKS	SIDE	STATIONS
																							1127					STAGE 1 TW/4" (LT LANE)	LT	593+55.00 to 605+82.00
																							4480					STAGE 1 TDY/4"	LT / RT	593+55.00 to 607+38.00
														4630															TDY/4"	LT / RT	593+55.00 to 607+38.00
															1087															TW/4" (RT LANE)	RT	595+65.00 to 606+50.00
																							418						STAGE 1 TW/4" (RT LANE)	RT	596+00.00 to 600+22.00
																263													TW/6" (FOR TEMPORARY WALKWAY & CROSSWALK)	LT / RT	598+29.00 to 599+08.00
																	210												TW(T)/4"	RT	599+02.00 to 601+12.00
						182				1																				RT	599+54.00 to 601+36.00
																355													TW/6" (ON TEMP BARRIER)	RT	599+70.00 to 603+25.00
							14	53																						RT	601+36.00 to 602+03.00
						133				1																				RT	602+03.00 to 603+36.00
																	197												TW(T)/4"	RT	602+94.00 to 604+90.00
															416														TW/4" (LT LANE)	LT / RT	603+25.00 to 607+38.00
																							322						STAGE 1 TW/4" (RT LANE)	RT	603+30.00 to 606+50.00
																						1							SR 0011 & LURGAN AVE INTERSECTION	LT / RT	603+97.44
																								152					EXISTING WALKWAY	RT	604+23.00 to 604+90.00
153	479	479	479	479	338	315	67	53	2	2	---	400	9110	4166	926	407	2	12	12	1	1	56	16860	246	32000		TOTALS			

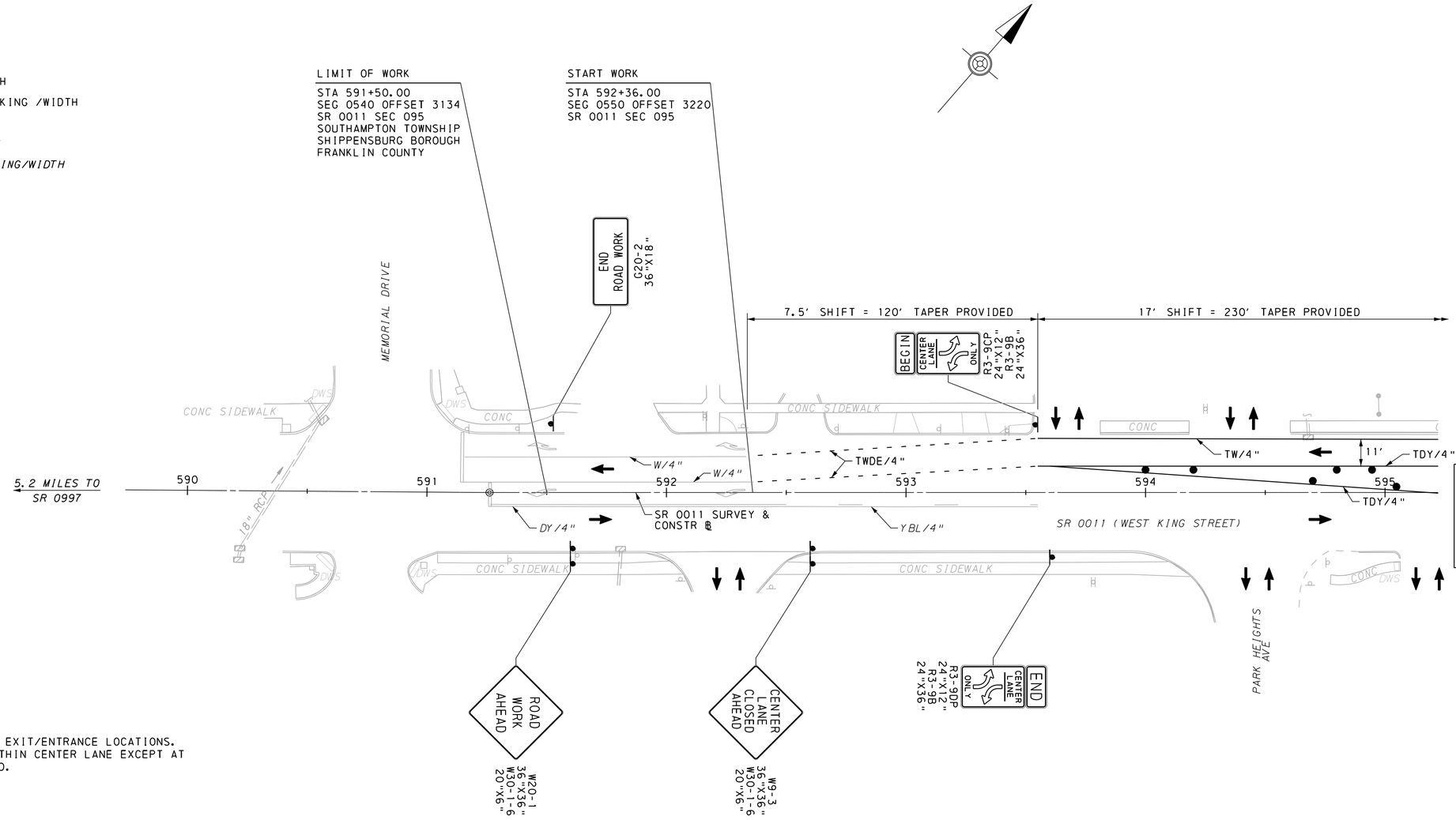
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	6 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

	EXISTING SIGN
	SIGN/TYPE B SIGN MOUNTING
	SIGN/TYPE III BARRICADE
	CHANNELIZING DEVICE
	TRAFFIC FLOW ARROW
TW/4"	TEMPORARY WHITE PAVEMENT MARKING/WIDTH
TDY/4"	TEMPORARY DOUBLE YELLOW PAVEMENT MARKING/WIDTH
TWDE/4"	TEMPORARY WHITE DOTTED EXTENSION PAVEMENT MARKING /WIDTH
W/4"	*EXISTING WHITE PAVEMENT MARKING/WIDTH*
DY/4"	*EXISTING DOUBLE YELLOW PAVEMENT MARKING/WIDTH*
YBL/4"	*EXISTING YELLOW ONE-WAY BARRIER PAVEMENT MARKING/WIDTH*



NOTE: 10 FT MAXIMUM CHANNELIZING DEVICE SPACING AT EXIT/ENTRANCE LOCATIONS.
35 FT MAXIMUM CHANNELIZING DEVICE SPACING WITHIN CENTER LANE EXCEPT AT TURN LOCATION OPENINGS OR OTHERWISE INDICATED.

SCALE

0 25 50 FEET

STAGE 1

TRAFFIC CONTROL PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

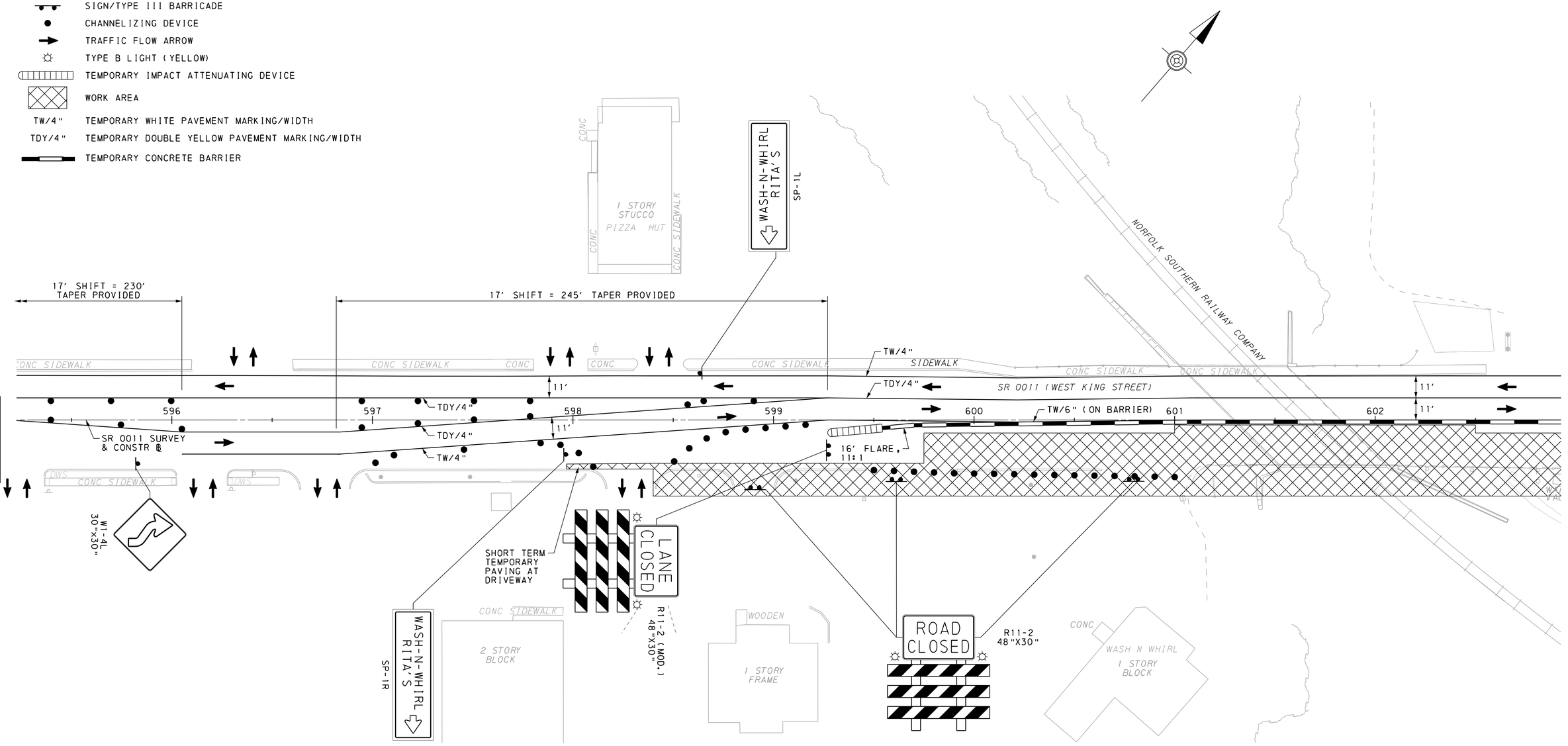
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	7 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

- *EXISTING SIGN*
- SIGN/TYPE B SIGN MOUNTING
- SIGN/TYPE III BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC FLOW ARROW
- TYPE B LIGHT (YELLOW)
- TEMPORARY IMPACT ATTENUATING DEVICE
- WORK AREA
- TW/4" TEMPORARY WHITE PAVEMENT MARKING/WIDTH
- TDY/4" TEMPORARY DOUBLE YELLOW PAVEMENT MARKING/WIDTH
- TEMPORARY CONCRETE BARRIER



SEE SHEET 6

SEE SHEET 8

NOTE: 10 FT MAXIMUM CHANNELIZING DEVICE SPACING AT EXIT/ENTRANCE LOCATIONS.
35 FT MAXIMUM CHANNELIZING DEVICE SPACING WITHIN CENTER LANE EXCEPT AT TURN LOCATION OPENINGS OR OTHERWISE INDICATED.

SCALE

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL ENGINEER
JASON ANGELO GALLI
No. PE036624

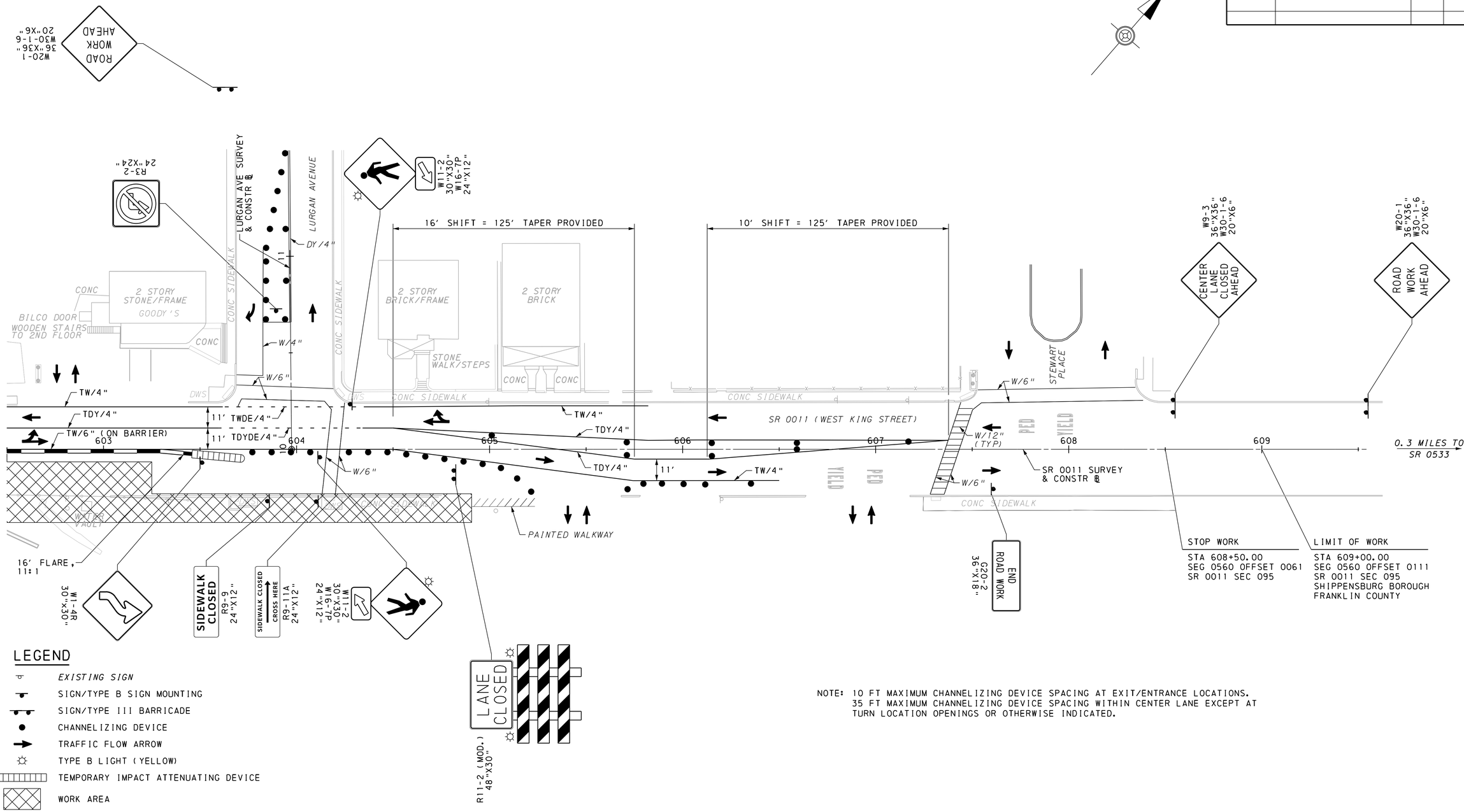
STAGE 1

TRAFFIC CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	8 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



SEE SHEET 7

LEGEND

	EXISTING SIGN
	SIGN/TYPE B SIGN MOUNTING
	SIGN/TYPE III BARRICADE
	CHANNELIZING DEVICE
	TRAFFIC FLOW ARROW
	TYPE B LIGHT (YELLOW)
	TEMPORARY IMPACT ATTENUATING DEVICE
	WORK AREA
TW/4"	TEMPORARY WHITE PAVEMENT MARKING/WIDTH
TDY/4"	TEMPORARY DOUBLE YELLOW PAVEMENT MARKING/WIDTH
TWDE/4"	TEMPORARY WHITE DOTTED EXTENSION PAVEMENT MARKING/WIDTH
TDYDE/4"	TEMPORARY DOUBLE YELLOW DOTTED EXTENSION PAVEMENT MARKING/WIDTH
W/4"	*EXISTING WHITE PAVEMENT MARKING/WIDTH*
DY/4"	*EXISTING DOUBLE YELLOW PAVEMENT MARKING/WIDTH*
	TEMPORARY CONCRETE BARRIER

NOTE: 10 FT MAXIMUM CHANNELIZING DEVICE SPACING AT EXIT/ENTRANCE LOCATIONS.
35 FT MAXIMUM CHANNELIZING DEVICE SPACING WITHIN CENTER LANE EXCEPT AT TURN LOCATION OPENINGS OR OTHERWISE INDICATED.

SCALE
0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

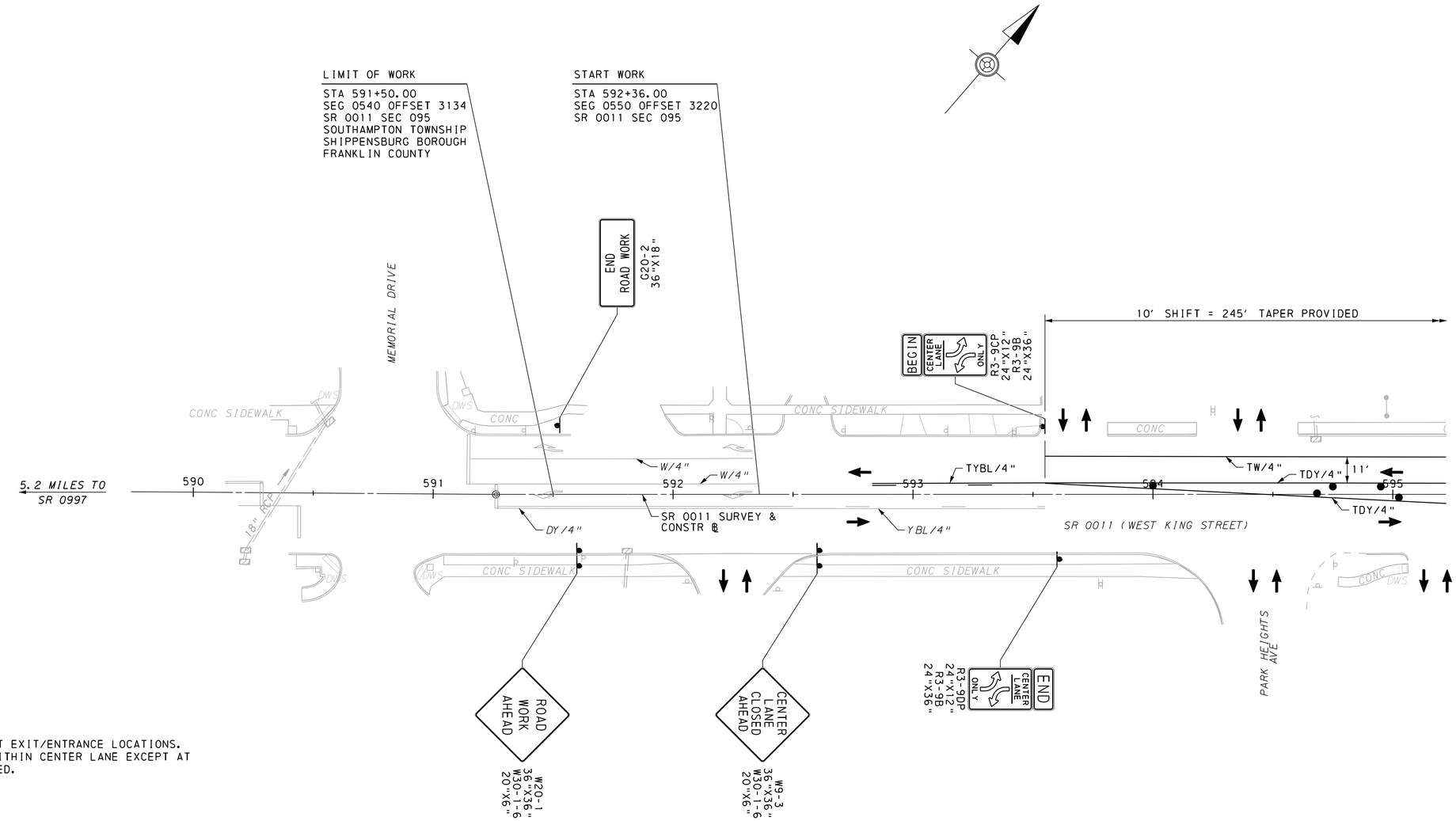
STAGE 1

TRAFFIC CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	9 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



SEE SHEET 10

NOTE: 10 FT MAXIMUM CHANNELIZING DEVICE SPACING AT EXIT/ENTRANCE LOCATIONS.
35 FT MAXIMUM CHANNELIZING DEVICE SPACING WITHIN CENTER LANE EXCEPT AT TURN LOCATION OPENINGS OR OTHERWISE INDICATED.

LEGEND

	EXISTING SIGN
	SIGN/TYPE B SIGN MOUNTING
	SIGN/TYPE III BARRICADE
	CHANNELIZING DEVICE
	TRAFFIC FLOW ARROW
TW/4"	TEMPORARY WHITE PAVEMENT MARKING/WIDTH
TDY/4"	TEMPORARY DOUBLE YELLOW PAVEMENT MARKING/WIDTH
TYBL/4"	TEMPORARY YELLOW ONE WAY BARRIER PAVEMENT MARKING /WIDTH
W/4"	*EXISTING WHITE PAVEMENT MARKING/WIDTH*
DY/4"	*EXISTING DOUBLE YELLOW PAVEMENT MARKING/WIDTH*
YBL/4"	*EXISTING YELLOW ONE-WAY BARRIER PAVEMENT MARKING/WIDTH*

SCALE

0 25 50 FEET

STAGE 2

TRAFFIC CONTROL PLAN

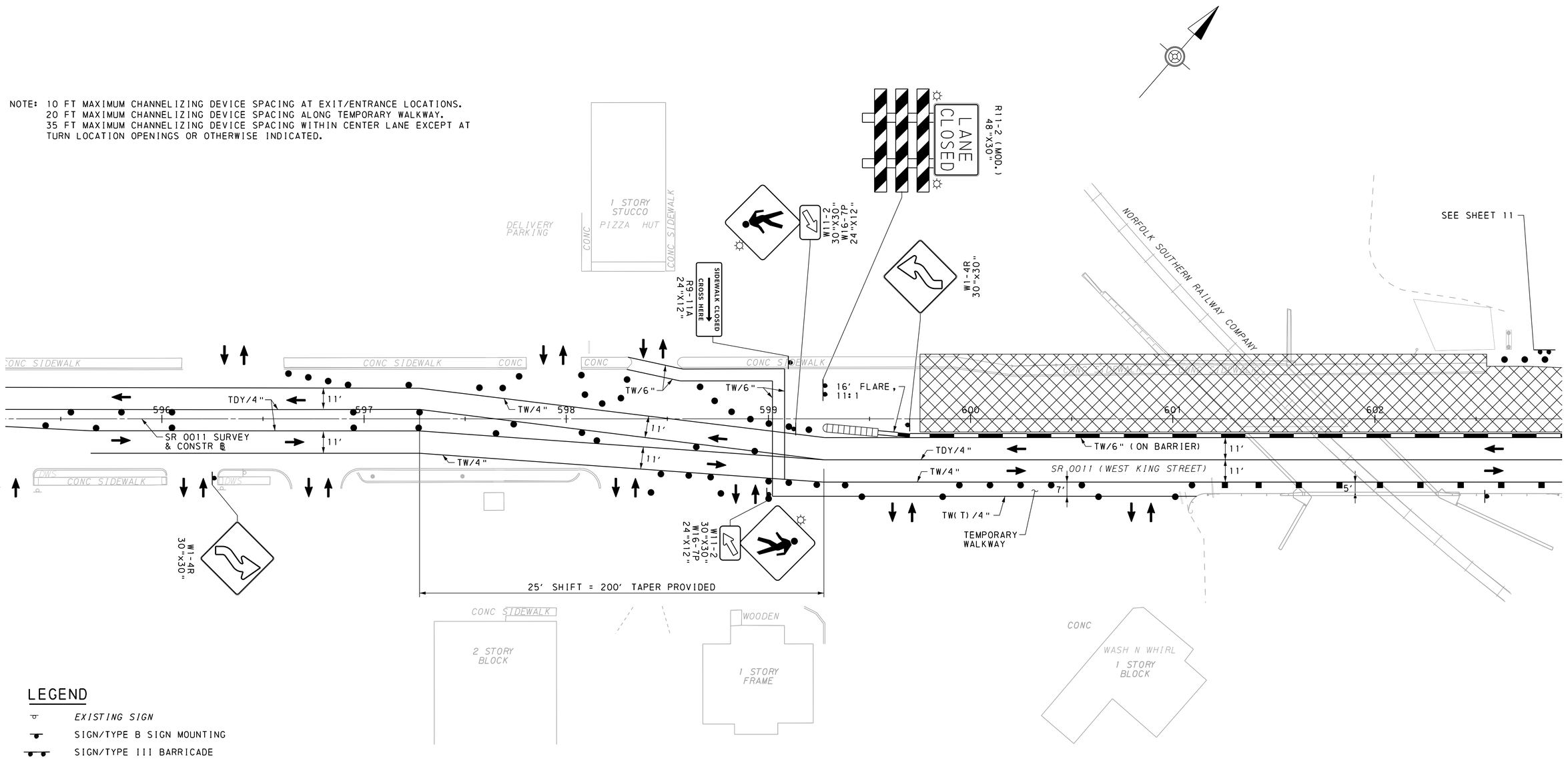
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REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	10 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

NOTE: 10 FT MAXIMUM CHANNELIZING DEVICE SPACING AT EXIT/ENTRANCE LOCATIONS.
20 FT MAXIMUM CHANNELIZING DEVICE SPACING ALONG TEMPORARY WALKWAY.
35 FT MAXIMUM CHANNELIZING DEVICE SPACING WITHIN CENTER LANE EXCEPT AT TURN LOCATION OPENINGS OR OTHERWISE INDICATED.



LEGEND

☼	*EXISTING SIGN*
⊤	SIGN/TYPE B SIGN MOUNTING
●—●	SIGN/TYPE III BARRICADE
■	FLEXIBLE POST, SURFACE MOUNTED
●	CHANNELIZING DEVICE
→	TRAFFIC FLOW ARROW
☼	TYPE B LIGHT (YELLOW)
	TEMPORARY IMPACT ATTENUATING DEVICE
	WORK AREA
TW/4"	TEMPORARY WHITE PAVEMENT MARKING/WIDTH
TDY/4"	TEMPORARY DOUBLE YELLOW PAVEMENT MARKING/WIDTH
TW(T)/4"	TEMPORARY WHITE (TAPE) PAVEMENT MARKING/WIDTH
	TEMPORARY CONCRETE BARRIER

SCALE
0 25 50 FEET

STAGE 2

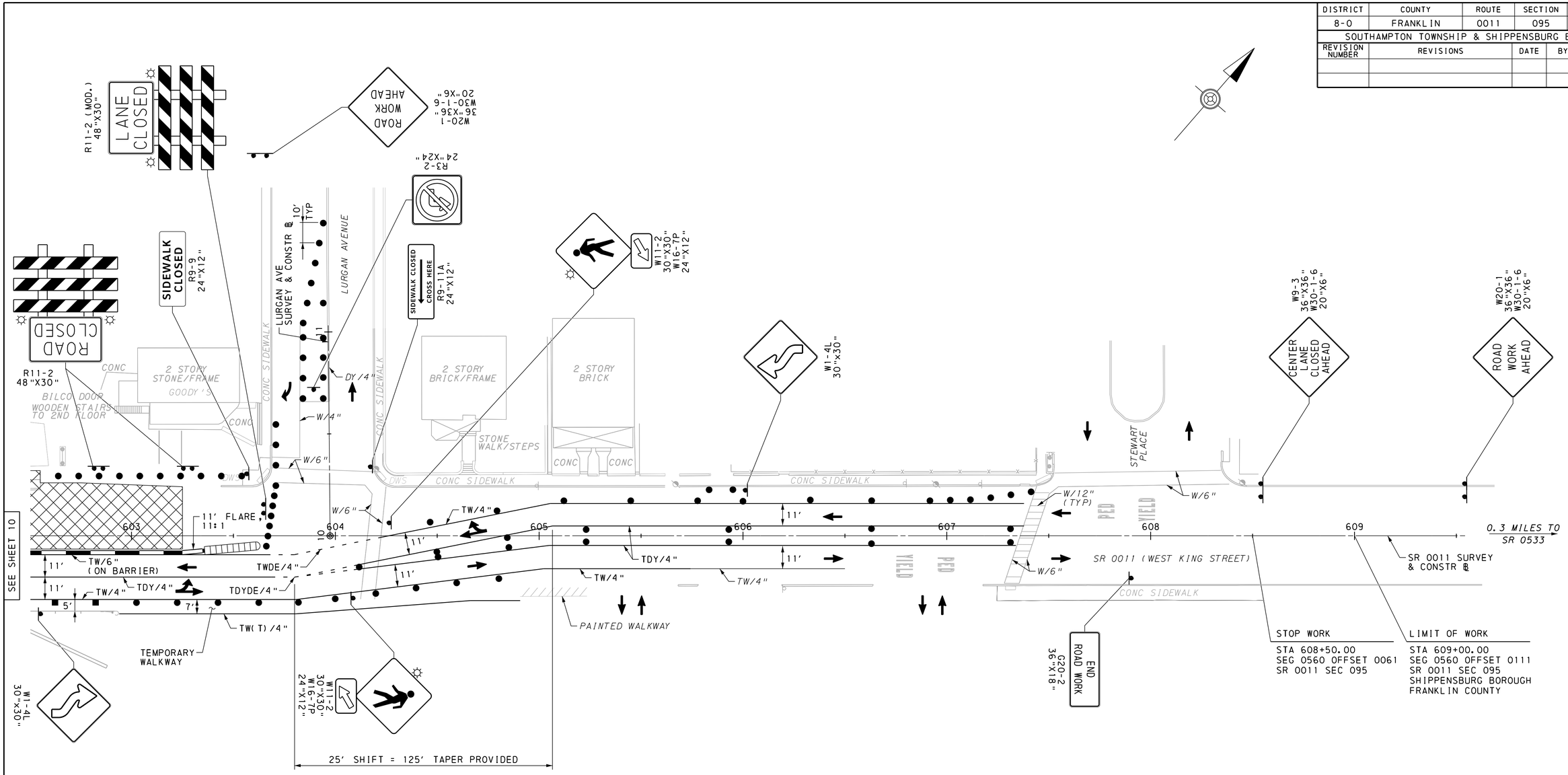
TRAFFIC CONTROL PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	11 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



NOTE: 10 FT MAXIMUM CHANNELIZING DEVICE SPACING AT EXIT/ENTRANCE LOCATIONS.
20 FT MAXIMUM CHANNELIZING DEVICE SPACING ALONG TEMPORARY WALKWAY.
35 FT MAXIMUM CHANNELIZING DEVICE SPACING WITHIN CENTER LANE EXCEPT AT TURN LOCATION OPENINGS OR OTHERWISE INDICATED.

LEGEND

☼	*EXISTING SIGN*	TW/4"	TEMPORARY WHITE PAVEMENT MARKING/WIDTH
☼	SIGN/TYPE B SIGN MOUNTING	TDY/4"	TEMPORARY DOUBLE YELLOW PAVEMENT MARKING/WIDTH
☼ ☼	SIGN/TYPE III BARRICADE	TWDE/4"	TEMPORARY WHITE DOTTED EXTENSION PAVEMENT MARKING/WIDTH
■	FLEXIBLE POST, SURFACE MOUNTED	TDYDE/4"	TEMPORARY DOUBLE YELLOW DOTTED EXTENSION PAVEMENT MARKING/WIDTH
●	CHANNELIZING DEVICE	TW(T)/4"	TEMPORARY WHITE (TAPE) PAVEMENT MARKING/WIDTH
→	TRAFFIC FLOW ARROW	*TW/4"*	*EXISTING TEMPORARY WHITE PAVEMENT MARKING/WIDTH*
☼	TYPE B LIGHT (YELLOW)	*W/4"*	*EXISTING WHITE PAVEMENT MARKING/WIDTH*
	TEMPORARY IMPACT ATTENUATING DEVICE		TEMPORARY CONCRETE BARRIER
	WORK AREA		

SCALE
0 25 50 FEET

STAGE 2

TRAFFIC CONTROL PLAN

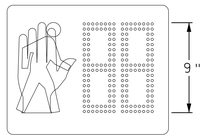
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

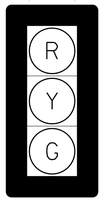
REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

EXISTING SIGNALS TO REMAIN

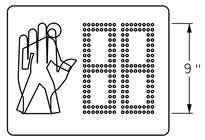


7,8,9

PROPOSED SIGNALS

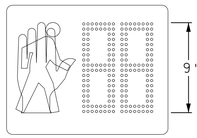


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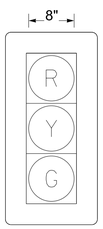
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EXISTING SIGNALS TO BE BAGGED



11

EXISTING SIGNALS TO REMOVED



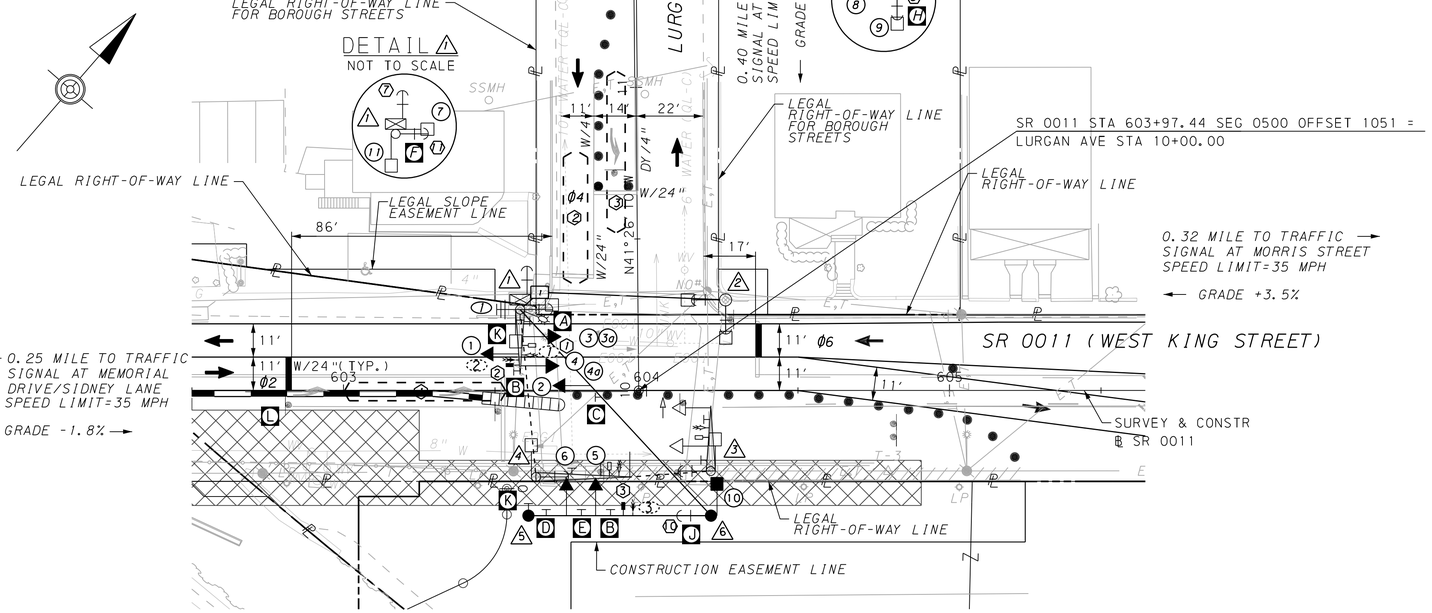
3a,4a

SIGNAL NOTES:

1. VERTICAL POLES AND SPAN WIRE TO BE DESIGNED BY MANUFACTURERS TO ADEQUATELY SUPPORT LOADS AS SHOWN ON THE PLAN OR MAXIMUM LOAD REQUIREMENTS ESTABLISHED BY AASHTO SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRE AND TRAFFIC SIGNALS, WHICHEVER IS GREATER.
2. LOCATIONS OF WOOD POLES TO BE VERIFIED PRIOR TO CONSTRUCTION TO ENSURE THAT CONFLICTS WILL NOT OCCUR WITH EXISTING FEATURES AND PROPOSED CONSTRUCTION.
3. PEDESTRIAN SIGNAL 11 AND PUSHBUTTON 11 SHALL BE BAGGED.
4. SEE TCP PLANS FOR PAVEMENT MARKINGS DETAILS.
5. VEHICLE DETECTION ZONES 1 AND 3 TO BE DEACTIVATED.

SIGNAL NOTES CONT'D:

6. ALL VEHICULAR SIGNALS TO BE EQUIPPED WITH ALUMINUM BACKPLATES WITH YELLOW RETROREFLECTIVE TAPE.
7. ALL VEHICULAR SIGNALS TO BE EQUIPPED WITH CUT-AWAY VISORS.
8. ALL SIGNAL INDICATIONS ARE TO BE EQUIPPED WITH LEDS.



PROPOSED EXISTING LEGEND

- WOOD STRAIN POLE/MESSENGER CABLE
- MAST ARM POLE
- (1) VEHICULAR SIGNAL HEAD
- (1) PEDESTRIAN SIGNAL HEAD
- (1) PEDESTRIAN PUSH BUTTON/SIGN
- (A) SIGN (TYPE F, STRUCTURE MOUNTED)
- (A) SIGN (TYPE B, POST MOUNTED)
- [2] JUNCTION BOX
- (2) VEHICLE DETECTOR
- (1) LUMINAIRE
- CONTROLLER ASSEMBLY
- (1) PREEMPTION DETECTOR
- (1) PREEMPTION CONFIRMATION LIGHT
- YAGI ANTENNA
- DY/4" — EXISTING DOUBLE SOLID YELLOW LINE/WIDTH
- W/4" — EXISTING SOLID WHITE LINE/WIDTH
- W/24" — EXISTING SOLID WHITE LINE/WIDTH
- TRAFFIC FLOW ARROW

STAGE 1
TEMP TRAFFIC SIGNAL PLAN

C



SIGN C; 3.6" Radius, 1.2" Border, White on Green; "Lurgan Ave" CLEARVIEW HWY-3W; 0% Compression; Table of Widths and Spaces.

7.8	8.7	11	7.6	11	10.6	16.1	11.3	9.6	6.5	7.8
	L	u	r	g	a	n	A	v	e	

D



SIGN D; 3.6" Radius, 1.2" Border, White on Green; "W King St" CLEARVIEW HWY-3W; 0% Compression; Table of Widths and Spaces.

8.6	20.8	10.6	5.6	11.1	15.7	9.7	5.3	8.6
	W	K	i	n	g	S	t	

EXISTING SIGNS TO REMAIN

SYMBOL	DESCRIPTION	QTY
A	D3-4, LOCAL STREET NAME SIGN (LURGAN AVE)	1
G	R10-3B, PUSH BUTTON FOR WALK SIGNAL →	1
H	R10-3B, PUSH BUTTON FOR WALK SIGNAL ←	1

PROPOSED SIGNS

SYMBOL	DESIGNATION	DESCRIPTION	QTY	SIZE
B	R3-2	LEFT TURN PROHIBITION	2	30"X30"
C	D3-4	LOCAL STREET NAME SIGN (LURGAN AVE)	1	108"X24"
D	D3-4	LOCAL STREET NAME SIGN (W KING ST)	1	96"X24"
E	R3-5R	RIGHT TURN ONLY	1	30"X36"
J	R10-3B	PUSH BUTTON FOR WALK SIGNAL ←	1	9"X12"
K	R9-3	NO PEDESTRIAN CROSSING	2	24"X24"
L	R10-6AL	STOP HERE ON RED SIGN	1	24"X30"

TABULATION OF TRAFFIC CONTROL DEVICES INCLUDED IN ITEM NO 0958-0341 (FOR INFORMATION ONLY)

EXISTING SIGN TO BE BAGGED

SYMBOL	DESCRIPTION	QTY
F	R10-3B, PUSH BUTTON FOR WALK SIGNAL ←	1

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — SETH D. YOUNG — ENGINEER — PE078564

25 0 25 50
SCALE IN FEET

TEMPORARY TRAFFIC SIGNAL PERMIT

IN ACCORDANCE WITH THE VEHICLE CODE, THE SECRETARY OF TRANSPORTATION HEREBY APPROVES THE INSTALLATION AND OPERATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OF: WEST KING ST (SR 0011) AND LURGAN AVE

SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH , COUNTY OF FRANKLIN

THIS PERMIT IS TO BE ACCEPTED BY CONTRACTOR

THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE VEHICLE CODE AND THE REGULATIONS FOR TRAFFIC SIGNS, SIGNALS, AND MARKINGS OF THE DEPARTMENT OF TRANSPORTATION, AND SHALL CONFORM TO THE FOLLOWING REQUIREMENTS AND THOSE CONTAINED ON THE ATTACHED SHEETS

TYPE OF CONTROLLER FULLY-ACTUATED

TYPE OF SIGNAL MOUNTING TEMPORARY SIGNAL

HOURS OF OPERATION AS "STOP" AND "GO" CONTINUOUSLY

HOURS OF OPERATION AS "FLASHING" EQUIPPED FOR EMERGENCY FLASHING

CONTROLLER OPERATION CONTROLLER TO PROVIDE THE PHASING, TIMING AND SIGNAL DISPLAY INDICATED ON THE DIAGRAM

ALL WORK PERFORMED BY THE PERMITTEE IN THE ERECTION OF THE TRAFFIC SIGNAL SHALL BE UNDER AND SUBJECT TO THE DIRECTION OF THE SECRETARY OF TRANSPORTATION OR HIS AUTHORIZED REPRESENTATIVES. THE SAID PERMITTEE SHALL USE DUE DILIGENCE IN THE EXECUTION OF THE WORK AUTHORIZED UNDER THIS PERMIT AND SHALL NOT OBSTRUCT OR ENDANGER TRAVEL ALONG THE SAID ROAD. ALL OPERATIONS MUST BE CONDUCTED SO AS TO PERMIT SAFE AND REASONABLE FREE TRAVEL AT ALL TIMES OVER THE ROAD WITHIN THE LIMITS OF THE WORK HEREIN PERMITTED.

THE PERMITTEE COVENANTS AND AGREES TO FULLY INDEMNIFY AND SAVE HARMLESS THE DEPARTMENT OF TRANSPORTATION AND ASSUME ALL LIABILITY FOR DAMAGES OR INJURY, OCCURRING TO ANY PERSON, PERSONS AS PROPERTY THROUGH OR IN CONSEQUENCE OF ANY ACT OR OMISSION OF ANYONE WORKING ON THE CONSTRUCTION, OR FROM FAULTY MAINTENANCE OR OPERATION OF SUCH TRAFFIC SIGNAL.

THE SECRETARY OF TRANSPORTATION, BY LAW, RESERVED THE RIGHT TO REVOKE AND ANNUL THIS PERMIT IF THE PERMITTEE SHALL AT ANYTIME WILLFULLY OR NEGLIGENTLY FAILS TO COMPLY WITH THE CONDITIONS CONTAINED IN THIS PERMIT, OR, UPON CHANGES IN THE TRAFFIC CONDITIONS, FAIL TO MAKE ANY CHANGES IN THE CONSTRUCTION OR OPERATION OF THIS SIGNAL, OR TO REMOVE IT, WHEN SO ORDERED BY THE SECRETARY OF TRANSPORTATION. THE PERMITTEE SHALL MAINTAIN THE SIGNAL IN A SAFE CONDITION AT ALL TIMES. THE PERMITTEE SHALL NOT MAKE ANY CHANGE IN THE CONSTRUCTION OR OPERATION OF THIS TRAFFIC SIGNAL WITHOUT PRIOR WRITTEN APPROVAL OF THE SECRETARY OF TRANSPORTATION.

DATE: APPROVED: MICHAEL CARROLL, SECRETARY OF TRANSPORTATION

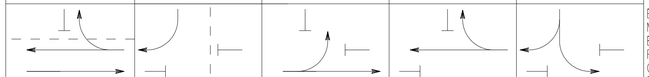
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	13 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

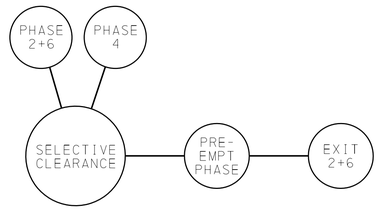
MOVEMENT, SEQUENCE, AND TIMING



	INTERVALS				INTERVALS				INTERVALS				INTERVALS				INTERVALS				EMERGENCY	FLASHING
SIGNALS	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
1,2	G	G	Y	R	R	R	R	R	SELECTIVE CLEARANCES	G	Y	R	SELECTIVE CLEARANCES	R	R	R	SELECTIVE CLEARANCES	R	R	R	R	
3,4	G	G	Y	R	R	R	R	R		R	R	R		G	Y	R		R	R	R	R	
5,6	R	R	R	R	G	G	Y	R		R	R	R		R	R	R		G	Y	R	R	
7,8	W	FDW	DW	DW	DW	DW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW	OFF	
9,10	DW	DW	DW	DW	W	FDW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW	OFF	
FAIL-SAFE LAMP-1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	
FAIL-SAFE LAMP-2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	
FAIL-SAFE LAMP-3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	
FIXED			3.9	3.1		3.0	2.7			**	3.9	3.1		**	3.9	3.1		**	3.0	2.7		
MINIMUM	5				3																	
PASSAGE					3																	
MAX I	40				14																	
*PEDESTRIAN	7	16			7	15																
MEMORY	MAX RECALL				NON-LOCKING																	

** GREEN TIME IS VARIABLE. IT WILL TERMINATE 5 SECONDS AFTER THE DEVICE CALL DROPS OUT. EXTEND THE PREEMPTION CALL 5 SECONDS.

* UPON PEDESTRIAN ACTIVATION ONLY, OTHERWISE DON'T WALK AT ALL TIMES



DETECTOR NOTES:

1. VEHICLE DETECTOR 2 CALLS AND EXTENDS PHASE 4, PRESENCE, NON-LOCKING.
2. PEDESTRIAN DETECTORS 9 AND 10 CALL PHASE 4 PED.
3. PEDESTRIAN DETECTORS 7 AND 8 CALL PHASE 6 PED.
4. PRE-EMPTION DETECTOR 1 CALLS PRE-EMPTION PHASE 6.
5. PRE-EMPTION DETECTOR 2 CALLS PRE-EMPTION PHASE 2.
6. PRE-EMPTION DETECTOR 3 CALLS PRE-EMPTION PHASE 4.
7. DEACTIVATE VEHICLE DETECTORS 1 AND 3 DURING THIS STAGE.

CONTROLLER NOTES

PHASE 2+6 = CONTROLLER PHASE 2
PHASE 4 = CONTROLLER PHASE 3

COORDINATION NOTE

CONTROLLER TO BE COORDINATED WITH ADJACENT SIGNAL CONTROLLERS ALONG SR 0011. REFER TO SYSTEM PLAN FOR WEEKLY PROGRAMS, CYCLES, SPLITS AND OFFSETS.

EMERGENCY VEHICLE PRE-EMPTION NOTES:

CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR ALL APPROACHES OF THE INTERSECTION, WITH A FLASHING FAIL SAFE DEVICE FOR EACH DIRECTION.

THIS FAIL SAFE DEVICE SHALL CONSIST OF A FLASHING WHITE FLOOD LIGHT, AND SHALL BEGIN FLASHING WHEN THE PRE-EMPTION PHASE DISPLAYS PRE-EMPTION GREEN FOR THE EMERGENCY VEHICLE APPROACH.

THE SIGNALS WHEN ACTIVATED BY AN EMERGENCY VEHICLE, SHALL TERMINATE ALL GREEN INDICATIONS FOLLOWED BY SELECTIVE CLEARANCES DEPENDENT UPON THE PHASE IN WHICH THE PRE-EMPTION OCCURS. THE GREEN INDICATIONS FOR THE PRE-EMPTED PHASE SHALL REMAIN GREEN FOR THE DURATION OF SIGNAL PRE-EMPTION WITH RED INDICATIONS DISPLAYED FOR ALL OTHER PHASES.

THE SIGNALS WHEN ACTIVATED BY AN EMERGENCY VEHICLE SHALL TIME OUT ALL YELLOW AND RED INDICATIONS EXCEPT IF THE PHASE BEING PRE-EMPTED IS ALREADY GREEN, IT WILL REMAIN GREEN FOR THE DURATION OF THE PRE-EMPTION.

IF THE SIGNALS ARE FLASHING WHEN ACTIVATED BY AN EMERGENCY VEHICLE ALL SIGNALS SHALL REMAIN FLASHING.

UPON COMPLETION OF THE PRE-EMPTION PHASE IN RETURNING TO NORMAL OPERATION PHASE 2+6 INTERVAL 1 SHALL FOLLOW.

IF ADDITIONAL PRE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PRE-EMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE.

IN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED. PRE-EMPTION SHALL BE A "FIRST COME, FIRST SERVED" OPERATION.

THE FIELD LOCATION OF THE PRE-EMPTION DETECTORS MAY DIFFER FROM THE LOCATIONS DEPICTED ON THE CONDITION DIAGRAM, AS THE DETECTORS MAY NEED TO BE RELOCATED AND/OR ADJUSTED TO PROVIDE ACCEPTABLE OPERATION AS DEEMED APPROPRIATE BY DEPARTMENT PERSONNEL.

IF THE SIGNAL HAS BEEN ACTUATED BY A PEDESTRIAN PUSHBUTTON AND THE SIGNAL IS PRE-EMPTED DURING THE "WALK" PHASE, THE "WALK" PHASE SHALL TERMINATE IMMEDIATELY, FOLLOWED BY THE FLASHING "DON'T WALK" INDICATION IN ITS ENTIRETY, FOLLOWED BY THE APPROPRIATE SELECTIVE YELLOW AND RED CLEARANCE INTERVALS BEFORE PROCEEDING TO THE PRE-EMPTION PHASE. IF THE SIGNAL IS PRE-EMPTED DURING THE FLASHING "DON'T WALK" INDICATION, THE INTERVAL SHALL TIME OUT IN ITS ENTIRETY FOLLOWED BY THE APPROPRIATE SELECTIVE YELLOW AND RED CLEARANCE INTERVALS BEFORE PROCEEDING TO THE PRE-EMPTION PHASE.

LEFT TURNS SHALL BE PERMITTED FOR EMERGENCY VEHICLES ONLY DURING PRE-EMPTION PHASE 2 AND PRE-EMPTION PHASE 4.

GENERAL NOTES:

INSTALLATION, OPERATION AND MAINTENANCE OF THIS TRAFFIC SIGNAL, SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATION ON OFFICIAL TRAFFIC CONTROL DEVICES.

NO MODIFICATION OF THIS INSTALLATION IS PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE, UNLESS OTHERWISE INDICATED. EXCEPT THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS, WHICH WILL BE MAINTAINED BY THE DEPARTMENT.

THE BOTTOM OF SIGNAL HEAD AND SIGNS ERECTED OVER THE ROADWAY SHALL NOT BE LESS THAN 15 FEET NOR MORE THAN 19 FEET ABOVE THE ROADWAY.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 50, DATED APRIL 28, 2018, UNDERGROUND UTILITY LINE PROTECTION. PRIOR TO CONSTRUCTION, CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

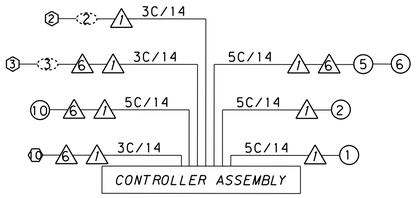
PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL - PAVEMENT MARKINGS AND SIGNING STANDARDS, PUBLICATION 111, TC-8600 SERIES.

PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY.

TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.

WIRING DIAGRAM

- (1) - VEHICULAR/PEDESTRIAN SIGNAL HEAD
- /1\ - TRAFFIC SIGNAL SUPPORT
- (2) - PEDESTRIAN PUSHBUTTON
- [2] - EMERGENCY PREEMPTION DETECTOR
- <1> - PREEMPTION FAILSAFE INDICATOR
- 5C/14 - CABLE (QUANTITY-NO. OF CONDUCTORS/SIZE)



TEMPORARY SIGNAL TABULATION OF MATERIALS INCLUDED IN ITEM 0958-0341 (FOR INFORMATION ONLY)

STRUCTURE NUMBER	DESCRIPTION	QUANTITY	ROUTE	STATION	SIDE	OFFSET	MAST ARM/SPAN WIRE H	MAST ARM/SPAN WIRE L	SIGNAL LOCATION M	SIGNAL LOCATION N	SIGNAL LOCATION O	SIGNAL LOCATION P	SIGNAL LOCATION Q	SIGN LOCATION R	SIGN LOCATION S	SIGN LOCATION T	SIGN LOCATION U	SIGN LOCATION Y	ARM "C" G	ARM "C" X	ARM "C" Y
/1\	*TRAFFIC SIGNAL SUPPORT*	*EX*	*SR 0011*	*603+58*	*LT*	*27'*	*EX*	*EX*	-	*19'*	*15'*	*9'*	-	-	-	*20'*	-	*4'*	*EX*	*EX*	*EX*
/5\	TEMPORARY WOOD STRAIN POLE	1	SR 0011	603+61	RT	41'	40'	60'	-	-	22'	13'	-	-	27'	18'	-	6'	-	-	-
/6\	TEMPORARY WOOD STRAIN POLE	1	SR 0011	604+21	RT	41'	40'	93'	-	-	-	59'	-	-	-	-	-	53'	-	-	-

TEMPORARY SIGNAL TABULATION OF MATERIALS INCLUDED IN ITEM 0958-0341 (FOR INFORMATION ONLY)

SIGNAL SUPPORTS TO BE REMOVED

STRUCTURE NUMBER	DESCRIPTION	QUANTITY	ROUTE	STATION	SIDE	OFFSET
/3\	*TRAFFIC SIGNAL SUPPORT*	*1*	*SR 0011*	*604+21*	*RT*	*26'*
/4\	*TRAFFIC SIGNAL SUPPORT*	*1*	*SR 0011*	*603+63*	*RT*	*28'*

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SETH D. YOUNG
ENGINEER
PE078584

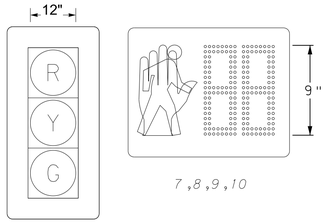
STAGE 1
TEMP TRAFFIC SIGNAL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	14 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

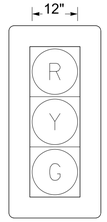
REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

EXISTING SIGNALS TO REMAIN



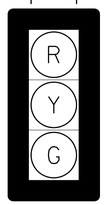
3,4,5,6 — 7,8,9,10

EXISTING SIGNALS TO BE RELOCATED



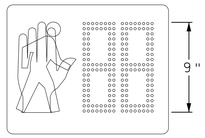
1,2

PROPOSED SIGNAL



4A

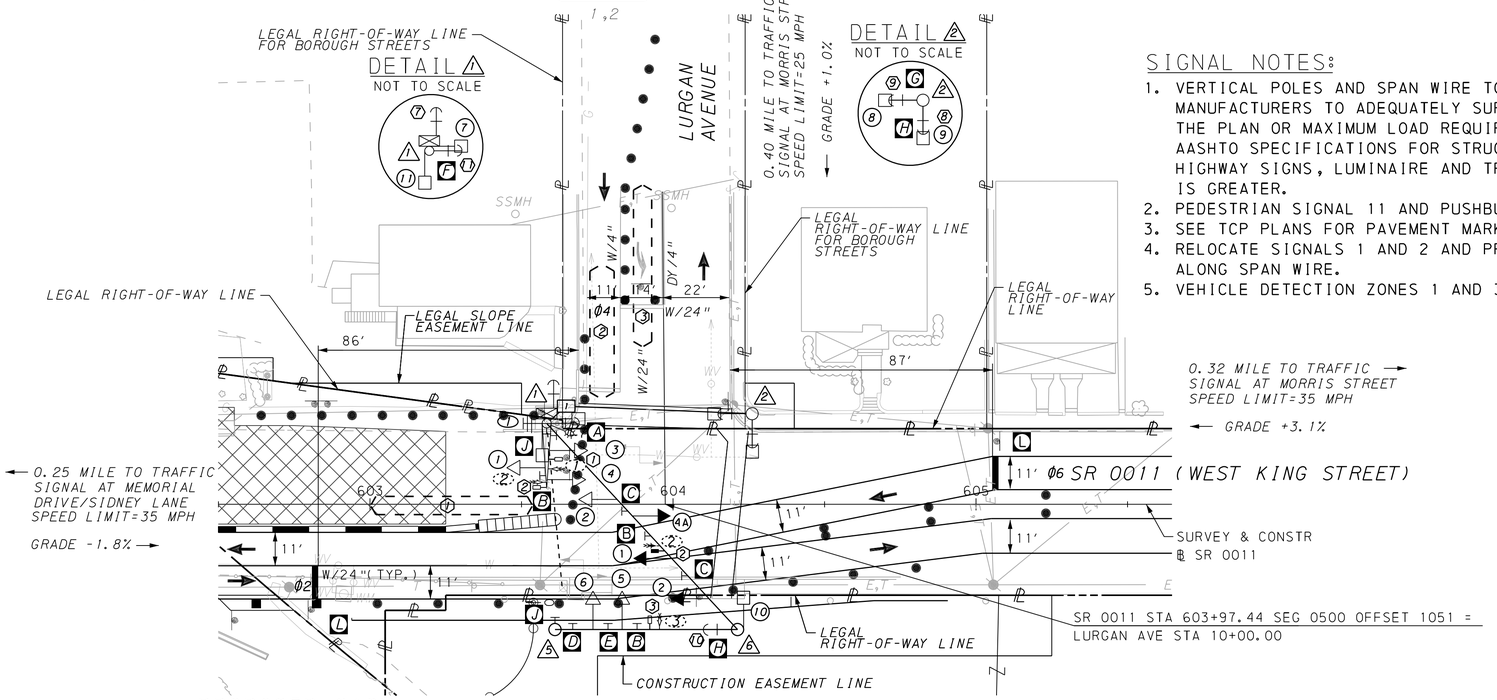
EXISTING SIGNALS TO BE BAGGED



11

SIGNAL NOTES CONT'D:

6. ALL VEHICULAR SIGNALS TO BE EQUIPPED WITH ALUMINUM BACKPLATES WITH YELLOW RETROREFLECTIVE TAPE.
7. ALL VEHICULAR SIGNALS TO BE EQUIPPED WITH CUT-AWAY VISORS.
8. ALL SIGNAL INDICATIONS ARE TO BE EQUIPPED WITH LEDS.



SIGNAL NOTES:

1. VERTICAL POLES AND SPAN WIRE TO BE DESIGNED BY MANUFACTURERS TO ADEQUATELY SUPPORT LOADS AS SHOWN ON THE PLAN OR MAXIMUM LOAD REQUIREMENTS ESTABLISHED BY AASHTO SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRE AND TRAFFIC SIGNALS, WHICHEVER IS GREATER.
2. PEDESTRIAN SIGNAL 11 AND PUSHBUTTON 11 SHALL BE BAGGED.
3. SEE TCP PLANS FOR PAVEMENT MARKINGS DETAILS.
4. RELOCATE SIGNALS 1 AND 2 AND PREEMPTION DETECTOR 2 ALONG SPAN WIRE.
5. VEHICLE DETECTION ZONES 1 AND 3 TO BE DEACTIVATED.

LEGEND

PROPOSED	EXISTING		
●	○	1	WOOD STRAIN POLE/MESSENGER CABLE
▬●	▭○	1	MAST ARM POLE
→	→	1	VEHICULAR SIGNAL HEAD
■	□	1	PEDESTRIAN SIGNAL HEAD
⊣	⊣	1	PEDESTRIAN PUSH BUTTON/SIGN
⊤	⊤	A	SIGN (TYPE F, STRUCTURE MOUNTED)
⊥	⊥	A	SIGN (TYPE B, POST MOUNTED)
	2		JUNCTION BOX
	2		VEHICLE DETECTOR
			LUMINAIRE
			CONTROLLER ASSEMBLY
◂	◂	1	PREEMPTION DETECTOR
◂	◂		PREEMPTION CONFIRMATION LIGHT
⫫			YAGI ANTENNA
		DY/4"	EXISTING DOUBLE SOLID YELLOW LINE/WIDTH
		W/4"	EXISTING SOLID WHITE LINE/WIDTH
		W/24"	EXISTING SOLID WHITE LINE/WIDTH
			TRAFFIC FLOW ARROW

STAGE 2
TEMP TRAFFIC SIGNAL PLAN

PROPOSED SIGN

SYMBOL	DESIGNATION	DESCRIPTION	QTY	SIZE
L	R10-6AL	STOP HERE ON RED SIGN	1	24"X30"

EXISTING SIGNS TO REMAIN

SYMBOL	DESCRIPTION	QTY	SIZE
A	D3-4, LOCAL STREET NAME SIGN (LURGAN AVE)	1	108"X24"
B	R3-2, LEFT TURN PROHIBITION	1	30"X30"
D	D3-4, LOCAL STREET NAME SIGN (W KING ST)	1	96"X24"
E	R3-5R, RIGHT TURN ONLY	1	30"X36"
G	R10-3B, PUSH BUTTON FOR WALK SIGNAL →	1	9"X12"
H	R10-3B, PUSH BUTTON FOR WALK SIGNAL ←	2	9"X12"
J	R9-3, NO PEDESTRIAN CROSSING	2	24"X24"

EXISTING SIGN TO REMAIN BAGGED

SYMBOL	DESCRIPTION	QTY	SIZE
F	R10-3B, PUSH BUTTON FOR WALK SIGNAL ←	1	9"X12"

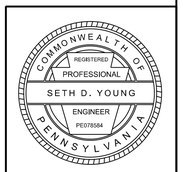
TABULATION OF TRAFFIC CONTROL DEVICES INCLUDED IN ITEM NO 0958-0342 (FOR INFORMATION ONLY)

EXISTING SIGNS TO BE RELOCATED

SYMBOL	DESCRIPTION	QTY	SIZE
B	R3-2, LEFT TURN PROHIBITION	1	30"X30"
C	D3-4, LOCAL STREET NAME SIGN (LURGAN AVE)	1	108"X24"
L	R10-6AL, STOP HERE ON RED SIGN	1	24"X30"

TEMPORARY SIGNAL TABULATION OF MATERIALS INCLUDED IN ITEM 0958-0342 (FOR INFORMATION ONLY)

STRUCTURE NUMBER	DESCRIPTION	QUANTITY	ROUTE	STATION	SIDE	OFFSET	H	L	SPAN WIRE SIGNAL LOCATION M	N	O	P	Q	SPAN WIRE SIGN LOCATION R	S	T	U	Y	ARM "C" G	X	Y
6	TEMPORARY WOOD STRAIN POLE	EX	SR 0011	604+21	RT	41'	EX	EX	-	51'	32'	14'	-	-	-	-	42'	24'	-	-	-



25 0 25 50
SCALE IN FEET

TEMPORARY TRAFFIC SIGNAL PERMIT	

IN ACCORDANCE WITH THE VEHICLE CODE, THE SECRETARY OF TRANSPORTATION HEREBY APPROVES THE INSTALLATION AND OPERATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OF: WEST KING ST (SR 0011) AND LURGAN AVE

SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH , COUNTY OF FRANKLIN

THIS PERMIT IS TO BE ACCEPTED BY CONTRACTOR

THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE VEHICLE CODE AND THE REGULATIONS FOR TRAFFIC SIGNS, SIGNALS, AND MARKINGS OF THE DEPARTMENT OF TRANSPORTATION, AND SHALL CONFORM TO THE FOLLOWING REQUIREMENTS AND THOSE CONTAINED ON THE ATTACHED SHEETS

TYPE OF CONTROLLER FULLY-ACTUATED

TYPE OF SIGNAL MOUNTING TEMPORARY SIGNAL

HOURS OF OPERATION AS "STOP" AND "GO" CONTINUOUSLY

HOURS OF OPERATION AS "FLASHING" EQUIPPED FOR EMERGENCY FLASHING

CONTROLLER OPERATION CONTROLLER TO PROVIDE THE PHASING, TIMING AND SIGNAL DISPLAY INDICATED ON THE DIAGRAM

ALL WORK PERFORMED BY THE PERMITTEE IN THE ERECTION OF THE TRAFFIC SIGNAL SHALL BE UNDER AND SUBJECT TO THE DIRECTION OF THE SECRETARY OF TRANSPORTATION OR HIS AUTHORIZED REPRESENTATIVES. THE SAID PERMITTEE SHALL USE DUE DILIGENCE IN THE EXECUTION OF THE WORK AUTHORIZED UNDER THIS PERMIT AND SHALL NOT OBSTRUCT OR ENDANGER TRAVEL ALONG THE SAID ROAD. ALL OPERATIONS MUST BE CONDUCTED SO AS TO PERMIT SAFE AND REASONABLE FREE TRAVEL AT ALL TIMES OVER THE ROAD WITHIN THE LIMITS OF THE WORK HEREIN PERMITTED.

THE PERMITTEE COVENANTS AND AGREES TO FULLY INDEMNIFY AND SAVE HARMLESS THE DEPARTMENT OF TRANSPORTATION AND ASSUME ALL LIABILITY FOR DAMAGES OR INJURY, OCCURRING TO ANY PERSON, PERSONS AS PROPERTY THROUGH OR IN CONSEQUENCE OF ANY ACT OR OMISSION OF ANYONE WORKING ON THE CONSTRUCTION, OR FROM FAULTY MAINTENANCE OR OPERATION OF SUCH TRAFFIC SIGNAL.

THE SECRETARY OF TRANSPORTATION, BY LAW, RESERVED THE RIGHT TO REVOKE AND ANNUL THIS PERMIT

IF THE PERMITTEE SHALL AT ANYTIME WILLFULLY OR NEGLIGENTLY FAILS TO COMPLY WITH THE CONDITIONS CONTAINED IN THIS PERMIT, OR, UPON CHANGES IN THE TRAFFIC CONDITIONS, FAIL TO MAKE ANY CHANGES IN THE CONSTRUCTION OR OPERATION OF THIS SIGNAL, OR TO REMOVE IT, WHEN SO ORDERED BY THE SECRETARY OF TRANSPORTATION. THE PERMITTEE SHALL MAINTAIN THE SIGNAL IN A SAFE CONDITION AT ALL TIMES. THE PERMITTEE SHALL NOT MAKE ANY CHANGE IN THE CONSTRUCTION OR OPERATION OF THIS TRAFFIC SIGNAL WITHOUT PRIOR WRITTEN APPROVAL OF THE SECRETARY OF TRANSPORTATION.

DATE:

REVISED:

APPROVED: MICHAEL CARROLL, SECRETARY OF TRANSPORTATION

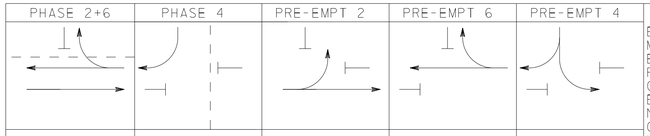
BY: DATE:

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	15 OF 21
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

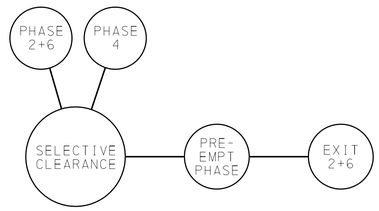
MOVEMENT, SEQUENCE, AND TIMING



	INTERVALS				INTERVALS				INTERVALS				INTERVALS				INTERVALS				
SIGNALS	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
1,2	G	G	Y	R	R	R	R	R	SELECTIVE CLEARANCES	G	Y	R	SELECTIVE CLEARANCES	R	R	R	SELECTIVE CLEARANCES	R	R	R	R
3,4,4A	G	G	Y	R	R	R	R	R		R	R	R		G	Y	R		R	R	R	R
5,6	R	R	R	R	G	G	Y	R		R	R	R		R	R	R		G	Y	R	R
7,8	W	FDW	DW	DW	DW	DW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW	OFF
9,10	DW	DW	DW	DW	W	FDW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW	OFF
FAIL-SAFE LAMP-1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF
FAIL-SAFE LAMP-2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
FAIL-SAFE LAMP-3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF
FIXED			3.9	3.1		3.0	2.7			**	3.9	3.1		**	3.9	3.1		**	3.0	2.7	
MINIMUM	5				3																
PASSAGE					3																
MAX I	40				14																
*PEDESTRIAN	7	16			7	16															
MEMORY	MAX RECALL				NON-LOCKING																

* UPON PEDESTRIAN ACTIVATION ONLY, OTHERWISE DON'T WALK AT ALL TIMES

** GREEN TIME IS VARIABLE. IT WILL TERMINATE 5 SECONDS AFTER THE DEVICE CALL DROPS OUT. EXTEND THE PREEMPTION CALL 5 SECONDS.



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1. VEHICLE DETECTOR 2 CALLS AND EXTENDS PHASE 4, PRESENCE, NON-LOCKING.
2. PEDESTRIAN DETECTORS 9 AND 10 CALL PHASE 4 PED.
3. PEDESTRIAN DETECTORS 7 AND 8 CALL PHASE 6 PED.
4. PRE-EMPTION DETECTOR 1 CALLS PRE-EMPTION PHASE 6.
5. PRE-EMPTION DETECTOR 2 CALLS PRE-EMPTION PHASE 2.
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7. DEACTIVATE VEHICLE DETECTORS 1 AND 3 DURING THIS STAGE.

CONTROLLER NOTES

PHASE 2+6 = CONTROLLER PHASE 2
PHASE 4 = CONTROLLER PHASE 3

COORDINATION NOTE

CONTROLLER TO BE COORDINATED WITH ADJACENT SIGNAL CONTROLLERS ALONG SR 0011. REFER TO SYSTEM PLAN FOR WEEKLY PROGRAMS, CYCLES, SPLITS AND OFFSETS.

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INSTALLATION, OPERATION AND MAINTENANCE OF THIS TRAFFIC SIGNAL, SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATION ON OFFICIAL TRAFFIC CONTROL DEVICES.

NO MODIFICATION OF THIS INSTALLATION IS PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE, UNLESS OTHERWISE INDICATED. EXCEPT THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS, WHICH WILL BE MAINTAINED BY THE DEPARTMENT.

THE BOTTOM OF SIGNAL HEAD AND SIGNS ERECTED OVER THE ROADWAY SHALL NOT BE LESS THAN 15 FEET NOR MORE THAN 19 FEET ABOVE THE ROADWAY.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

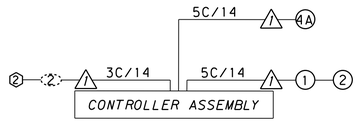
PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 50, DATED APRIL 28, 2018, UNDERGROUND UTILITY LINE PROTECTION. PRIOR TO CONSTRUCTION, CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL - PAVEMENT MARKINGS AND SIGNING STANDARDS, PUBLICATION 111, TC-8600 SERIES.

PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY.

TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.



WIRING DIAGRAM

- (1) - VEHICULAR/PEDESTRIAN SIGNAL HEAD
- (2) - TRAFFIC SIGNAL SUPPORT
- (2) - PEDESTRIAN PUSHBUTTON
- (2) - EMERGENCY PREEMPTION DETECTOR
- (1) - PREEMPTION FAILSAFE INDICATOR
- 5C/14 - CABLE (QUANTITY-NO. OF CONDUCTORS/SIZE)

STAGE 2
TEMP TRAFFIC SIGNAL PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SETH D. YOUNG
ENGINEER
PE078584

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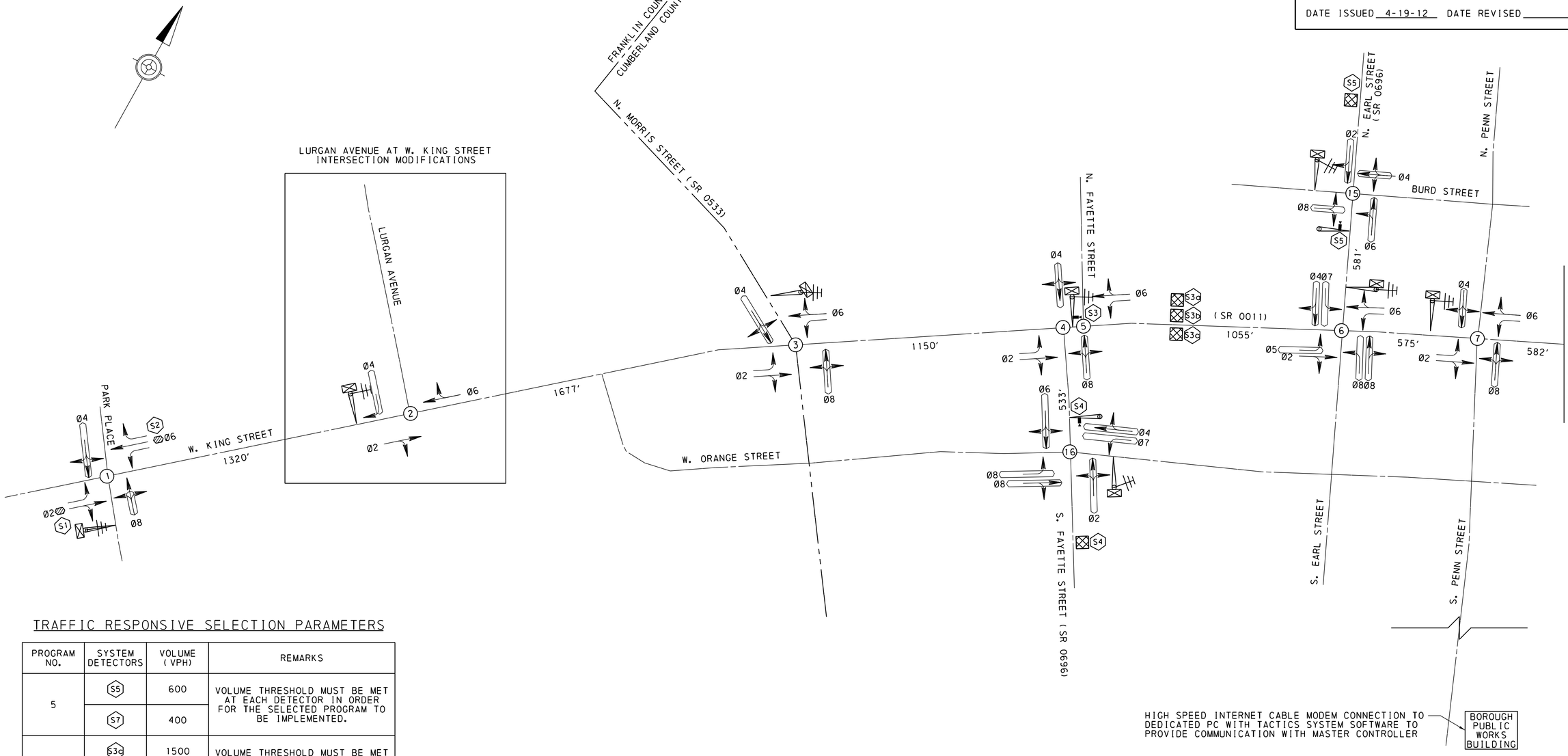
PERMIT NO. I-0006 SHEET 16 OF 21

DATE ISSUED 4-19-12 DATE REVISED

PLOTTED: 4/16/2024

D-9012 CADD (02-90) REVISED (10-04)

OPERATOR:
FILE NAME: $$design files$$



TRAFFIC RESPONSIVE SELECTION PARAMETERS

PROGRAM NO.	SYSTEM DETECTORS	VOLUME (VPH)	REMARKS
5	S5	600	VOLUME THRESHOLD MUST BE MET AT EACH DETECTOR IN ORDER FOR THE SELECTED PROGRAM TO BE IMPLEMENTED.
	S7	400	
6	S3c	1500	VOLUME THRESHOLD MUST BE MET AT EACH DETECTOR IN ORDER FOR THE SELECTED PROGRAM TO BE IMPLEMENTED.
	S4	1500	
7	S3b	1000	VOLUME THRESHOLD MUST BE MET AT EACH DETECTOR IN ORDER FOR THE SELECTED PROGRAM TO BE IMPLEMENTED.
	S12	1400	
8	S4	1500	VOLUME THRESHOLD MUST BE MET AT EACH DETECTOR IN ORDER FOR THE SELECTED PROGRAM TO BE IMPLEMENTED.
	S12	1400	

STAGES 1 AND 2

SR 0011 (WEST KING STREET) AT LURGAN AVENUE TEMPORARY SIGNAL

LEGEND

- EXISTING MAST ARM
- CONTROLLER ASSEMBLY
- Ø4 - PHASE NUMBER
- LOOP DETECTOR
- VIDEO DETECTION AREA
- SYSTEM VIDEO DETECTOR
- SYSTEM VIDEO DETECTION AREA
- SYSTEM LOOP DETECTOR
- S4 - SYSTEM DETECTOR / DETECTION AREA IDENTIFYING NUMBER
- YAGI ANTENNA
- OMNI DIRECTIONAL ANTENNA

NOTES:

1. COMMUNICATION BETWEEN CONTROLLERS TO BE PROVIDED VIA SPREAD SPECTRUM RADIO.
2. SIGNAL SYSTEM IS TO BE TRAFFIC RESPONSIVE.
3. TRAFFIC RESPONSIVE PARAMETERS TO BE ESTABLISHED BASED ON TRAFFIC DEMAND ON THE SYSTEM DETECTORS.
4. MASTER CONTROLLER TO BE CAPABLE OF SELECTING A PRE-DETERMINED TIMING PLAN BASED ON VOLUME THRESHOLDS AT SELECT SYSTEM DETECTORS.

COUNTY : CUMBERLAND/FRANKLIN

MUNICIPALITY : SHIPPENSBURG BOROUGH & SHIPPENSBURG TWP

INTERSECTION : KING STREET (SR 0011)/ WALNUT BOTTOM RD (SR 0174) SYSTEM PLAN

REVIEWED :

MUNICIPAL OFFICIAL DATE

REVIEWED :

MUNICIPAL OFFICIAL DATE

RECOMMENDED :

DISTRICT TRAFFIC ENGINEER DATE

SCALE : NOT TO SCALE

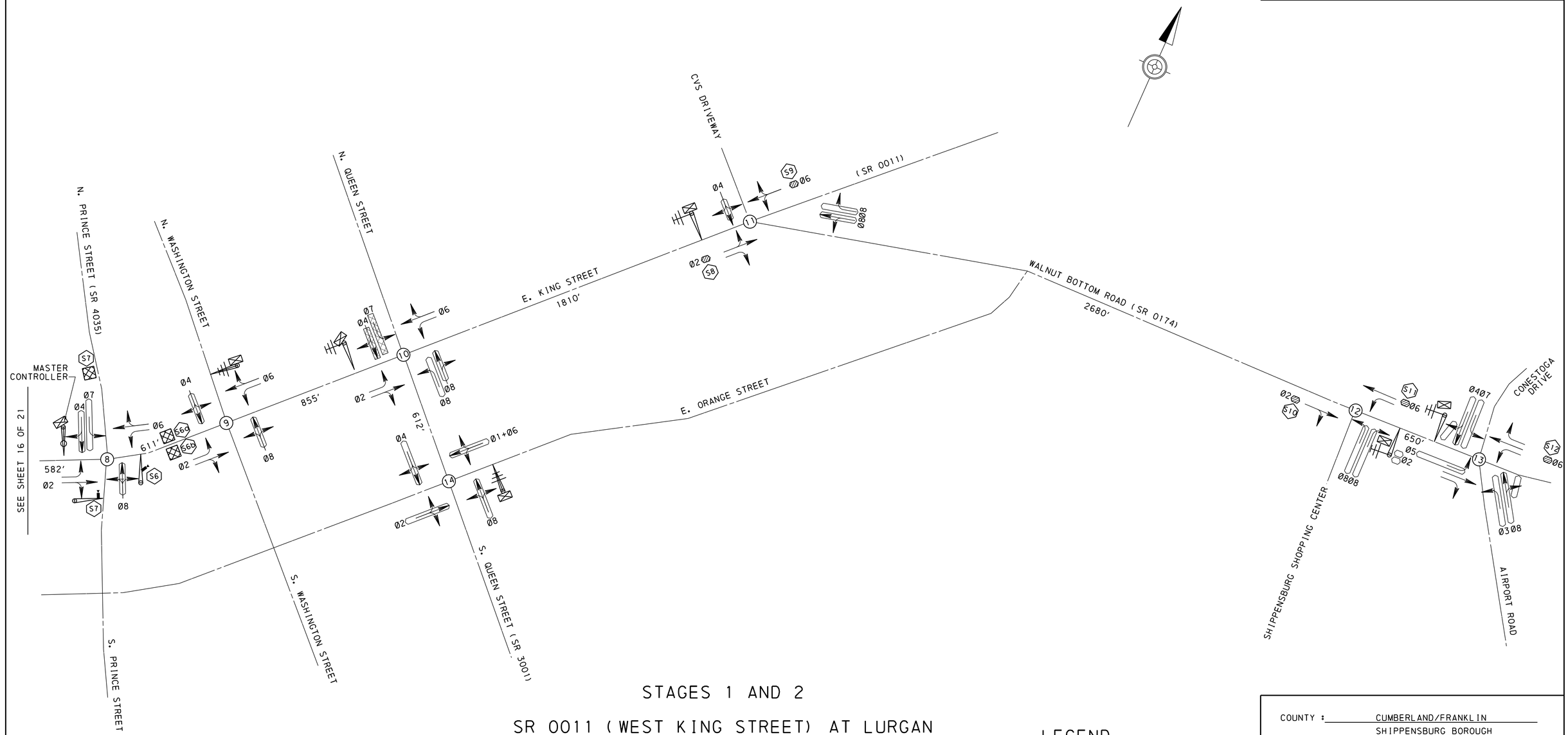
PERMIT NO. I-0006 SHEET 17 OF 21

DATE ISSUED 4-19-12 DATE REVISED

PLOTTED: 4/16/2024

D-9012 CADD (02-90) REVISED (10-04)

OPERATOR:
FILE NAME: $$design file$$



STAGES 1 AND 2

SR 0011 (WEST KING STREET) AT LURGAN AVENUE TEMPORARY SIGNAL

LEGEND

- EXISTING MAST ARM
- CONTROLLER ASSEMBLY
- Ø4 - PHASE NUMBER
- LOOP DETECTOR
- VIDEO DETECTION AREA
- SYSTEM VIDEO DETECTOR
- SYSTEM VIDEO DETECTION AREA
- SYSTEM LOOP DETECTOR
- S4 - SYSTEM DETECTOR / DETECTION AREA IDENTIFYING NUMBER
- YAGI ANTENNA
- OMNI DIRECTIONAL ANTENNA

NOTES:

1. COMMUNICATION BETWEEN CONTROLLERS TO BE PROVIDED VIA SPREAD SPECTRUM RADIO.
2. SIGNAL SYSTEM IS TO BE TRAFFIC RESPONSIVE.
3. TRAFFIC RESPONSIVE PARAMETERS TO BE ESTABLISHED BASED ON TRAFFIC DEMAND ON THE SYSTEM DETECTORS.
4. MASTER CONTROLLER TO BE CAPABLE OF SELECTING A PRE-DETERMINED TIMING PLAN BASED ON VOLUME THRESHOLDS AT SELECT SYSTEM DETECTORS.

COUNTY : CUMBERLAND/FRANKLIN

MUNICIPALITY : SHIPPENSBURG BOROUGH & SHIPPENSBURG TWP

INTERSECTION : KING STREET (SR 0011) / WALNUT BOTTOM RD (SR 0174) SYSTEM PLAN

REVIEWED :

MUNICIPAL OFFICIAL DATE

REVIEWED :

MUNICIPAL OFFICIAL DATE

RECOMMENDED :

DISTRICT TRAFFIC ENGINEER DATE

SCALE : NOT TO SCALE

LURGAN AVENUE AT W. KING STREET INTERSECTION TEMPORARY SIGNAL MODIFICATIONS

PERMIT NO.: I-0006 SHEET 18 OF 21

DATE ISSUED: 4/19/12 DATE REVISED:

TIME OF DAY SYSTEM
CYCLE/SPLIT/OFFSET

PROGRAM 1 (0600 - 1000)		FILE #	PHASE								CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
	INTERSECTIONS		1	2	3	4	5	6	7	8				
1	King St (SR 0011) and Park Place[1]	3092		-		-		-		-	-	Uncoord		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**70**		**20**		**70**			**90**	**63**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		44		23		44		23	90	20		
4/5	King St (SR 0011) and Fayette St	2118		40		25		40		25	90	78		
6	King St (SR 0011) and Earl St (SR 0696)	2119		50		40	13	37	13	27	90	28		
7	King St (SR 0011) and Penn St[4]	2122		59		31		59		31	90	15		
8	King St (SR 0011) and Prince St (SR 4035)	2117		51		39		51	13	26	90	73		
9	King St (SR 0011) and Washington St	2123		61		29		61		29	90	11		
10	King St (SR 0011) and Queen St (SR 3001)	2116		47		43		47	14	29	90	27		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		-		-		-		-	-	Uncoord		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		75				75		15	90	53		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		55	13	22	13	42	13	22	90	57		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		-		-		-	-	-	-	Uncoord		

PROGRAM 2 (1000 - 1400)		FILE #	PHASE								CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
	INTERSECTIONS		1	2	3	4	5	6	7	8				
1	King St (SR 0011) and Park Place[1]	3092		-		-		-		-	-	Uncoord		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**70**		**20**		**70**			**90**	**25**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		46		22		46		22	90	79		
4/5	King St (SR 0011) and Fayette St	2118		40		25		40		25	90	38		
6	King St (SR 0011) and Earl St (SR 0696)	2119		45		45	13	32	13	32	90	71		
7	King St (SR 0011) and Penn St[4]	2122		58		32		58		32	90	13		
8	King St (SR 0011) and Prince St (SR 4035)	2117		48		42		48	13	29	90	0		
9	King St (SR 0011) and Washington St	2123		62		28		62		28	90	26		
10	King St (SR 0011) and Queen St (SR 3001)	2116		45		45		45	16	29	90	17		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		-		-		-		-	-	Uncoord		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		71				71		19	90	81		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		52	13	25	19	33	13	25	90	87		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		-		-		-	-	-	-	Uncoord		

* PHASE TIME INCLUDES CHANGE AND CLEARANCE INTERVAL TIMES

MASTER: King St (SR 0011) and Prince St (SR 4035)
OFFSET REFERENCED TO: Begin of Yellow for Phase 2+6

[1] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2, Ped Phase = Controller Phase 3, Ped Phase Time is included in Phase 2+6.
[2] **Phase 2+6 = Controller Phase 2, Phase 4 = Controller Phase 3.**
[3] Phase 8 = Controller Phase 3.
[4] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2.
[5] Phase 2+6 = Controller Phase 2, Phase 8 = Controller Phase 4.
[6] Incident Management Timings for I-81 Closure Between Exits 24 and 29.

WEEKLY PROGRAM CHART				
EVENT	DAY	TIME	PROGRAM NO. (DIAL-SPLIT)	REMARKS
1	M-F	6:00	1 (1-1)	
2	M-F	10:00	2 (2-1)	
3	M-F	14:00	3 (3-1)	
4	M-F	19:00	-	FREE
5	SAT	9:00	4 (4-1)	
6	SAT	19:00	-	FREE
7			5 (1-4)	EVENT
8			6 (2-4)	I-81 SB CLOSURE[6]
9			7 (3-4)	I-81 NB CLOSURE[6]
10			8 (4-4)	I-81 NB/SB CLOSURE[6]

COUNTY:
CUMBERLAND / FRANKLIN

MUNICIPALITY:
SHIPPENSBURG BOROUGH AND SHIPPENSBURG TOWNSHIP

INTERSECTION:
KING ST (SR 0011) / WALNUT BOTTOM RD (SR 0174)
SYSTEM PLAN

LURGAN AVENUE AT W. KING STREET INTERSECTION TEMPORARY SIGNAL MODIFICATIONS

PERMIT NO.: I-0006 SHEET 19 OF 21

DATE ISSUED: 4/19/12 DATE REVISED:

TIME OF DAY SYSTEM
CYCLE/SPLIT/OFFSET

PROGRAM 3 (1400 - 1900)		FILE #	PHASE								CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
	INTERSECTIONS		1	2	3	4	5	6	7	8				
1	King St (SR 0011) and Park Place[1]	3092		-		-		-		-	-	Uncoord		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**70**		**20**		**70**			**90**	**24**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		44		23		44		23	90	78		
4/5	King St (SR 0011) and Fayette St	2118		40		25		40		25	90	46		
6	King St (SR 0011) and Earl St (SR 0696)	2119		45		45	13	32	13	32	90	86		
7	King St (SR 0011) and Penn St[4]	2122		63		27		63		27	90	20		
8	King St (SR 0011) and Prince St (SR 4035)	2117		48		42		48	13	29	90	0		
9	King St (SR 0011) and Washington St	2123		64		26		64		26	90	6		
10	King St (SR 0011) and Queen St (SR 3001)	2116		44		46		44	16	30	90	36		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		-		-		-		-	-	Uncoord		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		67				67		23	90	26		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		52	13	25	18	34	13	25	90	29		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		-		-		-	-	-	-	Uncoord		

PROGRAM 4 (SAT 0900 - 1900)		FILE #	PHASE								CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
	INTERSECTIONS		1	2	3	4	5	6	7	8				
1	King St (SR 0011) and Park Place[1]	3092		-		-		-		-	-	Uncoord		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**75**		**25**		**75**			**100**	**57**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		50		25		50		25	100	3		
4/5	King St (SR 0011) and Fayette St	2118		50		25		50		25	100	57		
6	King St (SR 0011) and Earl St (SR 0696)	2119		55		45	13	42	13	32	100	3		
7	King St (SR 0011) and Penn St[4]	2122		71		29		71		29	100	15		
8	King St (SR 0011) and Prince St (SR 4035)	2117		58		42		58	13	29	100	0		
9	King St (SR 0011) and Washington St	2123		72		28		72		28	100	11		
10	King St (SR 0011) and Queen St (SR 3001)	2116		52		48		52	19	29	100	27		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		-		-		-		-	-	Uncoord		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		80				80		20	100	5		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		64	13	23	26	38	13	23	100	10		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		-		-		-	-	-	-	Uncoord		

* PHASE TIME INCLUDES CHANGE AND CLEARANCE INTERVAL TIMES

MASTER: King St (SR 0011) and Prince St (SR 4035)
OFFSET REFERENCED TO: Begin of Yellow for Phase 2+6

[1] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2, Ped Phase = Controller Phase 3, Ped Phase Time is included in Phase 2+6.
[2] **Phase 2+6 = Controller Phase 2, Phase 4 = Controller Phase 3.**
[3] Phase 8 = Controller Phase 3.
[4] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2.
[5] Phase 2+6 = Controller Phase 2, Phase 8 = Controller Phase 4.
[6] Incident Management Timings for I-81 Closure Between Exits 24 and 29.

WEEKLY PROGRAM CHART				
EVENT	DAY	TIME	PROGRAM NO. (DIAL-SPLIT)	REMARKS
1	M-F	6:00	1 (1-1)	
2	M-F	10:00	2 (2-1)	
3	M-F	14:00	3 (3-1)	
4	M-F	19:00	-	FREE
5	SAT	9:00	4 (4-1)	
6	SAT	19:00	-	FREE
7			5 (1-4)	EVENT
8			6 (2-4)	I-81 SB CLOSURE[6]
9			7 (3-4)	I-81 NB CLOSURE[6]
10			8 (4-4)	I-81 NB/SB CLOSURE[6]

COUNTY:
CUMBERLAND / FRANKLIN

MUNICIPALITY:
SHIPPENSBURG BOROUGH AND SHIPPENSBURG TOWNSHIP

INTERSECTION:
KING ST (SR 0011) / WALNUT BOTTOM RD (SR 0174)
SYSTEM PLAN

LURGAN AVENUE AT W. KING STREET INTERSECTION TEMPORARY SIGNAL MODIFICATIONS

PERMIT NO.:	I-0006	SHEET	20	OF	21
DATE ISSUED:	4/19/12	DATE REVISED:			

TIME OF DAY SYSTEM
CYCLE/SPLIT/OFFSET

	PROGRAM 5 (EVENT) - SEE SHEET 16 FOR TRAFFIC RESPONSIVE PARAMETERS INTERSECTIONS	FILE #	PHASE 1	2	3	4	5	6	7	8	CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
1	King St (SR 0011) and Park Place[1]	3092		70		30		70		30	100	0		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**80**		**20**		**80**			**100**	**88**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		50		25		50		25	100	55		
4/5	King St (SR 0011) and Fayette St	2118		50		25		50		25	100	49		
6	King St (SR 0011) and Earl St (SR 0696)	2119		53		47	13	40	15	32	100	90		
7	King St (SR 0011) and Penn St[4]	2122		68		32		68		32	100	89		
8	King St (SR 0011) and Prince St (SR 4035)	2117		44		56		44	25	31	100	0		
9	King St (SR 0011) and Washington St	2123		71		29		71		29	100	1		
10	King St (SR 0011) and Queen St (SR 3001)	2116		50		50		50	13	37	100	16		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		62		38		62		38	100	28		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		86				86		14	100	31		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		64	13	23	16	48	13	23	100	49		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		52		48		52	19	29	100	88		

	PROGRAM 6 (I-81 SB CLOSURE) - SEE SHEET 16 FOR TRAFFIC RESPONSIVE PARAMETERS INTERSECTIONS	FILE #	PHASE 1	2	3	4	5	6	7	8	CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
1	King St (SR 0011) and Park Place[1]	3092		118		82		118		82	200	57		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**80**		**20**		**80**			**100**	**51**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		50		25		50		25	100	5		
4/5	King St (SR 0011) and Fayette St	2118		145		25		145		30	200	55		
6	King St (SR 0011) and Earl St (SR 0696)	2119		155		45	13	142	13	32	200	28		
7	King St (SR 0011) and Penn St[4]	2122		174		26		174		26	200	13		
8	King St (SR 0011) and Prince St (SR 4035)	2117		158		42		158	13	29	200	0		
9	King St (SR 0011) and Washington St	2123		174		26		174		26	200	184		
10	King St (SR 0011) and Queen St (SR 3001)	2116		149		51		149	22	29	200	163		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		66		134		66		134	200	193		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		188				188		12	200	79		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		169	13	18	18	151	13	18	200	38		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		143		57		143	23	34	200	86		

* PHASE TIME INCLUDES CHANGE AND CLEARANCE INTERVAL TIMES

MASTER: King St (SR 0011) and Prince St (SR 4035)
OFFSET REFERENCED TO: Begin of Yellow for Phase 2+6

[1] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2, Ped Phase = Controller Phase 3, Ped Phase Time is included in Phase 2+6.
[2] **Phase 2+6 = Controller Phase 2, Phase 4 = Controller Phase 3.**
[3] Phase 8 = Controller Phase 3.
[4] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2.
[5] Phase 2+6 = Controller Phase 2, Phase 8 = Controller Phase 4.
[6] Incident Management Timings for I-81 Closure Between Exits 24 and 29.

WEEKLY PROGRAM CHART

EVENT	DAY	TIME	PROGRAM NO. (DIAL-SPLIT)	REMARKS
1	M-F	6:00	1 (1-1)	
2	M-F	10:00	2 (2-1)	
3	M-F	14:00	3 (3-1)	
4	M-F	19:00	-	FREE
5	SAT	9:00	4 (4-1)	
6	SAT	19:00	-	FREE
7			5 (1-4)	EVENT
8			6 (2-4)	I-81 SB CLOSURE[6]
9			7 (3-4)	I-81 NB CLOSURE[6]
10			8 (4-4)	I-81 NB/SB CLOSURE[6]

COUNTY:
CUMBERLAND / FRANKLIN

MUNICIPALITY:
SHIPPENSBURG BOROUGH AND
SHIPPENSBURG TOWNSHIP

INTERSECTION:
KING ST (SR 0011) /
WALNUT BOTTOM RD (SR 0174)
SYSTEM PLAN

LURGAN AVENUE AT W. KING STREET INTERSECTION TEMPORARY SIGNAL MODIFICATIONS

PERMIT NO.:	I-0006	SHEET	21	OF	21
DATE ISSUED:	4/19/12	DATE REVISED:			

TIME OF DAY SYSTEM
CYCLE/SPLIT/OFFSET

	PROGRAM 7 (I-81 NB CLOSURE) - SEE SHEET 16 FOR TRAFFIC RESPONSIVE PARAMETERS INTERSECTIONS	FILE #	PHASE 1	2	3	4	5	6	7	8	CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
1	King St (SR 0011) and Park Place[1]	3092		112		78		112		78	190	17		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**75**		**20**		**75**			**95**	**7**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		45		25		45		25	95	53		
4/5	King St (SR 0011) and Fayette St	2118		78		25		78		87	190	157		
6	King St (SR 0011) and Earl St (SR 0696)	2119		145		45	13	132	13	32	190	153		
7	King St (SR 0011) and Penn St[4]	2122		164		26		164		26	190	175		
8	King St (SR 0011) and Prince St (SR 4035)	2117		148		42		148	13	29	190	0		
9	King St (SR 0011) and Washington St	2123		164		26		164		26	190	15		
10	King St (SR 0011) and Queen St (SR 3001)	2116		141		49		141	20	29	190	25		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		133		57		133		57	190	57		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		177				177		13	190	107		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		159	13	18	13	146	13	18	190	118		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		136		54		136	22	32	190	65		

	PROGRAM 8 (I-81 NB/SB CLOSURE) - SEE SHEET 16 FOR TRAFFIC RESPONSIVE PARAMETERS INTERSECTIONS	FILE #	PHASE 1	2	3	4	5	6	7	8	CYCLE (SEC.)	OFFSET 1 (SEC.)	OFFSET 2 (SEC.)	OFFSET 3 (SEC.)
1	King St (SR 0011) and Park Place[1]	3092		118		82		118		82	200	14		
2	**King St (SR 0011) and Lurgan Ave[2]**	**3130**		**80**		**20**		**80**			**100**	**9**		
3	King St (SR 0011) and Morris St (SR 0533)[3]	5985		50		25		50		25	100	66		
4/5	King St (SR 0011) and Fayette St	2118		88		25		88		87	200	178		
6	King St (SR 0011) and Earl St (SR 0696)	2119		155		45	13	142	13	32	200	171		
7	King St (SR 0011) and Penn St[4]	2122		174		26		174		26	200	198		
8	King St (SR 0011) and Prince St (SR 4035)	2117		158		42		158	13	29	200	0		
9	King St (SR 0011) and Washington St	2123		174		26		174		26	200	4		
10	King St (SR 0011) and Queen St (SR 3001)	2116		148		52		148	23	29	200	0		
11	King St (SR 0011) and Walnut Bottom Rd (SR 0174)	2009		103		97		103		97	200	165		
12	Walnut Bottom Rd (SR 0174) and Shippensburg Shopping Center Driveway[5]	8578		187				187		13	200	24		
13	Walnut Bottom Rd (SR 0174) and Airport Road/Conestoga Drive	2010		169	13	18	18	151	13	18	200	180		
14	Orange St and Queen St (SR 3001)	2124	-	-		-		-		-	-	Uncoord		
15	Earl St (SR 0696) and Burd St	2120		-		-		-		-	-	Uncoord		
16	Orange St and Fayette St (SR 0696)	2121		143		57		143	23	34	200	42		

* PHASE TIME INCLUDES CHANGE AND CLEARANCE INTERVAL TIMES

MASTER: King St (SR 0011) and Prince St (SR 4035)
OFFSET REFERENCED TO: Begin of Yellow for Phase 2+6

[1] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2, Ped Phase = Controller Phase 3, Ped Phase Time is included in Phase 2+6.
[2] **Phase 2+6 = Controller Phase 2, Phase 4 = Controller Phase 3.**
[3] Phase 8 = Controller Phase 3.
[4] Phase 2+6 = Controller Phase 1, Phase 4+8 = Controller Phase 2.
[5] Phase 2+6 = Controller Phase 2, Phase 8 = Controller Phase 4.
[6] Incident Management Timings for I-81 Closure Between Exits 24 and 29.

WEEKLY PROGRAM CHART

EVENT	DAY	TIME	PROGRAM NO. (DIAL-SPLIT)	REMARKS
1	M-F	6:00	1 (1-1)	
2	M-F	10:00	2 (2-1)	
3	M-F	14:00	3 (3-1)	
4	M-F	19:00	-	FREE
5	SAT	9:00	4 (4-1)	
6	SAT	19:00	-	FREE
7			5 (1-4)	EVENT
8			6 (2-4)	I-81 SB CLOSURE[6]
9			7 (3-4)	I-81 NB CLOSURE[6]
10			8 (4-4)	I-81 NB/SB CLOSURE[6]

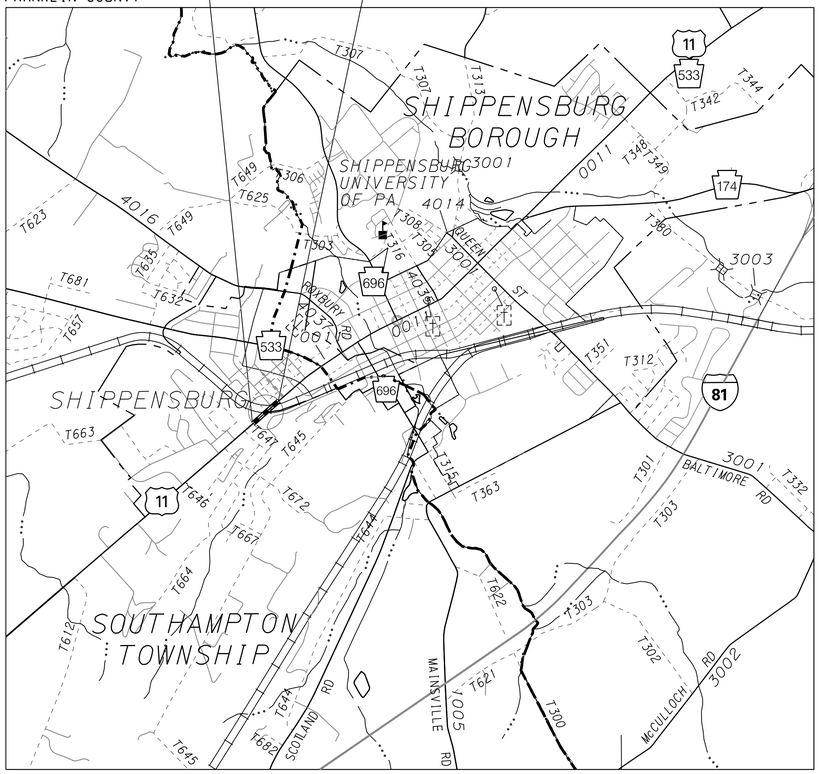
COUNTY:
CUMBERLAND / FRANKLIN

MUNICIPALITY:
SHIPPENSBURG BOROUGH AND
SHIPPENSBURG TOWNSHIP

INTERSECTION:
KING ST (SR 0011) /
WALNUT BOTTOM RD (SR 0174)
SYSTEM PLAN

LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

LIMIT OF WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY



LOCATION MAP

0 0.5 1
SCALE IN MILES

LEGEND

- PROJECT
- STATE HIGHWAY
- TOWNSHIP ROAD
- MUNICIPAL BOUNDARY
- COUNTY LINE
- STREAM
- RAILROAD

SHEET INDEX

DESCRIPTION	SHEET
GENERAL NOTES AND LOCATION MAP	1
EROSION AND SEDIMENT POLLUTION CONTROL PROCEDURES, GENERAL NOTES (CONT.)	2
INDEX MAP	3
CONSTRUCTION SEQUENCE, SEEDING, SOIL SUPPLEMENTS, MULCHING, AND SOILS LEGEND	4
DETAILS	5 TO 7
PLANS	8 TO 15

CALL BEFORE YOU DIG

PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 10 WORKING DAYS IN DESIGN PHASE - STOP CALL 1-800-242-1776
WWW.PAONECALL.ORG

PA ONE CALL SYSTEM, INC.

SOUTHAMPTON TOWNSHIP
SERIAL NO. 2018-166-2878

SHIPPENSBURG BOROUGH
SERIAL NO. 2018-166-2878

GENERAL NOTES

IN ACCORDANCE WITH THE CURRENT POLICIES AND PRACTICES IN THE COMMONWEALTH OF PENNSYLVANIA TO CONTROL EROSION, IT IS REQUIRED THAT THE CONTRACTOR FOR THIS PROJECT CONFORM WITH THE FOLLOWING GUIDELINES AS THEY ARE APPLICABLE AND IN ACCORDANCE WITH THE INSTRUCTIONS OF THE DEPARTMENT OF ENVIRONMENTAL PROTECTION AND THE INSPECTOR IN CHARGE:

1. ALL EARTH DISTURBANCES INCLUDING CLEARING AND GRUBBING AS WELL AS CUTS AND FILLS SHALL BE DONE IN ACCORDANCE WITH THE APPROVED E&S PLAN. A COPY OF THE APPROVED DRAWINGS (STAMPED, SIGNED, AND DATED BY PADEP) MUST BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES. PADEP AND THE FRANKLIN COUNTY CONSERVATION DISTRICT SHALL BE NOTIFIED OF ANY CHANGES TO THE APPROVED PLAN PRIOR TO IMPLEMENTATION OF THOSE CHANGES. PADEP MAY REQUIRE A WRITTEN SUBMITTAL OF THOSE CHANGES FOR REVIEW AND APPROVAL AT ITS DIRECTION.

2. AT LEAST 7 DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITIES (INCLUDING CLEARING AND GRUBBING) THE OWNER AND/OR OPERATOR SHALL INVITE THE LANDOWNER, ALL CONTRACTORS INVOLVED IN THOSE ACTIVITIES, ALL APPROPRIATE MUNICIPAL OFFICIALS, THE EROSION AND SEDIMENT CONTROL PLAN PREPARER, A REPRESENTATIVE FROM THE FRANKLIN COUNTY CONSERVATION DISTRICT, AND A REPRESENTATIVE FROM THE PADEP TO AN ON-SITE PRE-CONSTRUCTION MEETING.

3. AT LEAST 3 DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITIES OR EXPANDING INTO AN AREA PREVIOUSLY UNMARKED, ALL CONTRACTORS INVOLVED IN THESE ACTIVITIES SHALL NOTIFY THE PENNSYLVANIA ONE CALL SYSTEM INCORPORATED AT 1-800-242-1776 FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES.

4. PROCEED WITH ALL EARTH DISTURBANCE ACTIVITIES IN ACCORDANCE WITH THE BMP SEQUENCE. DEVIATION FROM THE SEQUENCE REQUIRES WRITTEN APPROVAL FROM THE CCD/PA DEP PRIOR TO IMPLEMENTATION, COORDINATE ANY/ALL PROPOSED CHANGES TO THE APPROVED PLAN WITH THE PENNDOT REPRESENTATIVE. UPON REVIEW AND CONCURRENCE WITH THE PENNDOT REPRESENTATIVE, COMMUNICATE CHANGES AS FOLLOWS:

   i. DISCUSS THE SEQUENCE DEVIATION WITH THE CCD/PA DEP AND OBTAIN VERBAL APPROVAL

   ii. MODIFY THE ESPC PLAN (RED-LINE THE DRAWING) AND GET A SIGNATURE/INITIALS FROM THE CCD/PA DEP AT THE SITE OR GET ACKNOWLEDGEMENT THROUGH AN ELECTRONIC PERMITTING SYSTEM. RETAIN THE EARTH DISTURBANCE INSPECTION REPORT ACKNOWLEDGING THE FIELD CHANGE.

   iii. IF NEEDED, FAX OR EMAIL THE MODIFIED SEQUENCE TO THE CCD/PA DEP.

5. AREAS TO BE FILLED ARE TO BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES FELLED BY OTHERS, VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL.

6. CLEARING, GRUBBING, AND TOPSOIL STRIPPING SHALL BE LIMITED TO THOSE AREAS DESCRIBED IN EACH STAGE OF THE CONSTRUCTION SEQUENCE. GENERAL SITE CLEARING, GRUBBING, AND TOPSOIL STRIPPING MAY NOT COMMENCE IN ANY STAGE OR PHASE OF THE PROJECT UNTIL THE E&S BMPS SPECIFIED BY THE CONSTRUCTION SEQUENCE FOR THAT STAGE OR PHASE HAVE BEEN INSTALLED AND ARE FUNCTIONING AS DESCRIBED IN THIS E&S PLAN.

7. AT NO TIME SHALL CONSTRUCTION VEHICLES BE ALLOWED TO ENTER AREAS OUTSIDE THE LIMIT OF DISTURBANCE BOUNDARIES SHOWN ON THE PLAN MAPS. THESE AREAS MUST BE CLEARLY MARKED BEFORE CLEARING AND GRUBBING OPERATIONS BEGIN.

8. TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED AT THE LOCATION(S) SHOWN ON THE PLAN MAP(S) IN THE AMOUNT NECESSARY TO COMPLETE THE FINISH OF ALL EXPOSED AREAS THAT ARE TO BE STABILIZED BY VEGETATION. EACH STOCKPILE SHALL BE PROTECTED IN THE MANNER SHOWN ON THE PLAN DRAWINGS. STOCKPILE HEIGHTS SHALL NOT EXCEED 35 FEET.
   STOCKPILE SLOPES SHALL BE 2H:1V OR FLATTER.

9. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE CONTRACTOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENT POLLUTION AND NOTIFY FRANKLIN COUNTY CONSERVATION DISTRICT AND PADEP. ALSO, IMMEDIATELY
   NOTIFY THE DEPARTMENT IN ACCORDANCE WITH PUBLICATION 408, SPECIFICATIONS, SECTION 110.02

10. ALL BUILDING MATERIALS AND WASTES SHALL BE REMOVED FROM THE SITE AND RECYCLED OR DISPOSED OF IN ACCORDANCE WITH THE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S SOLID WASTE MANAGEMENT REGULATIONS AT 25 PA CODE 260.1 ET SEQ., 271.1, AND 287.1 ET SEQ. DO NOT BURN, BURY, DUMP, OR DISCHARGE ANY BUILDING MATERIALS, WASTES, OR UNUSED BUILDING MATERIALS AT THE SITE.

11. OBTAIN E&SPC PLAN APPROVAL FOR ALL OFF-SITE WASTE AND BORROW AREAS FROM THE FRANKLIN COUNTY CONSERVATION DISTRICT AND/OR PADEP, AND FULLY IMPLEMENT THE PLAN PRIOR TO ACTIVATING THE SITE.

12. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF ANY EXCESS MATERIAL AND MAKE SURE THE SITE(S) RECEIVING THE EXCESS HAS AN APPROVED AND FULLY IMPLEMENTED EROSION AND SEDIMENT CONTROL PLAN THAT MEETS THE CONDITIONS OF CHAPTER 102 AND/OR OTHER STATE OR FEDERAL REGULATIONS.

13. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPS SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT BMPS AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, RESEEDING, REMULCHING AND RENETTING MUST BE PERFORMED IMMEDIATELY. IF THE E&S BMPS FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPS, OR MODIFICATIONS OF THOSE INSTALLED SHALL BE REQUIRED.

14. A LOG SHOWING DATES THAT E&S BMPS WERE INSPECTED AS WELL AS ANY DEFICIENCIES FOUND AND THE DATE THEY WERE CORRECTED SHALL BE MAINTAINED ON THE SITE AND BE MADE AVAILABLE TO FRANKLIN COUNTY CONSERVATION DISTRICT & PADEP OFFICIALS AT THE TIME OF INSPECTION.

15. SEDIMENT TRACKED ONTO ANY PUBLIC ROADWAY OR SIDEWALK SHALL BE RETURNED TO THE CONSTRUCTION SITE BY THE END OF THE WORKDAY AND DISPOSED IN THE MANNER DESCRIBED IN THIS PLAN. IN NO CASE SHALL THE SEDIMENT BE WASHED, SHOVELED, OR SWEPT INTO ANY ROADSIDE DITCH, STORM SEWER, OR SURFACE WATER.

16. SPRINKLE OR APPLY DUST SUPPRESSOR OR KEEP DUST WITHIN TOLERABLE LIMITS AT THE SITE.

17. ALL SEDIMENT REMOVED FROM BMPS SHALL BE DISPOSED OF IN THE MANNER DESCRIBED ON THE PLAN DRAWINGS.

18. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES, AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH THE LOCAL REQUIREMENTS OR CODES.

19. ALL EARTHEN FILLS SHALL BE PLACED IN COMPACTED LAYERS NOT TO EXCEED 8 INCHES IN THICKNESS.

20. FILL MATERIALS SHALL BE FREE OF FROZEN PARTICLES, BRUSH, ROOTS, SOD, OR OTHER FOREIGN OR OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS.

21. FROZEN MATERIALS OR SOFT, MUCKY, OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED INTO FILLS.

22. FILL SHALL NOT BE PLACED ON SATURATED OR FROZEN SURFACES.

23. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATION FOR SUBSURFACE DRAIN OUTLETS OR OTHER APPROVED METHOD.

24. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY UPON REACHING FINISHED GRADE. CUT SLOPES IN COMPETENT BEDROCK AND ROCK FILLS NEED NOT BE VEGETATED. SEEDED AREAS WITHIN 50 FEET OF SURFACE WATER, OR AS OTHERWISE SHOWN ON THE PLAN DRAWINGS, SHALL BE BLANKETED ACCORDING TO THE STANDARDS OF THIS PLAN.

25. IMMEDIATELY AFTER EARTH DISTURBANCE ACTIVITIES CEASE IN ANY AREA OR SUBAREA OF THE PROJECT, THE OPERATOR SHALL STABILIZE ALL DISTURBED AREAS. DURING NON-GERMINATING MONTHS, MULCH OR PROTECTIVE BLANKETING SHALL BE APPLIED AS DESCRIBED IN THE PLAN. AREAS NOT AT FINISHED GRADE, WHICH WILL BE REACTIVATED WITHIN 1 (ONE) YEAR, MAY BE STABILIZED IN ACCORDANCE WITH THE TEMPORARY STABILIZATION SPECIFICATIONS. THOSE AREAS WHICH WILL NOT BE REACTIVATED WITHIN 1 (ONE) YEAR SHALL BE STABILIZED IN ACCORDANCE WITH THE PERMANENT STABILIZATION SPECIFICATIONS.

26. FINAL STABILIZATION IS DEFINED AS A MINIMUM UNIFORM 70% PERENNIAL VEGETATIVE COVER OR OTHER PERMANENT NON-VEGETATIVE COVER WITH A DENSITY SUFFICIENT TO RESIST ACCELERATED SURFACE EROSION AND SUBSURFACE CHARACTERISTICS SUFFICIENT TO RESIST SLIDING AND OTHER MOVEMENTS.

27. E&S BMPS SHALL REMAIN FUNCTIONAL AS SUCH UNTIL ALL AREAS TRIBUTARY TO THEM ARE PERMANENTLY STABILIZED OR UNTIL THEY ARE REPLACED BY ANOTHER BMP APPROVED BY THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION.

28. UPON APPROVAL FROM THE CCD/PA DEP, REMOVE TEMPORARY ESPC BMPS AND CONVERT DESIGNATED SEDIMENT TRAPS/BASINS TO THEIR PERMANENT STORMWATER CONFIGURATIONS. IMMEDIATELY STABLIZE AREAS DISTURBED DURING REMOVAL OR CONVERSION OF BMPS. AVOID DOING REMOVAL AND CONVERSION DURING THE NON-GERMINATING SEASON.

29. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR OPERATOR SHALL CONTACT THE LOCAL CONSERVATION DISTRICT FOR AN INSPECTION PRIOR TO REMOVAL/CONVERSION OF THE E&S BMPs.

30. FAILURE TO CORRECTLY INSTALL E&S BMPS, FAILURE TO PREVENT SEDIMENT-LADEN RUNOFF FROM LEAVING THE CONSTRUCTION SITE, OR FAILURE TO TAKE IMMEDIATE ACTION TO RESOLVE FAILURE OF E&SPC BMPS MAY RESULT IN ADMINISTRATIVE, CIVIL, AND/OR CRIMINAL PENALTIES BEING INSTITUTED BY THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION AS DEFINED IN SECTION 602 OF THE PENNSYLVANIA CLEAN STREAMS LAW. THE CLEAN STREAMS LAW PROVIDES FOR UP TO $10,000 PER DAY IN CIVIL PENALTIES, UP TO $10,000 IN SUMMARY CRIMINAL PENALTIES, AND UP TO $25,000 IN MISDEMEANOR CRIMINAL PENALTIES FOR EACH VIOLATION.

31. EROSION CONTROL MULCH BLANKET SHALL BE INSTALLED ON ALL SLOPES, 3H:1V OR STEEPER WITHIN 50 FEET OF A SURFACE WATER AND ON ALL OTHER DISTURBED AREAS SPECIFIED ON THE PLANS AND/OR DETAIL SHEET.

32. ALL REFERENCES TO EROSION AND SEDIMENT POLLUTION CONTROL BEST MANAGEMENT PRACTICES (BMPS) WILL ASSUME CONSTRUCTION TO BE IN ACCORDANCE WITH PENNDOT STANDARDS FOR ROADWAY CONSTRUCTION, PUB 72M, THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S EROSION AND SEDIMENT POLLUTION CONTROL MANUAL, MANUFACTURER'S RECOMMENDATIONS, AND THESE PLANS.

33. HANDLE CONCRETE WASH WATER IN THE MANNER DESCRIBED IN THIS ESPC PLAN. IN NO CASE SHALL IT BE ALLOWED TO ENTER SURFACE WATERS OR GROUNDWATER SYSTEMS.

(GENERAL NOTES CONTINUED ON NEXT SHEET)

PROJECT WORK AREA

TOTAL PROJECT AREA/AREA OF DISTURBANCE = 197,570 SF (4.53 ACRES)

AREA OF DISTURBANCE CLASSIFIED AS ROADWAY MAINTENANCE = 97,139 SF (2.23 ACRES)

AREA OF DISTURBANCE FOR DETERMINING NPDES PERMIT REQUIREMENT = 100,431 SF (2.30 ACRES)

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	1 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

PLANS PREPARED BY
STV Incorporated
CONSULTING ENGINEERS
HARRISBURG, PA

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
PE080624

DATE: 6/27/2024

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	2 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

GENERAL NOTES (CONT.)

34. COORDINATE ANY/ALL PROPOSED CHANGES TO THE APPROVED EROSION AND SEDIMENT POLLUTION CONTROL PLAN WITH THE ENGINEER AND PENNDOT DISTRICT ENVIRONMENTAL MANAGER. BASED UPON THE PENNDOT'S REVIEW AND APPROVAL, SUBMIT A REVISED EROSION AND SEDIMENT POLLUTION CONTROL PLAN TO THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION FOR REVIEW AND APPROVAL.

35. CONTACT THE MUNICIPALITY IN REGARDS TO WHICH LOCAL RECYCLING FACILITIES OR WASTE MANAGEMENT PRACTICES ARE TO BE USED FOR PROJECT CONSTRUCTION WASTES. CONSTRUCTION WASTES COULD INCLUDE TEMPORARY MATERIALS REQUIRED FOR CONSTRUCTION AND POTENTIAL EXCESS CONSTRUCTION MATERIALS. ALSO INCLUDED IN CONSTRUCTION WASTES WILL BE TEMPORARY EROSION AND SEDIMENT POLLUTION CONTROL BMPS.

36. THE CONTRACTOR WILL BE RESPONSIBLE TO PERFORM "ENVIRONMENTAL DUE DILIGENCE" TO ENSURE THAT ALL FILL MATERIALS BROUGHT ON-SITE MEET "CLEAN FILL" STANDARDS AS DEFINED BY PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION.

37. CLEAN FILL IS DEFINED AS: UNCONTAMINATED, NON-WATER SOLUBLE, NON-DECOMPOSABLE, INERT, SOLID MATERIAL. THE TERM INCLUDES SOIL, ROCK, STONE, DREDGED MATERIAL, USED ASPHALT, AND BRICK, BLOCK OR CONCRETE FROM CONSTRUCTION AND DEMOLITION ACTIVITIES THAT IS SEPARATE FROM OTHER WASTE AND IS RECOGNIZABLE AS SUCH. THE TERM DOES NOT INCLUDE MATERIALS PLACED IN OR ON THE WATERS OF THE COMMONWEALTH UNLESS OTHERWISE AUTHORIZED. (THE TERM "USED ASPHALT" DOES NOT INCLUDE MILLED ASPHALT OR ASPHALT THAT HAS BEEN PROCESSED FOR RE-USE.)

38. ENVIRONMENTAL DUE DILIGENCE MUST BE PERFORMED TO DETERMINE IF THE FILL MATERIALS ASSOCIATED WITH THE PROJECT QUALIFY AS CLEAN FILL. ENVIRONMENTAL DUE DILIGENCE IS DEFINED AS: INVESTIGATIVE TECHNIQUES, INCLUDING, BUT NOT LIMITED TO, VISUAL PROPERTY INSPECTIONS, ELECTRONIC DATA BASE SEARCHES, REVIEW OF PROPERTY OWNERSHIP, REVIEW OF PROPERTY USE HISTORY, SANBORN MAPS, ENVIRONMENTAL QUESTIONNAIRES, TRANSACTION SCREENS, ANALYTICAL TESTING, ENVIRONMENTAL ASSESSMENTS OR AUDITS. ANALYTICAL TESTING IS NOT A REQUIRED PART OF DUE DILIGENCE UNLESS VISUAL INSPECTION AND/OR REVIEW OF THE PAST LAND USE OF THE PROPERTY INDICATES THAT THE FILL MAY HAVE BEEN SUBJECTED TO A SPILL OR RELEASE OF A REGULATED SUBSTANCE. IF THE FILL MAY HAVE BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE, IT MUST BE TESTED TO DETERMINE IF IT QUALIFIES AS CLEAN FILL. TESTING SHOULD BE PERFORMED IN ACCORDANCE WITH APPENDIX A OF THE DEPARTMENT'S POLICY MANAGEMENT OF CLEAN FILL.

39. ROWE RUN IS CLASSIFIED AS A COLD WATER FISHERY (CWF) AND MIGRATORY FISHERY (MF) IN ACCORDANCE WITH PENNSYLVANIA CODE, TITLE 25, CHAPTER 93. ROWE RUN IS CONSIDERED A STOCKED TROUT STREAM BY THE PENNSYLVANIA FISH AND BOAT COMMISSION.

40. MIDDLE SPRING CREEK IS CLASSIFIED AS A HIGH QUALITY COLD WATER FISHERY (HQ-CWF) AND MIGRATORY FISHERY (MF) IN ACCORDANCE WITH PENNSYLVANIA CODE, TITLE 25, CHAPTER 93. THE MIDDLE SPRING CREEK IS CONSIDERED A CLASS A TROUT STREAM BY THE PENNSYLVANIA FISH AND BOAT COMMISSION.

BMP INSPECTION, MAINTENANCE, AND REPAIR (IMR) SCHEDULE

BMP	INSPECTION	MAINTENANCE	REPAIR
COMPOST FILTER SOCK	WEEKLY AND AFTER EACH RUNOFF EVENT	REMOVE SEDIMENT WHEN IT REACHES 1/2 OF EXPOSED HEIGHT	ANY SECTION OF THE FILTER SOCK THAT HAS BEEN UNDERMINED OR WASHED OUT SHOULD BE IMMEDIATELY REPLACED WITH ADDITION FILTER SOCK OR A ROCK FILTER OUTLET.
SITE STABILIZATION (SEEDING)	DAILY AND AFTER EACH RUNOFF EVENT	———	IF WASHOUT OCCURS, EVALUATE IF CONCENTRATED SHEET FLOW IS LIKELY TO HAPPEN AGAIN. IF SO, RE-SEED AND STABILIZE WITH AN APPROPRIATE ROLLED EROSION CONTROL PRODUCT. IF NOT LIKELY TO HAPPEN AGAIN, RE-SEED AND APPLY MULCH.
TEMPORARY ACCESS ROAD	DAILY	THICKNESS WILL BE MAINTAINED TO THE SPECIFIED DIMENSIONS	PLACE ADDITIONAL ROCK WHENEVER ROCK BECOMES CLOGGED WITH SEDIMENT.
INLET FILTER BAGS	WEEKLY AND AFTER EACH RUNOFF EVENT	REMOVE SEDIMENT WHEN IT REACHES 1/2 OF THE MAXIMUM CAPACITY OF THE BAG OR WHEN FLOW CAPACITY HAS BEEN REDUCED SO AS TO CAUSE FLOODING OR BYPASSING OF THE INLET	IF DAMAGED, REPLACE WITH SPECIFIED FILTER BAG
CONCRETE WASHOUT	DAILY, WHEN UTILIZED	ACCUMULATED MATERIALS SHOULD BE REMOVED WHEN THEY REACH 75% CAPACITY, POLYETHYLENE LINERS SHOULD BE REPLACED WITH EACH CLEANING OF THE WASHOUT FACILITY.	DAMAGED OR LEAKING WASHOUTS SHOULD BE REPAIRED OR REPLACED IMMEDIATELY.
ROCK CONSTRUCTION ENTRANCE	DAILY	THICKNESS WILL BE MAINTAINED TO THE SPECIFIED DIMENSIONS	PLACE ADDITIONAL ROCK WHENEVER ROCK BECOMES CLOGGED WITH SEDIMENT
ROLLED EROSION CONTROL PRODUCT	WEEKLY AND AFTER EACH RUNOFF EVENT	———	DAMAGED OR DISPLACED RECP SHALL BE RESTORED OR REPLACED WITHIN 4 CALENDAR DAYS

REMOVAL OF TEMPORARY CONTROLS

ALL TEMPORARY EROSION AND SEDIMENT POLLUTION CONTROL BMPS MUST BE MAINTAINED PROPERLY UNTIL THE SITE IS STABILIZED. REMOVAL OF TEMPORARY CONTROLS MUST OCCUR SEQUENTIALLY STARTING UPSTREAM OR UPSLOPE WHEN FINAL STABILIZATION IS ACHIEVED.

TEMPORARY EROSION AND SEDIMENT POLLUTION CONTROL BMPS TO BE REMOVED INCLUDE COMPOST FILTER SOCK, ROCK CONSTRUCTION ENTRANCES, AND ANY OTHER UNFORESEEN TEMPORARY BMPS THAT MAY HAVE BEEN INSTALLED TO PREVENT EROSION AND SEDIMENT POLLUTION DURING CONSTRUCTION.

ANY AREAS DISTURBED BY THE REMOVAL OF TEMPORARY EROSION AND SEDIMENT POLLUTION CONTROL BMPS MUST BE PERMANENTLY STABILIZED BEFORE THE SITE MAY BE CONSIDERED COMPLETE.

ALL TEMPORARY STAGING AREAS WILL BE RETURNED TO ORIGINAL CONDITIONS. COMPACTED SOIL SHALL BE LOOSENED BY MEANS OF TILLAGE IN ACCORDANCE WITH PENNDOT PUBLICATION 408/2020 SECTION 804 - SEEDING AND SOIL SUPPLEMENTS. AREAS SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH PENNDOT PUBLICATION 408/2020 SECTION 804 - SEEDING AND SOIL SUPPLEMENTS AND SECTION 805 - MULCHING.

STABILIZATION SPECIFICATIONS

UPON TEMPORARY CESSATION OF AN EARTH DISTURBANCE ACTIVITY OR ANY STAGE OR PHASE OF AN ACTIVITY WHERE A CESSATION OF EARTH DISTURBANCE ACTIVITIES WILL EXCEED 4 DAYS, THE SITE SHALL BE IMMEDIATELY SEEDED, MULCHED, OR OTHERWISE PROTECTED FROM ACCELERATED EROSION AND SEDIMENTATION PENDING FUTURE EARTH DISTURBANCE ACTIVITIES.

AREAS WHICH ARE TO BE TOPSOILED SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 3 TO 5 INCHES AND/OR 6 TO 12 INCHES ON COMPACTED SOILS PRIOR TO PLACEMENT OF TOPSOIL. AREAS TO BE VEGETATED SHALL HAVE A MINIMUM 4 INCHES OF TOPSOIL IN PLACE PRIOR TO SEEDING AND MULCHING. FILL OUTSLOPES SHALL HAVE A MINIMUM OF 2 INCHES OF TOPSOIL.

TOPSOIL SHOULD NOT BE PLACED WHILE THE TOPSOIL OR SUBSOIL IS IN A FROZEN OR MUDDY CONDITION, WHEN THE SUBSOIL IS EXCESSIVELY WET, OR IN A CONDITION THAT MAY OTHERWISE BE DETRIMENTAL TO PROPER GRADING AND SEEDBED PREPARATION. COMPACTED SOILS SHOULD BE SCARIFIED 6 TO 12 INCHES ALONG CONTOUR WHENEVER POSSIBLE PRIOR TO SEEDING.

IMMEDIATELY AFTER EARTH DISTURBANCE ACTIVITIES CEASE, THE OPERATOR SHALL STABILIZE THE DISTURBED AREAS. DURING NON-GERMINATING PERIODS, MULCH MUST BE APPLIED AT THE SPECIFIED RATES. DISTURBED AREAS WHICH ARE NOT AT FINISHED GRADE AND WHICH WILL BE RE-DISTURBED WITHIN 1 YEAR MUST BE STABILIZED IN ACCORDANCE WITH THE TEMPORARY VEGETATIVE STABILIZATION SPECIFICATIONS. DISTURBED AREAS WHICH ARE AT FINAL GRADE OR WHICH WILL NOT BE RE-DISTURBED WITHIN 1 YEAR MUST BE STABILIZED IN ACCORDANCE WITH THE PERMANENT VEGETATIVE STABILIZATION SPECIFICATIONS.

PROJECT CONTACTS:

FRANKLIN COUNTY CONSERVATION DISTRICT
185 FRANKLIN FARM LANE
CHAMBERSBURG, PA 17202
(717) 264-5499

SOUTHCENTRAL REGIONAL OFFICE
PENNSYLVANIA DEPARTMENT OF
ENVIRONMENTAL PROTECTION
909 ELMERTON AVENUE
HARRISBURG, PA 17110
PHONE: (717) 705-4700

HEIDI MERTZ
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0
2140 HERR STREET
HARRISBURG, PA 17103
PHONE: (717) 787-3324

PLAN PREPARER:

JASON GALLI
STV INCORPORATED
2040 LINGLESTOWN ROAD, SUITE 104
HARRISBURG, PA 17110
PHONE: (717) 545-1706

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	3 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

START WORK
STA 592+36.00
SEG 0540 OFFSET 3220
SR 0011 SEC 095

CONSTR ⊞ TEMPORARY ACCESS ROAD 1

CONSTR ⊞ TEMPORARY ACCESS ROAD 2

NORFOLK SOUTHERN RAILWAY COMPANY

PICKES AVE

LURGAN AVE

N41°26'10"W

STOP WORK
STA 608+50.00
SEG 0560 OFFSET 0061
SR 0011 SEC 095

LIMIT OF WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

SURVEY & CONSTR ⊞ SR 0011

SHIPPENSBURG BOROUGH

SOUTHAMPTON TOWNSHIP

SR 0011
W KING ST

5.2 MILES TO SR 0997

0.3 MILES TO SR 0533

CONSTR ⊞ TEMPORARY ACCESS ROAD 4

SR 0011 STA 603+97.44 =
LURGAN AVE STA 10+00.00

CONSTR ⊞ TEMPORARY ACCESS ROAD 3

INDEX MAP
0 60 120 FEET

LEGEND
- PLAN - STAGE 1
- PLAN - STAGE 2
- SHEET BREAK

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE088624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	4 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

PERMANENT SEEDING SPECIFICATIONS

FORMULA B RESIDENTIAL MIX
SPECIES: PERENNIAL RYEGRASS/CREEPING RED FESCUE OR CHEWINGS FESCUE/KENTUCKY BLUEGRASS
% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 210 LB/AC
FERTILIZER TYPE: 38-0-0
FERTILIZER RATE: 242 LB/AC
LIME RATE: 3872 LB/AC
LIME RATE: 1.9 T/AC
MULCH TYPE: STRAW
MULCHING RATE: 3 T/AC
ANCHORING MATERIAL: MULCH BINDER
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON: MARCH 15 TO JUNE 1
AUGUST 1 TO OCTOBER 15

FORMULA L CLEAR ZONE MIX
SPECIES: HARD FESCUE, CREEPING RED FESCUE AND ANNUAL RYEGRASS
% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 232.3 LB/AC
FERTILIZER TYPE: 38-0-0
FERTILIZER RATE: 242 LB/AC
LIME RATE: 3872 LB/AC
LIME RATE: 1.9 T/AC
MULCH TYPE: STRAW
MULCHING RATE: 3 T/AC
ANCHORING MATERIAL: MULCH BINDER
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON: MARCH 15 TO JUNE 1
AUGUST 1 TO OCTOBER 15

FORMULA C CONSERVATION MIX
SPECIES:
- NURSERY CROPS:
  - OATS (AVENA SATIVA) (SPRING)
  - CEREAL RYE (SECALE CEREALE) (FALL)
- PERMANENT SPECIES:
  - LITTLE BLUESTEM (SCHIZACHYRIUM SCOPARIUM)
  - SHOWY TICK-TREFOIL (DESMODIUM CANADENSE)
  - PARTRIDGE PEA (CHAMAECRISTA FASCICULATA (SYN: CASSIA FASCICULATA))
  - SMOOTH BLUE ASTER (SYMPHYOTRICHUM LAEVA)
  - BLACK-EYED SUSAN (RUDBECKIA HIRTA)
  - PURPLE TOP (TRIDENS FLAVUS)
  - BIG BLUESTEM (ANDROPOGON GERARDII)
  - CANADA WILDRYE (ELYMUS CANADENSIS)

% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 60 LB/AC
FERTILIZER TYPE: N/A
FERTILIZER RATE: N/A
LIME RATE: N/A
MULCH TYPE: EROSION CONTROL MULCH BLANKET
MULCHING RATE: N/A
ANCHORING MATERIAL: N/A
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON:
- NURSERY CROPS PORTION: ANYTIME
- NATIVE PORTION: OCTOBER 15 TO MAY 15

FORMULA T TEMPORARY GRASS MIX
SPECIES: OATS (AVENA SATIVA) (SPRING)
CEREAL RYE (SECALE CEREALE) (FALL)
% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 30 LB/AC
FERTILIZER TYPE: 38-0-0
FERTILIZER RATE: 242 LB/AC
LIME RATE: 3872 LB/AC
LIME RATE: 1.9 T/AC
MULCH TYPE: STRAW
MULCHING RATE: 3 T/AC
ANCHORING MATERIAL: MULCH BINDER
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON: MARCH 15 TO JUNE 1
AUGUST 1 TO OCTOBER 15

SECTION 805 - MULCHING

1. PROPERLY MAINTAIN MULCHED AREAS UNTIL THE ENTIRE PROJECT HAS BEEN COMPLETED. PROMPTLY REAPPLY MULCH MATERIALS WHICH BECOME DISLODGED OR LOST DUE TO WIND, RAIN, OR OTHER CAUSES, AT INITIAL OR MODIFIED RATES, AS DIRECTED. AFTER MULCHING WORK ON A SLOPE HAS BEEN SATISFACTORILY COMPLETED, IF A SLOPE FAILURE OCCURS, ON WHICH REQUIRES REDRESSING, EXCAVATION OR THE ESTABLISHMENT OF A NEW SLOPE, REPLACE THE MULCH, AS DIRECTED.

GENERAL SEQUENCE OF CONSTRUCTION

STAGE 1

1. PERFORM A PRE-PROJECT SITE EVALUATION AND DETERMINE IF THERE ARE AREAS WITHIN THE LIMITS OF DISTURBANCE THAT SHOULD NOT BE DISTURBED DURING THE LIFE OF THE PROJECT.
2. CLEARLY MARK THE LIMITS OF DISTURBANCE AT THE LOCATIONS INDICATED ON THE PLAN. USE STAKES AND FLAGGING THAT ARE DURABLE ENOUGH TO LAST THE ENTIRE DURATION OF ACTIVE DISTURBANCE. INSTALL CONSTRUCTION FENCING AROUND AREAS SHOWN ON THE PLAN AND/OR IDENTIFIED DURING THE PRE-PROJECT EVALUATION. CONSTRUCTION VEHICLES ARE NOT PERMITTED TO ENTER AREAS OUTSIDE THE LIMIT OF DISTURBANCE BOUNDARIES SHOWN ON THE DRAWINGS.
3. INSTALL STAGE 1 TRAFFIC CONTROL DEVICES AND SIGNING AS INDICATED ON THE TRAFFIC CONTROL PLAN.
4. INSTALL COMPOST FILTER SOCK, INLET FILTER BAGS, AND CONCRETE WASHOUT FACILITIES.
5. BEGIN CLEARING AND GRUBBING OPERATIONS. REMOVE TOPSOIL AND STOCKPILE.
6. PERFORM UTILITY RELOCATION WORK.
7. REMOVE EXISTING WALL IN NORTHEAST QUADRANT.
8. CONSTRUCT STAGE 1 ROCK CONSTRUCTION ENTRANCES AND TEMPORARY ACCESS ROADS.
9. PERFORM SR 0011 EMBANKMENT LAYBACK EXCAVATION.
10. PERFORM STRUCTURE WORK.
11. REMOVE AND RESTORE TEMPORARY ACCESS ROADS TO EXISTING GRADE. IMMEDIATELY SEED, MULCH, AND APPLY ROLLED EROSION CONTROL PRODUCTS TO DISTURBED AREAS.
12. IMMEDIATELY SEED, MULCH, AND APPLY ROLLED EROSION CONTROL PRODUCTS TO ALL DISTURBED AREAS THAT ARE AT FINAL GRADE WITH PERMANENT SEED.
13. REMOVE EROSION AND SEDIMENTATION CONTROL BMP'S ONCE FINAL STABILIZATION HAS BEEN ACHIEVED OVER THE ENTIRE SITE. REFER TO SHEET 1 FOR FINAL STABILIZATION DEFINITION.
14. GRADE AND PLACE SUBBASE, BASE COURSE, AND BINDER COURSE
15. PLACE STAGE 1 GUIDERAIL.
16. INSTALL FINAL WEARING COURSE
17. REMOVE STAGE 1 TRAFFIC CONTROL DEVICES AND SIGNING.

STAGE 2

1. PERFORM A PRE-PROJECT SITE EVALUATION AND DETERMINE IF THERE ARE AREAS WITHIN THE LIMITS OF DISTURBANCE THAT SHOULD NOT BE DISTURBED DURING THE LIFE OF THE PROJECT.
2. CLEARLY MARK THE LIMITS OF DISTURBANCE AT THE LOCATIONS INDICATED ON THE PLAN. USE STAKES AND FLAGGING THAT ARE DURABLE ENOUGH TO LAST THE ENTIRE DURATION OF ACTIVE DISTURBANCE. INSTALL CONSTRUCTION FENCING AROUND AREAS SHOWN ON THE PLAN AND/OR IDENTIFIED DURING THE PRE-PROJECT EVALUATION. CONSTRUCTION VEHICLES ARE NOT PERMITTED TO ENTER AREAS OUTSIDE THE LIMIT OF DISTURBANCE BOUNDARIES SHOWN ON THE DRAWINGS.
3. INSTALL STAGE 2 TRAFFIC CONTROL DEVICES AND SIGNING AS INDICATED ON THE TRAFFIC CONTROL PLAN.
4. INSTALL COMPOST FILTER SOCK, INLET FILTER BAGS, AND CONCRETE WASHOUT FACILITIES.
5. BEGIN CLEARING AND GRUBBING OPERATIONS. REMOVE TOPSOIL AND STOCKPILE.
6. CONSTRUCT STAGE 2 ROCK CONSTRUCTION ENTRANCES AND TEMPORARY ACCESS ROADS.
7. PERFORM SR 0011 EMBANKMENT LAYBACK EXCAVATION.
8. PERFORM STRUCTURE WORK.
9. EXCAVATE EXISTING GRAVEL AREAS SHOWN AS PROPOSED SEEDING RESTORATION AREAS ON THE PLANS DOWN TO BOTTOM OF TOPSOIL, APPROXIMATELY 4 TO 8 INCHES BELOW GRADE. BACKFILL WITH TOPSOIL BACK TO EXISTING GRADE AND IMMEDIATELY SEED, MULCH, AND APPLY ROLLED EROSION CONTROL PRODUCTS TO DISTURBED AREAS.
10. REMOVE AND RESTORE TEMPORARY ACCESS ROADS TO EXISTING GRADE. IMMEDIATELY SEED, MULCH, AND APPLY ROLLED EROSION CONTROL PRODUCTS TO DISTURBED AREAS.
11. IMMEDIATELY SEED, MULCH, AND APPLY ROLLED EROSION CONTROL PRODUCTS TO ALL DISTURBED AREAS THAT ARE AT FINAL GRADE WITH PERMANENT SEED.
12. REMOVE EROSION AND SEDIMENTATION CONTROL BMP'S ONCE FINAL STABILIZATION HAS BEEN ACHIEVED OVER THE ENTIRE SITE. REFER TO SHEET 1 FOR FINAL STABILIZATION DEFINITION.
13. GRADE AND PLACE SUBBASE, BASE COURSE, AND BINDER COURSE
14. PLACE STAGE 2 GUIDERAIL.
15. INSTALL FINAL WEARING COURSE
16. REMOVE STAGE 2 TRAFFIC CONTROL DEVICES AND SIGNING.
17. TEXTURIZE BRIDGE DECK AND APPROACH SLABS, PERFORM MILLING AND PLACE FINAL WEARING COURSE, AND PLACE FINAL PAVEMENT MARKINGS IN ACCORDANCE WITH PENNDOT PUBLICATION 213, PATA 103 AND PATA 104.

SOILS ENGINEERING PROPERTIES (LIMITATIONS)

SOIL SYMBOL	SOIL SERIES	PERMEABILITY	HYDRIC SOIL	LIMITATIONS BY USE					RESOLUTIONS
				TOPSOIL	EMBANKMENT (ROAD FILL)	SHALLOW EXCAVATIONS	LOCAL ROADS AND STREETS	WATER MANAGEMENT PONDS	
CsA	CLARKSBURG SILT LOAM, 0 TO 3 PERCENT SLOPES	SLOW	NO	FAIR	POOR	VERY LIMITED	VERY LIMITED	SOMEWHAT LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
HcB	HAGERSTOWN-CARBO SILTY CLAY LOAMS, 3 TO 8 PERCENT SLOPES	MODERATE	NO	POOR	POOR	SOMEWHAT LIMITED	VERY LIMITED	SOMEWHAT LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
HcC	HAGERSTOWN-CARBO SILTY CLAY LOAMS, 8 TO 15 PERCENT SLOPES	MODERATE	NO	POOR	POOR	SOMEWHAT LIMITED	VERY LIMITED	VERY LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
RyB	RYDER-NOLLVILLE CHANNERY SILT LOAMS, 3 TO 8 PERCENT SLOPES	MODERATE	NO	POOR	POOR	VERY LIMITED	SOMEWHAT LIMITED	VERY LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
UhB	URBAN LAND-HAGERSTOWN COMPLEX, 0 TO 8 PERCENT SLOPES	VERY SLOW	NO	N/A	N/A	N/A	N/A	N/A	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
Uu	URBAN LAND-UDORTHENTS COMPLEX, 0 TO 25 PERCENT SLOPES	VERY SLOW	NO	N/A	N/A	N/A	N/A	N/A	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS

SOILS LEGEND

SYMBOL	SOIL NAME	SLOPES (%)	DEPTH TO BEDROCK	ERODIBILITY	pH	DEPTH TO SEASONAL HIGH WATER TABLE (IN)	RISK OF CORROSION		FROST ACTION	HYDROLOGIC SOIL GROUP
							UNCOATED STEEL	CONCRETE		
CsA	CLARKSBURG SILT LOAM	0 TO 3	20 - 36 IN.	SLIGHT	5.1-6.5	18 - 36 IN.	HIGH	MODERATE	MODERATE	C
HcB	HAGERSTOWN-CARBO SILTY CLAY LOAMS	3 TO 8	60 - 80 IN.	MODERATE	4.5-7.8	> 80 IN.	HIGH	MODERATE	MODERATE	B/D
HcC	HAGERSTOWN-CARBO SILTY CLAY LOAMS	8 TO 15	60 - 80 IN.	SEVERE	4.5-7.8	> 80 IN.	HIGH	MODERATE	MODERATE	B/D
RyB	RYDER-NOLLVILLE CHANNERY SILT LOAMS	3 TO 8	20 - 40 IN.	MODERATE	5.1-7.8	> 80 IN.	MODERATE	LOW	MODERATE	B
UhB	URBAN LAND-HAGERSTOWN COMPLEX	0 TO 8	60 - 80 IN.	MODERATE	4.5-7.3	> 80 IN.	HIGH	MODERATE	MODERATE	B
Uu	URBAN LAND-UDORTHENTS COMPLEX	0 TO 25	0 - 10 IN.	MODERATE	5.1-7.3	> 80 IN.	MODERATE	LOW	-	B

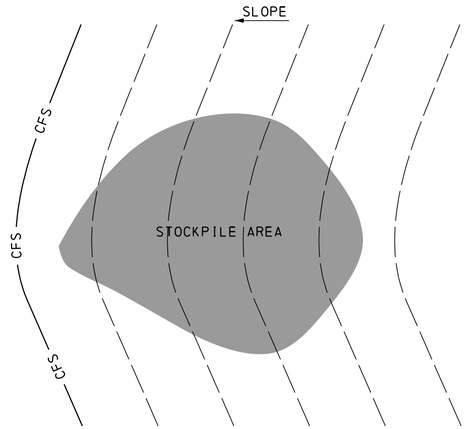
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No.PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	5 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

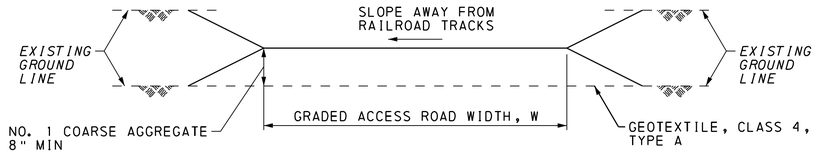


NOTES

1. STOCKPILES ARE TO BE LOCATED WITHIN THE PERMIT BOUNDARY. LOCATIONS TO BE DETERMINED BY CONTRACTOR BASED ON CONSTRUCTION STAGING, SEQUENCING, AND FIELD CONDITIONS.
2. CONSTRUCT STOCKPILES IN ACCORDANCE WITH PUBLICATION 408/2020 SPECIFICATION, SECTION 801.
3. APPLY TEMPORARY SEEDING, FORMULA T AND HAY MULCH IN ACCORDANCE WITH PUBLICATION 408/2020 SPECIFICATIONS, SECTIONS 804 AND 805 TO STOCKPILES IMMEDIATELY.
4. STOCKPILE HEIGHTS MUST NOT EXCEED 35'. STOCKPILE SLOPES MUST BE 2H:1V OR FLATTER.

TYPICAL STOCKPILE AREA

NOT TO SCALE



TYPICAL SECTION

NOTES

1. TO MAINTAIN UNIFORM SURFACE ON CONTRACTOR ACCESS ROAD, PLACE NO. 1 COARSE AGGREGATE AS REQUIRED.
2. UPON REMOVAL OF CONTRACTOR ACCESS ROAD, RESTORE THE EXISTING GROUND LINE TO ORIGINAL CONDITIONS. NO. 1 COARSE AGGREGATE BETWEEN THE RAILROAD TRACKS AND THE TOE OF SLOPE IS TO REMAIN IN PLACE AFTER CONSTRUCTION IS COMPLETE AT THE REQUEST OF THE RAILROAD.

ROADWAY	ACCESS ROAD NO.	STATION	SIDE	LENGTH (FT)	WIDTH, W (FT)
SR 0011 SURVEY & CONSTR ℄	1	596+50 TO 601+10	LT	350	VARIES, 10' MIN TO 12' MAX
	2	600+38 TO 601+95	LT	300	
	3	601+87 TO 603+00	RT	205	
	4	602+74 TO 603+56	RT	88	

TEMPORARY ACCESS ROAD

ITEM NO. 0203-0001
ITEM NO. 0212-0014
ITEM NO. 0703-0020
NOT TO SCALE

TABLE 4.1 (COMPOST SOCK FABRIC MINIMUM SPECIFICATIONS)

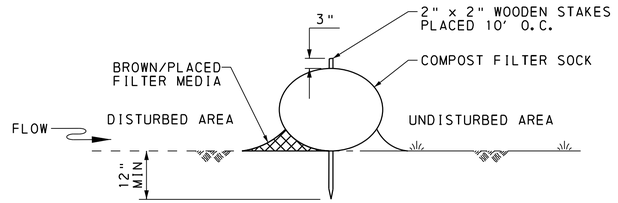
MATERIAL TYPE	3 MIL HDPE	5 MIL HDPE	5 MIL HDPE	MULTI-FILAMENT POLYPROPYLENE (MFPP)	HEAVY DUTY MULTI-FILAMENT POLYPROPYLENE (HDMFPP)
MATERIAL CHARACTERISTICS	PHOTO-DEGRADABLE	PHOTO-DEGRADABLE	BIO-DEGRADABLE	PHOTO-DEGRADABLE	PHOTO-DEGRADABLE
SOCK DIAMETERS	12" 18"	12" 18" 24" 32"	12" 18" 24" 32"	12" 18" 24" 32"	12" 18" 24" 32"
MESH OPENING	3/8"	3/8"	3/8"	3/8"	1/8"
TENSILE STRENGTH	-	26 PSI	26 PSI	44 PSI	202 PSI
ULTRAVIOLET STABILITY % ORIGINAL STRENGTH (ASTM G-155)	23% AT 1000 HR	23% AT 1000 HR	-	100% AT 1000 HR	100% AT 1000 HR
MINIMUM FUNCTIONAL LONGEVITY	6 MONTHS	9 MONTHS	6 MONTHS	1 YEAR	2 YEARS
TWO-PLY SYSTEMS					
INNER CONTAINMENT NETTING	HDPE BIAXIAL NET CONTINUOUSLY WOUND FUSION-WELDED JUNCTURES 3/4" X 3/4" MAXIMUM APERTURE SIZE				
OUTER FILTRATION MESH	COMPOSITE POLYPROPYLENE FABRIC (WOVEN LAYER AND NON-WOVEN FLEECE MECHANICALLY FUSED VIA NEEDLE PUNCH) 3/16" MAX. APERTURE SIZE				
SOCK FABRICS COMPOSED OF BURLAP MAY BE USED ON PROJECTS LASTING 6 MONTHS OR LESS.					

TABLE 4.2 (COMPOST STANDARDS)

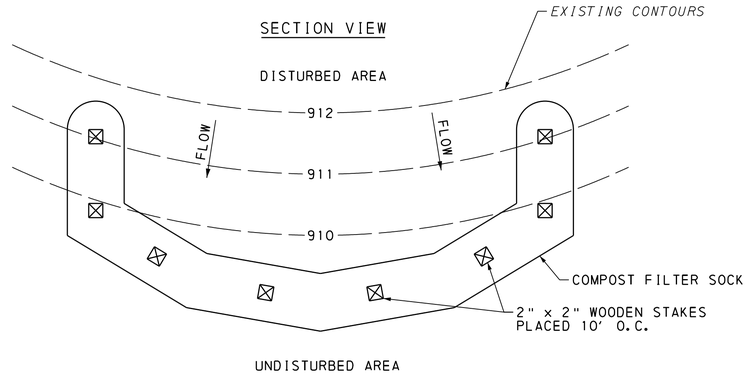
ORGANIC MATTER CONTENT	25% - 100% (DRY WEIGHT BASIS)
ORGANIC PORTION	FIBROUS AND ELONGATED
pH	5.0 - 8.5
MOISTURE CONTENT	30% - 60%
PARTICLE SIZE	30%-50% PASS THROUGH 3/8" SCREEN
SOLUBLE SALT CONCENTRATION	5.0 dS/m (mmhos/cm) MAXIMUM

COMPOST FILTER SOCKS

ROADWAY	BEGIN STA	END STA	SIDE	LENGTH (FT)	DIAMETER (IN)	STAGE
SR 0011 SURVEY & CONSTR ℄	601+82	602+66	RT	108	12	STAGE 1
	601+86	602+98	RT	157	24	
	602+76	602+94	RT	25	18	
	602+94	603+25	RT	42	18	
	603+34	603+78	RT	45	12	
	603+70	603+70	RT	75	12	
	596+45	598+73	LT	229	12	STAGE 2
	596+45	598+38	LT	192	12	
	599+63	601+07	LT	225	32	
	600+26	601+48	LT	189	18	
	600+77	601+79	LT	141	12	
	602+00	602+68	LT	71	12	



SECTION VIEW



PLAN VIEW

NOTES

1. SOCK FABRIC SHALL MEET STANDARDS OF TABLE 4.1 OF THE PA EROSION CONTROL MANUAL. COMPOST SHALL MEET THE STANDARDS OF TABLE 4.2 OF THE PA DEP EROSION CONTROL MANUAL.
2. COMPOST FILTER SOCK SHALL BE PLACED AT EXISTING LEVEL GRADE. BOTH ENDS OF THE SOCK SHALL BE EXTENDED AT LEAST 8 FEET UP SLOPE AT 45 DEGREES TO THE MAIN SOCK ALIGNMENT. MAXIMUM SLOPE LENGTH ABOVE ANY SOCK SHALL NOT EXCEED THAT SPECIFIED FOR THE SIZE OF THE SOCK AND THE SLOPE OF ITS TRIBUTARY AREA.
3. TRAFFIC SHALL NOT BE PERMITTED TO CROSS COMPOST FILTER SOCKS.
4. ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN IT REACHES 1/2 THE ABOVE GROUND HEIGHT OF THE SOCK AND DISPOSED IN THE MANNER DESCRIBED ELSEWHERE IN THE PLAN.
5. COMPOST FILTER SOCKS SHALL BE INSPECTED WEEKLY AND AFTER EACH RUNOFF EVENT. DAMAGED SOCKS SHALL BE REPAIRED ACCORDING TO MANUFACTURER'S SPECIFICATIONS OR REPLACED WITHIN 24 HOURS OF INSPECTION.
6. BIODEGRADABLE COMPOST FILTER SOCKS SHALL BE REPLACED AFTER 6 MONTHS; PHOTODEGRADABLE SOCKS AFTER 1 YEAR. POLYPROPYLENE SOCKS SHALL BE REPLACED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
7. UPON STABILIZATION OF THE AREA TRIBUTARY TO THE SOCK, STAKES SHALL BE REMOVED. THE SOCK MAY BE LEFT IN PLACE AND VEGETATED OR REMOVED. IN THE LATTER CASE, THE MESH SHALL BE CUT OPEN AND THE MULCH SPREAD AS A SOIL SUPPLEMENT.

COMPOST FILTER SOCK

ITEM NO. 0867-0012
ITEM NO. 0867-0018
ITEM NO. 0867-0022
ITEM NO. 0867-0032
NOT TO SCALE

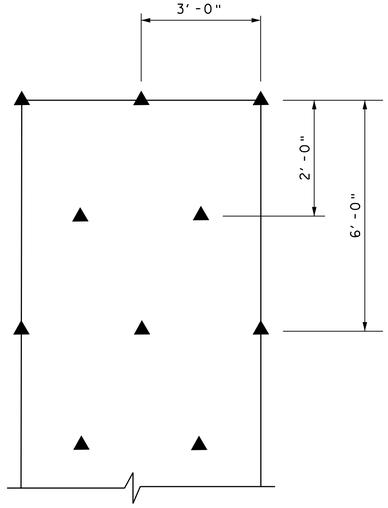
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE088624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

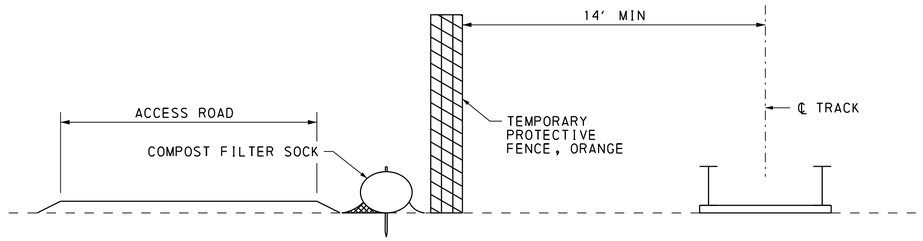
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	6 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



ANCHOR PATTERN FOR SLOPES
BETWEEN 3:1 AND 2:1
(INCLUDING 3:1)
1½ ANCHORS/SY



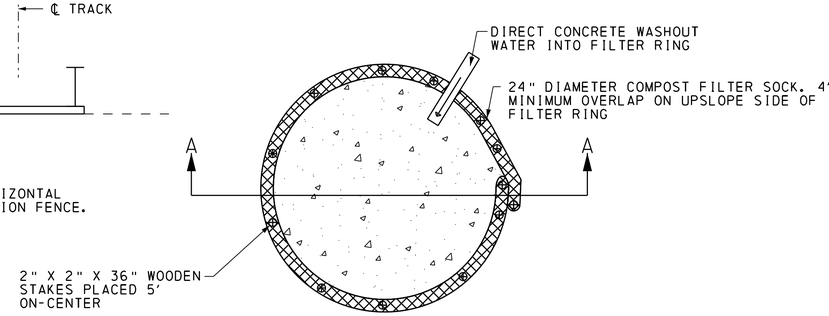
NOTES

1. TEMPORARY ACCESS ROADS LOCATED PARALLEL TO NS TRACKS SHALL PROVIDE A HORIZONTAL CLEARANCE OF 14'-0" FROM THE CENTERLINE OF TRACK TO THE ORANGE CONSTRUCTION FENCE.
2. ORANGE CONSTRUCTION FENCE SHALL BE INSTALLED PARALLEL TO THE TRACKS THE LENGTH OF THE ACCESS ROAD.

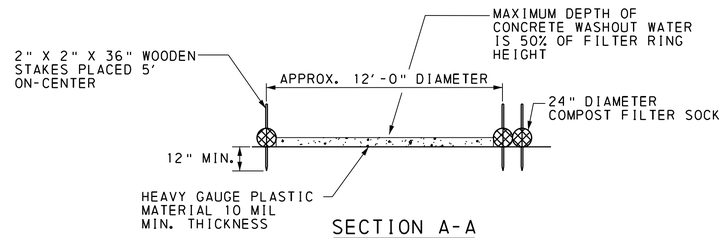
TEMPORARY PROTECTIVE FENCE, ORANGE				
ROADWAY	BEGIN STA	END STA	SIDE	LENGTH (FT)
SR 0011 SURVEY & CONSTR ℄	599+69	601+11	LT	226
	600+23	601+44	LT	186
	601+90	603+00	RT	142
	602+73	605+22	RT	552

TEMPORARY PROTECTIVE FENCE, ORANGE

ITEM NO. 4811-0003
NOT TO SCALE



PLAN VIEW



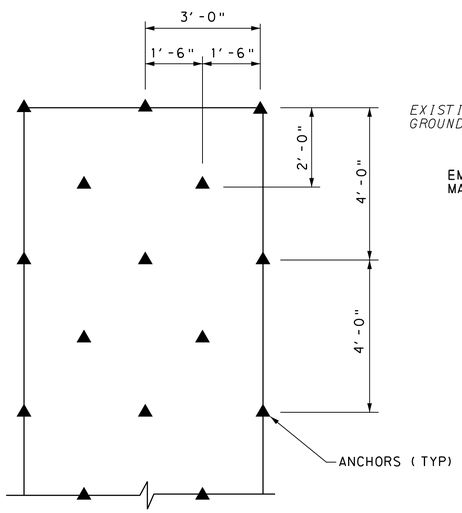
SECTION A-A

NOTES

1. INSTALL ON FLAT GRADE FOR OPTIMUM PERFORMANCE.
2. 18" DIAMETER FILTER SOCK MAY BE STACKED ONTO DOUBLE 24" DIAMETER SOCKS IN PYRAMIDAL CONFIGURATION FOR ADDED HEIGHT.
3. DISCUSS THE CONCRETE MANAGEMENT TECHNIQUES DESCRIBED IN THIS PLAN (SUCH AS HANDLING OF CONCRETE WASTE AND WASHOUT) WITH THE READY-MIX CONCRETE SUPPLIER BEFORE ANY DELIVERIES ARE MADE.
4. INCORPORATE REQUIREMENTS FOR CONCRETE WASTE MANAGEMENT INTO MATERIAL SUPPLIER AND SUBCONTRACTOR AGREEMENTS.
5. CONCRETE WASHOUT FACILITIES SHOULD BE LOCATED A MINIMUM OF 50 FT FROM STORM DRAINS, OPEN DITCHES, OR SURFACE WATERS. EACH FACILITY SHOULD BE LOCATED AWAY FROM CONSTRUCTION TRAFFIC OR ACCESS AREAS TO PREVENT DISTURBANCE OR TRACKING.
6. A SIGN SHOULD BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFROM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES.
7. CONCRETE WASHOUT FACILITIES SHOULD BE CONSTRUCTED ABOVE GRADE OR BELOW GRADE AT THE OPTION OF THE CONTRACTOR. TEMPORARY CONCRETE WASHOUT FACILITIES SHOULD BE MAINTAINED TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM FREEBOARD OF 4 IN. FOR ABOVE GRADE FACILITIES AND 12 IN. FOR BELOW GRADE FACILITIES.
8. CONCRETE WASHOUT FACILITIES SHOULD HAVE A TEMPORARY PIT OR BERMED AREAS OF SUFFICIENT VOLUME TO COMPLETELY CONTAIN ALL LIQUID AND WASTE CONCRETE MATERIALS GENERATED DURING WASHOUT PROCEDURES.
9. WASHOUT OF CONCRETE TRUCKS SHOULD BE PERFORMED IN DESIGNATED AREAS ONLY.
10. ONLY CONCRETE FROM MIXER TRUCK CHUTES SHOULD BE WASHED INTO CONCRETE WASH OUT. CONCRETE WASHOUT FROM CONCRETE PUMPER BINS CAN BE WASHED INTO CONCRETE PUMPER TRUCKS AND DISCHARGED INTO DESIGNATED WASHOUT AREA OR PROPERLY DISPOSED OF OFF SITE. ONCE CONCRETE WASTES ARE WASHED INTO THE DESIGNATED AREA AND ALLOWED TO HARDEN, THE CONCRETE SHOULD BE BROKEN UP, REMOVED, AND DISPOSED OF FROM THE SITE. DISPOSE OF HARDENED CONCRETE ON A REGULAR BASIS AND RETURN THE FACILITIES TO A FUNCTIONAL CONDITION.
11. EXCAVATOR BUCKET SHALL BE WASHED INTO CONCRETE WASHOUT.
12. INSPECT DAILY. DEACTIVATE, REPAIR OR REPLACE IMMEDIATELY IF ANY DAMAGE OR LEAKS ARE FOUND. REMOVE ACCUMULATED MATERIALS WHEN THEY REACH 75% CAPACITY. REPLACE PLASTIC LINERS WITH EACH CLEANING OF THE WASHOUT FACILITY.

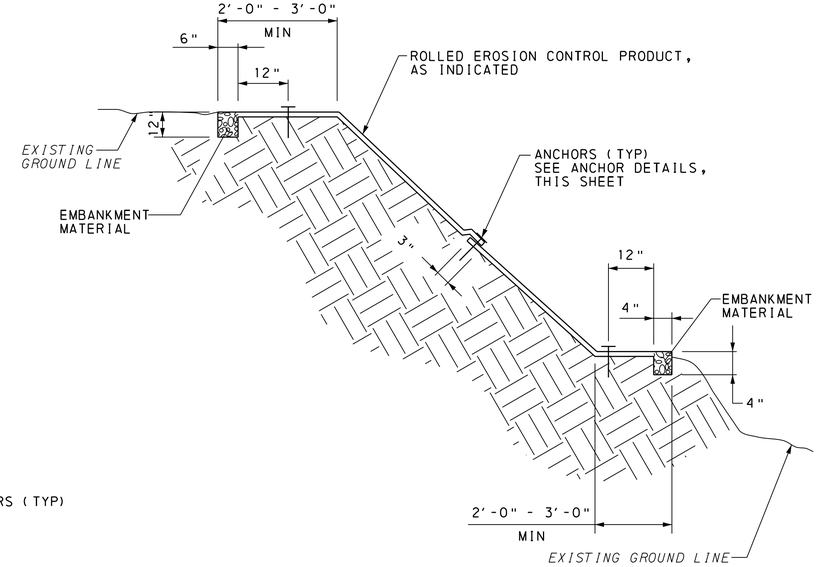
CONCRETE WASHOUT FACILITY

(CONCRETE CLEAN OUT AREAS ARE INCIDENTAL TO THE CONTRACT ITEMS)
NOT TO SCALE



ANCHOR PATTERN FOR SLOPES
BETWEEN 2:1 AND 1:1
(INCLUDING 2:1)
PLACE 2 ANCHORS/SY

ANCHOR PATTERNS



NOTES

1. ESTABLISH AND MAINTAIN CONTINUOUS CONTACT BETWEEN THE ROLLED EROSION CONTROL PRODUCTS AND THE SOIL.
2. PROVIDE ANCHORING DEVICES IN ACCORDANCE WITH PUBLICATION 408, SECTION 806.2(d).

TYPICAL SLOPE CROSS-SECTION

ROLLED EROSION CONTROL PRODUCTS (RECP)

ITEM NO. 0806-0113
NOT TO SCALE

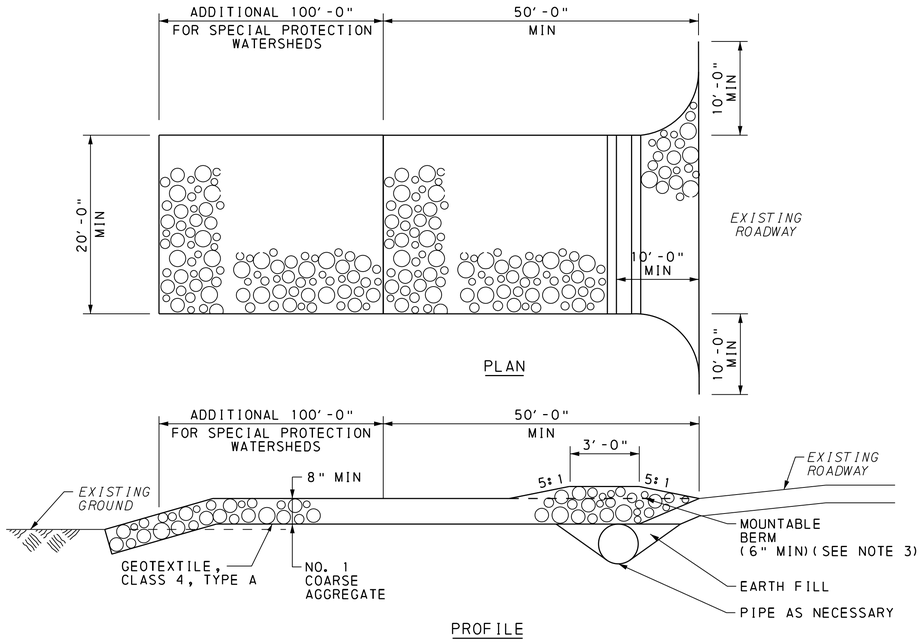
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

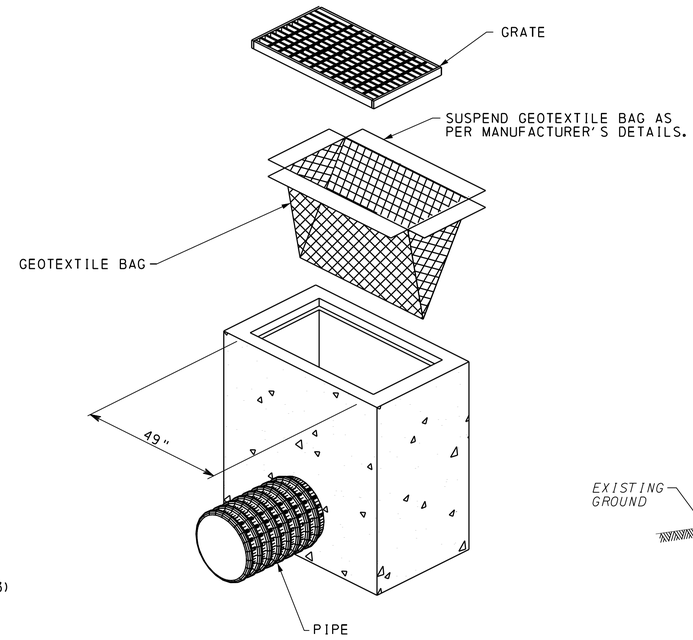
EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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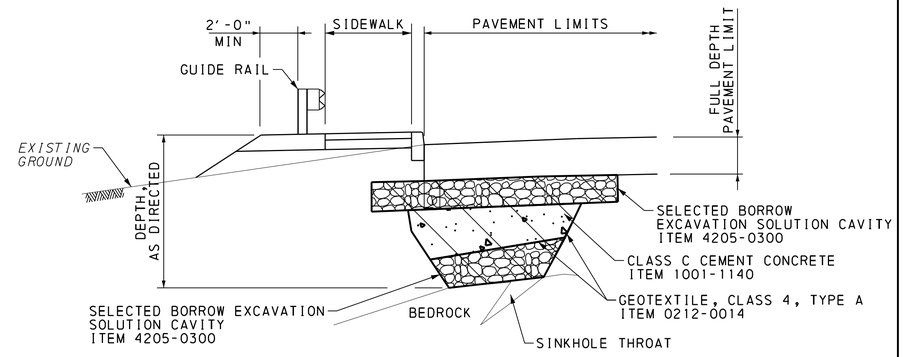
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	7 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED
	GRATE			





ISOMETRIC VIEW



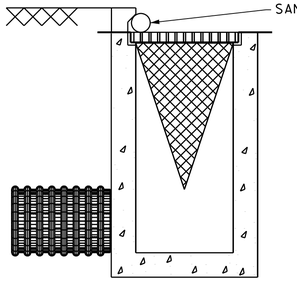
NOTES

1. REMOVE TOPSOIL PRIOR TO INSTALLATION OF ROCK CONSTRUCTION ENTRANCE. EXTEND ROCK OVER FULL WIDTH OF ENTRANCE.
2. RUNOFF SHALL BE DIVERTED FROM ROADWAY TO A SUITABLE SEDIMENT REMOVAL BMP PRIOR TO ENTERING ROCK CONSTRUCTION ENTRANCE.
3. MOUNTABLE BERM SHALL BE INSTALLED WHEREVER OPTIONAL CULVERT PIPE IS USED AND PROPER PIPE COVER AS SPECIFIED BY MANUFACTURER IS NOT OTHERWISE PROVIDED. PIPE SHALL BE SIZED APPROPRIATELY FOR SIZE OF DITCH BEING CROSSED. CONSTRUCT A MOUNTABLE BERM ONLY WHEN 6" MIN COVER CANNOT BE PROVIDED OVER THE PIPE.
4. MAINTENANCE: ROCK CONSTRUCTION ENTRANCE THICKNESS SHALL BE CONSTANTLY MAINTAINED TO THE SPECIFIED DIMENSIONS BY ADDING ROCK. A STOCKPILE SHALL BE MAINTAINED ON SITE FOR THIS PURPOSE. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE REMOVED AND RETURNED TO THE CONSTRUCTION SITE IMMEDIATELY. IF EXCESSIVE AMOUNTS OF SEDIMENT ARE BEING DEPOSITED ON ROADWAY, EXTEND LENGTH OF ROCK CONSTRUCTION ENTRANCE BY 50 FOOT INCREMENTS UNTIL CONDITION IS ALLEVIATED OR INSTALL WASH RACK. WASHING THE ROADWAY OR SWEEPING THE DEPOSITS INTO ROADWAY DITCHES, SEWERS, CULVERTS, OR OTHER DRAINAGE COURSES IS NOT ACCEPTABLE.
5. INSPECT THE ENTRANCE DAILY. REMOVE ALL SEDIMENT DEPOSITED ON THE PUBLIC ROADWAYS AND RETURN TO THE CONSTRUCTION SITE. WASHING OF THE ROADWAY WILL NOT BE PERMITTED.
6. MAINTAIN STOCKPILE OF AASHTO NO. 1 COARSE AGGREGATE.
7. SATISFACTORILY REMOVE MATERIALS AS PER SPECIFICATION IN PUBLICATION 408, SECTION 849 WHEN ROCK CONSTRUCTION ENTRANCE IS NO LONGER NEEDED.
8. PROVIDE GEOTEXTILE MATERIAL MEETING THE REQUIREMENTS OF PUBLICATION 408, SECTION 735. FURNISH AND INSTALL IN ACCORDANCE WITH PUBLICATION 408, SECTION 212. PROVIDE GEOTEXTILE ALONG ALL INTERFACE AREAS WITH GROUND CONTACT.
9. CONSTRUCT ROCK CONSTRUCTION ENTRANCE WITHIN THE RIGHT-OF-WAY OR EASEMENT AREAS. ENTRANCE MAY BE CONSTRUCTED ON A SKEW IF ADEQUATE PULL OUT SIGHT DISTANCE IS AVAILABLE.

ROCK CONSTRUCTION ENTRANCE

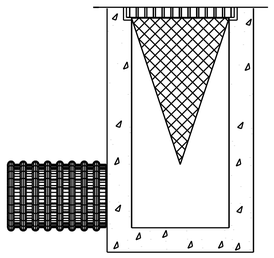
ITEM NO. 0203-0001
ITEM NO. 0212-0014
ITEM NO. 0703-0020
NOT TO SCALE

ROCK CONSTRUCTION ENTRANCE LIMITS				
ROADWAY	BEGIN STA	END STA	SIDE	LENGTH (FT)
SR 0011 SURVEY & CONSTR ℄	596+46.00	597+96.00	LT	150
	600+64.00	601+95.00	LT	150
	602+24.00	602+96.00	RT	150



TYPE C INLET INSTALLATION (TYP)

SIDE VIEW



TYPE M INLET INSTALLATION (TYP)

SIDE VIEW

NOTES

1. INSPECT INLET FILTER BAG AFTER EACH RUNOFF EVENT. MAINTAIN AS REQUIRED TO ENSURE PROPER FUNCTIONING OF THE BAG.
2. REMOVE ACCUMULATED SEDIMENT/DEBRIS WHEN THE INLET FILTER REACHES ONE-HALF MAXIMUM CAPACITY.
3. REPLACE FILTER BAG IF RIPPED OR TORN.
4. REMOVE AND PROPERLY DISPOSE OF INLET FILTER BAG WHEN NO LONGER NEEDED.

ROADWAY	STATION	OFFSET (FT)	SIDE	STAGE	INLET TYPE
SR 0011 SURVEY & CONSTR ℄	594+67.94	23.00	LT	1 & 2	TYPE M
	607+38.37	23.26	LT	1 & 2	TYPE C
	608+00.42	23.08	LT	1 & 2	TYPE M
	608+49.22	22.07	LT	1 & 2	TYPE C

INLET FILTER BAG FOR TYPE M INLET

ITEM NO. 0860-0000
NOT TO SCALE

INLET FILTER BAG FOR TYPE C INLET

ITEM NO. 0860-0002
NOT TO SCALE

SOLUTION CAVITY EXCAVATION
ITEM 9000-0005

SOLUTION CAVITY EXCAVATION DETAIL

ITEM NO. 9000-0005
NOT TO SCALE

SOLUTION CAVITY EXCAVATION STEPS:

1. EXCAVATE THE SINKHOLE DOWN TO ROCK; REMOVE DEBRIS AND VEGETATION
2. FLUSH HOLE WITH WATER EXPOSING ROCK SURFACE
3. EXCAVATE SOFT WET MATERIAL
4. PLACE LAYER OF GEOTEXTILE, CLASS 4, TYPE A DOWN SIDES OF SINKHOLE AND ACROSS THROAT
5. PLACE SELECTED BORROW EXCAVATION SOLUTION CAVITY
6. PLACE LAYER OF GEOTEXTILE, CLASS 4, TYPE A OVER SELECTED BORROW EXCAVATION SOLUTION CAVITY
7. PLACE CLASS C CEMENT CONCRETE
8. BACKFILL WITH SELECTED BORROW EXCAVATION SOLUTION CAVITY
9. PLACE BASE REPLACEMENT MATERIAL
10. CONTINUE PAVING OPERATIONS

SOLUTION CAVITY EXCAVATION NOTES:

1. QUANTITIES ARE ESTIMATED FOR UNEXPECTED PROBLEMS THAT MAY OCCUR AND DO NOT REFLECT CURRENT CONDITIONS
2. USE MATERIAL AS DESIGNATED BY DETAIL IN AREA OF SINKHOLE
3. ALL DEPTHS OF MATERIAL TO BE DETERMINED BY FIELD CONDITIONS AND FURNISHED AS DIRECTED BY EITHER THE DISTRICT'S STRUCTURE CONTROL ENGINEER OR GEOTECHNICAL SPECIALIST. FOR MORE INFORMATION, SEE SPECIAL PROVISION.

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	8 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

ROCK CONSTRUCTION ENTRANCE

ROLLED EROSION CONTROL PRODUCT

SEEDING RESTORATION

TEMPORARY ACCESS ROAD

STAGING & STOCKPILE AREA

WORK AREA

COMPOST FILTER SOCK —CFS (XX)—

LIMIT OF DISTURBANCE / NPDES BOUNDARY — LOD —NPDES -

CONCRETE WASHOUT FACILITY

TEMPORARY PROTECTIVE FENCE, ORANGE —X————X—

INLET FILTER BAG

SOIL TYPE HcB

CUT LINE C

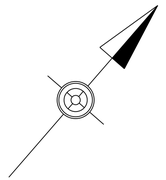
FILL LINE F

SOIL TYPE LINE

ROCK SLOPE

TEMPORARY CUT LINE TC

TEMPORARY FILL LINE TF



LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

START WORK
STA 592+36.00
SEG 0540 OFFSET 3220
SR 0011 SEC 095

UhB

Uu

PARK PLACE

PI STA 591+26.12

EASTERLY 120'

S49° 41' 28"W 150'

N49° 04' 46"E

SR 0011 SURVEY & CONSTR ℄

SR 0011 (ST KING STREET)

W KING ST

591 592 593 594 595

POI-1

RIM 710.86 SSMH
RIM 711.00 SSMH

RIM 708.59 SSMH

RIM 706.94 SSMH

SSCO (TYP)

CONC SIDEWALK

GRASS

MAC

CONC

NPDES

LEGAL RIGHT-OF-WAY LINE

LEGAL RIGHT-OF-WAY LINE

5.2 MILES TO SR 0997

SEE SHEET 9

SEE SHEET 11

1 STO
STUCC

CONC SIDEWAL

STAGE 1

0 25 50 FEET

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No.PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	9 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

- ROCK CONSTRUCTION ENTRANCE
- ROLLED EROSION CONTROL PRODUCT
- WORK AREA
- SEEDING RESTORATION
- TEMPORARY ACCESS ROAD
- STAGING & STOCKPILE AREA
- TEMPORARY PROTECTIVE FENCE, ORANGE —X———X—
- COMPOST FILTER SOCK —CFS (XX)—
- LIMIT OF DISTURBANCE / NPDES BOUNDARY — LOD —NPDES -
- CONCRETE WASHOUT FACILITY
- ROCK SLOPE
- INLET FILTER BAG
- SOIL TYPE HcB
- CUT LINE ---------C----
- FILL LINE ———F———
- SOIL TYPE LINE
- TEMPORARY CUT LINE ---------TC----
- TEMPORARY FILL LINE ———TF———

SEE SHEET 8

SEE SHEET 10

SEE SHEET 11

UhB

Uu

HcB

TEMPORARY CONSTRUCTION EASEMENT

NORFOLK SOUTHERN RAILWAY COMPANY

AERIAL EASEMENT

LEGAL SLOPE EASEMENT LINE

LEGAL RIGHT-OF-WAY LINE

SURVEY & CONSTR ℄ SR 0011 N49°04'46"E

CONSTR ℄ TEMPORARY ACCESS ROAD 4

CONSTR ℄ TEMPORARY ACCESS ROAD 3

SR 0011 (WEST KING STREET)

SHIPPENSBURG BOROUGH

SOUTHAMPTON TOWNSHIP

4" PVC

4" COATED STEEL

8" WATER (QL-C)

POI-3

POI-4

NOT IN USE NO#

GUY

SSCO

SSMH

WELL

I STORY STUCCO

2 STORY BLOCK

1 STORY FRAME

1 STORY BLOCK

BILCO DOOR

WOODEN STAIRS TO 2ND FLOOR

SHRUBS (TYP)

DELIVERY PARKING

PLANTER

RIPRAP

GRAVEL

GRASS

WOODS

MAC

CONC

CONC SIDEWALK

SIDEWALK

STAGE 1

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE090624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	10 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

ROCK CONSTRUCTION ENTRANCE

TEMPORARY ACCESS ROAD

ROLLED EROSION CONTROL PRODUCT

STAGING & STOCKPILE AREA

SEEDING RESTORATION

WORK AREA

INLET FILTER BAG ⊠

COMPOST FILTER SOCK —CFS (XX)—

LIMIT OF DISTURBANCE / NPDES BOUNDARY —LOD —NPDES -

CONCRETE WASHOUT FACILITY

TEMPORARY PROTECTIVE FENCE, ORANGE -X———X-

SOIL TYPE HcB

CUT LINE --------C--------

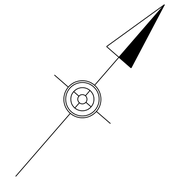
FILL LINE ——— F ———

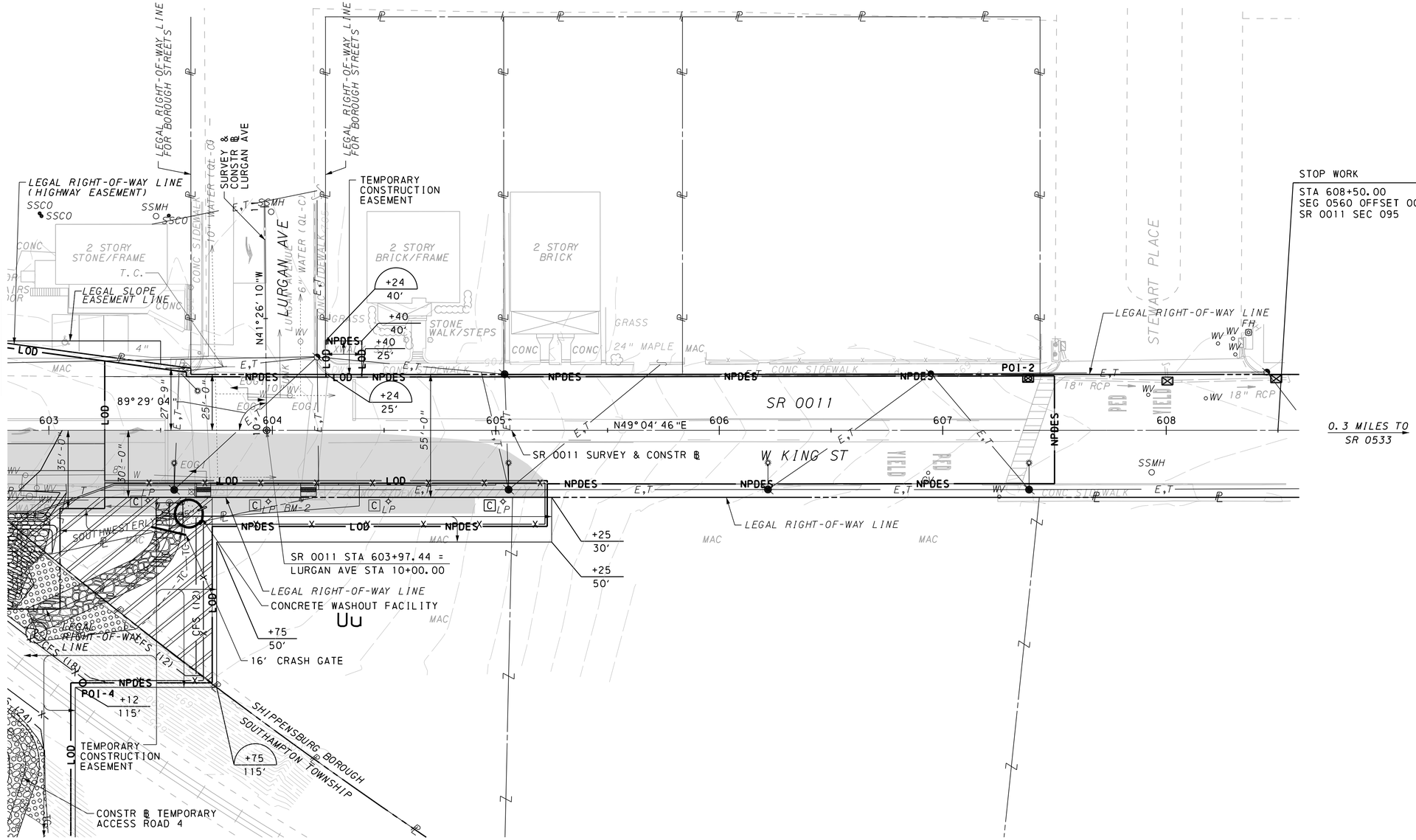
SOIL TYPE LINE

ROCK SLOPE

TEMPORARY CUT LINE -------TC----

TEMPORARY FILL LINE ——— TF ———





STOP WORK
STA 608+50.00
SEG 0560 OFFSET 0061
SR 0011 SEC 095

LIMIT OF WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

STAGE 1

0 25 50 FEET

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No. PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	11 OF 15
SOUTHAMPTON TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

ROCK CONSTRUCTION ENTRANCE

ROLLED EROSION CONTROL PRODUCT

SEEDING RESTORATION

TEMPORARY ACCESS ROAD

STAGING & STOCKPILE AREA

WORK AREA

COMPOST FILTER SOCK —CFS (XX)—

LIMIT OF DISTURBANCE / NPDES BOUNDARY —LOD —NPDES-

CONCRETE WASHOUT FACILITY

TEMPORARY PROTECTIVE FENCE, ORANGE -X———X-

TEMPORARY CUT LINE -------TC--------

TEMPORARY FILL LINE ——— TF ———

SOIL TYPE HcB

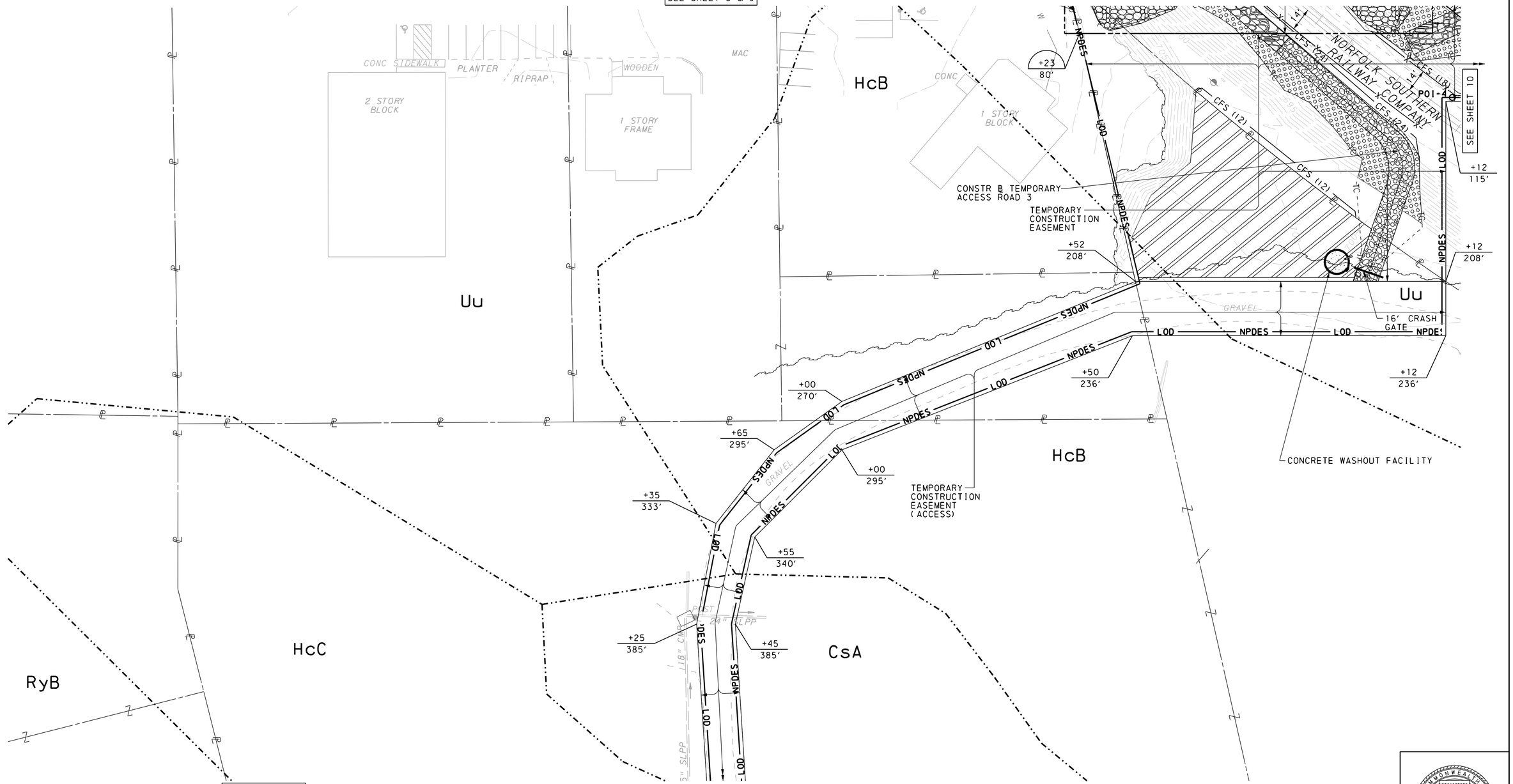
CUT LINE -------C--------

FILL LINE ——— F ———

SOIL TYPE LINE

ROCK SLOPE

SEE SHEET 8 & 9



STAGE 1

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No.PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	12 OF 15
SOUTHAMPTON TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

ROCK CONSTRUCTION ENTRANCE

ROLLED EROSION CONTROL PRODUCT

SEEDING RESTORATION

TEMPORARY ACCESS ROAD

STAGING & STOCKPILE AREA

WORK AREA

COMPOST FILTER SOCK —CFS (XX)—

LIMIT OF DISTURBANCE / NPDES BOUNDARY —LOD —NPDES-

CONCRETE WASHOUT FACILITY

TEMPORARY CUT LINE —TC—

TEMPORARY FILL LINE —TF—

SOIL TYPE HcB

CUT LINE —C—

FILL LINE —F—

SOIL TYPE LINE

ROCK SLOPE

SEE SHEET 11

RyB

HcC

CsA

LEGAL RIGHT-OF-WAY LINE

LEGAL RIGHT-OF-WAY LINE

PARK HEIGHTS AVENUE

RED OAK LANE

GAS MARKER

GAS MARKER

SSCO

WV SSCO

SSMH

SSMH

RIPRAP

MAC

15" RCP

GRAVEL

GUY

LP

+95 772′

+88 753′

+79 772′

+85 797′

+95 797′

+88 778′

+00 720′

+15 670′

+36 690′

+40 620′

+62 650′

+65 704′

TEMPORARY CONSTRUCTION EASEMENT (ACCESS)

LOD NPDES

STAGE 1

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	13 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

ROCK CONSTRUCTION ENTRANCE

ROLLED EROSION CONTROL PRODUCT

SEEDING RESTORATION

TEMPORARY ACCESS ROAD

STAGING & STOCKPILE AREA

WORK AREA

COMPOST FILTER SOCK —CFS (XX)—

LIMIT OF DISTURBANCE / NPDES BOUNDARY —LOD—NPDES-

INLET FILTER BAG

CONCRETE WASHOUT FACILITY

TEMPORARY PROTECTIVE FENCE, ORANGE —X———X—

TEMPORARY CUT LINE ------TC------

TEMPORARY FILL LINE ——TF——

SOIL TYPE HcB

CUT LINE ------C------

FILL LINE ——F——

SOIL TYPE LINE

ROCK SLOPE

LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

START WORK
STA 592+36.00
SEG 0540 OFFSET 3220
SR 0011 SEC 095

UhB

Uu

PARK PLACE

PI STA 591+26.12

STA 592+36.00
BEGIN MILL & OVERLAY

EASTERLY 120'

S49°41'28"W 150'

N49°04'46"E

SR 0011 (WEST KING STREET)

SR 0011 SURVEY & CONSTR ℄

591 592 593 594 595

NPDES

POI-1

RIM 710.86 SSMH
RIM 711.00
SSMH

RIM 708.59 SSMH

RIM 706.94 SSMH

SSCO (TYP)

CONC SIDEWALK

GRASS

MAC

CONC

SDMH

LEGAL RIGHT-OF-WAY LINE

LEGAL RIGHT-OF-WAY LINE

1 STO
STUCC

CONC SIDEWAL

SEE SHEET 14

STAGE 2

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No.PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	14 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

ROCK CONSTRUCTION ENTRANCE

ROLLED EROSION CONTROL PRODUCT

SEEDING RESTORATION

TEMPORARY ACCESS ROAD

STAGING & STOCKPILE AREA

WORK AREA

COMPOST FILTER SOCK —CFS (XX)—

LIMIT OF DISTURBANCE / NPDES BOUNDARY — LOD — NPDES -

INLET FILTER BAG

CONCRETE WASHOUT FACILITY

TEMPORARY PROTECTIVE FENCE, ORANGE -X———X-

TEMPORARY CUT LINE ------- TC -------

TEMPORARY FILL LINE ——— TF ———

SOIL TYPE HcB

CUT LINE ------- C -------

FILL LINE ——— F ———

SOIL TYPE LINE

ROCK SLOPE

CONSTR & TEMPORARY ACCESS ROAD 2

CONSTR & TEMPORARY ACCESS ROAD 1

TEMPORARY CONSTRUCTION EASEMENT

16' CRASH GATE

CONCRETE WASHOUT FACILITY

NOT IN USE NO#

POI-3

POI-4

NORFOLK SOUTHERN RAILWAY COMPANY

ICKES AVENUE

LEGAL RIGHT-OF-WAY LINE

LEGAL SLOPE EASEMENT LINE

LEGAL RIGHT-OF-WAY LINE

STA 599+75.00 BEGIN FULL DEPTH PAVEMENT RECONSTRUCTION END MILL & OVERLAY

SURVEY & CONSTR & SR 0011

SHIPPENSBURG BOROUGH

SOUTHAMPTON TOWNSHIP

SR 0011 (WEST KING STREET)

N49°04'46"E

4" PVC

4" COATED STEEL

8" WATER (QL-C)

UhB

Uu

HcB

SEE SHEET 13

SEE SHEET 15

STAGE 2

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	15 OF 15
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

ROCK CONSTRUCTION ENTRANCE

ROLLED EROSION CONTROL PRODUCT

SEEDING RESTORATION

TEMPORARY ACCESS ROAD

STAGING & STOCKPILE AREA

WORK AREA

LEGEND

COMPOST FILTER SOCK —CFS (XX)—

LIMIT OF DISTURBANCE / NPDES BOUNDARY —LOD —NPDES -

INLET FILTER BAG

CONCRETE WASHOUT FACILITY

TEMPORARY PROTECTIVE FENCE, ORANGE —X———X—

TEMPORARY CUT LINE -------TC--------

TEMPORARY FILL LINE ——— TF ———

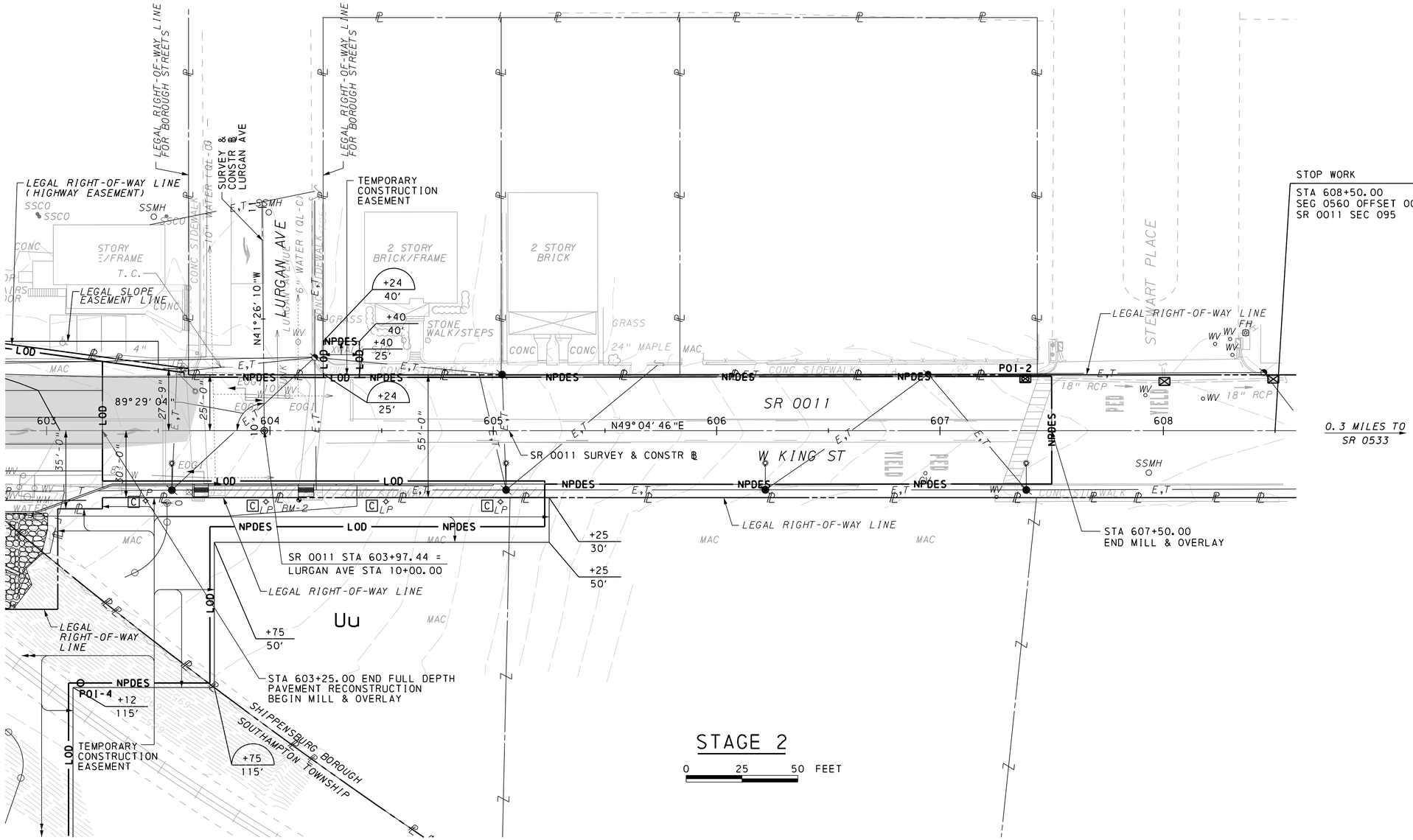
SOIL TYPE HcB

CUT LINE --------C--------

FILL LINE ———F———

SOIL TYPE LINE

ROCK SLOPE



STOP WORK
STA 608+50.00
SEG 0560 OFFSET 0061
SR 0011 SEC 095

LIMIT OF WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

STAGE 2

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

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WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY

SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP, FRANKLIN COUNTY, PA

PA ONE CALL UNDERGROUND UTILITY PROTECTION ACT

PURSUANT TO THE PROVISIONS OF ACT NO. 287 OF 1974, AS AMENDED BY ACT 187 OF 1996, ACT 181 OF 2006, ACT 160 OF 2016 AND ACT 50 OF 2017 OF THE PENNSYLVANIA STATE LEGISLATURE, RETTEW ASSOCIATES, INC. HAS PERFORMED THE FOLLOWING IN PREPARING THESE DRAWINGS REQUIRING EXCAVATION OR DEMOLITION WORK AT SITES WITHIN THE POLITICAL SUBDIVISION(S) SHOWN ON THE DRAWINGS:

1. PURSUANT TO SECTION 4, CLAUSE (2) OF SAID ACT, RETTEW ASSOCIATES, INC. REQUESTED FROM EACH FACILITY OWNER DESIGNATED ON SUCH LIST PROVIDED BY THE ONE CALL SYSTEM NOTIFICATION, THE INFORMATION PRESCRIBED BY SECTION 2, CLAUSE (4) OF SAID ACT, NOT LESS THAN TEN (10) NOR MORE THAN NINETY (90) BUSINESS DAYS BEFORE FINAL DESIGN IS TO BE COMPLETED.

2. PURSUANT TO SECTION 4, CLAUSE (5) OF SAID ACT, RETTEW ASSOCIATES, INC. HAS MET THEIR OBLIGATIONS OF CLAUSE (2) BY CALLING THE PENNSYLVANIA ONE CALL SYSTEM SERVING THE LOCATION WHERE THE WORK IS TO BE PERFORMED, AND SHOWING THE ASSOCIATED SERIAL NUMBER(S) ON THIS/THESE DRAWING(S).

3. PURSUANT TO SECTION 4, CLAUSE (3) OF SAID ACT, RETTEW ASSOCIATES, INC. HAS SHOWN UPON THIS/THESE DRAWING(S) THE POSITION AND TYPE OF EACH FACILITY, AS DERIVED PURSUANT TO THE REQUEST MADE AS REQUIRED BY CLAUSE (2),

4. PURSUANT TO SECTION 4, CLAUSE (5) OF SAID ACT, RETTEW ASSOCIATES, INC. HAS SHOWN UPON THIS/THESE DRAWING(S) THE TOLL-FREE NUMBER FOR THE ONE CALL SYSTEM AND THE SERIAL NUMBER(S) FOR THE ASSOCIATED ONE CALL SYSTEM NOTIFICATION(S),

ADDITIONALLY, RETTEW ASSOCIATES, INC. DOES NOT MAKE ANY REPRESENTATION, WARRANTY, ASSURANCE OR GUARANTEE THAT THE INFORMATION RECEIVED PURSUANT TO SAID REQUEST, AND AS REFLECTED ON THIS/THESE DRAWING(S), IS CORRECT OR ACCURATE. INFORMATION REFLECTED ON THIS/THESE DRAWING(S) IS SHOWN AS REQUIRED BY SAID ACT NO. 160 OF 2016, AND AS PROVIDED BY THE FACILITY OWNER PURSUANT TO SECTION 2, CLAUSE (4) OF SAID ACT.

DATE: 01/16/23

ONE CALL SYSTEM SERIAL NUMBER:

SOUTHAMPTON TWP– 20230161607

SHIPPENSBURG BOROUGH– 20230161608

Pennsylvania811
A Privately funded non-profit Pennsylvania Corporation

1-800-242-1776

CALL BEFORE YOU DIG!
PENNSYLVANIA LAW REQUIRES THREE (3) WORKING DAYS NOTICE FOR CONSTRCTION PHASE AND TEN (10) WORKING DAYS IN DESIGN STAGE - STOP CALL

IT IS THE CLIENT'S RESPONSIBILITY TO NOTIFY RETTEW NO LESS THAN 10 DAYS AND NO MORE THAN 90 DAYS PRIOR TO THE CONSTRUCTION BEGIN DATE. THIS NOTIFICATION WILL ALLOW US TO UPDATE THE PA811 ONE CALL TICKETS ASSOCIATED WITH THIS PROJECT, WHICH IS A REQUIREMENT UNDER ACT 287.

LIST OF UTILITIES

COMPANY: COMCAST CABLE COMMUNICATIONS MANAGEMENT, LLC
ADDRESS: 339 BALTIMORE STREET
SHIPPENSBURG, PA 17257
CONTACT: STUART SIPES
PHONE: 717–477–5978
EMAIL: STUART_SIPESO@COMCAST.COM

COMPANY: PENNSYLVANIA ELECTRIC COMPANY
ADDRESS: 21 SOUTH MAIN STREET
AKRON, OH 44308
CONTACT: TIM FRYE
PHONE: 814–949–4652
EMAIL: TFRYE@FIRSTENERGYCORP.COM

COMPANY: CROWN CASTLE FIBER
ADDRESS: 3200 HORIZON DRIVE, SUITE 150
KING OF PRUSSIA, PA 19406
CONTACT: JEFFREY BRACKEN
PHONE: 484–903–4024
EMAIL: JEFFREY.BRACKEN@CROWNCASTLE.COM

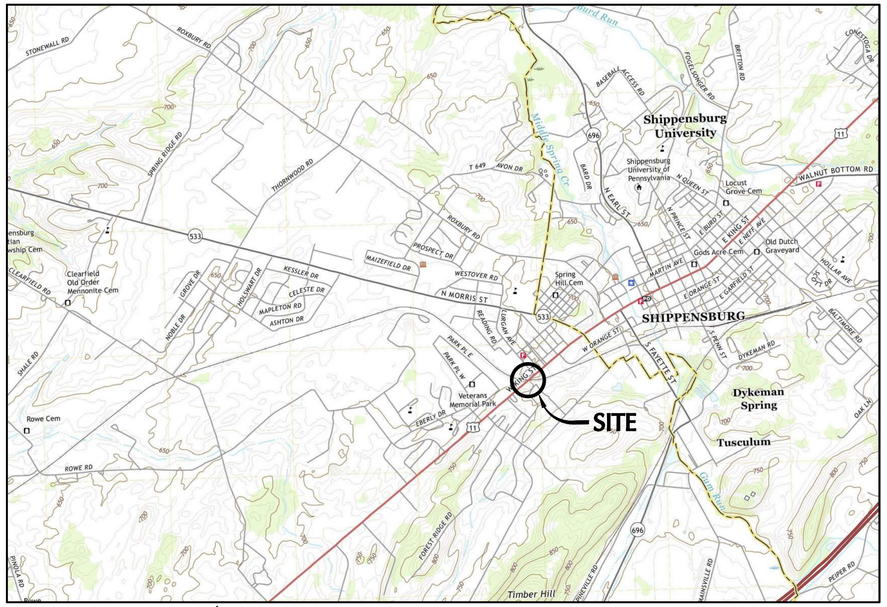
COMPANY: SHIPPENSBURG BOROUGH AUTHORITY
ADDRESS: 111 N FAYETTE STREET
P.O. BOX 129
SHIPPENSBURG, PA 17257
CONTACT: PATRICK ROCKWELL
PHONE: 717–977–2032
EMAIL: PROCKWELL@SHIPPENSBURG.PA.US

COMPANY: BRIGHTSPEED
ADDRESS: 1765 WEST TRINDLE ROAD,
CARLISLE, PA 17015
CONTACT: ADAM CUBBEDGE
PHONE: 717–254–4926
EMAIL: ADAM.CUBBEDGE1@BRIGHTSPEED.COM

COMPANY: ZAYO BANDWIDTH
ADDRESS: 800 CABIN HILL DRIVE,
GREENSBURG, PA 15601
CONTACT: JOHN LYNCH
PHONE: 724–972–5667
EMAIL: JOHN.LYNCH@ZAYO.COM

COMPANY: UGI UTILITIES, INC.
ADDRESS: 1301 AIP DRIVE
MIDDLETOWN, PA 17057
CONTACT: STEVE BATEMAN
PHONE: 610–807–3174
EMAIL: SBATEMAN@UGI.COM

COMPANY: CUMBERLAND FRANKLIN JT MUNICIPAL AUTHORITY
ADDRESS: 204 WEST KING STREET
SHIPPENSBURG, PA 17257
CONTACT: DWAIN KOSER
PHONE: 717–532–6949



SHIPPENSBURG, PA USGS 7.5' TOPOGRAPHIC QUADRANGLE

SITE LOCATION MAP
SCALE: 1" = 2000'

JUNE 2024

DRAWING INDEX

DWG. NO.	TITLE
GENERAL	
G001	COVER SHEET
G002	NOTES AND LEGEND
EXISTING CONDITIONS	
C001	DEMOLITION PLAN
PROPOSED CONSTRUCTION	
C100	WATER LINE PLAN
C101	WATER LINE PLAN II
DETAILS	
C200	WATER LINE DETAILS
C201	WATER LINE DETAILS

NO.	DATE	REVISION
H	6/19/24	REV. FOR PLAN SET UPDATE
G	3/15/24	REV. FOR WATERLINE UPDATE
F	1/4/24	REV. FOR WATERLINE UPDATE
E	10/13/23	REV. FOR WATERLINE RELOCATION
D	8/3/23	REV. UTILITY NOTE.
C	4/17/23	ISSUED FOR PENNDOT REVIEW
B	4/4/23	FINAL DESIGN – ISSUED FOR QC
A	2/25/23	PRELIMINARY DESIGN

FOR RETTEW ASSOCIATES BY:

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL ENGINEER
PE077503

MANAGER: BRYAN PANTHER
DESIGN BY: DLH | CHKD BY: MAA
DRAWN BY: ELN | CHKD BY: MAA
SURV. CHIEF: | FIELDBOOK NO.: DAN DILLOW

CLIENT
SHIPPENSBURG BOROUGH AUTHORITY
111 NORTH FAYETTE STREET
P.O. BOX 129
SHIPPENSBURG, PA 17257
717–532–2147

NTS

RETTEW
RETTEW Associates, Inc.
3020 Columbia Avenue, Lancaster, PA 17603
Phone (800) 738-8395
Email: rettew@rettew.com
Website: www.rettew.com
Engineers • Planners • Surveyors • Landscape Architects
Environmental Consultants

WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY
COVER SHEET
FRANKLIN COUNTY, PA
SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP

DATE: DECEMBER 2023
DRAWING NO. G001
PROJECT NO. 051872112

C:_RettewVaultWIP\051872112-King St Bridge Repl\Sheets\EE\051872112-EE-COVR-SHEET.dwg, 6/19/2024 3:38:48 PM

GENERAL NOTES

1. PRIOR TO THE START OF CONSTRUCTION, INFORM ALL AREA UTILITY COMPANIES OF PLANNED CONSTRUCTION IN ACCORDANCE WITH THE PENNSYLVANIA ACT 181 REQUIREMENTS.

2. CONTACT THE PA ONE CALL SYSTEM AT 1–800–242–1776 THREE WORKING DAYS BEFORE EXCAVATION BEGINS FOR FIELD LOCATION OF FACILITIES.

3. THE PROJECT DRAWINGS ARE GENERALLY DIAGRAMMATIC IN INDICATING THE PRESENCE OF EXISTING UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAKE EVERY REASONABLE ATTEMPT TO LOCATE ALL UTILITY LINES PRIOR TO COMMENCING WITH THE EXCAVATION OF ANY AFFECTED AREA. WHEN THE UTILITIES ARE TO BE LEFT IN PLACE, THE CONTRACTOR SHALL PROVIDE ADEQUATE MEANS OF SUPPORT AND PROTECTION DURING THE EXCAVATION AND BACKFILLING OPERATIONS.

4. SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITIES BE UNCOVERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY FOR CLARIFICATION BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.

5. DO NOT INTERRUPT EXISTING UTILITIES SERVICING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING OCCUPIED HOURS EXCEPT WHEN SUCH INTERRUPTIONS HAVE BEEN AUTHORIZED IN WRITING BY THE OWNER OR OTHERS. INTERRUPTIONS SHALL OCCUR ONLY AFTER ACCEPTABLE TEMPORARY SERVICE HAS BEEN PROVIDED.

6. ALL WATER LINE CONSTRUCTION SHALL BE IN ACCORDANCE WITH INSTALLATION MATERIALS AND SPECIFICATIONS OF SHIPPENSBURG BOROUGH AUTHORITY (SBA).

7. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF DAMAGED OR DESTROYED LANDSCAPE.

8. ANY ADJUSTMENTS MADE BY THE CONTRACTOR TO THE LINE AND GRADE OF ANY WATER LINE SHOWN ON THE CONTRACT DRAWINGS SHALL BE REVIEWED BY THE ENGINEER AND ANY OTHER AGENCIES HAVING JURISDICTION PRIOR TO ITS INCORPORATION INTO THE WORK.

9. UNLESS OTHERWISE INDICATED AT A SPECIFIC LOCATION, ALL FINISHED GRADES ARE TO CONFORM TO AND MATCH EXISTING GRADES.

10. OSHA REGULATIONS MAKE IT UNLAWFUL TO OPERATE CRANES, BOOMS, HOISTS, ETC. WITHIN TEN (10) FEET OF ANY ELECTRIC LINE UNDER 50 KV. IF CONTRACTOR MUST OPERATE EQUIPMENT CLOSE TO ELECTRIC LINES, CONTACT POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS.

11. THE CONTRACTOR IS ADVISED THAT PORTIONS OF THE CONSTRUCTION CORRIDOR HAVE BEEN SET TO COINCIDE WITH ROADWAY SHOULDERS AND ESTABLISHED EASEMENTS, AS APPLICABLE. THE CONTRACTOR SHALL UTILIZE PROPERLY SIZED CONSTRUCTION EQUIPMENT AND APPROPRIATE CONSTRUCTION TECHNIQUES TO REMAIN WITHIN THE CONSTRUCTION CORRIDOR AND NOT ENCROACH UPON PRIVATE PROPERTY, UNLESS AN EASEMENT HAS BEEN OBTAINED BY THE CONTRACTOR FOR SAID ACTIVITIES FROM THAT PROPERTY OWNER.

12. THE CONTRACTOR SHALL DOCUMENT PRECONSTRUCTION CONDITIONS WITH DIGITAL VIDEO ALONG THE ENTIRE ALIGNMENT ON A SUNNY DAY; REFER TO SECTION 013300–SUBMITTALS FOR FULL PRECONSTRUCTION VIDEO REQUIREMENTS.

13. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING A COPY OF ALL PERMITS RELATED TO THE CONSTRUCTION SHOWN ON THESE PLANS ON THE JOB SITE AT ALL TIMES.

14. THE CONTRACTOR SHALL NOT UNLOAD OR STORE ANY MATERIAL WHERE IT WILL INTERFERE WITH THE PROGRESS OF THE PROJECT AND/OR BRIDGE REPLACEMENT PROJECT AND/OR IMPEDE ANY OF THE SEPARATE CONTRACTORS RELATED TO THE PROJECT AND/OR BRIDGE REPLACEMENT PROJECT FROM PROCEEDING WITH THEIR WORK. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR THE SECURITY OF ALL PROJECT MATERIALS AND EQUIPMENT STORED ONSITE. THE CONTRACTOR SHALL OBTAIN AND PAY FOR AN ADDITIONAL STORAGE AREA IF REQUIRED TO PERFORM THE WORK.

15. THE CONTRACTOR WILL BE WORKING IN CLOSE PROXIMITY TO EXISTING STRUCTURES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT EXISTING STRUCTURES.

16. ANY CONSTRUCTION ENTRANCES FROM STAGING AREAS ONTO STATE ROADS WILL REQUIRE THE CONTRACTOR TO ACQUIRE A SUPPLEMENTAL PENNDOT PERMIT.

17. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK ZONE TRAFFIC SAFETY AS MANDATED BY PENNDOT, OSHA, SBA, OR OTHER AGENCIES.

    A. CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN FOR ALL PHASES OF CONSTRUCTION.

18. CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING SBA 10 WORKING DAYS PRIOR TO THE START OF CONSTRUCTON.

19. CONTRACTOR SHALL TEST PIT ALL WATER LINE CROSSINGS OF UTILITIES, PIPES, AND OTHER OBSTRUCTIONS TO VERIFY LOCATION AND DEPTH PRIOR TO COMMENCING WORK. ADJUSTMENT OF THE WATER LINE DEPTH TO PROVIDE THE MINIMUM REQUIRED CLEARANCES SHALL BE CONSIDERED PART OF THE BID UNIT PRICES.

20. DAMAGED PAVEMENT OUTSIDE OF THE AREAS IDENTIFIED ON THE DRAWINGS TO BE REPLACED SHALL BE REPAIRED TO THE SATISFACTION OF THE BOROUGH OR PENNDOT AT NO ADDITIONAL COST TO THE OWNER.

21. WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SEWER, SEPTIC TANK OR SOIL TREATMENT SYSTEM. THE DISTANCE SHALL BE MEASURED EDGE–TO–EDGE.

22. IN CASES WHERE IT IS NOT PRACTICAL TO MAINTAIN 10–FOOT SEPARATION, THE WATER MAIN SHALL BE LAID IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER.

23. WHENEVER WATER MAINS MUST CROSS BUILDING DRAINS, STORM DRAINS OR SANITARY SEWERS, THE WATER MAIN SHALL BE LAID AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS 18 INCHES ABOVE THE TOP OF THE DRAIN OR SEWER. THIS VERTICAL SEPARATION SHALL BE MAINTAINED FOR THE PORTION OF THE WATER MAIN LOCATED WITHIN 10 FEET HORIZONTALLY OF ANY SEWER OR DRAIN IT CROSSES. THE 10 FEET IS TO BE MEASURED AS A PERPENDICULAR DISTANCE FROM THE DRAIN OR SEWER LINE TO THE WATER LINE. AT CROSSINGS, ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. PROVIDE ADEQUATE SUPPORT FOR THE WATER LINE AT ALL CROSSINGS.

24. WHEN IT IS IMPOSSIBLE TO OBTAIN THE PROPER HORIZONTAL AND VERTICAL SEPARATION AS STIPULATED ABOVE, BOTH THE WATER MAIN AND SEWER LINE SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE HAVING MECHANICAL JOINTS.

25. WHERE WATER MAINS MUST CROSS UNDER A SEWER, ADDITIONAL PROTECTION SHALL BE PROVIDED BY:

    A. A VERTICAL SEPARATION OF AT LEAST 18 INCHES BETWEEN THE BOTTOM OF THE SEWER AND THE TOP OF THE WATER LINE.
    B. ADEQUATE STRUCTURAL SUPPORT FOR THE SEWERS TO PREVENT EXCESSIVE DEFLECTION OF THE JOINTS AND THE SETTLING ON AND BREAKING OF THE WATER LINE.
    C. A FULL LENGTH OF THE WATER LINE PIPE SHALL BE CENTERED AT THE POINT OF THE CROSSING SO THAT THE JOINTS SHALL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE SEWER.

26. THE CONTRACTOR SHALL OBTAIN ANY ADDITIONAL REQUIRED BOROUGH STREET OR PENNDOT HIGHWAY OCCUPANCY PERMITS BEYOND THESE PERMITS OBTAINED BY THE OWNER.

27. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EASEMENTS AND STREET RIGHT–OF–WAYS, AND SHALL INSTALL THE PROPOSED WATER LINE WITHIN THE EASEMENTS. THE DISTURBED AREA SHALL BE CONFINED TO THE EASEMENTS AND THE RIGHTS–OF–WAY THROUGHOUT THE DURATION OF THE CONSTRUCTION.

28. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING A COPY OF THE PENNDOT HIGHWAY OCCUPANCY PERMIT (HOP) AND SHIPPENSBURG BOROUGH PERMIT ON THE JOB SITE AT ALL TIMES. THE CONTRACTOR SHALL CONFORM TO ALL CONDITIONS OF THE PERMIT.

29. CONTRACTOR SHALL PAY ALL COSTS ASSOCIATED WITH THE RESIDENT PROJECT REPRESENTATIVE'S TIME AND TRAVEL IN THE EVENT THAT A SCHEDULED TEST OR SITE VISIT IS CANCELED BY THE CONTRACTOR WITHOUT ADVANCE NOTIFICATION TO THE RESIDENT PROJECT REPRESENTATIVE BY 6:00 PM OF THE PREVIOUS WORK DAY.

30. ALL WORK SHALL CONFORM TO THE BRIDGE CONTRACT EROSION AND SEDIMENT CONTROL REQUIREMENTS.

31. MATERIAL EXCAVATED FROM THE PIPE TRENCH MUST BE REMOVED FROM THE SITE. THIS MATERIAL MAY NOT BE STORED AT THE SITE.

32. PAVED AND CONCRETE AREAS SHALL BE BRUSHED CLEAN AT THE END OF EACH DAYS WORK TO REMOVE ALL SOIL.

33. DISTURBED AREAS OUTSIDE OF THE PAVEMENT SHALL BE RESTORED WITHIN 3 DAYS OF THE COMPLETION OF THE WORK IN EACH AREA.

34. DEMOLITION SHALL BE COMPLETED PRIOR TO WATER MAIN IMPROVEMENTS/REPLACEMENT.

35. WATER MAIN IMPROVEMENTS SOUTH OF THE BRIDGE SHALL COMMENCE PRIOR TO STAGE 1 BRIDGE CONSTRUCTION.

36. WATER MAIN IMPROVEMENTS NORTH OF THE BRIDGE, INCLUDING THE PROPOSED PRV VAULT, SHALL COMMENCE AT THE END OF STAGE 1 BRIDGE CONSTRUCTION TO AVOID POTENTIAL DAMAGE TO THOSE FACILITIES DURING BRIDGE CONSTRUCTION.

ITEM 8800-1000 WATERLINE RELOCATION (LUMP SUM) FOR INFORMATION ONLY

QUANTITY	UNIT	ITEM
60	LF	10" DI WATER LINE
80	LF	8" DI WATER LINE
100	LF	6" DI WATER LINE
80	LF	1" COPPER SERVICE LINE
3	EA	10" GATE VALVE
1	EA	8" GATE VALVE
1	EA	6" GATE VALVE
2	EA	2" BLOW OFF ASSEMBLY
1	EA	8" DI PLUG W/ 2" NPT TAP
1	EA	6" DI PLUG W/ 2" NPT TAP
3	EA	FOSTER ADAPTER
4	EA	10" MECHANICAL RESTRAINT - MEGALUG
2	EA	10" ALPHA JOINT RESTRAINT - ROMAC
1	EA	8" MECHANICAL RESTRAINT - MEGALUG
1	EA	8"X10" REDUCER
1	EA	10"X10" TEE
2	EA	6" DI 22.5 DEGREE BEND
1	EA	CORPORATION STOP - BRASS
1	EA	CURB STOP - BRASS
1	EA	METER PIT, HDPE, 18"X36"
1	EA	METER PIT COVER, 18"
1	EA	COPPERSETTER - COPPER
1	LS	DEMOLISH 10" WATER LINE AND APPURTENANCES
1	LS	DEMOLISH 8" WATER LINE AND APPURTENANCES
1	LS	DEMOLISH 6" WATER LINE AND APPURTENANCES
1	LS	DEMOLISH 1" WATER LINE AND APPURTENANCES
1	LS	CONNECT TO EXISTING 6" WATER LINE
1	LS	CONNECT TO EXISTING 10" WATER LINE
1	LS	DEMOLISH PRV VAULT, PIPING AND APPURTENANCES

*NOTE: ALL MATERIALS TO BE SUPPLIED BY AND INSTALLED BY THE CONTRACTOR

LEGEND

- EXISTING UTILITY LINE/POLE — OE/T
- EXISTING GAS LINE/GATE VALVE & BOX — G GV
- EXISTING WATERLINE/VALVE — W
- EXISTING WATERLINE (TO BE DEMOLISHED) — W
- EXISTING WATER VALVE (TO BE DEMOLISHED) — WV
- EXISTING WATER VAULT (TO BE DEMOLISHED)
- EXISTING CONTOUR — 300
- EXISTING ADJOINERS/PROPERTY LINE
- EXISTING OVERHEAD ELECTRICAL — OE
- EXISTING OVERHEAD TELEPHONE/CABLE — OT/OC
- EXISTING EASEMENT LINE
- EXISTING RIGHT–OF–WAY LINE
- EXISTING CENTERLINE
- EXISTING EDGE OF PAVEMENT
- EXISTING CURB
- EXISTING WOODS LINE
- EXISTING LIGHT POLE
- EXISTING MAIL BOX
- EXISTING SIGN
- BENCH MARK
- PROPOSED WATERLINE — W
- EXISTING WATER VALVE TO BE CLOSED — WV
- PROPOSED WATER VALVE — WV
- PROPOSED WATER VAULT
- PROPOSED METER BOX

ABBREVIATIONS

AWWA = AMERICAN WATER WORKS ASSOCIATION
BV = BUTTERFLY VALVE
CE = CONSTRUCTION EASEMENT
CO = CLEANOUT
DEP = DEPARTMENT OF ENVIRONMENTAL PROTECTION
DI = DUCTILE IRON
DIA = DIAMETER
DIP = DUCTILE IRON PIPE
EL = ELEVATION
EP = EDGE OF PAVEMENT
EX = EXISTING
EXIST = EXISTING
E&SC = EROSION AND SEDIMENTATION CONTROL
GR = GRADE
GV = GATE VALVE
H = HORIZONTAL
HDPE = HIGH DENSITY POLYETHYLENE PIPE
HOP = HIGHWAY OCCUPANCY PERMIT
ID = INSIDE DIAMETER
INV = INVERT
IE = INVERT ELEVATION
PVC = POLYVINYL CHLORIDE PIPE
MAX = MAXIMUM
MIN = MINIMUM
MJ = MECHANICAL JOINT
OAE = OR APPROVED EQUAL
OD= OUTSIDE DIAMETER
OSHA = OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION
RED = REDUCER
R/W = RIGHT–OF–WAY
ROW = RIGHT–OF–WAY
SBA = SHIPPENSBURG BOROUGH AUTHORITY
STA = STATION
STD = STANDARD
TYP = TYPICAL
UE = UTILITY EASEMENT
V = VERTICAL
W = WATER LINE
WV = WATER VALVE

NO.	DATE	REVISION
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E	10/13/23	REV. FOR WATERLINE RELOCATION
D	8/3/23	REV. UTILITY NOTE.
C	4/17/23	ISSUED FOR PENNDOT REVIEW
B	4/4/23	FINAL DESIGN – ISSUED FOR QC
A	2/25/23	PRELIMINARY DESIGN

FOR RETTEW ASSOCIATES BY:

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ENGINEER — PE077503

MANAGER: BRYAN PANTHER
DESIGN BY: DLH | CHKD BY: MAA
DRAWN BY: ELN | CHKD BY: MAA
SURV. CHIEF: | FIELDBOOK NO. | DATA COLLECTOR

CLIENT
SHIPPENSBURG BOROUGH AUTHORITY
111 NORTH FAYETTE STREET
P.O. BOX 129
SHIPPENSBURG, PA 17257
717–532–2147

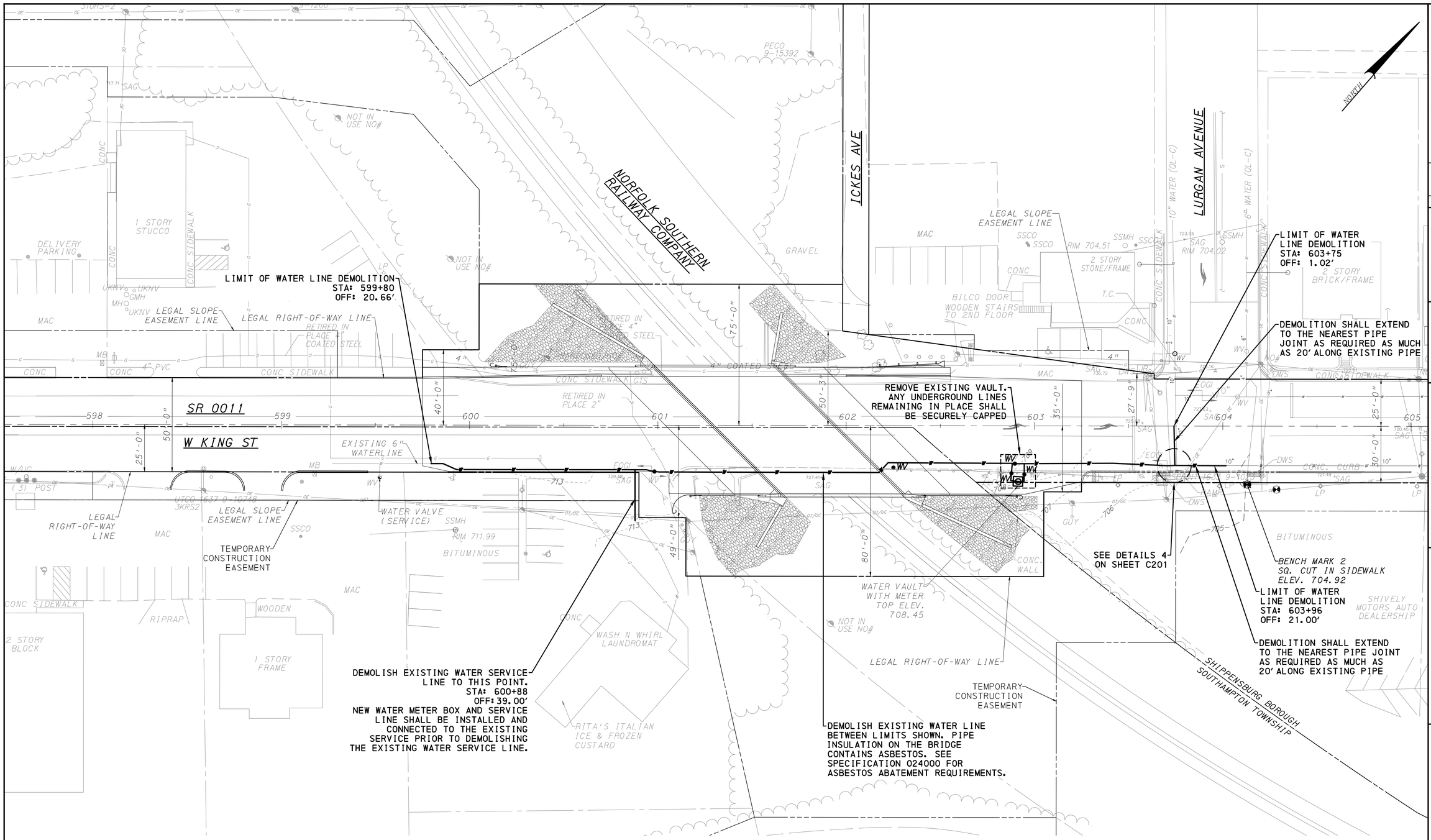
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WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY
NOTES AND LEGEND
SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP
FRANKLIN COUNTY, PA

DATE: DECEMBER 2023
DRAWING NO. G002
PROJECT NO. 051872112

C:\Active\Shutt\MP\051872112-Ship St Bridge\Repl Sheets\EE\051872112-EE-COVR-SHEET.dwg



NOTE:

ALL WATER LINE COMPONENTS ATTACHED TO EXISTING BRIDGE SHALL BE REMOVED AND DISPOSED OF PER SPECIFICATION 024000. UNDERGROUND COMPONENTS OF DEMOLISHED WATERLINE AS SHOWN ON THE PLAN SHALL BE REMOVED AND THE TRENCH BACKFILLED AS REQUIRED BY THE PROJECT SPECIFICATIONS FOR TRENCHES UNDER ROADWAYS.

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A	2/25/23	PRELIMINARY DESIGN

C:_RettewVaultWIP\051872112-King St Bridge Repl\Sheets\EE\051872112-EE-SITE-SHEET.dwg

FOR RETTEW ASSOCIATES BY:

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL ENGINEER — PE077503

MANAGER: BRYAN PANTHER
DESIGN BY: DLH — CHK'D BY: MAA
DRAWN BY: ELN — CHK'D BY: MAA
SURV. CHIEF: — FIELDBOOK NO.: DAVA CALLOOM

CLIENT
SHIPPENSBURG BOROUGH AUTHORITY
111 NORTH FAYETTE STREET
P.O. BOX 129
SHIPPENSBURG, PA 17257
717-532-2147

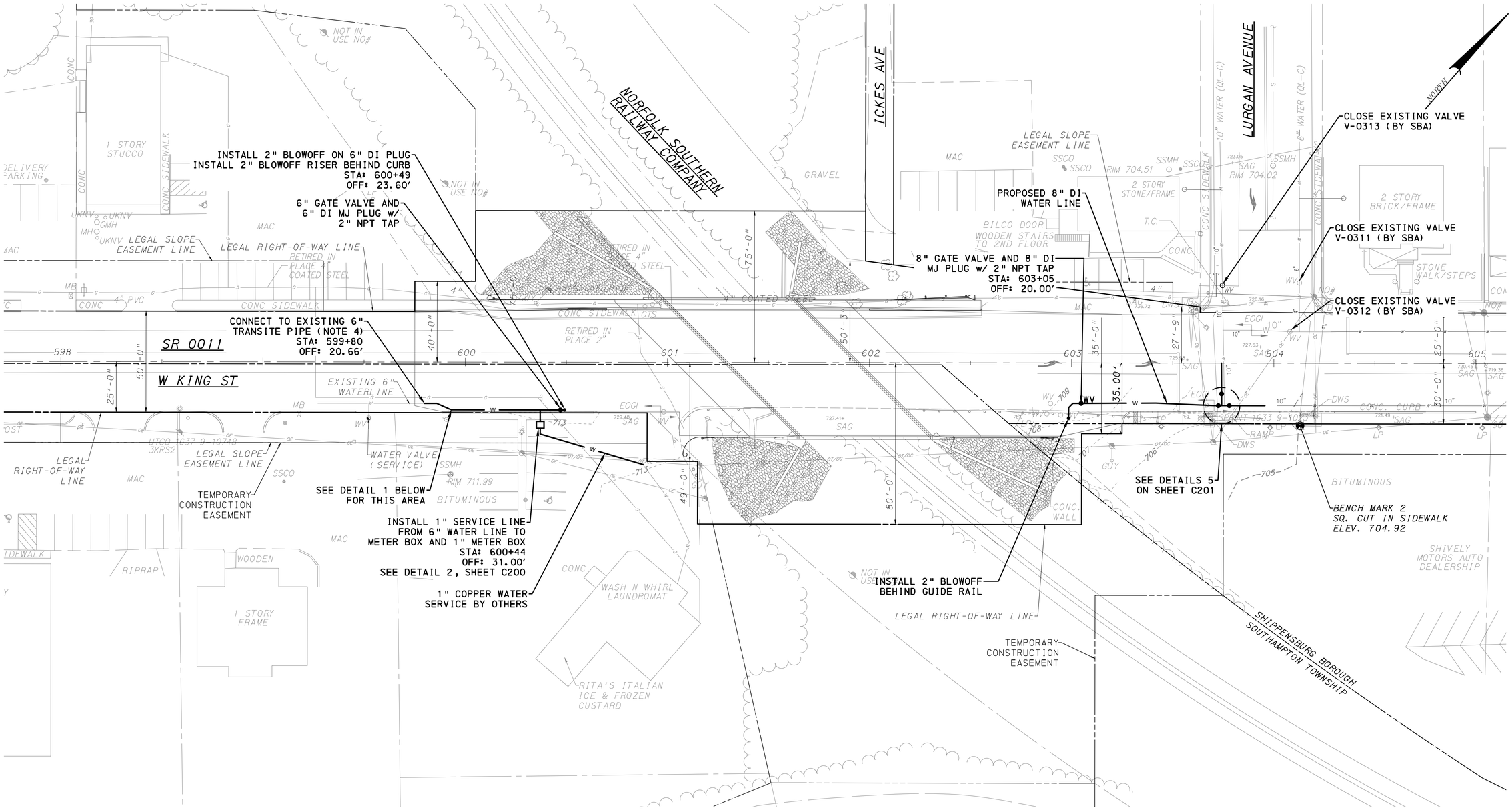
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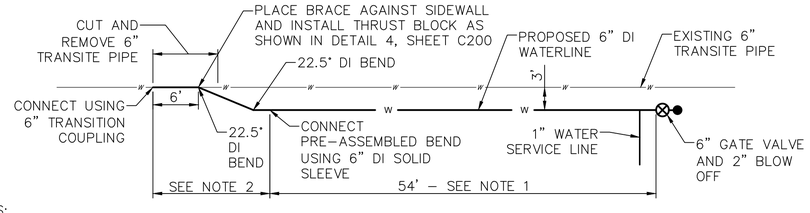
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WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY
DEMOLITION PLAN
SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP
FRANKLIN COUNTY, PA

DATE: DECEMBER 2023
DRAWING NO. C001
PROJECT NO. 051872112

C:_RettewVaultWIP\051872112-King St Bridge Repl\Sheets\EE\051872112-EE-SITE-SHEET.dwg, 6/19/2024 3:40:24 PM





NOTES:
1. INSTALL, BACKFILL, TEST AND DISINFECT THIS SECTION PRIOR TO MAKING CONNECTION TO THE EXISTING WATER LINE.
2. ASSEMBLE THIS SECTION ON THE GROUND, SWAB WITH CHLORINE SOLUTION, THEN CUT THE EXISTING PIPE, DROP IN ,AND CONNECT WITH COUPLINGS. BACKFILL ALL BUT THE AREAS IMMEDIATELY AROUND THE FITTINGS PRIOR TO PRESSURIZING.
3. THE TIME THAT THE EXISTING 6" TRANSITE WATER LINE IS OUT OF SERVICE SHALL BE MINIMIZED. THE CONTRACTOR SHALL PROVIDE A PLAN TO COMPLETE THIS WORK WHICH SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEGINNING THE WORK.
4. ALL PIPING, VALVES AND FITTINGS SHALL BE RESTRAINED JOINT

DETAIL 1 – PROPOSED WATERLINE CONNECTION

NOT TO SCALE

WATER LINE PLAN NOTES:

1. EXISTING WATER LINES VALVES NOTED ABOVE AS "CLOSE VALVE" SHALL BE UTILIZED DURING CONSTRUCTION TO ISOLATE FLOW OF WATER BY CLOSING THE DESIGNATED VALVES INTO A CLOSED POSITION.
2. CONTRACTOR TO COORDINATE WITH SBA TO OPERATE THE VALVES.
3. THE CONTRACTOR WILL BE REQUIRED TO MAKE NOTIFICATIONS TO ALL CUSTOMERS WHO WILL BE OUT OF SERVICE AS A RESULT OF THIS CLOSURE.
4. CLOSE EXISTING VALVE AT THE INTERSECTION OF PARK HEIGHTS AVE AND W KING STREET TO BE CLOSED (BY SBA). CLOSE EXISTING VALVE AT THE INTERSECTION OF HOSTETTER AVE AND W KING STREET TO BE CLOSED (BY SBA).

NO.	DATE	REVISION
H	6/19/24	REV. FOR PLAN SET UPDATE
G	3/15/24	REV. FOR WATERLINE UPDATE
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E	10/13/23	REV. FOR WATERLINE RELOCATION
D	8/3/23	REV. UTILITY NOTE.
C	4/17/23	ISSUED FOR PENNDOT REVIEW
B	4/4/23	FINAL DESIGN – ISSUED FOR QC
A	2/25/23	PRELIMINARY DESIGN

FOR RETTEW ASSOCIATES BY:

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL ENGINEER
PE077503

MANAGER: BRYAN PANTHER
DESIGN BY: DLH — CHKD BY: MAA
DRAWN BY: ELN — CHKD BY: MAA
SURV. CHIEF: — FIELDBOOK NO. / DATA COLLECTOR

CLIENT
SHIPPENSBURG BOROUGH AUTHORITY
111 NORTH FAYETTE STREET
P.O. BOX 129
SHIPPENSBURG, PA 17257
717-532-2147

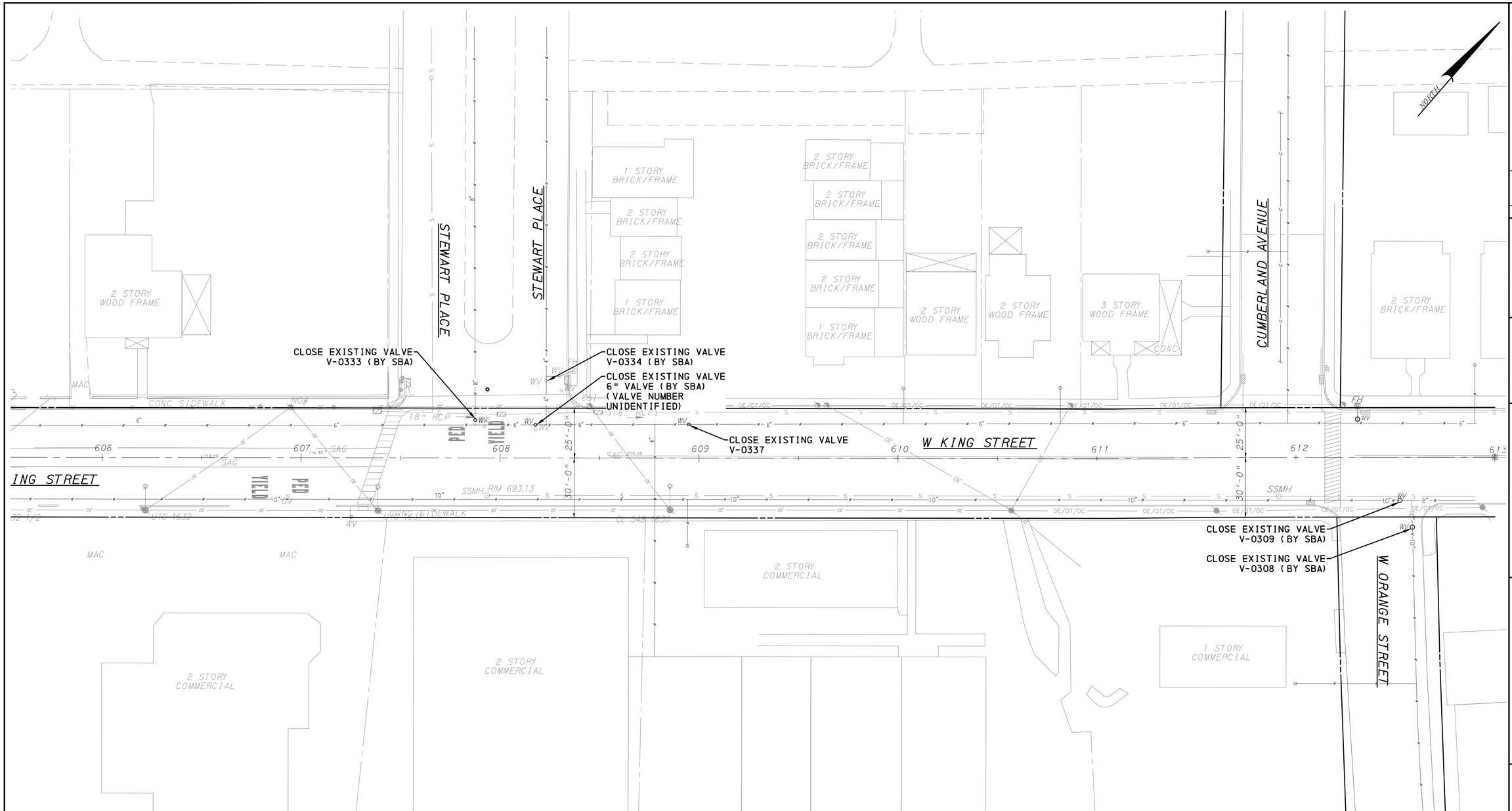
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WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY
WATER LINE PLAN
SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP
FRANKLIN COUNTY, PA

DATE: DECEMBER 2023
DRAWING NO. C100
PROJECT NO. 051872112

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WATER LINE PLAN NOTES:

1. EXISTING WATER LINES VALVES NOTED ABOVE AS "CLOSE VALVE" SHALL BE UTILIZED DURING CONSTRUCTION TO ISOLATE FLOW OF WATER BY CLOSING THE DESIGNATED VALVES INTO A CLOSED POSITION.
2. CONTRACTOR TO COORDINATE WITH SBA TO OPERATE THE VALVES.
3. THE CONTRACTOR WILL BE REQUIRED TO MAKE NOTIFICATIONS TO ALL CUSTOMERS WHO WILL BE OUT OF SERVICE AS A RESULT OF THIS CLOSURE.

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C:_RettewVaultWIP\051872112-King St Bridge Repl\Sheets\EE\051872112-EE-SITE-SHEET.dwg

FOR RETTEW ASSOCIATES BY:

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ENGINEER — PE077503

MANAGER: BRYAN PANTHER
DESIGN BY: DLH — CHKD BY: MAA
DRAWN BY: ELN — CHKD BY: MAA
SURV. CHIEF: FIELDBOOK NO. DAN COLLOOM

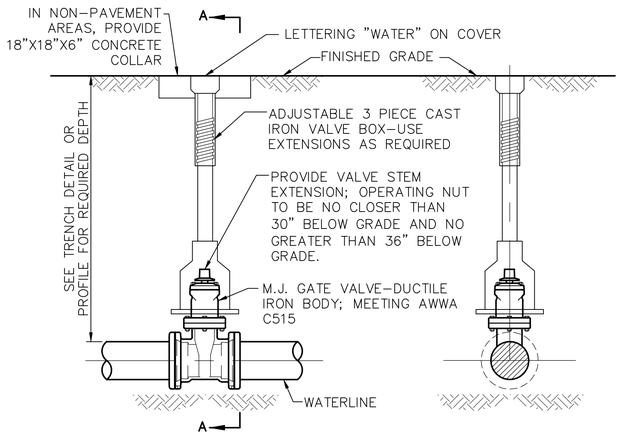
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WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY
WATER LINE PLAN II
SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP
FRANKLIN COUNTY, PA

DATE: DECEMBER 2023
DRAWING NO. C101
PROJECT NO. 051872112

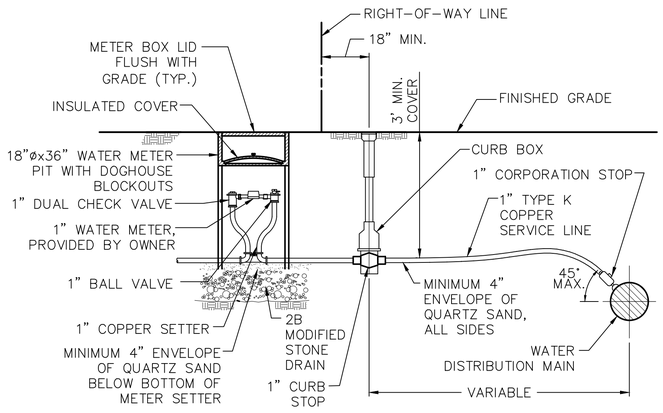


NOTE:

IF EXTENSIONS ARE NECESSARY CONTRACTOR SHALL SET "PLUMB" AND ALIGN PROPERLY FOR ACCESS TO OPERATING NUT.

1 GATE VALVE AND VALVE BOX

NOT TO SCALE

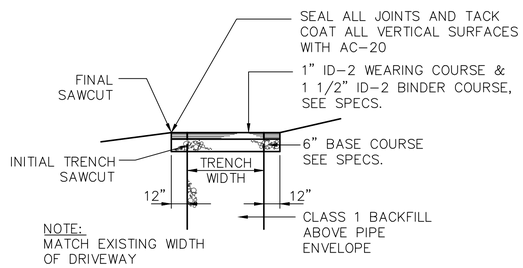


NOTES:

1. ALL COPPER FITTINGS SHALL BE COMPRESSION TYPE.

2 SERVICE CONNECTION WITH WATER METER BOX

NOT TO SCALE

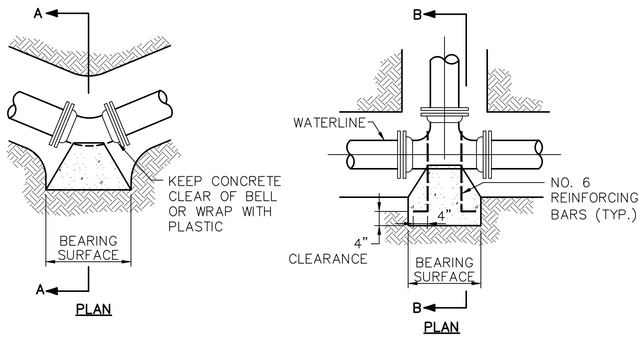


3 PAVED DRIVEWAY RESTORATION DETAIL

NOT TO SCALE

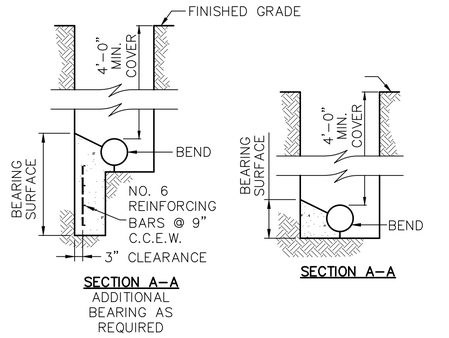
MINIMUM BEARING AREA REQUIRED, SQUARE FEET												
TYPE OF BEARING MATERIAL AND ALLOWABLE LOADS, PSF	4" AND LESS DEGREE BEND				6" AND 8" DEGREE BEND				10" AND 12" DEGREE BEND			
	11 1/4°	22 1/2°	45°	90°	11 1/4°	22 1/2°	45°	90°	11 1/4°	22 1/2°	45°	90°
LOOSE SAND OR MEDIUM CLAY – 2,000	1.0	2.0	2.7	4.0	1.5	3.0	6.0	11.0	3.5	6.6	13.0	24.0
PACKED GRAVEL AND SAND – 4,000	1.0	1.0	1.5	2.0	1.0	1.5	3.0	5.5	1.7	3.3	6.5	12.0
ROCK – 10,000	1.0	1.0	1.0	1.0	1.0	1.0	1.2	2.1	1.0	1.3	2.6	4.8

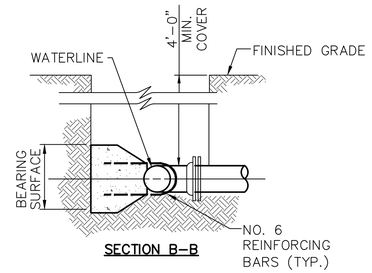
MINIMUM BEARING AREA REQUIRED, SQUARE FEET								
TYPE OF BEARING MATERIAL AND ALLOWABLE LOADS, PSF	14" AND 16" DEGREE BEND OR DEFLECTION				18" AND 20" DEGREE BEND OR DEFLECTION			
	11 1/4°	22 1/2°	45°	90°	11 1/4°	22 1/2°	45°	90°
LOOSE SAND OR MEDIUM CLAY – 2,000	6.0	12.0	23.1	42.7	9.5	19.0	37.0	67.0
PACKED GRAVEL AND SAND – 4,000	3.0	6.0	11.5	21.3	4.8	9.5	18.5	33.5
ROCK – 10,000	1.2	2.4	4.6	8.5	2.0	3.8	7.4	13.5



4 TYPICAL THRUST BLOCKING FOR HORIZONTAL AND VERTICAL DOWNWARD THRUSTS

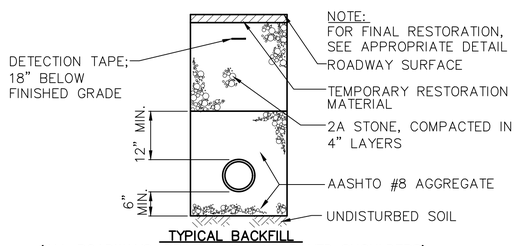
NOT TO SCALE

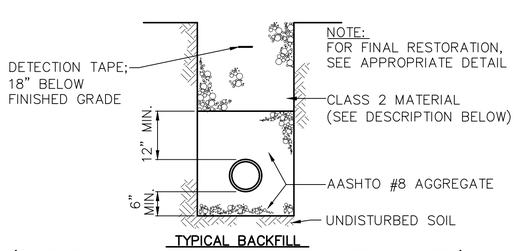




NOTES:

1. DIMENSIONS OF CONCRETE BLOCKS CALCULATED USING AWWA MANUAL M41 DUCTILE IRON PIPE AND FITTINGS. ASSUMPTIONS USED FOR CALCULATIONS WERE A WORKING PRESSURE OF 150 PSI AND A SAFETY FACTOR OR 2.0. CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE SOIL CONDITION AND MAKE FINAL SELECTION OF BEARING AREA.
2. IF THE OWNER AGREES, TIE RODS MAY BE ELIMINATED PROVIDED ALL JOINTS ARE MECHANICAL JOINT TYPE WITH JOINT RESTRAINT. (MEGALUG BY EBAA IRON SERIES 1100 OR APPROVED EQUAL).
3. THRUST BLOCKING FOR TEES SHALL HAVE THE SAME BEARING AREA AS 90° BENDS OF THE PIPE SIZE OF THE OUTLET. DEAD ENDS SHALL HAVE THE SAME BEARING AS 90° BENDS.
4. NO COUPLING OR JOINTS SHALL BE COVERED WITH CONCRETE.
5. REINFORCING BAR STRAPS TO BE SHAPED TO PIPE CURVATURE.
6. ALL EXPOSED STEEL TO BE PAINTED WITH TWO COATS ASPHALTIC PAINT.
7. ALL BEARING SURFACES SHALL BE UNDISTURBED SOIL.





NOTE:
OVER EXCAVATION BENEATH PIPING FOR CROSSING PITS OR OTHER REASONS SHALL BE BACKFILLED WITH CLASS 1S MATERIAL IN ACCORDANCE WITH THIS DETAIL

CLASSIFICATION OF MATERIALS

CLASS 2 – THIS MATERIAL SHALL CONSIST OF EXCAVATED MATERIAL FREE FROM CINDERS, ASHES, REFUSE, VEGETABLE OR ORGANIC MATERIAL, BOULDERS, ROCKS NO LARGER THAN FOUR (4) INCHES IN DIMENSION, STONE OR OTHER MATERIAL WHICH IN THE OPINION OF THE ENGINEER IS UNSUITABLE.

5 TYP. TRENCH BACKFILL (WATER MAINS)

NOT TO SCALE

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FOR RETTEW ASSOCIATES BY:

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER PE077503

MANAGER: BRYAN PANTHER
DESIGN BY: DLH | CHKD BY: MAA
DRAWN BY: ELN | CHKD BY: MAA
SURV. CHIEF: | FIELDBOOK NO. DAN OSLLOSR

CLIENT
SHIPPENSBURG BOROUGH AUTHORITY
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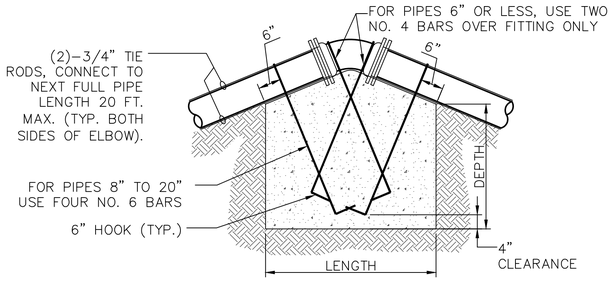
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3020 Columbia Avenue, Lancaster, PA 17603
Phone (800) 738-8395
Email: rettew@rettew.com
Website: www.rettew.com
Engineers • Planners • Surveyors • Landscape Architects
Environmental Consultants

WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY
DETAILS
FRANKLIN COUNTY, PA
SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP

DATE: DECEMBER 2023
DRAWING NO. C200
PROJECT NO. 051872112

C:_RettewVaultWIP\051872112-King St Bridge Repl\Sheets\EE\051872112-EE-DETL-SHEET.dwg, 6/19/2024 3:41:12 PM

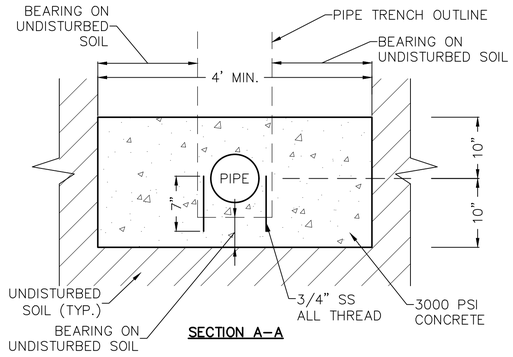
PIPE SIZES	DIMENSIONS OF CONCRETE BLOCKING								
	LENGTH			WIDTH			DEPTH		
	11 1/4°	22 1/2°	45°	11 1/4°	22 1/2°	45°	11 1/4°	22 1/2°	45°
4" AND SMALLER	2'	4'	4'	1.5'	3'	3'	1'	2'	3'
6" AND 8"	3'	4'	6'	3'	3'	3'	2'	3'	4'
10" AND 12"	4.5'	6'	8'	3'	3'	4'	3'	4.5'	5'
14" AND 16"	6'	8'	11'	3.5'	3.5'	5'	2.5'	5'	5'
18" AND 20"	7'	9'	13'	4'	5'	5.5'	4'	5'	6'



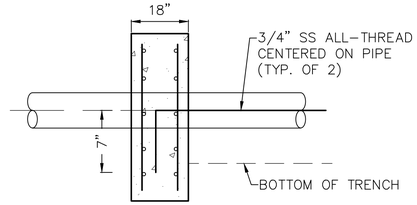
NOTES:

1. DIMENSIONS OF CONCRETE BLOCKS VERIFIED USING AWWA M41 DUCTILE IRON PIPE AND FITTINGS. ASSUMPTIONS USED FOR CALCULATIONS WERE A WORKING PRESSURE OF 200 PSI AND A SAFETY FACTOR OF 1.5.
2. NO COUPLING OR JOINTS SHALL BE COVERED WITH CONCRETE
3. REINFORCING BAR STRAPS TO BE SHAPED TO PIPE CURVATURE.
4. ALL EXPOSED STEEL TO BE PAINTED WITH TWO COATS ASPHALTIC PAINT.
5. CONCRETE BEARING SURFACES SHALL BE UNDISTURBED SOIL.

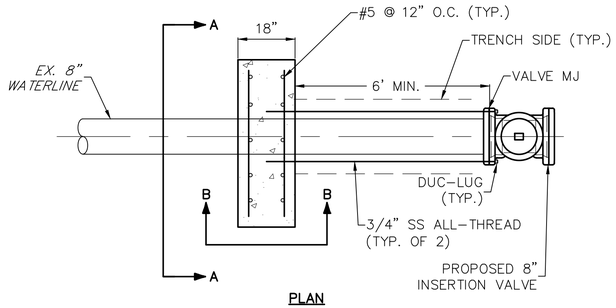
1 TYPICAL THRUST BLOCKING FOR VERTICAL UPWARD THRUSTS
NOT TO SCALE



SECTION A–A



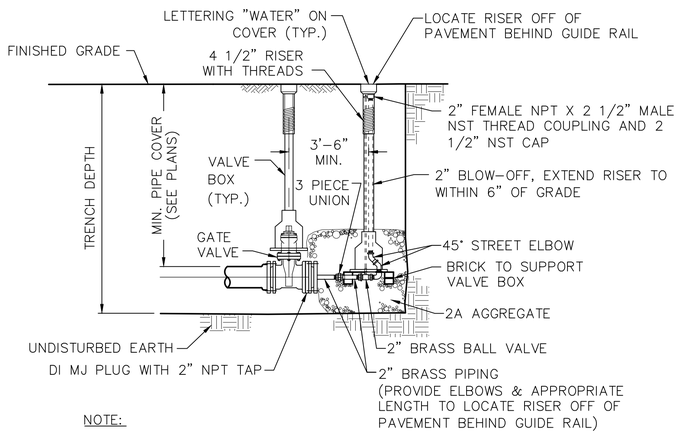
SECTION B–B



PLAN

THE TOTAL BEARING AREA ON UNDISTURBED SOIL SHALL BE 8 SQUARE FEET, BASED ON WATER PRESSURE OF 100 PSI AND SOIL BEARING CAPACITY OF 1000 PSF, WITH A SAFETY FACTOR OF 1.3.

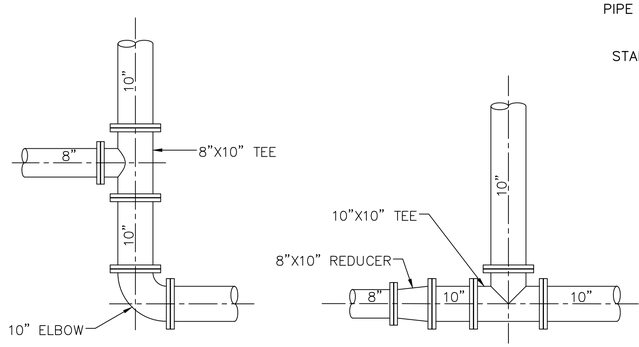
3 CONCRETE THRUST RESTRAINT FOR INSERTION VALVE
NOT TO SCALE



NOTE:

ALL JOINTS ARE MECHANICAL JOINT PIPE WITH JOINT RESTRAINT OR PUSH ON PIPE WITH FIELD LOCK GASKETS.

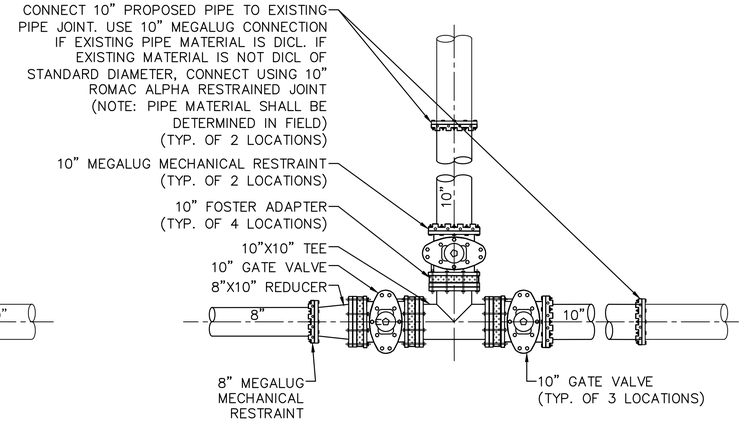
2 CAP AND BLOW–OFF
NOT TO SCALE



POSSIBLE LAYOUT 1

POSSIBLE LAYOUT 2

4 EXISTING POSSIBLE LAYOUTS
NOT TO SCALE



5 PROPOSED LAYOUT
NOT TO SCALE

NO.	DATE	REVISION
H	6/19/24	REV. FOR PLAN SET UPDATE
G	3/15/24	REV. FOR WATERLINE UPDATE
F	1/4/24	REV. FOR WATERLINE UPDATE
E	10/13/23	REV. FOR WATERLINE RELOCATION
D	8/3/23	REV. UTILITY NOTE.
C	4/17/23	ISSUED FOR PENNDOT REVIEW
B	4/4/23	FINAL DESIGN – ISSUED FOR QC
A	2/25/23	PRELIMINARY DESIGN

FOR RETTEW ASSOCIATES BY:

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL ENGINEER PE077503

MANAGER: BRYAN PANTHER
DESIGN BY: DLH | CHKD BY: MAA
DRAWN BY: ELN | CHKD BY: MAA
SURV. CHIEF: | FIELDBOOK NO.: DAN CALLOUR

CLIENT
SHIPPENSBURG BOROUGH AUTHORITY
111 NORTH FAYETTE STREET
P.O. BOX 129
SHIPPENSBURG, PA 17257
717–532–2147

NTS

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3020 Columbia Avenue, Lancaster, PA 17603
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Engineers • Planners • Surveyors • Landscape Architects
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WATER LINE RELOCATION
STATE ROUTE 0011 SECTION 0095
FOR
SHIPPENSBURG BOROUGH AUTHORITY
DETAILS
FRANKLIN COUNTY, PA
SHIPPENSBURG BOROUGH & SOUTHAMPTON TOWNSHIP

DATE: DECEMBER 2023
DRAWING NO. C201
PROJECT NO. 051872112

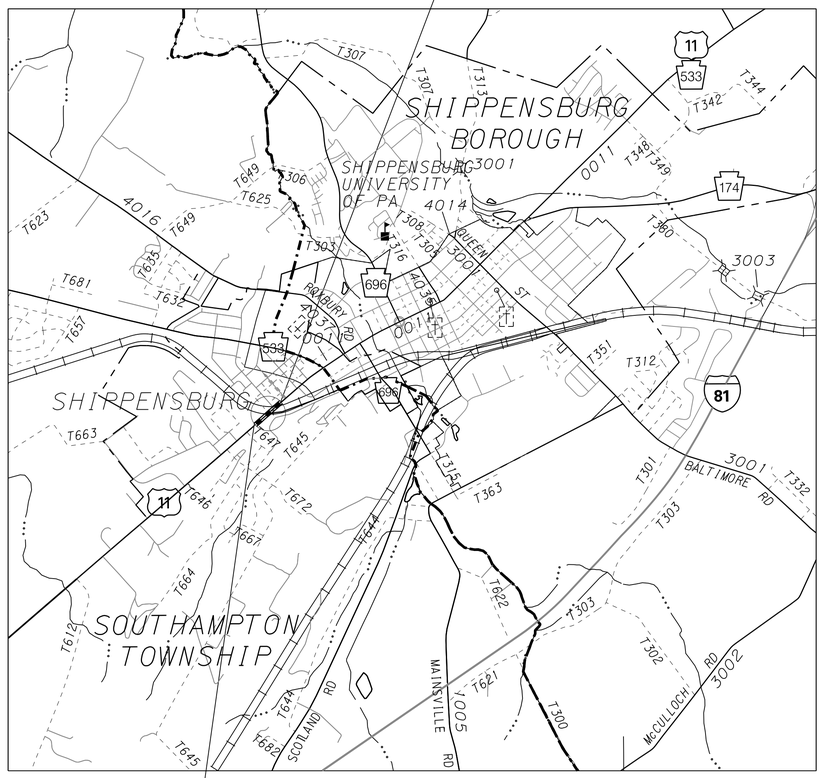
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	1 OF 8
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LIMIT OF WORK

STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY



LIMIT OF WORK

STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

LOCATION MAP

0 0.5 1
SCALE IN MILES

LEGEND

- PROJECT
- STATE HIGHWAY
- TOWNSHIP ROAD
- MUNICIPAL BOUNDARY
- COUNTY LINE
- STREAM
- RAILROAD

SHEET INDEX

DESCRIPTION	SHEET
TITLE SHEET, LOCATION MAP, LEGEND, GENERAL NOTES	1
INDEX MAP	2
SEEDING AND SOIL INFORMATION	3
PLAN SHEETS	4-8

GENERAL SEQUENCE OF CONSTRUCTION

STAGE 1

1. INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL BMPS. SEE EROSION AND SEDIMENT POLLUTION CONTROL PLAN.
2. BEGIN CLEARING AND GRUBBING OPERATIONS. REMOVE TOPSOIL AND STOCKPILE.
3. REMOVE EXISTING WALL IN NORTHEAST QUADRANT.
4. PERFORM SR 0011 EMBANKMENT LAYBACK EXCAVATION.
5. PERFORM STRUCTURE WORK.
6. IMMEDIATELY SEED, MULCH, AND APPLY ROLLED EROSION CONTROL PRODUCTS TO ALL DISTURBED AREAS THAT ARE AT FINAL GRADE WITH PERMANENT SEED.
7. REMOVE EROSION AND SEDIMENTATION CONTROL BMPS ONCE FINAL STABILIZATION HAS BEEN ACHIEVED OVER THE ENTIRE SITE.

STAGE 2

1. INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL BMPS. SEE EROSION AND SEDIMENT POLLUTION CONTROL PLAN.
2. BEGIN CLEARING AND GRUBBING OPERATIONS. REMOVE TOPSOIL AND STOCKPILE.
3. PERFORM SR 0011 EMBANKMENT LAYBACK EXCAVATION.
4. PERFORM STRUCTURE WORK.
5. IMMEDIATELY SEED, MULCH, AND APPLY ROLLED EROSION CONTROL PRODUCTS TO ALL DISTURBED AREAS THAT ARE AT FINAL GRADE WITH PERMANENT SEED.
6. REMOVE EROSION AND SEDIMENTATION CONTROL BMPS ONCE FINAL STABILIZATION HAS BEEN ACHIEVED OVER THE ENTIRE SITE.

GENERAL NOTES

DURING THE LISTED CRITICAL STAGE OF BMP INSTALLATION, A LICENSED PROFESSIONAL ENGINEER OR DESIGNEE SHALL BE PRESENT ON THE PROJECT SITE.

1. FINAL STABILIZATION OF PCSM MEASURES.

ANTICIPATED CONSTRUCTION WASTE

PROJECT CONSTRUCTION WASTES INCLUDE EXCAVATED AND MILLED ASPHALT MATERIALS, EXCAVATED DRAINAGE STRUCTURES, USED PUMPED WATER FILTER BAGS, CONCRETE WASH WATER AND ANY OTHER BUILDING MATERIALS NOT USED IN THE PROJECT.

INSTRUCTION FOR PROPER RECYCLING/DISPOSAL

ALL BUILDING MATERIALS AND WASTES SHALL BE REMOVED FROM THE SITE AND RECYCLED OR DISPOSED OF IN ACCORDANCE WITH THE DEPARTMENT'S SOLID WASTE MANAGEMENT REGULATIONS AT 25 PA. CODE 260.1 ET SEQ., 271.1, AND 287.1 ET. SEQ. NO BUILDING MATERIALS OR WASTES OR UNUSED BUILDING MATERIALS SHALL BE BURNED, BURIED, DUMPED, OR DISCHARGED AT THE SITE.

GEOLOGIC FORMATIONS AND SOIL CONDITIONS

FOR SOIL CLASSIFICATIONS FOR THE SITE, SEE SHEET 3.

LONG TERM OPERATION AND MAINTENANCE

THERE ARE NO LONG TERM STRUCTURAL BMPS ON THE PROJECT SITE. HOWEVER, PROJECT BMPS IN THIS PLAN WILL BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH PADEP REQUIREMENTS. CONSISTENT WITH 25 PA CODE CHAPTER 102, THE POST CONSTRUCTION STORMWATER MANAGEMENT (PCSM) PLAN CONSISTS OF FULL-SIZE CONSTRUCTION DRAWINGS, A NARRATIVE, AND PCSM MODULE 2. DESCRIPTIONS OF THE INSPECTION AND MAINTENANCE REQUIREMENTS FOR EACH BMP TYPE ARE ATTACHED TO PCSM MODULE 2.

LEGEND

- SOIL TYPE — HcB
- CUT LINE — C
- FILL LINE — F
- SOIL TYPE LINE
- LIMIT OF DISTURBANCE / NPDES BOUNDARY — LOD — NPDES
- ROCK SLOPE
- SEEDING RESTORATION

CALL BEFORE YOU DIG

PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 10 WORKING DAYS IN DESIGN PHASE - STOP CALL 1-800-242-1776
WWW.PAONECALL.ORG

PA ONE CALL SYSTEM, INC.

SOUTHAMPTON TOWNSHIP
SERIAL NO. 2018-166-2878

SHIPPENSBURG BOROUGH
SERIAL NO. 2018-166-2878

PLAN PREPARER

JASON GALLI
STV INCORPORATED
2040 LINGLESTOWN ROAD, SUITE 104
HARRISBURG, PA 17110
PHONE: 717-545-1706

PROJECT CONTACTS

FRANKLIN COUNTY CONSERVATION DISTRICT
185 FRANKLIN FARM LANE
CHAMBERSBURG, PA 17202
(717) 264-5499

SOUTHCENTRAL REGIONAL OFFICE
PENNSYLVANIA DEPARTMENT OF
ENVIRONMENTAL PROTECTION
909 ELMERTON AVENUE
HARRISBURG, PA 17110
PHONE: (717) 705-4700

HEIDI MERTZ
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0
2140 HERR STREET
HARRISBURG, PA 17103
PHONE: (717) 787-3324

POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

PLANS PREPARED BY
STV Incorporated
CONSULTING ENGINEERS
HARRISBURG, PA

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — JASON ANGELO GALLI — ENGINEER — PE080624

DATE: 6/27/2024

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	2 OF 8
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LIMIT OF WORK
STA 591+50.00
SEG 0540 OFFSET 3134
SR 0011 SEC 095
SOUTHAMPTON TOWNSHIP
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

START WORK
STA 592+36.00
SEG 0540 OFFSET 3220
SR 0011 SEC 095

SURVEY & CONSTR ℄ ACCESS ROAD 1

SURVEY & CONSTR ℄ ACCESS ROAD 2

SURVEY & CONSTR ℄ SR 0011

SURVEY & CONSTR ℄ ACCESS ROAD 3

SURVEY & CONSTR ℄ ACCESS ROAD 4

NORFOLK SOUTHERN RAILWAY COMPANY

TICKES AVE

LURGAN AVE

SR 0011 STA 603+97.44 = LURGAN AVE STA 10+00.00

SHIPPENSBURG BOROUGH

SOUTHAMPTON TOWNSHIP

SR 0997

W KING ST

SR 0011

5.2 MILES TO SR 0997

0.3 MILES TO SR 0533

STOP WORK
STA 608+50.00
SEG 0560 OFFSET 0061
SR 0011 SEC 095

LIMIT OF WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

INDEX MAP
0 60 120 FEET

LEGEND

- PCSM PLAN SHEET NUMBER
- SHEET BREAKS
- NPDES/LOD BOUNDARIES
- NPDES BOUNDARIES

POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	3 OF 8
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

SOIL TYPE DESCRIPTIONS

CsA - THE CLARKSBURG COMPONENT MAKES UP 95 PERCENT OF THE MAP UNIT. SLOPES ARE 0 TO 3 PERCENT. THIS COMPONENT IS ON LIMESTONE VALLEY FLATS, UPLANDS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM LIMESTONE. DEPTH TO A ROOT RESTRICTIVE LAYER, FRAGIPAN, IS 20 TO 36 INCHES. THE NATURAL DRAINAGE CLASS IS MODERATELY WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY LOW. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS MODERATE. SHRINK-SWELL POTENTIAL IS MODERATE. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. A SEASONAL ZONE OF WATER SATURATION IS AT 27 INCHES DURING JANUARY, FEBRUARY, MARCH, NOVEMBER, DECEMBER. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 2 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 2W. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

HcB - THE HAGERSTOWN COMPONENT MAKES UP 65 PERCENT OF THE MAP UNIT. SLOPES ARE 3 TO 8 PERCENT. THIS COMPONENT IS ON LOW SLOPING RIDGES, VALLEY FLOORS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM LIMESTONE. DEPTH TO A ROOT RESTRICTIVE LAYER, BEDROCK, LITHIC, IS 60 TO 80 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY HIGH. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS HIGH. SHRINK-SWELL POTENTIAL IS MODERATE. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 3 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 2E. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

THE CARBO COMPONENT MAKES UP 20 PERCENT OF THE MAP UNIT. SLOPES ARE 3 TO 8 PERCENT. THIS COMPONENT IS ON RIDGES, VALLEYS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM LIMESTONE. DEPTH TO A ROOT RESTRICTIVE LAYER, BEDROCK, LITHIC, IS 20 TO 40 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY LOW. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS LOW. SHRINK-SWELL POTENTIAL IS HIGH. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 2 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 2E. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

HcC - THE HAGERSTOWN COMPONENT MAKES UP 60 PERCENT OF THE MAP UNIT. SLOPES ARE 8 TO 15 PERCENT. THIS COMPONENT IS ON LOW SLOPING RIDGES, VALLEY FLOORS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM LIMESTONE. DEPTH TO A ROOT RESTRICTIVE LAYER, BEDROCK, LITHIC, IS 60 TO 80 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY HIGH. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS HIGH. SHRINK-SWELL POTENTIAL IS MODERATE. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 3 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 4E. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

THE CARBO COMPONENT MAKES UP 25 PERCENT OF THE MAP UNIT. SLOPES ARE 8 TO 15 PERCENT. THIS COMPONENT IS ON RIDGES, VALLEYS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM LIMESTONE. DEPTH TO A ROOT RESTRICTIVE LAYER, BEDROCK, LITHIC, IS 20 TO 40 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY LOW. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS LOW. SHRINK-SWELL POTENTIAL IS HIGH. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 2 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 4E. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

RyB - THE RYDER COMPONENT MAKES UP 46 PERCENT OF THE MAP UNIT. SLOPES ARE 3 TO 8 PERCENT. THIS COMPONENT IS ON HILLS, LIMESTONE VALLEYS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM SHALY LIMESTONE. DEPTH TO A ROOT RESTRICTIVE LAYER, BEDROCK, LITHIC, IS 20 TO 40 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY LOW. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS LOW. SHRINK-SWELL POTENTIAL IS LOW. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 2 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 2E. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

THE NOLLVILLE COMPONENT MAKES UP 44 PERCENT OF THE MAP UNIT. SLOPES ARE 3 TO 8 PERCENT. THIS COMPONENT IS ON LOW RELIEF RIDGES, UPLANDS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM ARGILLACEOUS LIMESTONE AND CALCAREOUS SHALE. DEPTH TO A ROOT RESTRICTIVE LAYER, BEDROCK, LITHIC, IS 40 TO 60 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY LOW. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS MODERATE. SHRINK-SWELL POTENTIAL IS MODERATE. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 3 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 2E. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

UhB - THE URBAN LAND COMPONENT MAKES UP 65 PERCENT OF THE MAP UNIT.

THE HAGERSTOWN COMPONENT MAKES UP 25 PERCENT OF THE MAP UNIT. SLOPES ARE 0 TO 8 PERCENT. THIS COMPONENT IS ON LOW SLOPING RIDGES, VALLEY FLOORS. THE PARENT MATERIAL CONSISTS OF RESIDUUM WEATHERED FROM LIMESTONE. DEPTH TO A ROOT RESTRICTIVE LAYER, BEDROCK, LITHIC, IS 60 TO 80 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY HIGH. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS HIGH. SHRINK-SWELL POTENTIAL IS MODERATE. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 3 PERCENT. NONIRRIGATED LAND CAPABILITY CLASSIFICATION IS 2E. THIS SOIL DOES NOT MEET HYDRIC CRITERIA

Uu - THE URBAN LAND COMPONENT MAKES UP 46 PERCENT OF THE MAP UNIT.

THE UDORTHENTS COMPONENT MAKES UP 44 PERCENT OF THE MAP UNIT. SLOPES ARE 0 TO 25 PERCENT. THIS COMPONENT IS ON FILLS. THE PARENT MATERIAL CONSISTS OF MAN MADE AND ALTERED MATERIALS FROM MIXED ROCK TYPES. DEPTH TO A ROOT RESTRICTIVE LAYER, , IS 0 TO 10 INCHES. THE NATURAL DRAINAGE CLASS IS WELL DRAINED. WATER MOVEMENT IN THE MOST RESTRICTIVE LAYER IS MODERATELY HIGH. AVAILABLE WATER TO A DEPTH OF 60 INCHES (OR RESTRICTED DEPTH) IS HIGH. SHRINK-SWELL POTENTIAL IS LOW. THIS SOIL IS NOT FLOODED. IT IS NOT PONDED. THERE IS NO ZONE OF WATER SATURATION WITHIN A DEPTH OF 72 INCHES. ORGANIC MATTER CONTENT IN THE SURFACE HORIZON IS ABOUT 0 PERCENT. THIS SOIL DOES NOT MEET HYDRIC CRITERIA.

SOILS LEGEND

SYMBOL	SOIL NAME	SLOPES (%)	DEPTH TO BEDROCK	ERODIBILITY	pH	DEPTH TO SEASONAL HIGH WATER TABLE (IN)	RISK OF CORROSION		FROST ACTION	HYDROLOGIC SOIL GROUP
							UNCOATED STEEL	CONCRETE		
CsA	CLARKSBURG SILT LOAM	0 TO 3	20 - 36 IN.	SLIGHT	5.1-6.5	18 - 36 IN.	HIGH	MODERATE	MODERATE	C
HcB	HAGERSTOWN-CARBO SILTY CLAY LOAMS	3 TO 8	60 - 80 IN.	MODERATE	4.5-7.8	> 80 IN.	HIGH	MODERATE	MODERATE	B/D
HcC	HAGERSTOWN-CARBO SILTY CLAY LOAMS	8 TO 15	60 - 80 IN.	SEVERE	4.5-7.8	> 80 IN.	HIGH	MODERATE	MODERATE	B/D
RyB	RYDER-NOLLVILLE CHANNERY SILT LOAMS	3 TO 8	20 - 40 IN.	MODERATE	5.1-7.8	> 80 IN.	MODERATE	LOW	MODERATE	B
UhB	URBAN LAND-HAGERSTOWN COMPLEX	0 TO 8	60 - 80 IN.	MODERATE	4.5-7.3	> 80 IN.	HIGH	MODERATE	MODERATE	B
Uu	URBAN LAND-UDORTHENTS COMPLEX	0 TO 25	0 - 10 IN.	MODERATE	5.1-7.3	> 80 IN.	MODERATE	LOW	-	B

SOILS ENGINEERING PROPERTIES (LIMITATIONS)

SOIL SYMBOL	SOIL SERIES	PERMEABILITY	HYDRIC SOIL	LIMITATIONS BY USE					RESOLUTIONS
				TOPSOIL	EMBANKMENT (ROAD FILL)	SHALLOW EXCAVATIONS	LOCAL ROADS AND STREETS	WATER MANAGEMENT PONDS	
CsA	CLARKSBURG SILT LOAM, 0 TO 3 PERCENT SLOPES	SLOW	NO	FAIR	POOR	VERY LIMITED	VERY LIMITED	SOMEWHAT LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
HcB	HAGERSTOWN-CARBO SILTY CLAY LOAMS, 3 TO 8 PERCENT SLOPES	MODERATE	NO	POOR	POOR	SOMEWHAT LIMITED	VERY LIMITED	SOMEWHAT LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
HcC	HAGERSTOWN-CARBO SILTY CLAY LOAMS, 8 TO 15 PERCENT SLOPES	MODERATE	NO	POOR	POOR	SOMEWHAT LIMITED	VERY LIMITED	VERY LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
RyB	RYDER-NOLLVILLE CHANNERY SILT LOAMS, 3 TO 8 PERCENT SLOPES	MODERATE	NO	POOR	POOR	VERY LIMITED	SOMEWHAT LIMITED	VERY LIMITED	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
UhB	URBAN LAND-HAGERSTOWN COMPLEX, 0 TO 8 PERCENT SLOPES	VERY SLOW	NO	N/A	N/A	N/A	N/A	N/A	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS
Uu	URBAN LAND-UDORTHENTS COMPLEX, 0 TO 25 PERCENT SLOPES	VERY SLOW	NO	N/A	N/A	N/A	N/A	N/A	PROVIDE IMMEDIATE STABILIZATION AFTER CUT EXCAVATION; APPLY ROLLED EROSION CONTROL PRODUCT TO EMBANKMENTS

PERMANENT SEEDING SPECIFICATIONS

FORMULA B RESIDENTIAL MIX
SPECIES: PERENNIAL RYEGRASS/CREEPING
RED FESCUE OR CHEWINGS FESCUE/KENTUCKY BLUEGRASS
% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 210 LB/AC
FERTILIZER TYPE: 38-0-0
FERTILIZER RATE: 242 LB/AC
LIME RATE: 3872 LB/AC
LIME RATE: 1.9 T/AC
MULCH TYPE: STRAW
MULCHING RATE: 3 T/AC
ANCHORING MATERIAL: MULCH BINDER
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON: MARCH 15 TO JUNE 1
AUGUST 1 TO OCTOBER 15

FORMULA L CLEAR ZONE MIX
SPECIES: HARD FESCUE, CREEPING RED FESCUE AND ANNUAL RYEGRASS
% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 232.3 LB/AC
FERTILIZER TYPE: 38-0-0
FERTILIZER RATE: 242 LB/AC
LIME RATE: 3872 LB/AC
LIME RATE: 1.9 T/AC
MULCH TYPE: STRAW
MULCHING RATE: 3 T/AC
ANCHORING MATERIAL: MULCH BINDER
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON: MARCH 15 TO JUNE 1
AUGUST 1 TO OCTOBER 15

FORMULA C CONSERVATION MIX
SPECIES:
- NURSERY CROPS:
  - OATS (AVENA SATIVA) (SPRING)
  - CEREAL RYE (SECALE CEREALE) (FALL)
- PERMANENT SPECIES:
  - LITTLE BLUESTEM (SCHIZACHYRIUM SCOPARIUM)
  - SHOWY TICK-TREFOIL (DESMODIUM CANADENSE)
  - PARTRIDGE PEA (CHAMAECRISTA FASCICULATA (SYN: CASSIA FASCICULATA))
  - SMOOTH BLUE ASTER (SYMPHYOTRICHUM LAEVA)
  - BLACK-EYED SUSAN (RUDBECKIA HIRTA)
  - PURPLE TOP (TRIDENS FLAVUS)
  - BIG BLUESTEM (ANDROPOGON GERARDII)
  - CANADA WILDRYE (ELYMUS CANADENSIS)

% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 60 LB/AC
FERTILIZER TYPE: N/A
FERTILIZER RATE: N/A
LIME RATE: N/A
MULCH TYPE: EROSION CONTROL MULCH BLANKET
MULCHING RATE: N/A
ANCHORING MATERIAL: N/A
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON: - NURSERY CROPS PORTION: ANYTIME
- NATIVE PORTION: OCTOBER 15 TO MAY 15

FORMULA T TEMPORARY GRASS MIX
SPECIES: OATS (AVENA SATIVA) (SPRING)
CEREAL RYE (SECALE CEREALE) (FALL)
% PURE LIVE SEED: SEE PENNDOT PUB 408 SECTION 804.2
APPLICATION RATE 30 LB/AC
FERTILIZER TYPE: 38-0-0
FERTILIZER RATE: 242 LB/AC
LIME RATE: 3872 LB/AC
LIME RATE: 1.9 T/AC
MULCH TYPE: STRAW
MULCHING RATE: 3 T/AC
ANCHORING MATERIAL: MULCH BINDER
ANCHORING METHOD: SEE PENNDOT PUB 408 SECTION 805.3
ANCHORING RATE: SEE PENNDOT PUB 408 SECTION 805.3
SEEDING SEASON: MARCH 15 TO JUNE 1
AUGUST 1 TO OCTOBER 15

SECTION 805 - MULCHING

1. PROPERLY MAINTAIN MULCHED AREAS UNTIL THE ENTIRE PROJECT HAS BEEN COMPLETED. PROMPTLY REAPPLY MULCH MATERIALS WHICH BECOME DISLODGED OR LOST DUE TO WIND, RAIN, OR OTHER CAUSES, AT INITIAL OR MODIFIED RATES, AS DIRECTED. AFTER MULCHING WORK ON A SLOPE HAS BEEN SATISFACTORILY COMPLETED, IF A SLOPE FAILURE OCCURS, ON WHICH REQUIRES REDRESSING, EXCAVATION OR THE ESTABLISHMENT OF A NEW SLOPE, REPLACE THE MULCH, AS DIRECTED.

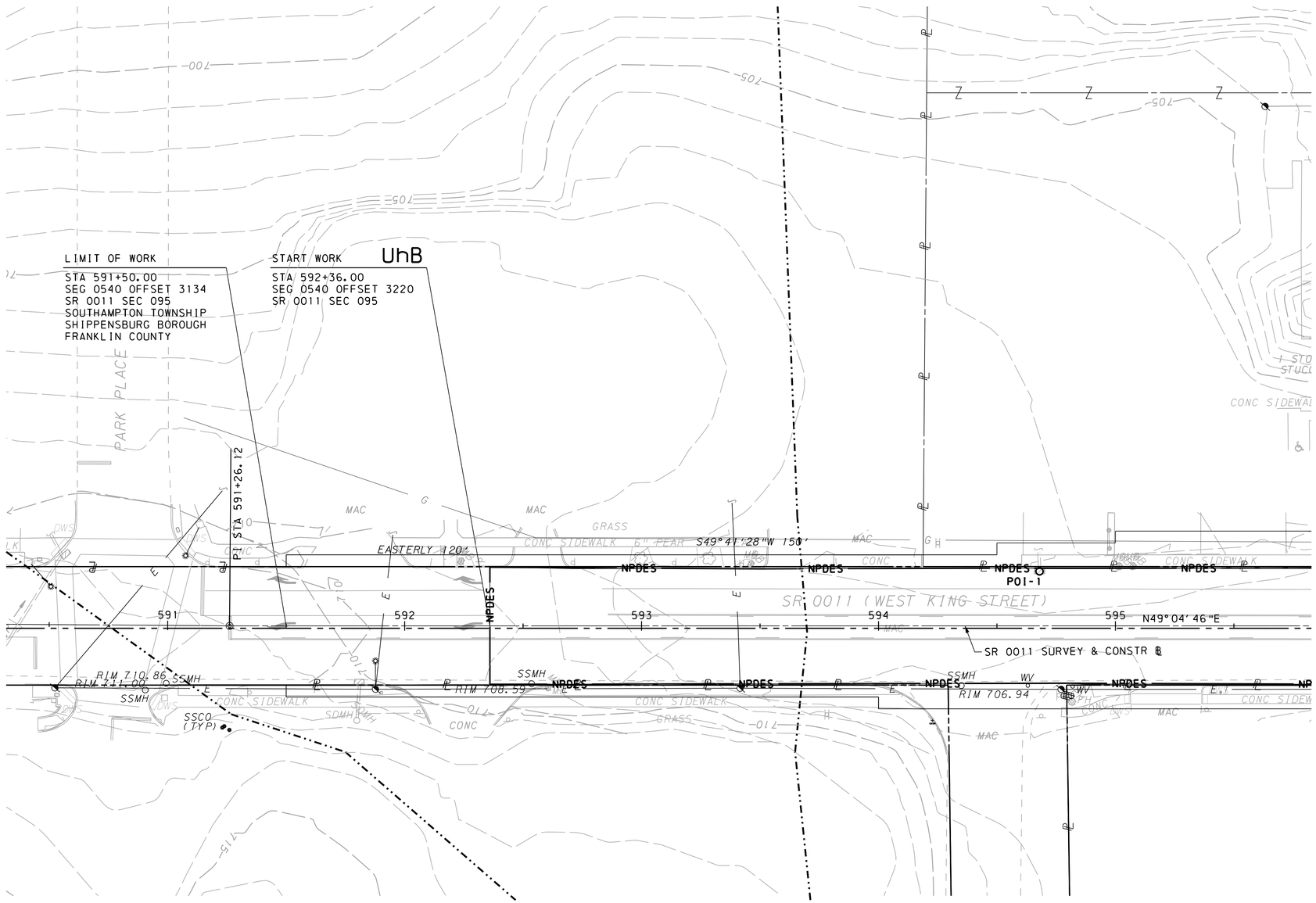
POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL ENGINEER
JASON ANGELO GALLI
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	4 OF 8
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE088624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	5 OF 8
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

SEE SHEET 4

SURVEY & CONSTR ℄ ACCESS ROAD 1

TEMPORARY CONSTRUCTION EASEMENT

UhB

Uu

HcB

NPDES

LOD

POI-3

POI-4

SURVEY & CONSTR ℄ ACCESS ROAD 2

LEGAL RIGHT-OF-WAY

TEMPORARY CONSTRUCTION EASEMENT

AERIAL EASEMENT

NORFOLK SOUTHERN RAILWAY COMPANY

ICKES AVENUE

LEGAL SLOPE EASEMENT LINE

LEGAL RIGHT-OF-WAY LINE

SURVEY & CONSTR ℄ SR 0011

N49°04'46"E

SHIPPENSBURG BOROUGH

SOUTHAMPTON TOWNSHIP

SR 0011 (WEST KING STREET)

SURVEY & CONSTR ℄ ACCESS ROAD 3

SURVEY & CONSTR ℄ ACCESS ROAD 4

SEE SHEET 6

SEE SHEET 7

PLAN

0 25 50 FEET

POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	6 OF 8
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

STOP WORK
STA 608+50.00
SEG 0560 OFFSET 0061
SR 0011 SEC 095

LIMIT OF WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

Uu

LEGAL RIGHT-OF-WAY LINE
LEGAL SLOPE EASEMENT LINE
TEMPORARY CONSTRUCTION EASEMENT
SURVEY & CONSTR ℄ ACCESS ROAD 4
SURVEY & CONSTR ℄ ACCESS ROAD 3
SR 0011 SURVEY & CONSTR ℄
SR 0011 STA 603+97.44 = LURGAN AVE STA 10+00.00
LURGAN AVE SURVEY & CONSTR ℄
LURGAN AVENUE
STEWART PLACE
NORFOLK SOUTHERN RAILWAY COMPANY
BILCO DOOR WOODEN STAIRS TO 2ND FLOOR
2 STORY STONE/FRAME
2 STORY BRICK/FRAME
2 STORY BRICK
STONE WALK/STEPS
CONC SIDEWALK
6" WATER (QL-C)
10" WATER (QL-C)
24" MAPLE
18" RCP
SSCO
SSMH
FH
WV
LP
MAC
GRASS
CONC
T.C.
EOG
LOD
NPDES
E,T
P.I. 2
P.I. 4
N41°26'10"W
+24 40'
+40 40'
+40 25'
+24 25'
603
604
605
606
607
608
695
700
690
685
680
SEE SHEET 5
SEE SHEET 7
27'-9"
25'-0"
30'-0"
35'-0"

PLAN
0 25 50 FEET

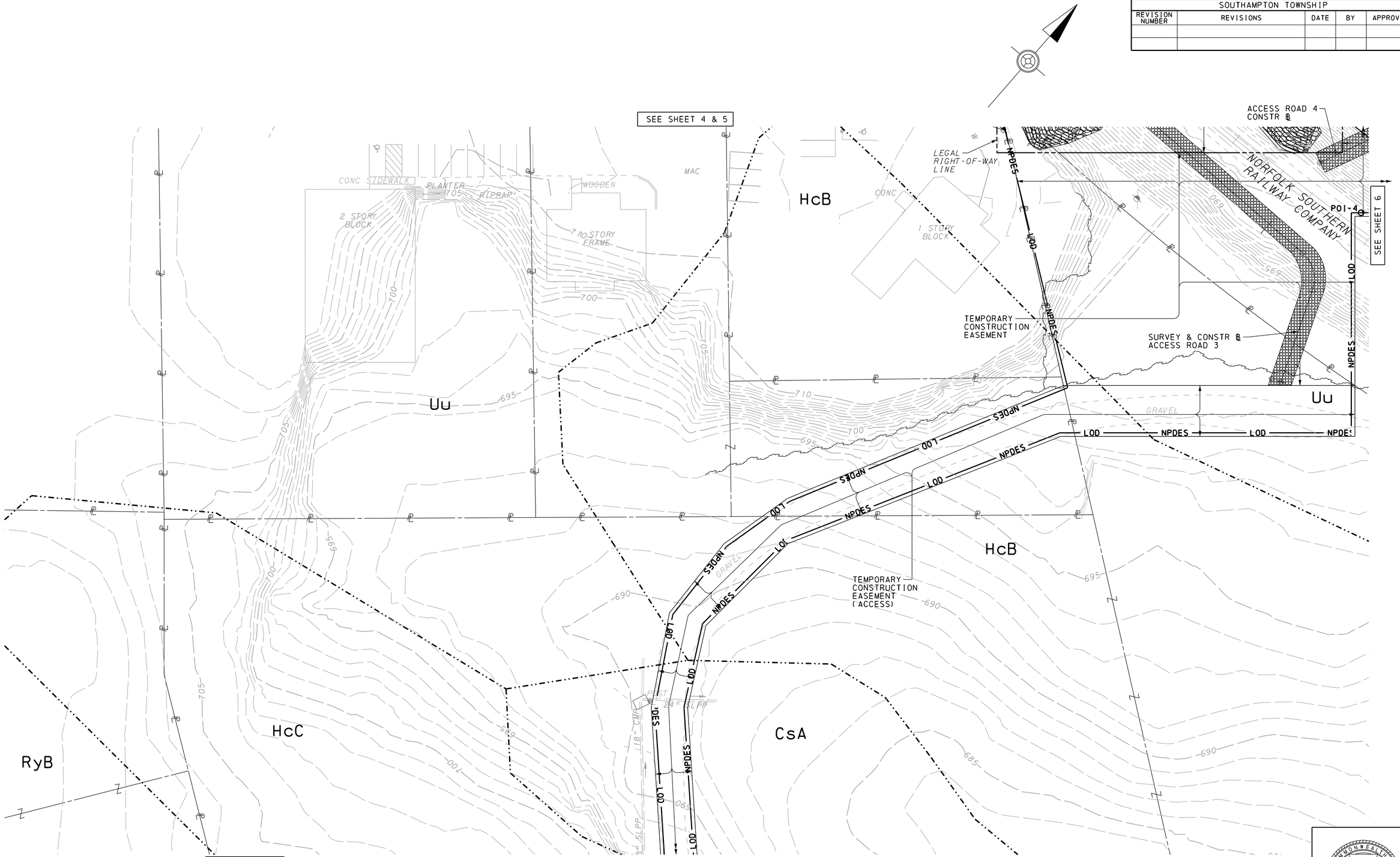
POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
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No. PE088624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	7 OF 8
SOUTHAMPTON TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



PLAN

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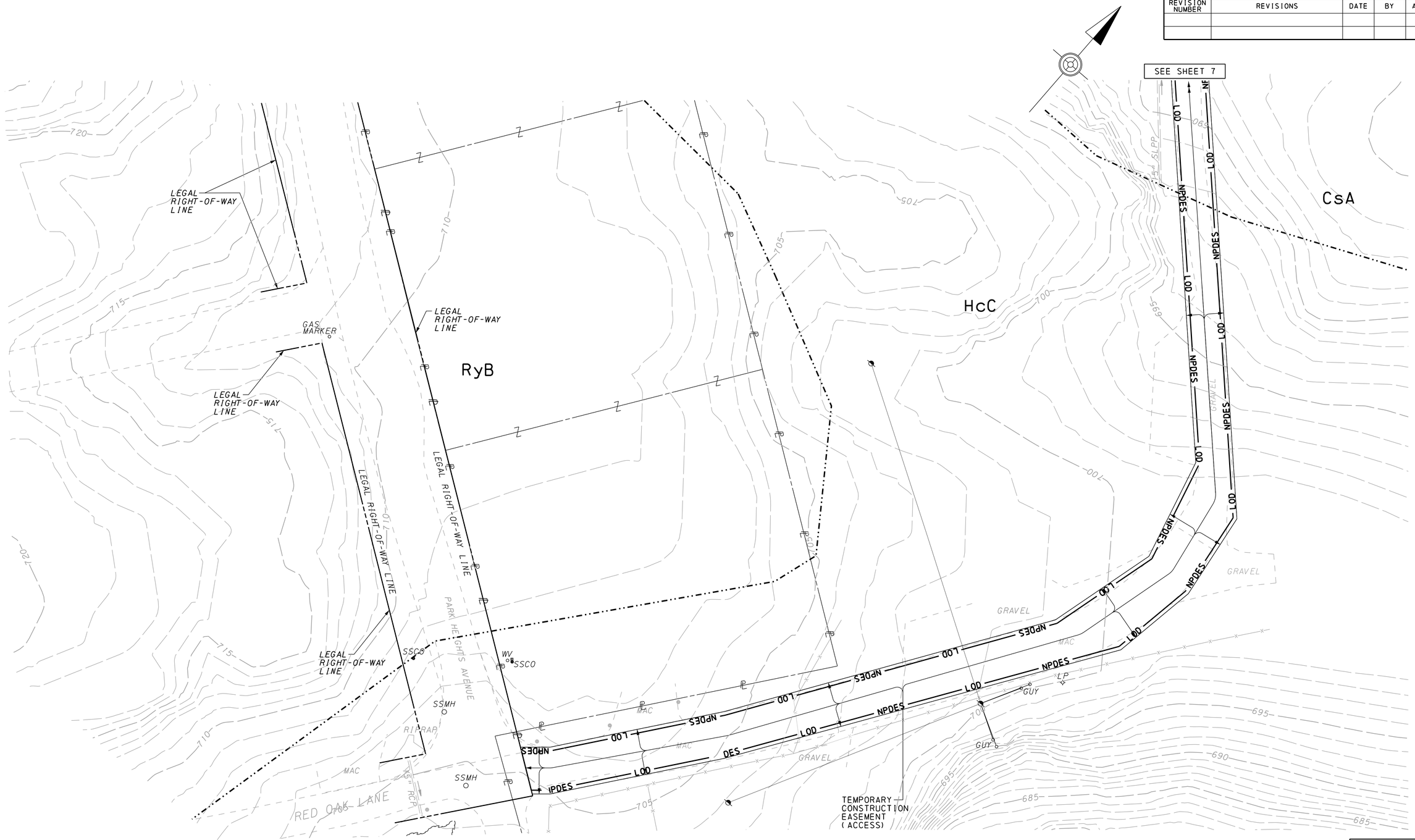
POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	8 OF 8
SOUTHAMPTON TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED



PLAN

0 25 50 FEET

POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080624

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	1 OF 5
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

⊕	*EXISTING SIGN*
DY/4"	DOUBLE SOLID YELLOW LINE / 4" WIDTH
DY/4"	*EXISTING DOUBLE SOLID YELLOW LINE / 4" WIDTH*
YBL/4"	ONE-WAY YELLOW BARRIER LINE / 4" WIDTH
W/4"	SOLID WHITE LINE / 4" WIDTH
W/4"	*EXISTING SOLID WHITE LINE / 4" WIDTH*

GENERAL NOTES

CONTRACTOR IS RESPONSIBLE FOR RECORDING, STAKING OUT, AND SUPPLYING THE INSPECTOR-IN-CHARGE WITH DOCUMENTATION OF THE EXISTING TYPE, SIZE, AND LOCATION OF ALL TRAFFIC PAVEMENT MARKINGS, LEGENDS, AND IF POSSIBLE SIGNAL LOOPS, PRIOR TO MILLING AND/OR RESURFACING. THE INSPECTOR-IN-CHARGE IS TO VERIFY THAT THIS HAS BEEN DONE BEFORE ANY MILLING OR RESURFACING BEGINS.

GOVERNING PUBLICATIONS FOR SIGNING AND PAVEMENT MARKING OPERATIONS ARE AS FOLLOWS:

1. FHWA - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
2. PDT PUB. 35 - APPROVED CONSTRUCTION MATERIALS (BULLETIN 15)
3. PDT PUB. 46 - TRAFFIC ENGINEERING MANUAL
4. PDT PUB. 111 - PAVEMENT MARKING AND SIGNING STANDARDS, TC-8600 AND TC-8700 SERIES
5. PDT PUB. 236 - HANDBOOK OF APPROVED SIGNS
6. PDT PUB. 408 - HIGHWAY CONSTRUCTION SPECIFICATIONS

ALL STATIONS ARE APPROXIMATE.

REMOVE EXISTING SIGNS IN ACCORDANCE WITH PDT PUB. 408 SECTIONS 930, 931, 932, 934, 935 AND/OR 936. SIGN FOUNDATIONS TO BE REMOVED 12" BELOW FINAL GRADE, PER PDT PUB. 408 SECTION 930.3(c).

NOTE:

TYPE B AND TYPE D DELINEATORS TO BE SPACED AT 75' (MAX) INCIDENTAL TO PROPOSED GUIDE RAIL

THE CONTRACTOR WILL PREPARE THE PAVEMENT SURFACE FOR PROPER ADHESION. ANY SWEEPING OR REMOVAL OF DEBRIS, GRAVEL, DIRT, OR OTHER FOREIGN MATERIALS SHALL BE CONSIDERED INCIDENTAL TO INSTALLATION OF THE NEW PAVEMENT MARKINGS.

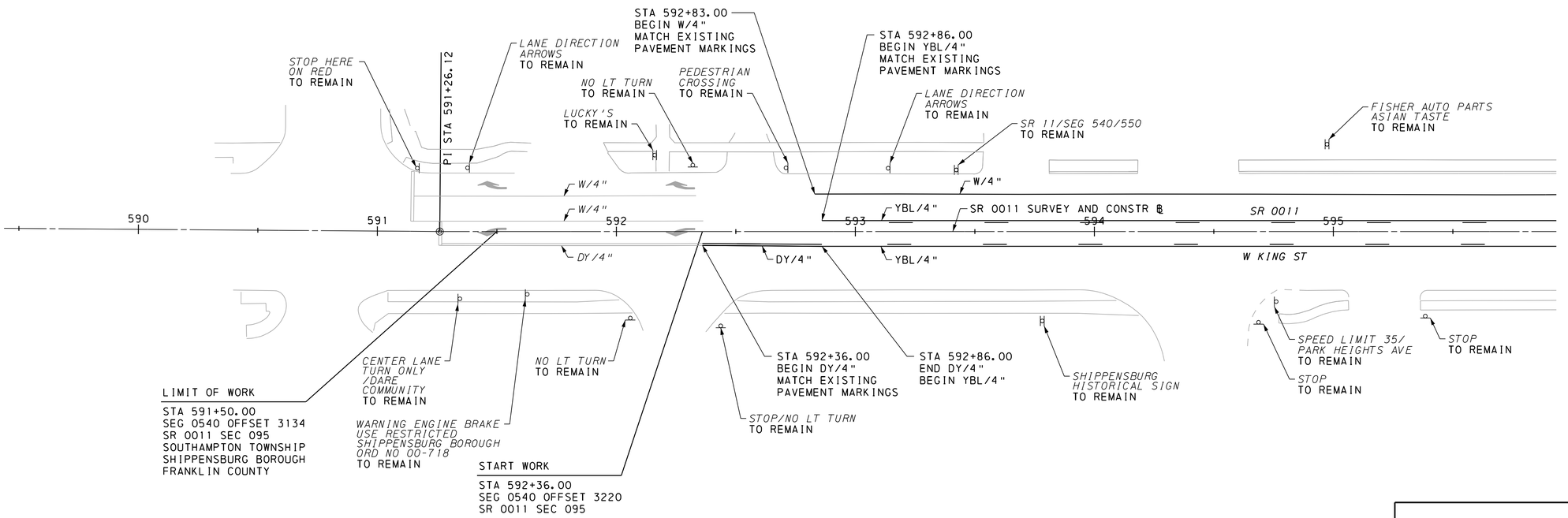
FINAL APPLICATION OF WHITE AND YELLOW WATERBORNE PAVEMENT MARKINGS SHALL BE AFTER COMPLETION OF ALL ASSOCIATED PROJECT ROADWAY/PROJECT CLEAN-UP.

UNLESS OTHERWISE SPECIFIED, EXISTING SIGNS DISTURBED DURING CONSTRUCTION SHALL BE PROMPTLY REPLACED BY CONTRACTOR.

DETAILS OTHER THAN THOSE INDICATED ARE ON THE FOLLOWING STANDARD DRAWINGS:

TC-8600	JUNE 13, 2013
TC-8604	AUG 17, 2021
TC-8702B	JUNE 13, 2013

REFER TO PDT PUB. 111, TC-8604, FOR DELINEATION PLACEMENT DETAILS. IN AREAS WITHOUT CURBING AND IN AREAS WITH EDGE LINES, PLACE ONE RED DELINEATOR AT EACH INLET, PIPE INLET, AND/OR PIPE OUTLET. MATCH ALL REFLECTIVE SHEETING COLORS WITH THE NEAREST PAVEMENT MARKING EDGE LINE COLOR. REMOVE ALL FLEXIBLE DELINEATOR POSTS THAT DO NOT HAVE PROPER POST OR REFLECTIVE SHEETING COLOR OR ARE BEHIND OR NEAR NEW GUIDE RAIL, ALONG WITH OTHER DAMAGED OR WORN OUT POSTS.



PLAN

0 25 50 FEET

SEE SHEET 2

SIGNING AND PAVEMENT MARKING PLAN

RECOMMENDED: DATE: _____

DISTRICT TRAFFIC ENGINEER

PLANS PREPARED BY
STV Incorporated
CONSULTING ENGINEERS
2040 LINGLESTOWN ROAD, SUITE 104
HARRISBURG, PA 17110

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
PE080624

DATE: 7/11/2024

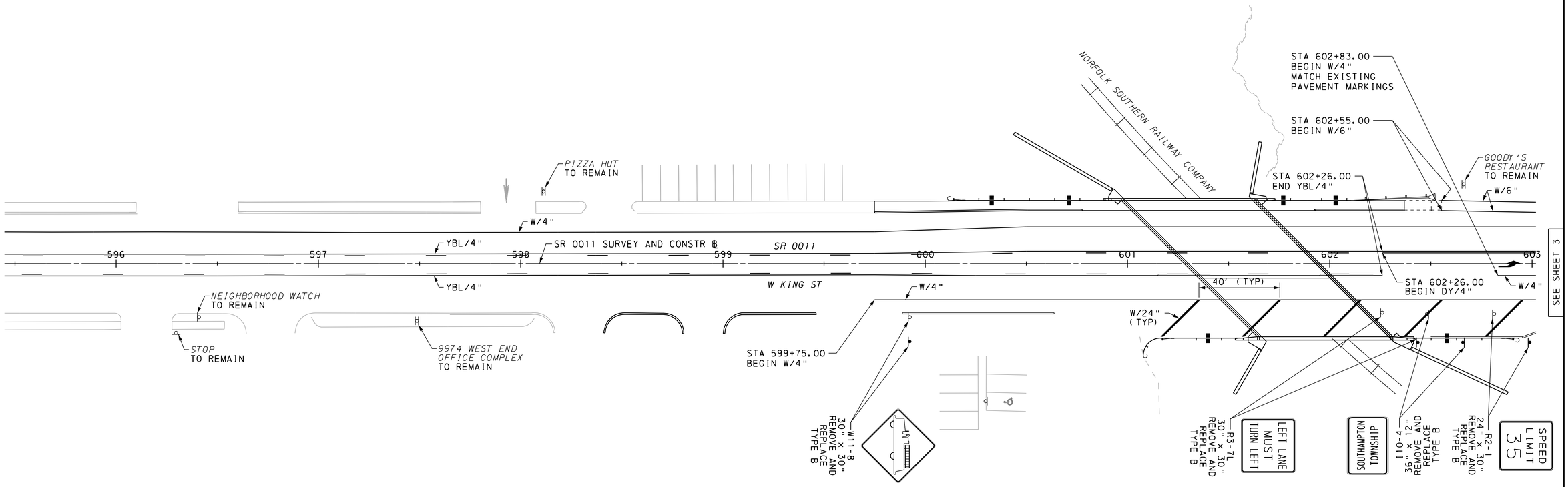
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	2 OF 5
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

	PROPOSED SIGN
	EXISTING SIGN
DY/4"	DOUBLE SOLID YELLOW LINE / 4" WIDTH
YBL/4"	ONE-WAY YELLOW BARRIER LINE / 4" WIDTH
YBL/4"	*EXISTING ONE-WAY YELLOW BARRIER LINE / 4" WIDTH*
W/4"	SOLID WHITE LINE / 4" WIDTH
W/4"	*EXISTING SOLID WHITE LINE / 4" WIDTH*
W/6"	SOLID WHITE LINE / 6" WIDTH
W/12"	SOLID WHITE LINE / 12" WIDTH
W/24"	SOLID WHITE LINE / 24" WIDTH



PLAN

0 25 50 FEET

SIGNING AND PAVEMENT MARKING PLAN

SEE SHEET 1

SEE SHEET 3

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080634

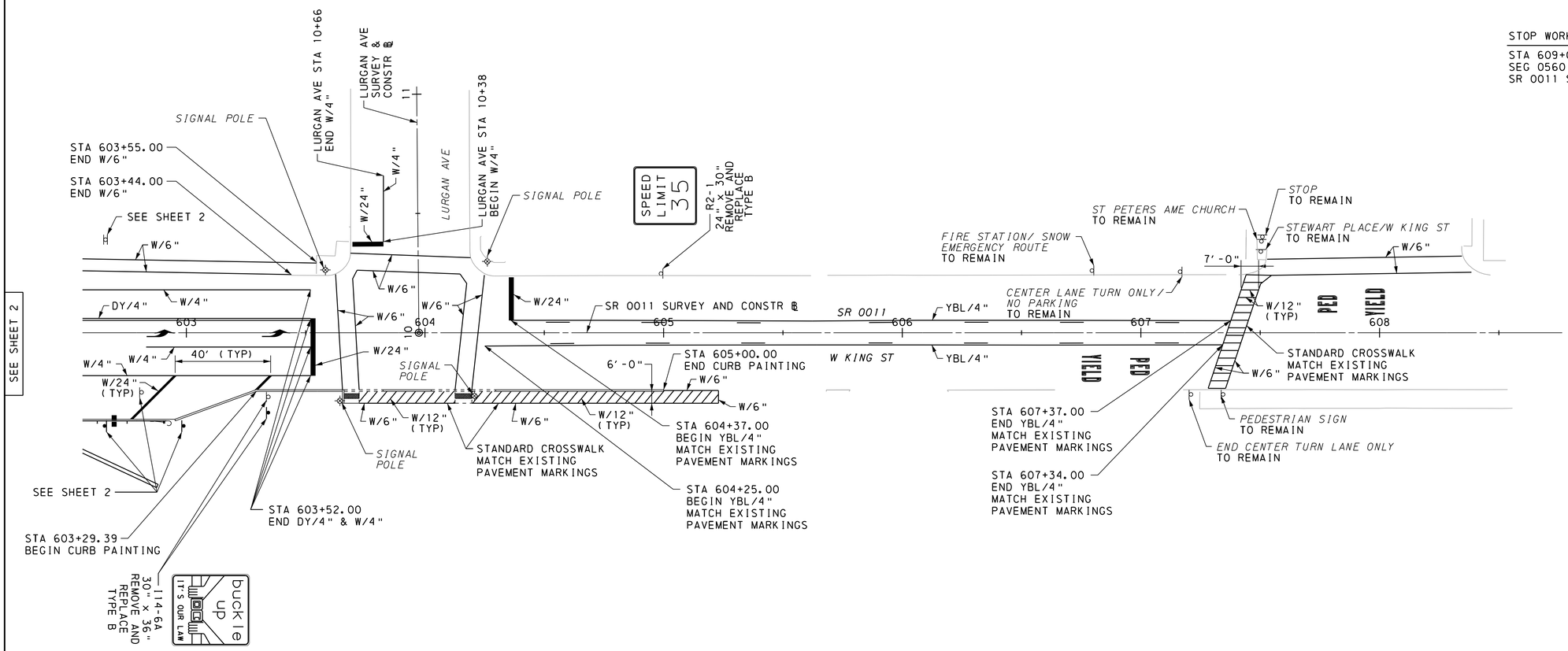
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	FRANKLIN	0011	095	3 OF 5
SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

LEGEND

	PROPOSED SIGN
	EXISTING SIGN
DY/4"	DOUBLE SOLID YELLOW LINE / 4" WIDTH
YBL/4"	ONE-WAY YELLOW BARRIER LINE / 4" WIDTH
W/4"	SOLID WHITE LINE / 4" WIDTH
W/6"	SOLID WHITE LINE / 6" WIDTH
W/12"	SOLID WHITE LINE / 12" WIDTH
W/24"	SOLID WHITE LINE / 24" WIDTH



STOP WORK
STA 609+00.00
SEG 0560 OFFSET 0111
SR 0011 SEC 095

LIMIT OF WORK
STA 610+00.00
SEG 0560 OFFSET 0211
SR 0011 SEC 095
SHIPPENSBURG BOROUGH
FRANKLIN COUNTY

PLAN
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SIGNING AND PAVEMENT MARKING PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE080634

SEE SHEET 2

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TABULATION OF QUANTITIES

SIGNING AND PAVEMENT MARKING PLAN

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	4 OF 5
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW	4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	POST MOUNTED SIGNS, TYPE B	WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "LEFT ARROW", 12' - 0" X 3' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "D", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "E", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "I", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "L", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "Y", 8' - 0"	4" WHITE WATERBORNE PAVEMENT MARKINGS	4" YELLOW WATERBORNE PAVEMENT MARKINGS	6" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	12" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	24" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	CURB PAINTING, YELLOW															REMARKS	SIDE	STATIONS
0901 0320 LF	0901 0330 LF	0931 0001 SF	0960 0112 EACH	0960 0224 EACH	0960 0404 EACH	0960 0405 EACH	0960 0409 EACH	0960 0412 EACH	0960 0425 EACH	0962 1000 LF	0962 1005 LF	0965 0005 LF	0965 0011 LF	0965 0021 LF	9000 0020 LF															ITEM NUMBER UNIT		
																													SR 0011		
100											100																		DY/4"	RT	592+36.00 to 592+86.00
	1069									1069																			W/4"	LT	592+83.00 to 603+52.00
1175											1175																		YBL/4"	RT	592+86.00 to 602+26.00
1175											1175																		YBL/4"	LT	592+86.00 to 603+52.00
	377									377																			W/4"	RT	599+75.00 to 603+52.00
		6.25																											W11-8 (30"X30")	RT	599+92.00
														147															W/24" SHOULDER	RT	601+16.00 to 603+36.00
252											252																		DY/4"	LT	602+26.00 to 603+52.00
		6.25																											R3-7L (30"X30")	RT	602+43.00
												89																	W/6"	LT	602+55.00 to 603+44.00
												100																	W/6"	LT	602+55.00 to 603+55.00
		3																											I10-4 (36"X12") SOUTHAMPTON TOWNSHIP	RT	602+67.00
	69									69																			W/4"	RT	602+83.00 to 603+52.00
				1																									LEFT ARROW	LT / RT	602+90.00
		5																											R2-1 (24"X30") SPEED LIMIT 35	RT	602+98.00
		7.5																											I14-6A (30"X36")	RT	603+33.00
				1																									LEFT ARROW	LT / RT	603+38.00
															106														CURB PAINTING	RT	603+50.59 to 605+00.00
														24															W/24" STOP BAR	LT / RT	603+52.00
												290																	W/6" INTERSECTION CROSSWALK	LT / RT	603+64.00 to 604+22.00
												41	67																W/6" & W/12" CROSSWALK	RT	603+72.00 to 604+13.00
												104	170																W/6" & W/12" CROSSWALK	RT	604+20.00 to 605+23.00
386											386																		YBL/4"	RT	604+25.00 to 607+34.00
														18															W/24" STOP BAR	LT	604+37.00
375											375																		YBL/4"	LT	604+37.00 to 607+37.00
		5																											R2-1 (24"X30") SPEED LIMIT 35	LT	605+00.00
					1	1	1	1	1																				YIELD LEGEND	RT	606+80.00

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
JASON ANGELO GALLI
ENGINEER
No. PE060524

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TABULATION OF QUANTITIES

SIGNING AND PAVEMENT MARKING PLAN

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				08	FRANKLIN	0011	095	5 OF 5
				SOUTHAMPTON TOWNSHIP & SHIPPENSBURG BOROUGH				

4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW	4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	POST MOUNTED SIGNS, TYPE B	WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "LEFT ARROW", 12' - 0" X 3' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "D", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "E", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "I", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "L", 8' - 0"	WHITE HOT THERMOPLASTIC LEGEND, "Y", 8' - 0"	4" WHITE WATERBORNE PAVEMENT MARKINGS	4" YELLOW WATERBORNE PAVEMENT MARKINGS	6" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	12" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	24" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	CURB PAINTING, YELLOW																REMARKS	SIDE	STATIONS
0901 0320 LF	0901 0330 LF	0931 0001 SF	0960 0112 EACH	0960 0224 EACH	0960 0404 EACH	0960 0405 EACH	0960 0409 EACH	0960 0412 EACH	0960 0425 EACH	0962 1000 LF	0962 1005 LF	0965 0005 LF	0965 0011 LF	0965 0021 LF	9000 0020 LF																ITEM NUMBER UNIT		
			1																											PED LEGEND	RT	607+00.00
												268	121																	W/6" & W/12" CROSSWALKS	LT / RT	607+28.00 to 608+39.00
			1																											PED LEGEND	LT	607+78.00
					1	1	1	1	1																					YIELD LEGEND	LT	607+98.00
																														LURGAN AVE		
														13																W/24"	LT	10+38.00
	28									28																				W/4"	LT	10+38.00 to 10+66.00
3463	1543	33	2	2	2	2	2	2	2	1543	3463	892	358	202	106															TOTALS		

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