



November 21, 2024

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

Re: PUC No. A-2024-3049330

Dear Secretary Chiavetta:

In accordance with ordering paragraph number 4 of PUC Secretarial Letter/Order at Docket No. A-2024-3049330 dated October 3, 2024, please find attached for your approval one PDF copy of the Contract Drawings for Construction of State Route 2017, Section 27R in Snyder, consisting of 50 total plan sheets.

State Route 2017 (Market Street) sheets 1 through 15 of 15 construction plans.
University Avenue sheets 1 through 6 of 6 construction plans.
State Route 2016 (Clifford Road) sheets 1 through 11 of 11 construction plans.
Pawling Station Road sheets 1 through 9 of 9 construction plans.
Freeburg Road sheets 1 through 9 of 9 construction plans.

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.

We respectfully request the approval of these plans and the subsequent issuance of a PUC Order or a Secretarial Letter. Should you have any questions or concerns, please feel free to contact District Grade Crossing Administrator, Steven Betts, at (570) 368-4238.

Sincerely,

A handwritten signature in black ink that reads "Michael J. Mausteller". The signature is written in a cursive style with a large, prominent initial "M".

for Eric High, P.E.
District Executive
Engineering District 3-0

Enclosure

Highway Plans Final Construction Plan Submission to PUC

Page 2

November 21, 2024

cc: Parties of Record

M. J. Chappell, P.E., Chief, Right-of-Way, Utilities and Grade Crossing Division

K. L. Cummings, Senior Counsel, Office of Chief Counsel

W. M. Sinick, P.E., Rail Safety Engineering Section, PUC

SEDA-COG JOINT RAIL AUTHORITY

SELINGROVE INDUSTRIAL TRACK SR 2017 (N MARKET STREET) GRADE CROSSING REPLACEMENT PROJECT

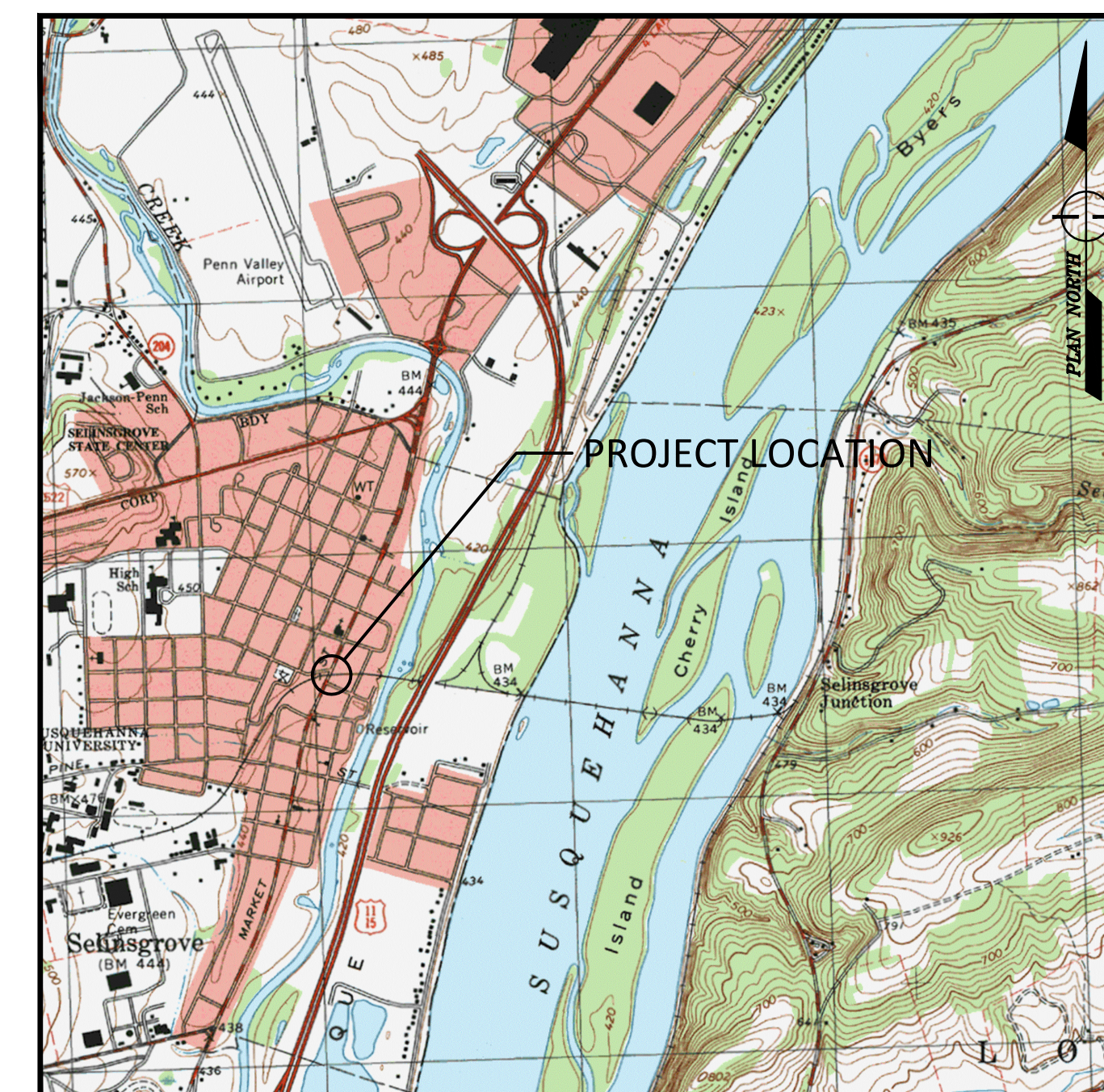
SELINGROVE BOROUGH, SNYDER COUNTY, PENNSYLVANIA

CONTRACT NO. 2024-04

CONTRACT DRAWINGS

DECEMBER 2024

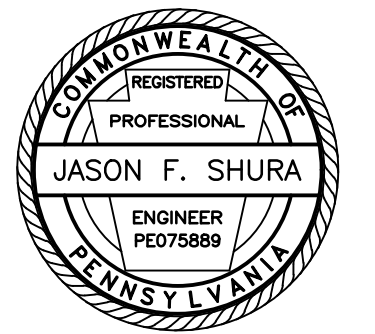
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DWG. NO	DESCRIPTION
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C9	SIDEWALK DETAILS
C10	SIDEWALK DETAILS
C11	ROADWAY AND SIDEWALK SPOT ELEVATIONS
TC1	DETOUR PLAN
TC2	DETOUR PLAN



SELINGROVE, PENNSYLVANIA, USGS TOPO QUADS
LOCATION MAP
 SCALE: 1" = 2000'



1731 N. Juniata Street
 Hollidaysburg, PA 16648
 Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

Revisions:

No.	Date	Description
△		

Sheet Title:

TITLE SHEET

PROJECT NO.	24-1502
DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

T1

GENERAL CONSTRUCTION NOTES:

SLANT LETTERING DENOTES EXISTING FEATURES OR FACILITIES.

VERTICAL LETTERING DENOTES PROPOSED FEATURES OR FACILITIES.

VERTICAL CONTROL FOR THIS PROJECT IS BASED ON NAVD88 DATUM.

HORIZONTAL CONTROL FOR THIS PROJECT IS BASED ON PENNSYLVANIA STATE COORDINATE SYSTEM, NORTH ZONE.

ALL ROADWAY CURVE DATA IS BASED ON ARC DEFINITION UNLESS OTHERWISE INDICATED.

ALL TRACK CURVE DATA IS BASED ON CHORD DEFINITION UNLESS OTHERWISE INDICATED.

CONTRACTOR TO PERFORM CONSTRUCTION STAKEOUT AND CONFIRM ALL ELEVATIONS AND SLOPES PRIOR TO CONSTRUCTION. ALL DISCREPANCIES SHALL IMMEDIATELY BE REPORTED TO THE ENGINEER.

SIGNALS AND ELECTRICAL VAULT ARE TO BE REPLACED BY OTHERS. THE PROPOSED LOCATION OF SIGNALS AND ELECTRICAL VAULT SHOWN ON THIS PLAN ARE APPROXIMATE.

THE CONTOURS SHOWN HEREON ARE BASED ON FIELD LOCATED SURVEY POINTS. CONTOURS ARE MERELY AN INTERPOLATION OF THE FIELD SURVEY POINTS. IF ANY DISCREPANCY BETWEEN CONTOUR DATA AND FIELD SURVEY POINTS IS ENCOUNTERED, THE SURVEY POINTS SHALL GOVERN. THE CONTOURS SHALL BE VERIFIED IN RELATION TO THE SURVEY POINTS PROVIDED HERewith BY THE END USER OF THIS DIGITAL FILE PRIOR TO PREPARING A DIGITAL ELEVATION MODEL IN ANY SOFTWARE PACKAGE. IF DISCREPANCY IS FOUND, THE ENGINEER SHALL BE NOTIFIED.

PROPERTY LINES AND RIGHT-OF-WAY LINES ARE SHOWN FOR INFORMATION ONLY AND DO NOT CONSTITUTE ACTUAL FIELD SURVEYS.

ALL CODES AND STANDARDS REFERENCED IN THESE GENERAL NOTES, INCLUDING ALL SPECIFICATIONS REFERENCED WITHIN, AND ALL FEDERAL, STATE AND LOCAL REGULATIONS APPLY TO THE DESIGN, CONSTRUCTION, DEMOLITION, QUALITY CONTROL AND SAFETY OF ALL WORK PERFORMED ON THE PROJECT. USE THE LATEST EDITIONS OF THE CODES AND STANDARDS UNLESS NOTED OTHERWISE.

JOB SITE SAFETY AND CONSTRUCTION PROCEDURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

SUB-BALLAST SHALL CONSIST OF AASHTO NO. 2A COURSE AGGREGATE, PLACED IN LIFTS NOT TO EXCEED 3 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY WEIGHT DENSITY AS DEFINED BY THE MODIFIED PROCTOR TEST (ASTM D-1557).

BALLAST SHALL CONFORM TO GRADATION SIZE 3 AS RECOMMENDED IN AREMA, CHAPTER 1, PART 2, TABLE NO. 2, RECOMMENDED BALLAST GRADATIONS.

ALL SURFACES SHALL BE RESTORED TO PRE-CONSTRUCTION OR BETTER CONDITION.

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT PA ONE CALL SYSTEM, INC.
PHONE: 1-800-242-1776
PA ONE CALL SERIAL NUMBER: 20222362104 FOR SELINGROVE BOROUGH, SNYDER COUNTY

THE CONTRACTOR SHALL EXERCISE CAUTION AND EMPLOY CAREFUL EXCAVATION METHODS DURING INSTALLATION OF THE FACILITIES TO AVOID DAMAGE TO OR CONFLICT WITH EXISTING UTILITIES. THE CONTRACTOR SHALL PERFORM EXPLORATORY EXCAVATIONS AS NECESSARY AND/OR REQUIRED BY THE ENGINEER TO ASCERTAIN THE HORIZONTAL AND VERTICAL ALIGNMENT OF EXISTING UTILITIES PRIOR TO CONSTRUCTION IN AFFECTED AREAS AND MAKE THE APPROPRIATE ADJUSTMENTS IN THE FIELD IF CONFLICTS OCCUR.

DESIGN IS BASED ON AVAILABLE INFORMATION PERTAINING TO UNDERGROUND UTILITIES AND FIELD LOCATION WHERE POSSIBLE. SHOULD THE CONTRACTOR ENCOUNTER A SITUATION WHERE IT IS BELIEVED THAT AN EXISTING UNDERGROUND UTILITY WILL NEED TO BE RELOCATED BY THE CONTRACTOR, HE SHALL NOTIFY THE ENGINEER AND A DECISION WILL BE MADE WITHIN TWO (2) WORKING DAYS.

DESIGNERS AND CONTRACTORS UTILIZING THESE DRAWINGS AND THE INFORMATION CONTAINED THEREON ARE CAUTIONED TO COMPLY WITH THE REQUIREMENTS OF LOCAL AND STATE REGULATIONS FOR UNDERGROUND UTILITY LINE PROTECTION.

SCOPE OF WORK:

REPLACE THE EXISTING RAILROAD GRADE CROSSING WITH A NEW PRECAST CONCRETE TUB STYLE GRADE CROSSING, RECONSTRUCT AND RE-GRADE THE APPROACH TRACK INCLUDING NEW INSULATED JOINTS, INSTALL UNDERDRAINS AND DRAIN OUTLETS, REPLACE PAVEMENT ON BOTH ROADWAY APPROACHES, AND PERFORM SIDEWALK UPGRADES AS SHOWN ON THESE PLANS. ALL RAIL JOINTS ARE TO BE WELDED.

SIGNAL MASTS AND ELECTRICAL HOUSE ARE TO BE REPLACED BY OTHERS. SIGNAL LOCATIONS ARE SHOWN FOR INFORMATION ONLY. SIGNAL DESIGN, FABRICATION, AND CONSTRUCTION IS THE SOLE RESPONSIBILITY OF DIAMONDBACK SIGNALS, LLC.

RAILROAD TRAFFIC:

CONSTRUCTION OF THE NEW GRADE CROSSING AND APPROACH TRACK WORK WILL TAKE PLACE DURING A SINGLE FOUR DAY TRACK OUTAGE. THE OUTAGE WILL BEGIN AT 8 AM ON A THURSDAY AND END AT 8 AM ON THE FOLLOWING MONDAY. DURING THIS TIME, THE RAIL WILL BE OUT OF SERVICE AND THEREFORE, THERE IS NO ANTICIPATED RAIL TRAFFIC DURING THESE OPERATIONS. PAVING ACTIVITIES ON BOTH APPROACHES WILL BE CONDUCTED AROUND SCHEDULED TRAIN TIMES. SEE TECHNICAL SPECIFICATIONS AND/OR PRE-BID MEETING MINUTES FOR ANTICIPATED TRAIN TRAFFIC DURING PAVING ACTIVITIES.

FULL TIME FLAGGING OPERATIONS OR INSTALLATION OF DERAILS WILL BE REQUIRED TO PROVIDE ADEQUATE PROTECTION TO ALL WORKERS DURING CONSTRUCTION. FLAGGING AND INSTALLATION/REMOVAL OF DERAILS WILL BE PROVIDED BY NORTH SHORE RAILROAD AT NO COST TO THE CONTRACTOR. (THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING RAILROAD FLAGGING AND INSTALLATION/REMOVAL OF DERAILS.)

SPECIFICATIONS:

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS, PENNDOT PUBLICATION 408/2020 INCLUDING REVISION NO. 6, AND AREMA MANUAL FOR RAILWAY ENGINEERING, CURRENT EDITION.

DESIGN OF REINFORCED CONCRETE COMPONENTS IS IN ACCORDANCE WITH AREMA CHAPTER 8, CONCRETE STRUCTURES AND FOUNDATIONS AND THE LOAD FACTOR DESIGN (LFD) METHOD.

GENERAL:

WORK MUST BE COORDINATED SO THAT WORK ON THE NORTH MARKET STREET CROSSING IS COMPLETED BETWEEN JUNE 1ST AND AUGUST 1ST.

ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

IN CASE OF CONFLICT BETWEEN THE GENERAL NOTES, SPECIFICATIONS, AND DETAILS, THE MOST RIGID REQUIREMENTS SHALL GOVERN.

METHODS, PROCEDURES AND THE SEQUENCES (OTHER THAN THAT NOTED ON THE DRAWINGS) OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL COSTS OF INVESTIGATION AND/OR REDESIGN DUE TO CONTRACTOR'S IMPROPER INSTALLATION OF TRACK ELEMENTS OR OTHER ITEMS NOT IN CONFORMANCE WITH THE CONTRACT DOCUMENTS SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE DRAWINGS SHALL BE USED IN CONJUNCTION WITH THE SPECIFICATIONS. IF THERE IS A DISCREPANCY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER PRIOR TO PERFORMING THE WORK.

THE CONTRACTOR SHALL VERIFY ALL EXISTING INFORMATION SHOWN (DIMENSIONS, ELEVATIONS, ETC.) AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO FABRICATION.

SUBMIT SHOP DRAWINGS AT LEAST 15 DAYS BEFORE REVIEWED SUBMITTALS WILL BE NEEDED. SHOP DRAWINGS SHALL BEAR THE CONTRACTOR'S STAMP OF APPROVAL WHICH SHALL CONSTITUTE CERTIFICATION THAT THE CONTRACTOR HAS VERIFIED ALL CONSTRUCTION CRITERIA, MATERIALS, AND SIMILAR DATA AND HAS CHECKED EACH DRAWING FOR COMPLETENESS, COORDINATION, AND COMPLIANCE WITH THE CONTRACT DOCUMENTS.

DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURES SUPPLIED IN THE DESIGN DRAWINGS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.

REPRODUCTION OF STRUCTURAL CONTRACT PLANS FOR SUBMITTALS AS SHOP DRAWINGS IS PROHIBITED. SHOP DRAWINGS PRODUCED IN SUCH A MANNER WILL BE REJECTED AND RETURNED.

SHOP DRAWINGS SUBMITTED FOR REVIEW SHALL BE ELECTRONIC SUBMITTALS IN PDF FORMAT.

WORK NOT INDICATED ON A PART OF THE DRAWINGS BUT REASONABLY IMPLIED TO BE SIMILAR TO THAT SHOWN AT CORRESPONDING PLACES, SHALL BE REPEATED AT NO ADDITIONAL COST.

PRECAST CONCRETE:

USE CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH EQUAL TO 5,000 PSI FOR ALL PRECAST CONCRETE COMPONENTS, OR AS SPECIFIED BY PANEL MANUFACTURER.

THE PRECAST MANUFACTURER SHALL SUBMIT SHOP DRAWINGS FOR ALL PRECAST COMPONENTS.

THE PRECAST MANUFACTURER SHALL DESIGN, PROVIDE AND INSTALL ALL HANGERS, INSERTS, ATTACHMENTS AND APPURTENANCES AS REQUIRED.

FORM STRIPPING, HANDLING, AND TRANSPORTATION METHODS SHALL NOT CRACK PRECAST MEMBERS.

COORDINATED WORK:

IT IS THE SOLE RESPONSIBILITY OF CONTRACTOR TO COORDINATE INSTALLATION OF THE SIGNAL FOUNDATIONS AND MASTS WITH RAILROAD SIGNAL CONTRACTOR DURING THE PLANNED TRACK OUTAGE. SIGNAL FOUNDATIONS AND MASTS SHALL BE INSTALLED BY RAILROAD SIGNAL CONTRACTOR AFTER SIDEWALKS HAVE BEEN REMOVED BY CONTRACTOR AND PRIOR TO CONSTRUCTION OF NEW ROADWAY PAVEMENT, SIDEWALKS, CURBS AND CURB RAMPS.

RECORD OF EXISTING ROAD TYPES:

- (2018) 36' W OF 2.25" DEPTH OF BITUMINOUS WEARING COURSE
- (2018) 36' W OF 2.25" (AVERAGE DEPTH) MILLING
- (2000) 36' W OF 1.50" DEPTH OF BITUMINOUS WEARING COURSE
- (2000) 36' W OF 0.50" DEPTH OF BITUMINOUS WEARING COURSE (SCRATCH)
- (2000) 36' W OF 1.50" (AVERAGE DEPTH) MILLING
- (1979) 36' W OF 1.50" DEPTH BITUMINOUS WEARING COURSE
- (1933) 36' W OF 9.00" DEPTH REINFORCED CONCRETE PAVEMENT

SUMMARY OF PROJECT COORDINATES

BASED ON THE STATE PLANE COORDINATE SYSTEM (PA SOUTH ZONE - NAD83)

	STATION	POINT	COORDINATES		BEARING
			NORTHING	EASTING	
N MARKET ST CONSTRUCTION	10+00.00	POT	536436.7176	2214710.1121	N24°26'43.86"E
	12+41.16	POT	536656.2609	2214809.9117	
SIT TRACK	53+74.00	POT	536549.6633	2215132.4459	S86°56'33.64"W
	56+57.54	PC	536534.5405	2214849.3062	
	57+36.85	PI	536530.3105	2214770.1087	S85°21'23.72"W
	58+16.15	PCC	536523.8900	2214691.0586	
	59+27.76	PI	536514.8544	2214579.8120	S67°39'18.60"W
	60+37.42	PT	536472.4214	2214476.5797	
60+50.00	POT	536467.6386	2214464.9440		



PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

SERIAL NUMBER: 20222362104

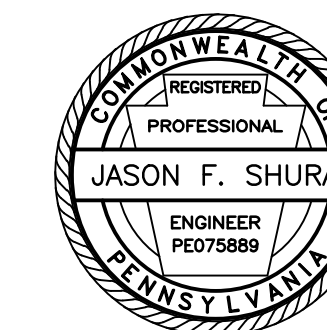
USER	STATEMENT
EASTERN SNYDER CO REG AUTH PO BOX 330 SELINGROVE, PA 17870 OFFICE PERSONNEL ESCRA@VERIZON.NET	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASE ON TICKET INFORMATION.
PPL ELECTRIC UTILITIES CORPORATION 434 SUSQUEHANNA TRAIL NORTHUMBERLAND, PA 17857 DOUG HAUPT DLHAUPT@PPLWEB.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
SELINGROVE BOROUGH 1 NORTH HIGH STREET ST SELINGROVE, PA 17870 SHARON BADMAN SBADMAN@SELINGROVE.ORG	FIELD MARKED.
SERVICE ELECTRIC CABLEVISION 3662 POINT TOWNSHIP RD NORTHUMBERLAND, PA 17857 DON PHILLIPS DON.PHILLIPS@SECV.COM	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASE ON TICKET INFORMATION.
VERIZON NORTH 404 W FOURTH STREET WILLIAMSPORT, PA 17701 JASON WAGNER JASON.E.WAGNER@VERIZON.COM	DID NOT RESPOND THROUGH PA ONE CALL
UGI UTILITIES INC 1 UGI DRIVE WILKES BARRE, PA 18711 AMANDA NIXON ANIXON@UGI.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.

PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

- PURSUANT TO THE PROVISIONS OF PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 50 OF 2017, PENNSYLVANIA LEGISLATURE, STIFFLER, MCGRAW & ASSOCIATES, INC. HAS INSPECTED OR OBTAINED A LIST OF USERS, AS PRESCRIBED BY SECTION 3 OF SAID ACT WITHIN THE POLITICAL SUBDIVISIONS INVOLVED IN THIS PROJECT. INFORMATION ON THE POSITION AND TYPE OF EACH UNDERGROUND LINE WAS REQUESTED NOT LESS THAN TEN (10), NOR MORE THAN NINETY (90), DAYS PRIOR TO THE COMPLETION OF FINAL DESIGN. EXISTING UNDERGROUND UTILITIES SHOWN ON THESE DRAWINGS ARE BASED ON THE INFORMATION PROVIDED BY THE USERS.
- STIFFLER, MCGRAW & ASSOCIATES INC. DO NOT GUARANTEE THE PRESENCE, LOCATION, OR DEPTH OF ANY PUBLIC OR PRIVATE UNDERGROUND UTILITY OR STRUCTURE WHICH MAY OR MAY NOT BE SHOWN ON THESE PLANS.
- PENNSYLVANIA ONE CALL SYSTEM, INC. (1-800-242-1776) SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 3 BUSINESS DAYS BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO ACTUAL EXCAVATION START FOR VERIFICATION AND MARKOUT OF EXISTING UTILITIES.
- CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF PUBLIC UTILITY ACT NO. 181 OF DECEMBER 18, 2006.



1731 N. Juniata Street
Hollidaysburg, PA 16648
Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK SR 2017 (N MARKET
STREET) GRADE CROSSING
REPLACEMENT PROJECT

2024-04

SELINGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
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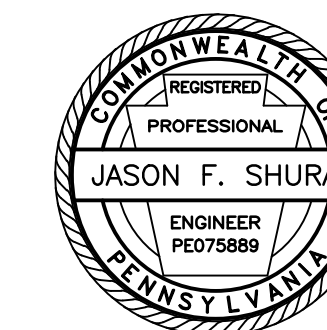
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GENERAL NOTES

PROJECT NO.	24-1502
DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

G1



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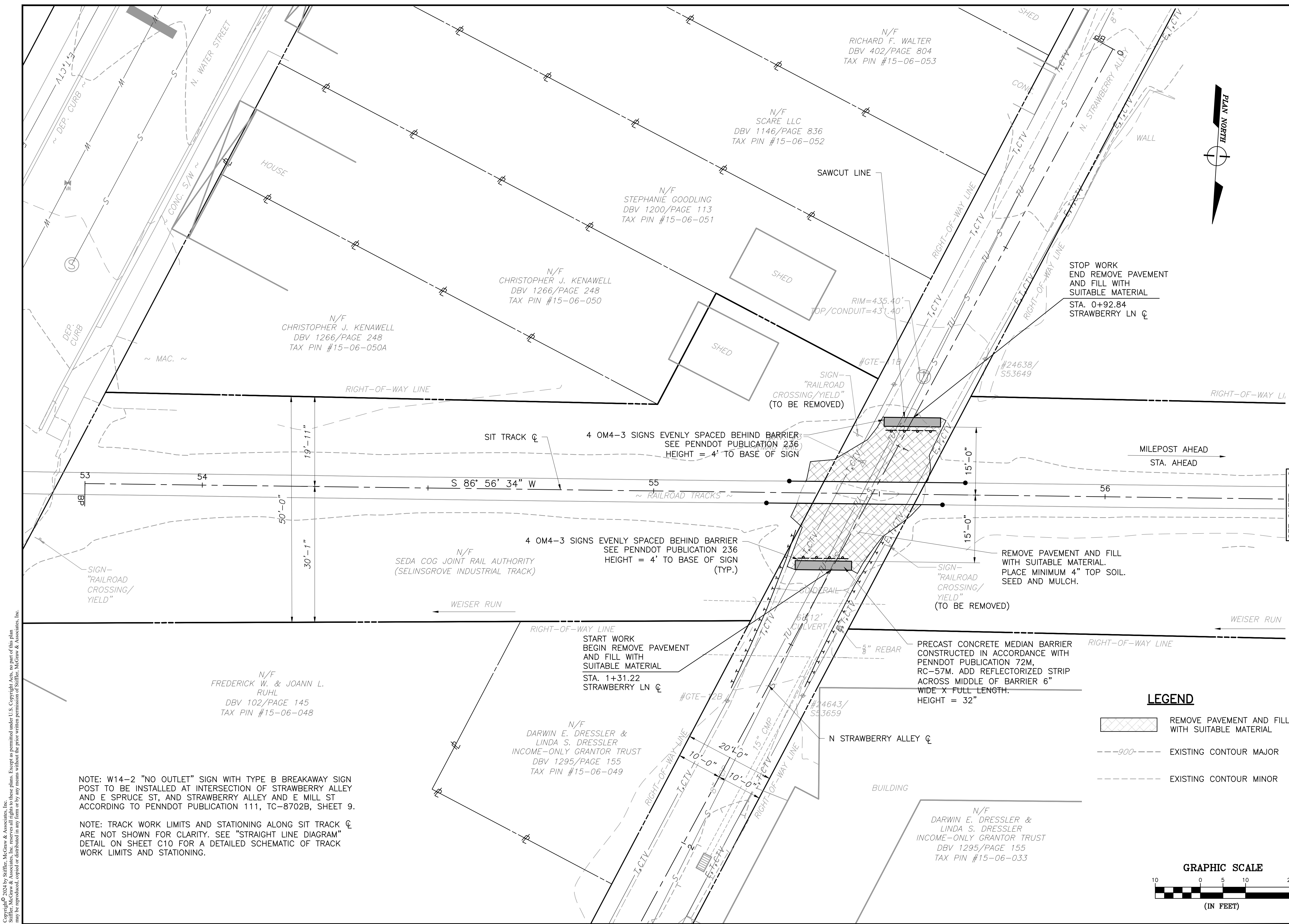
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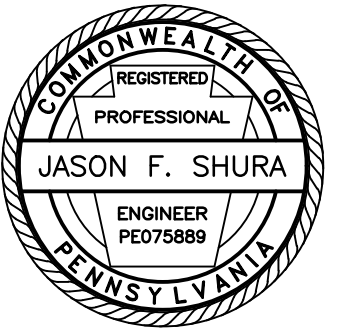
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Drawing:

C1



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SELINGROVE BOROUGH
SNYDER COUNTY

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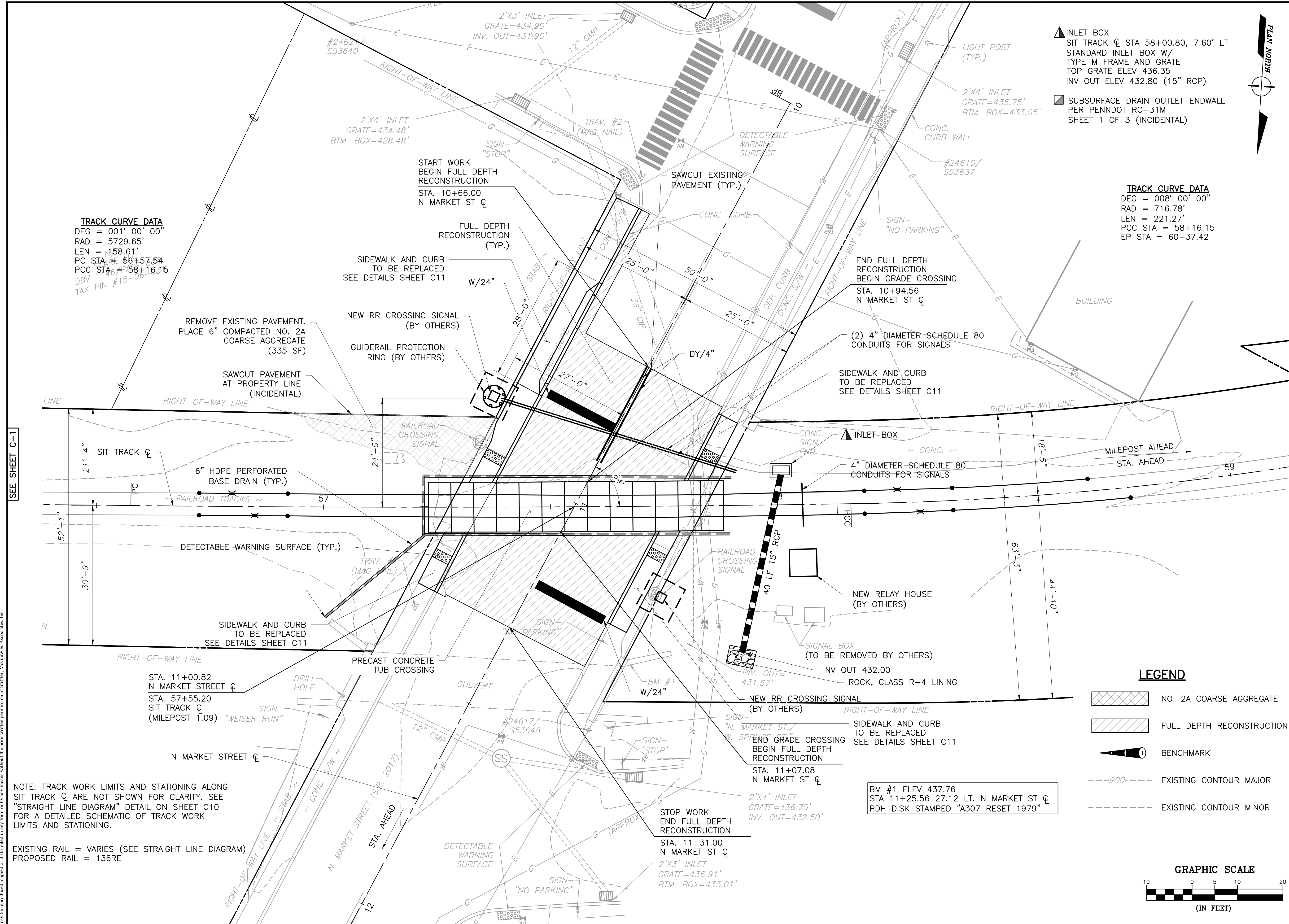
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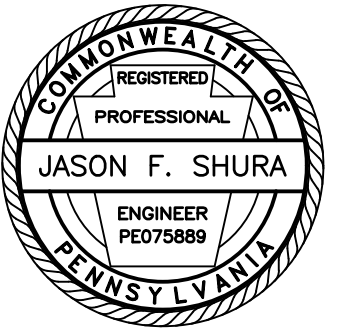
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SCALE:	AS SHOWN

Drawing:

C2



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REPLACEMENT PROJECT

2024-04
SELINGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS

SEE SHEET C4

Revisions:

No.	Date	Description
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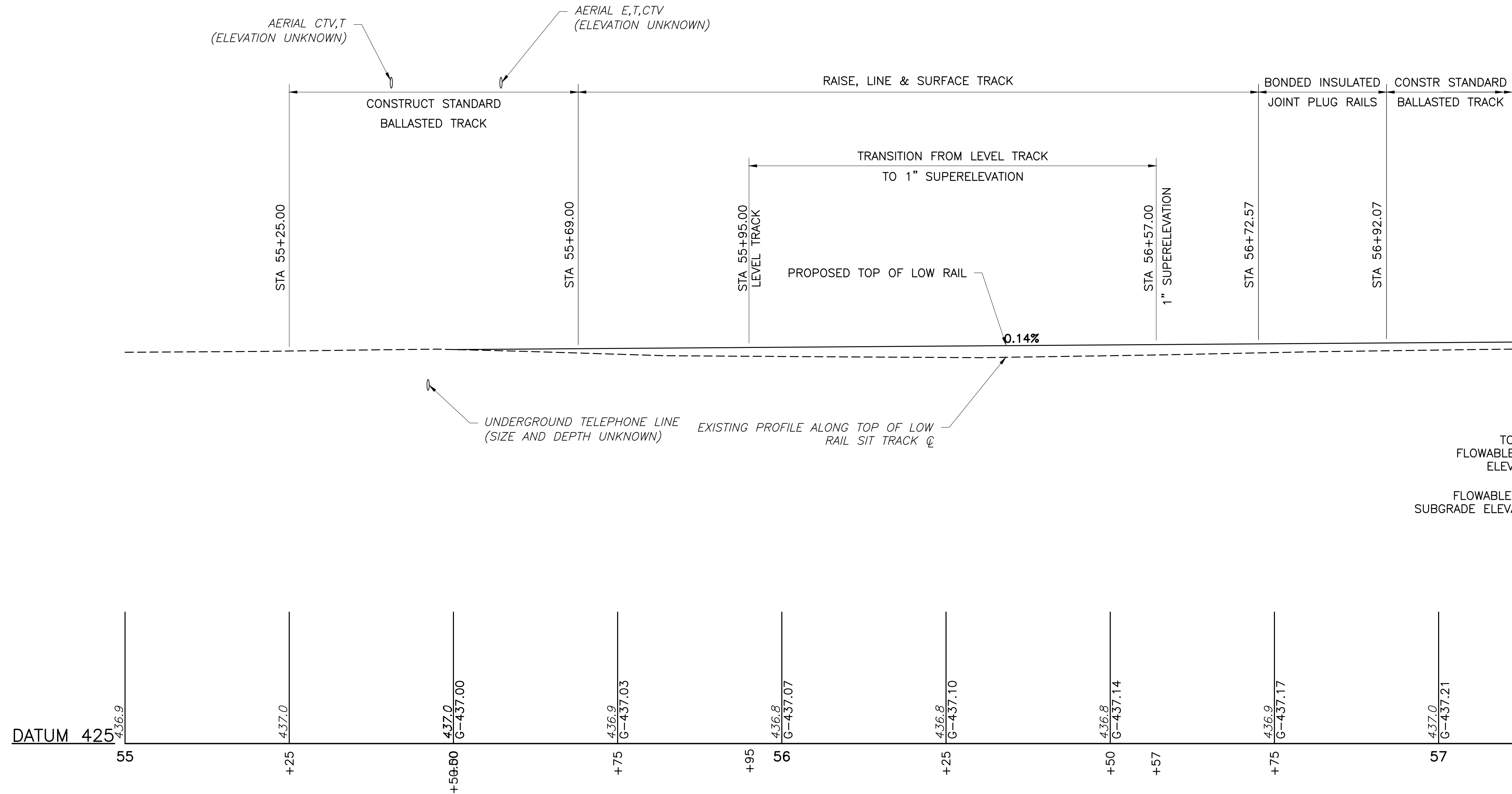
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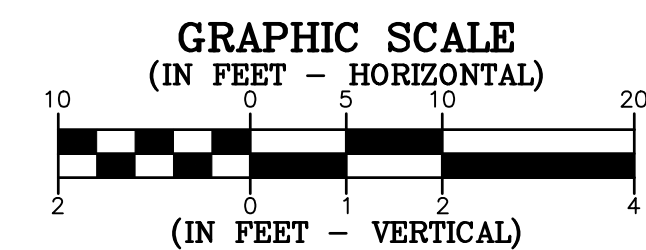
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DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C3



PROFILE - SIT TRACK CL





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Owner:
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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
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SNYDER COUNTY

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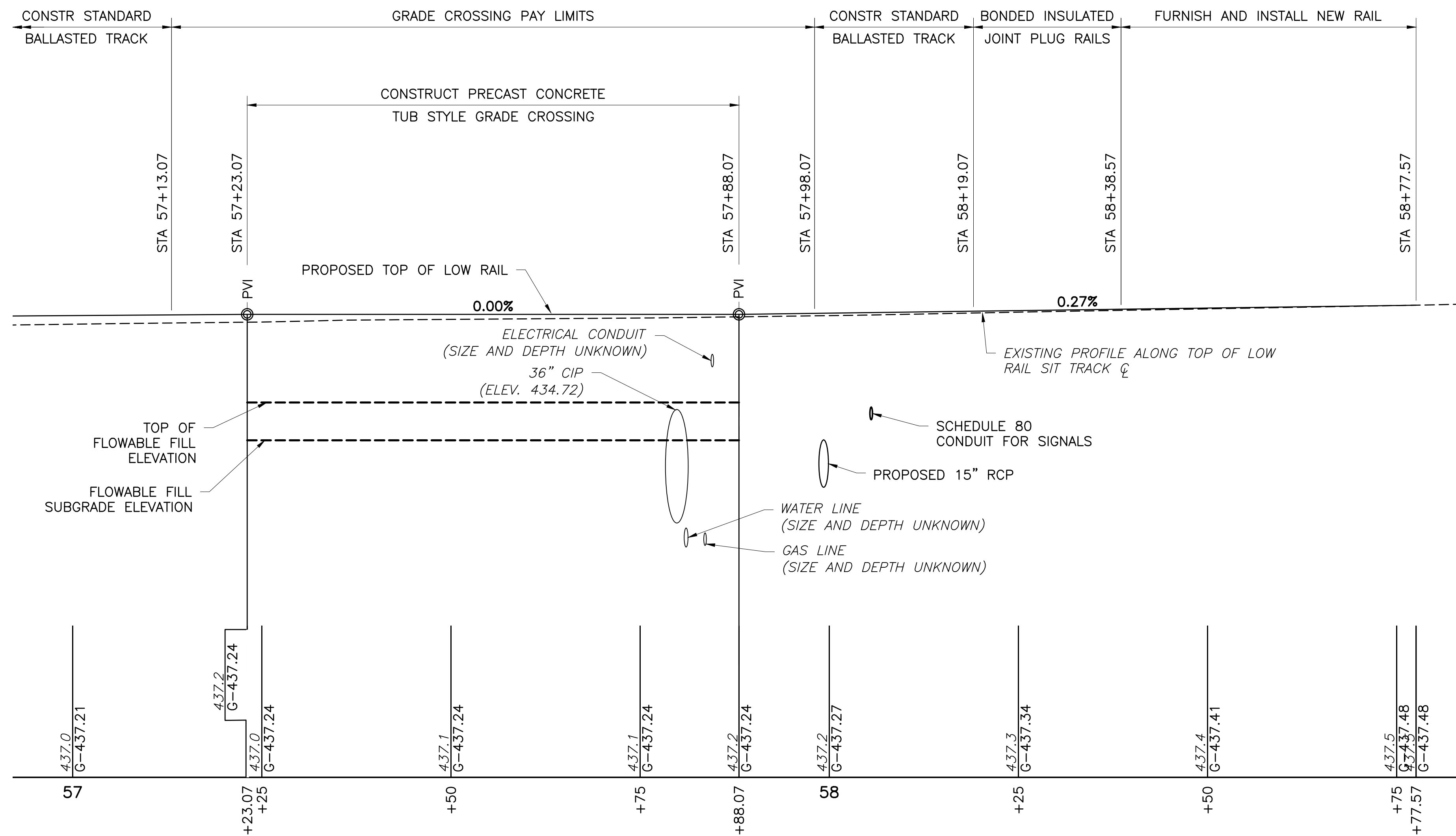
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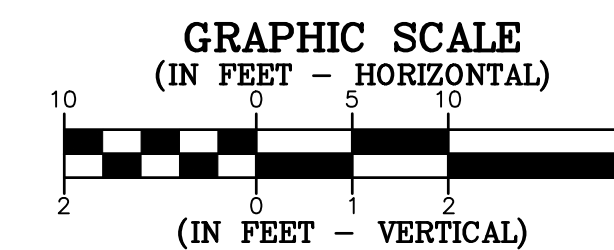
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DRAWN BY: JDD
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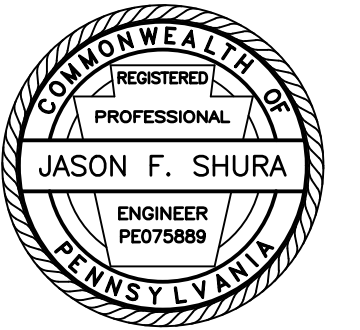
C4



PROFILE - SIT TRACK C



SEE SHEET C3



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Owner:
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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
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SNYDER COUNTY

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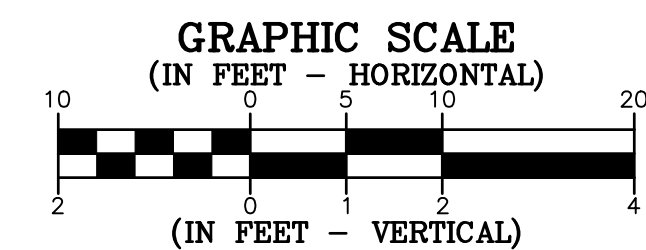
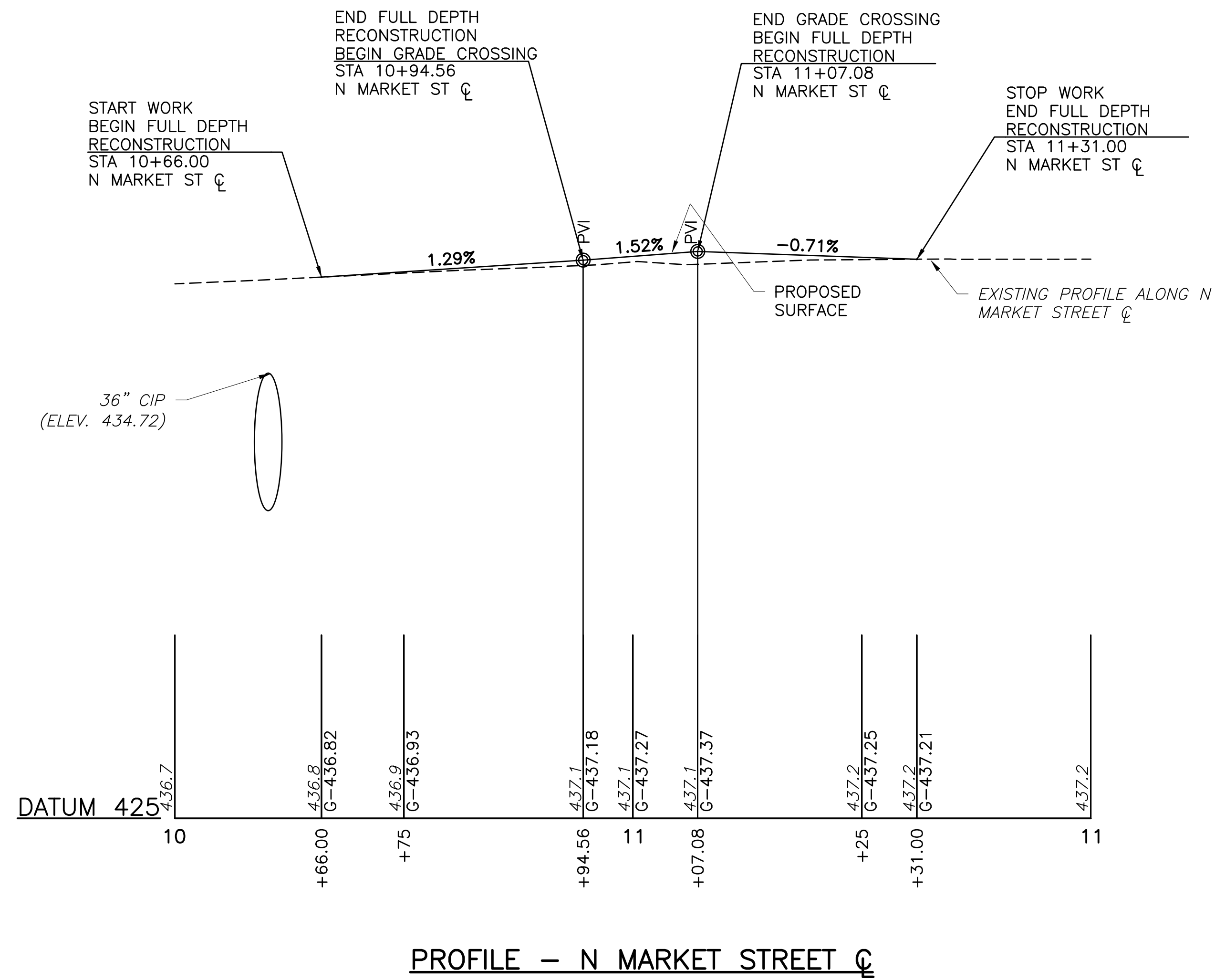
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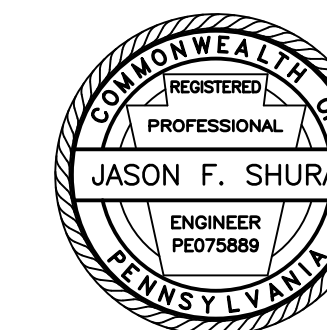
ROAD PROFILE

PROJECT NO. 24-1502
DRAWN BY: JDD
DESIGNED BY: JDD
CHECKED BY: JES
SCALE: AS SHOWN

Drawing:

C5





Stiffler, McGraw & Associates, Inc.

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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

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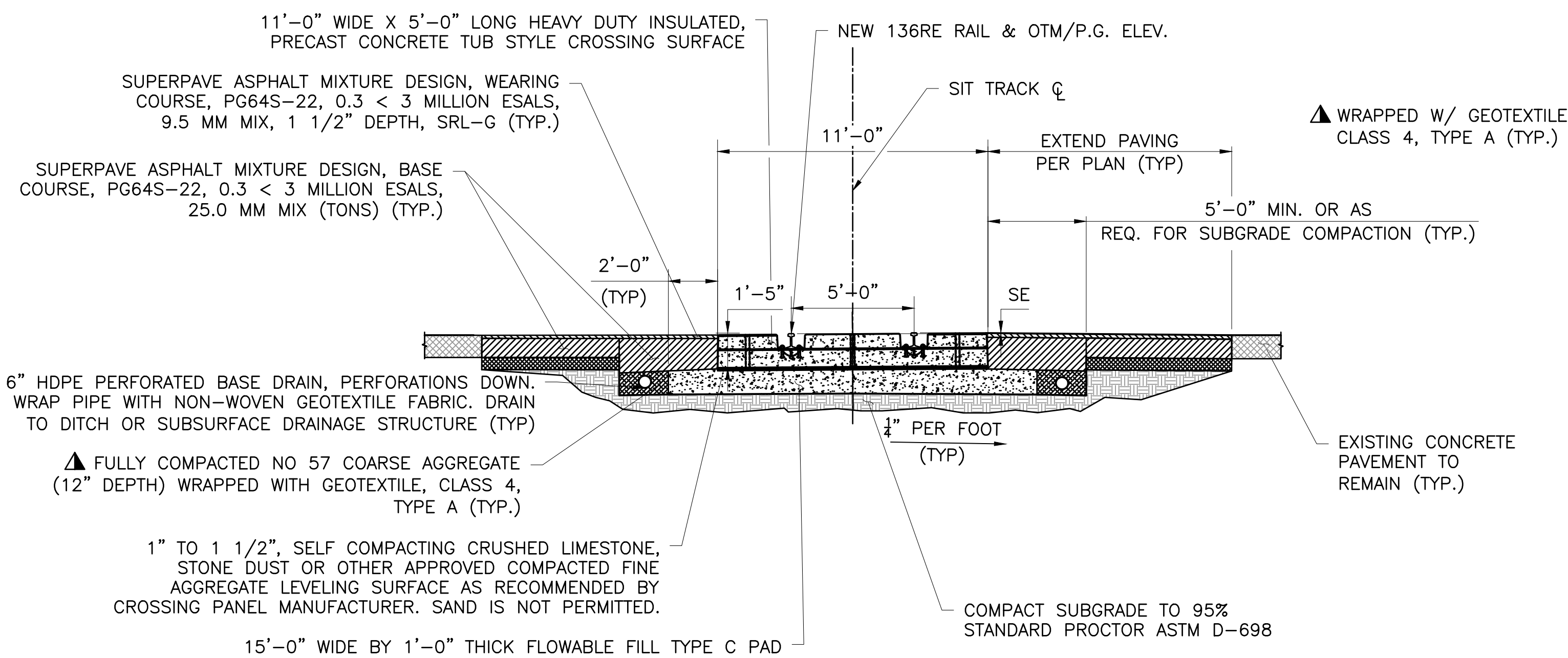
Sheet Title:

TYPICAL SECTIONS

PROJECT NO.	24-1502
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CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C6



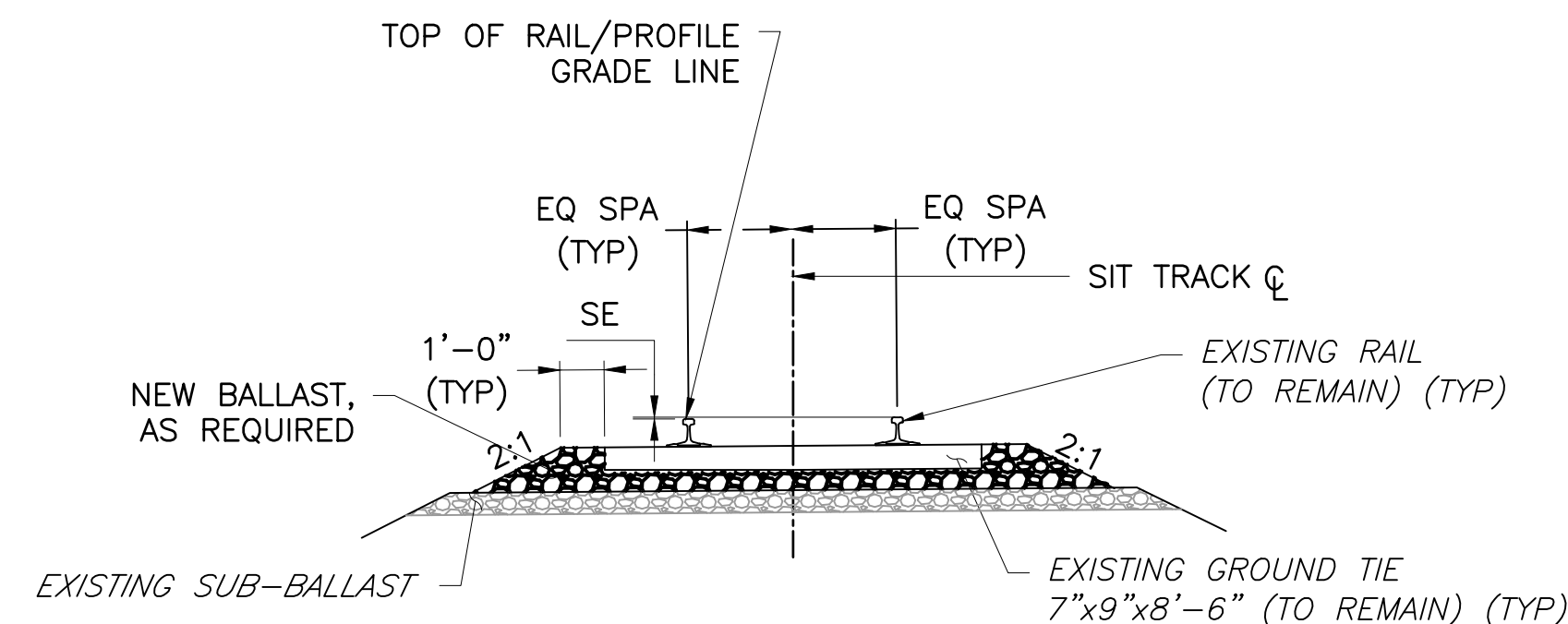
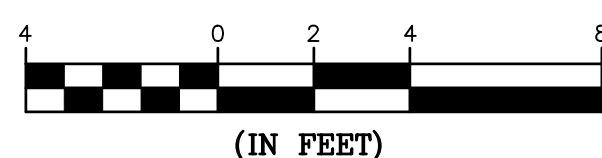
**TYPICAL SECTION - PRECAST CONCRETE TUB
STYLE GRADE CROSSING**

STA. 57+23.07 TO STA. 57+88.07

NOTES:

1. FLOWABLE FILL PAD SHALL EXTEND AT LEAST 1'-0" LONGITUDINALLY BEYOND END OF CROSSING PANELS IN EACH DIRECTION. LIMIT EXTENSION OF PAD SO AS NOT TO ENCRoACH ON ADJACENT APPROACHING STANDARD TIE AND BALLASTED TRACK STRUCTURE.

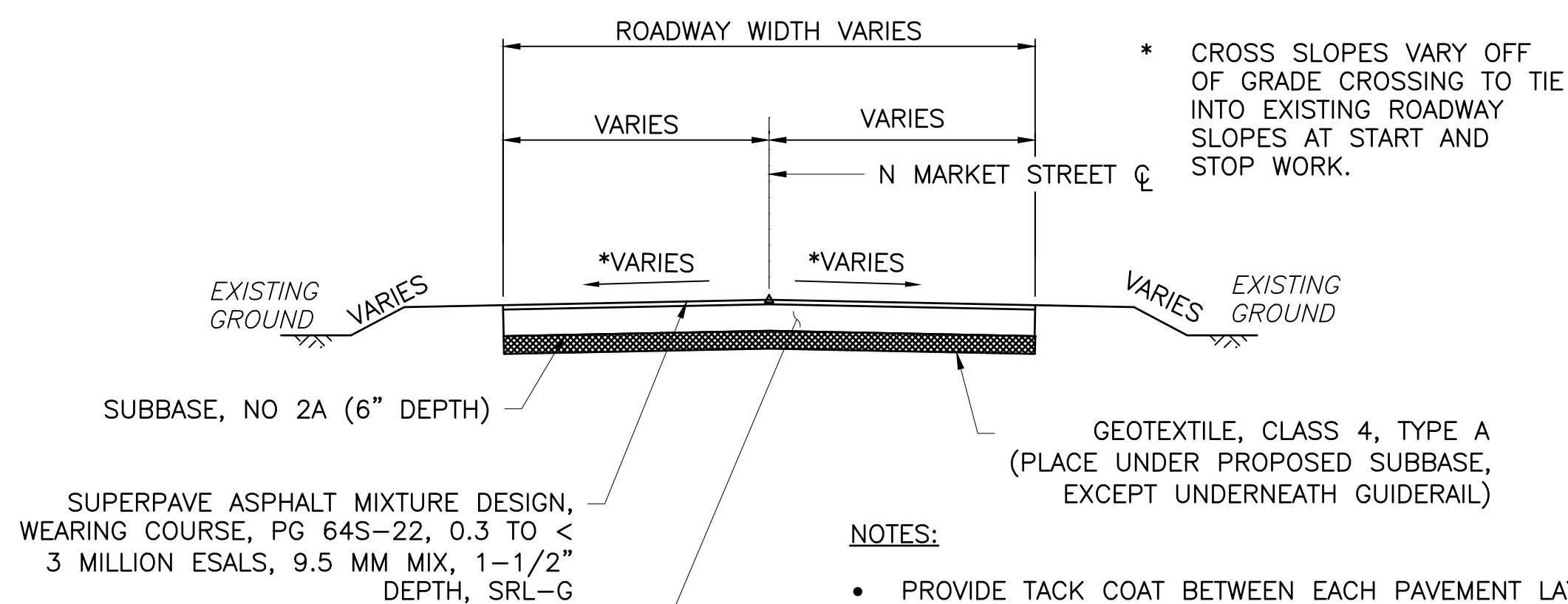
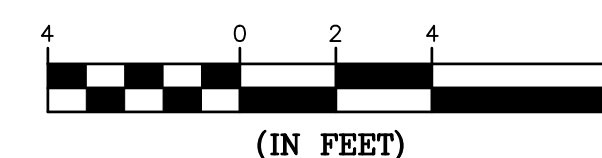
GRAPHIC SCALE



TYPICAL SECTION - RAISE, LINE & SURFACE TRACK

STA. 55+50.00 TO STA. 56+72.57

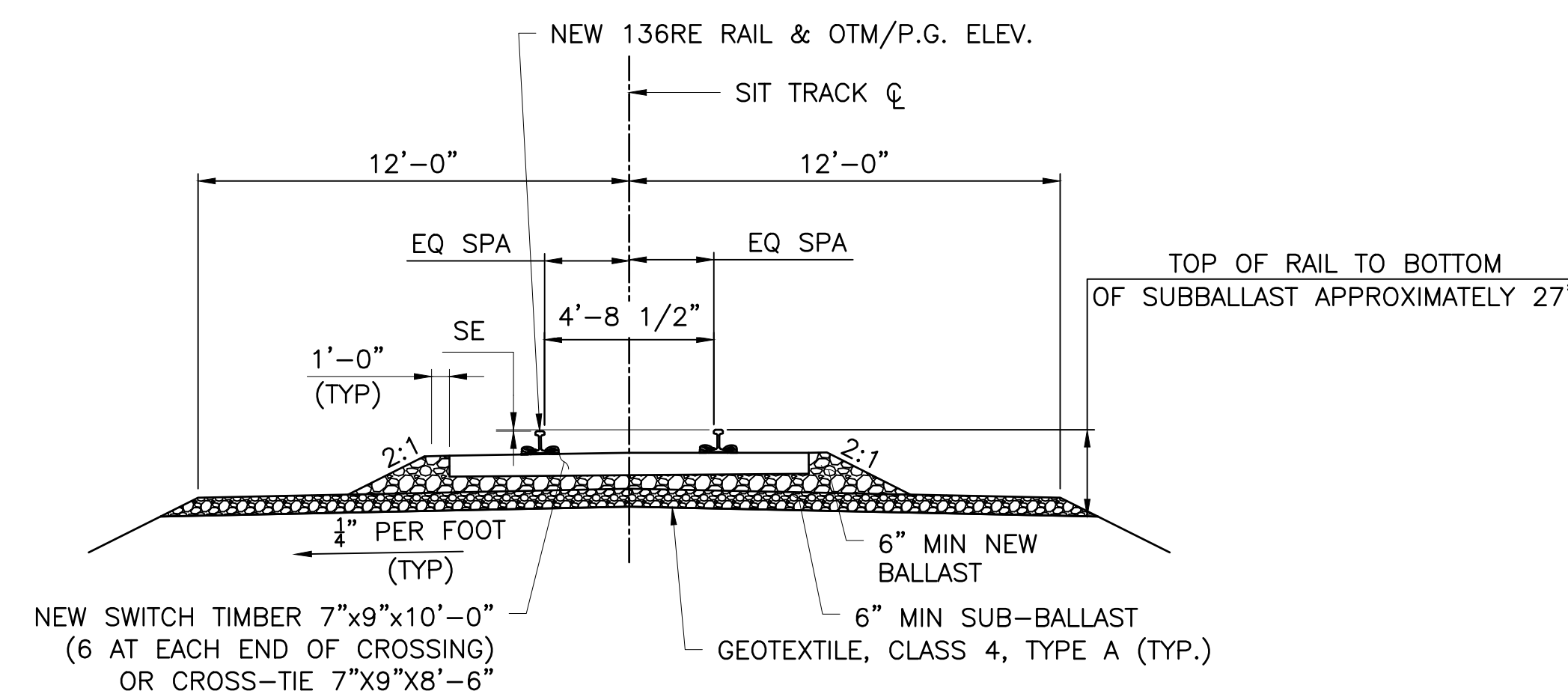
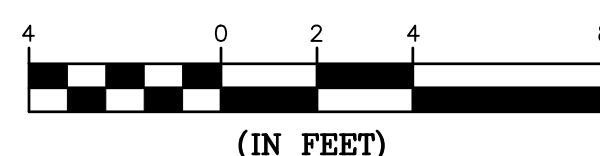
GRAPHIC SCALE



TYPICAL SECTION - FULL DEPTH RECONSTRUCTION

STA. 10+66.00 TO STA. 10+94.56
STA. 11+07.08 TO STA. 11+31.00

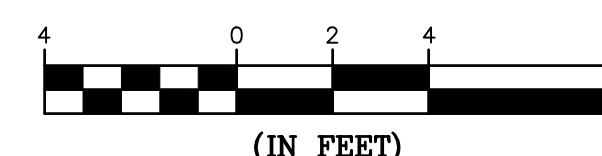
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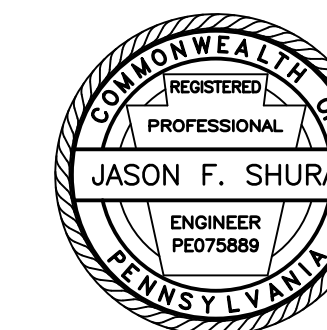
TYPICAL SECTION - CONSTRUCT STANDARD BALLASTED TRACK

STA. 55+25.00 TO STA. 55+69.00
STA. 56+92.07 TO STA. 57+13.07
STA. 57+98.07 TO STA. 58+19.07

GRAPHIC SCALE



TRACK SUPERELEVATION TABLE	
STA. 55+32.53 TO STA. 55+95.00	NO SUPERELEVATION
STA. 55+95.00 TO STA. 56+57.00	TRANSITION TO 1" SUPERELEVATION
STA. 56+57.00 TO STA. 58+65.00	MAINTAIN 1" SUPERELEVATION



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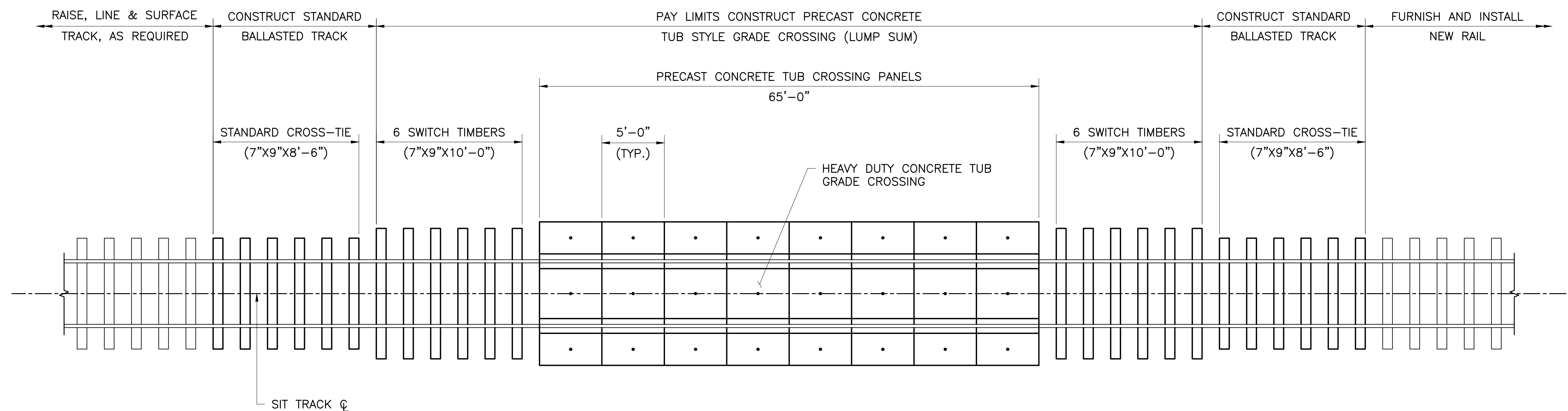
Owner:
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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
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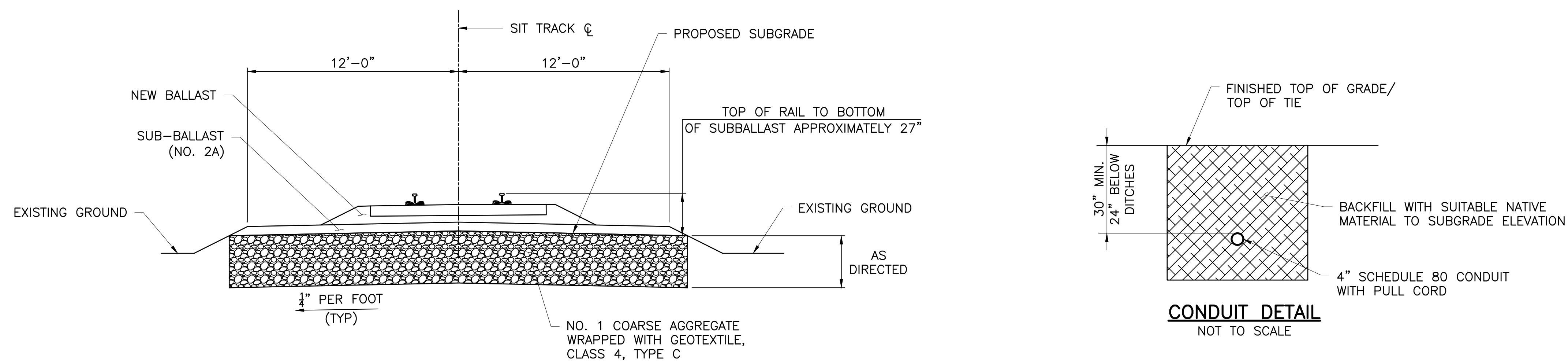
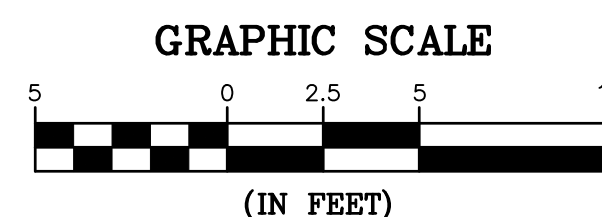
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SELINGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS



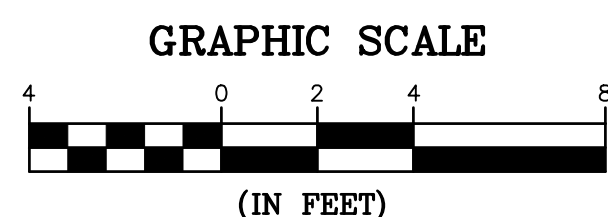
HEAVY DUTY CONCRETE TUB CROSSING PLAN



TYPICAL SECTION - SUBGRADE UNDERCUT DETAIL

NOTES:

1. ALL EXCAVATION PAID FOR AS INCIDENTAL TO SUBGRADE REPAIR.
2. AT LEAST 6 INCHES OF NO. 1 COARSE AGGREGATE SHOULD BE IN PLACE ON GEOTEXTILE BEFORE PERMITTING COMPACTION EQUIPMENT TO PASS OVER IT
3. REFERENCE POINT FOR UNDERCUTTING IS SUBGRADE ELEVATION. APPLY UNDERCUTTING TREATMENT AT LOCATIONS DIRECTED BY ENGINEER. PLACE GEOTEXTILE AS INDICATED OR AS DIRECTED BY THE ENGINEER.
4. DO NOT UNDERCUT UNLESS DIRECTED.
5. PROVIDE DRAINAGE FOR UNDERCUT.



Revisions:

No.	Date	Description
△		

Sheet Title:

DETAILS

PROJECT NO. 24-1502
DRAWN BY: JDD
DESIGNED BY: JDD
CHECKED BY: JES
SCALE: AS SHOWN

Drawing:

C7



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SNYDER COUNTY

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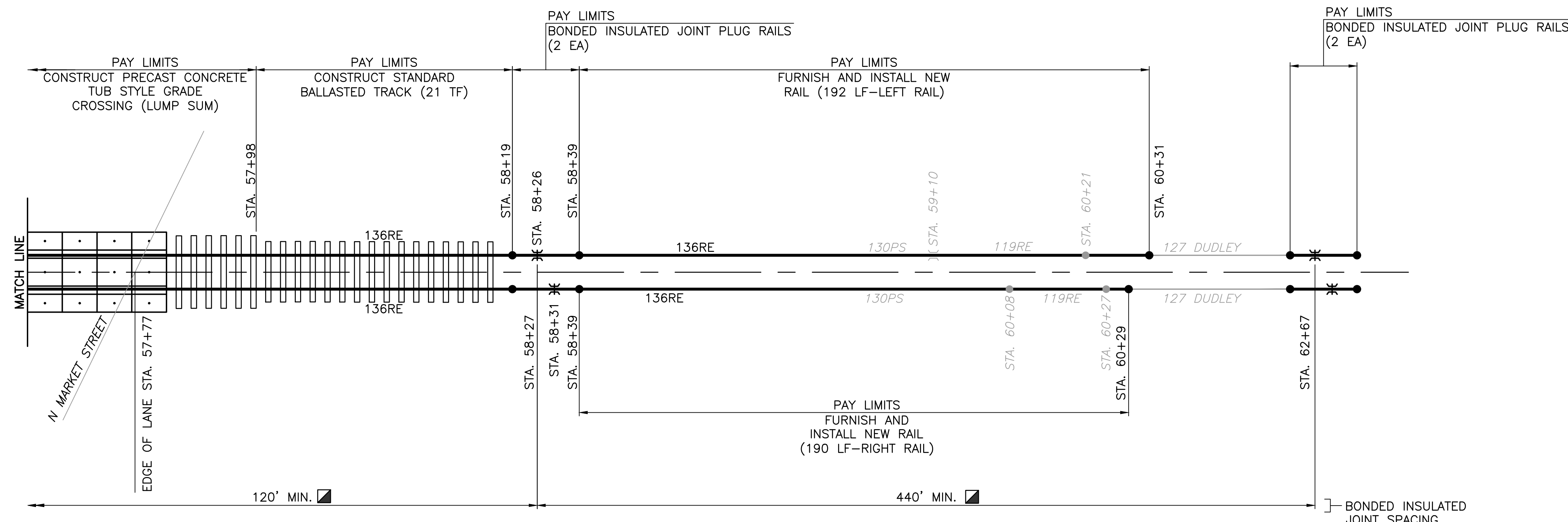
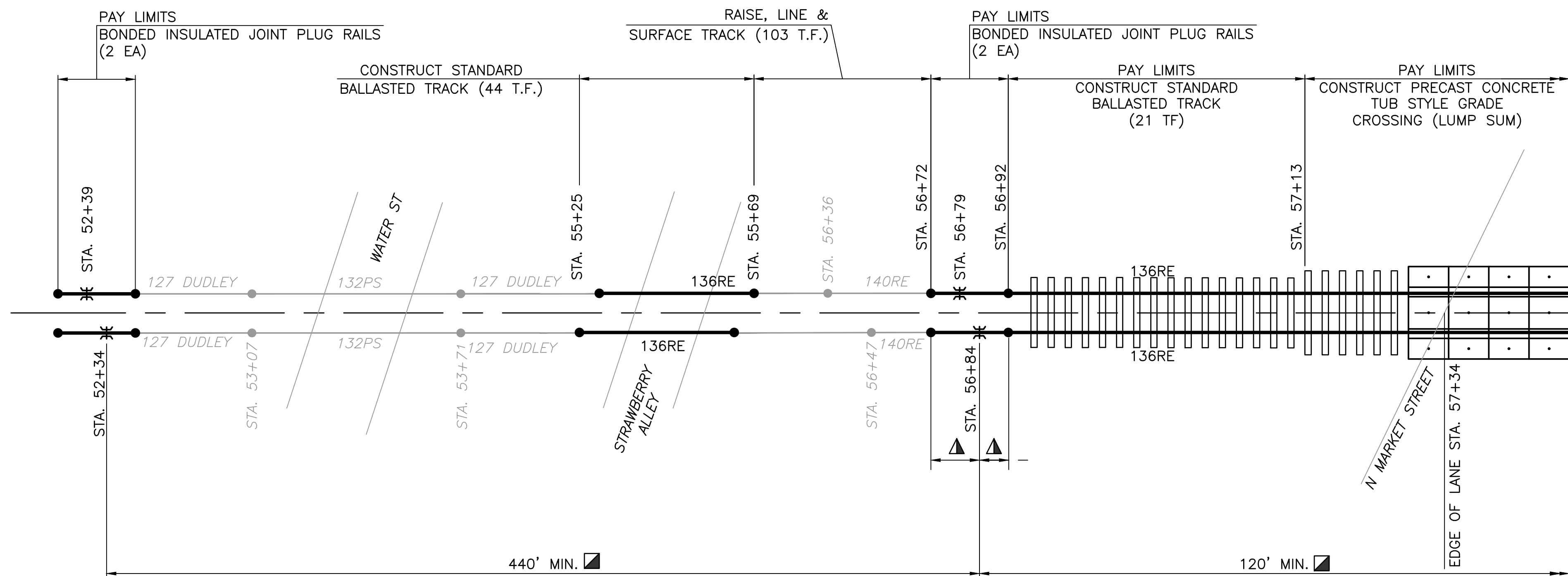
Sheet Title:

**STRAIGHT LINE
DIAGRAM**

PROJECT NO.	24-1502
DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
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Drawing:

C8



STRAIGHT LINE DIAGRAM

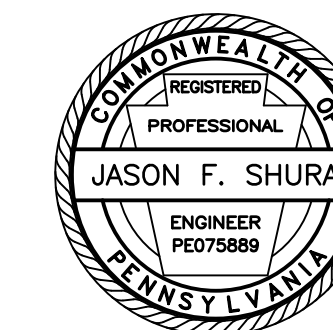
NOTE: ALL STATIONS ROUNDED TO NEAREST 1-FOOT

▲ PLUG RAIL 14'-0" TO 39'-0" (TYP.) STATIONS ASSUME 19'-6" PLUG RAILS WITH 5'-0" OFFSET BETWEEN INSULATED JOINTS.

■ LOCATION OF BONDED INSULATED JOINT PLUG RAILS MAY BE MOVED AS REQUIRED TO PROVIDE MINIMUM RAIL LENGTH OF 14'-0" AFTER RAIL IS CUT FOR PLUG RAIL. AT NO TIME SHALL ISLAND INSULATED JOINT BE MOVED CLOSER THAN 120' TO OPPOSITE ISLAND CIRCUIT INSULATED JOINT OR ADVANCED CIRCUIT BE MOVED CLOSER THAN 440' TO ISLAND CIRCUIT INSULATED JOINT.

LEGEND

- ⌘ PROPOSED INSULATED JOINT
- ⌘ PROPOSED BOLTED JOINT
- PROPOSED WELD/COMPROMISE WELD
- EXISTING WELD/COMPROMISE WELD



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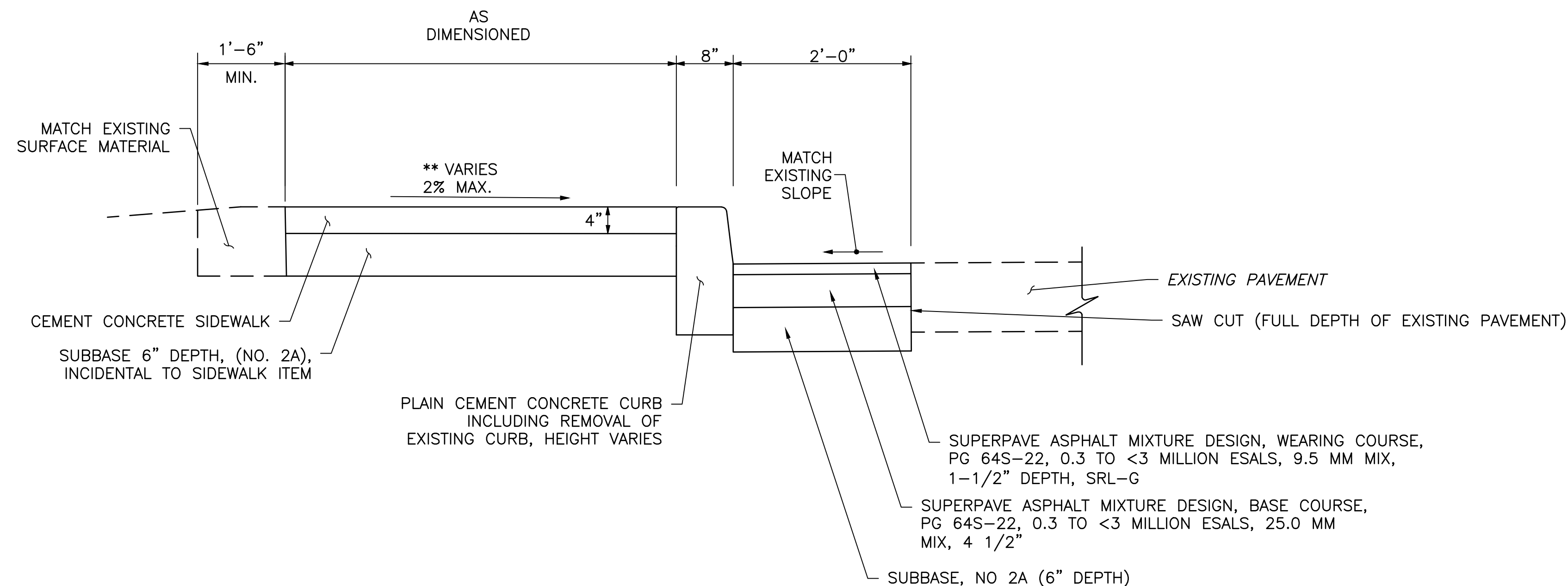
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SIDEWALK DETAILS

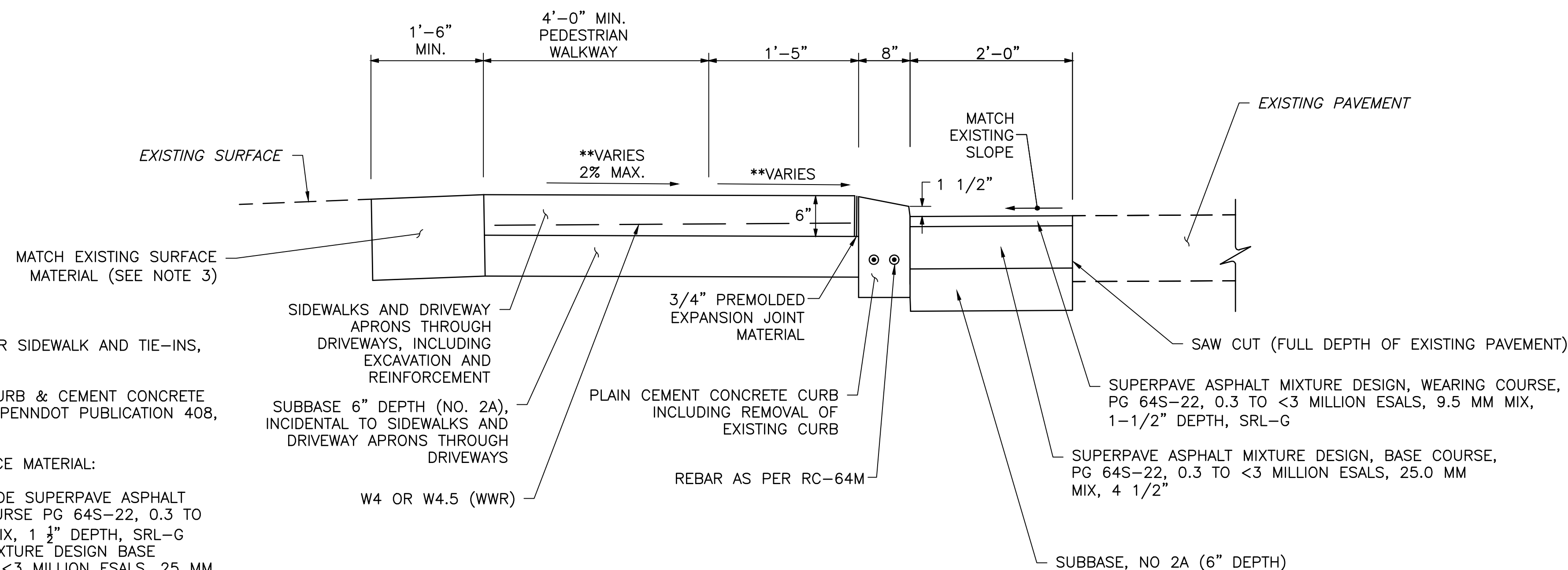
PROJECT NO.	24-1502
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Drawing:

C9



TYPICAL SIDEWALK SECTION
NOT TO SCALE

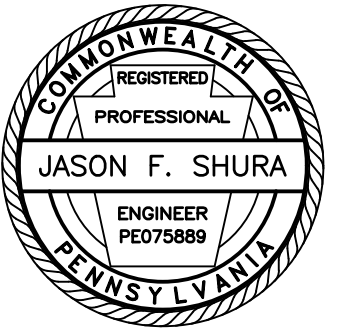


DRIVEWAY TYPICAL SECTION
NOT TO SCALE

NOTES:

- EXCAVATION AND EMBANKMENT FOR SIDEWALK AND TIE-INS, INCIDENTAL TO RELATED WORK.
- CONSTRUCT ALL PLAIN CEMENT CURB & CEMENT CONCRETE SIDEWALKS IN ACCORDANCE WITH PENNDOT PUBLICATION 408, SECTIONS 630 & 676.
- MATCH EXISTING DRIVEWAY SURFACE MATERIAL:
 - FOR ASPHALT SURFACE PROVIDE SUPERPAVE ASPHALT MIXTURE DESIGN WEARING COURSE PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G OVER SUPERPAVE ASPHALT MIXTURE DESIGN BASE COURSE PG 64S-22, 0.3 TO <3 MILLION ESALS, 25 MM MIX.
 - FOR STONE STABILIZED SURFACE PROVIDE 8" SELECT BORROW EXCAVATION, NO. 2A COARSE AGGREGATE.

** SLOPE VARIES. TIE NEW SIDEWALK TO EXISTING SIDEWALKS. CURB HEIGHTS MAY VARY. DO NOT EXCEED 2% MAX. CROSS SLOPE



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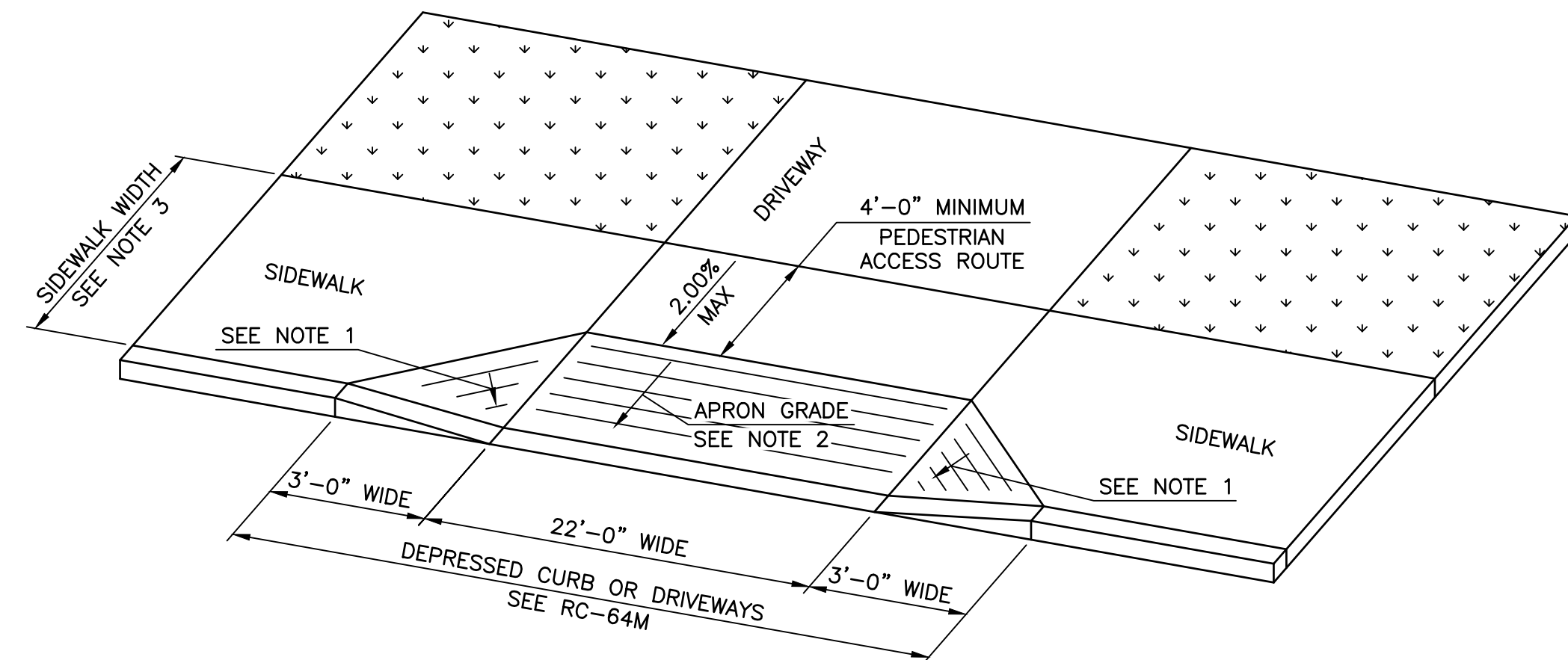
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SIDEWALK DETAILS

PROJECT NO.	24-1502
DRAWN BY:	JDD
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SCALE:	AS SHOWN

Drawing:

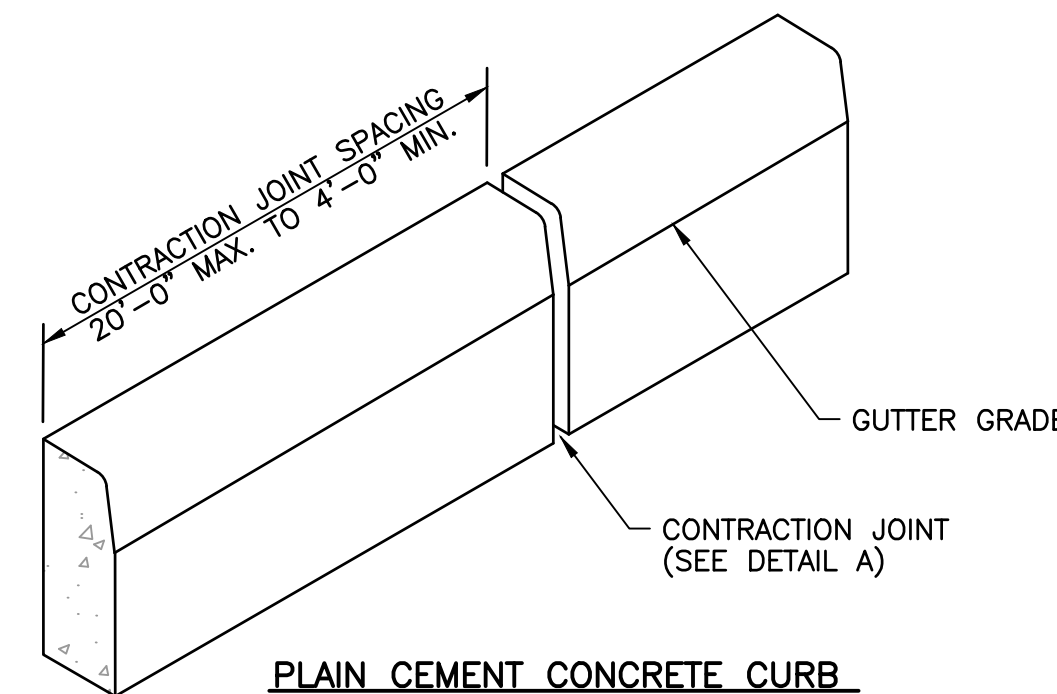
C10



NOTES:

1. SIDE FLARES 10.00% MAX SLOPE.
2. 8.00% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY.
3. MINIMUM SIDEWALK WIDTH 5'-0".
4. 8.33% MAX RAMP SLOPE.
5. DRIVEWAYS SHALL HAVE MIN DEPTH OF 6" WITH REINFORCEMENT (W4 OR W4.5 WWR).

DRIVEWAY APRON (TYPE 1A)
NOT TO SCALE

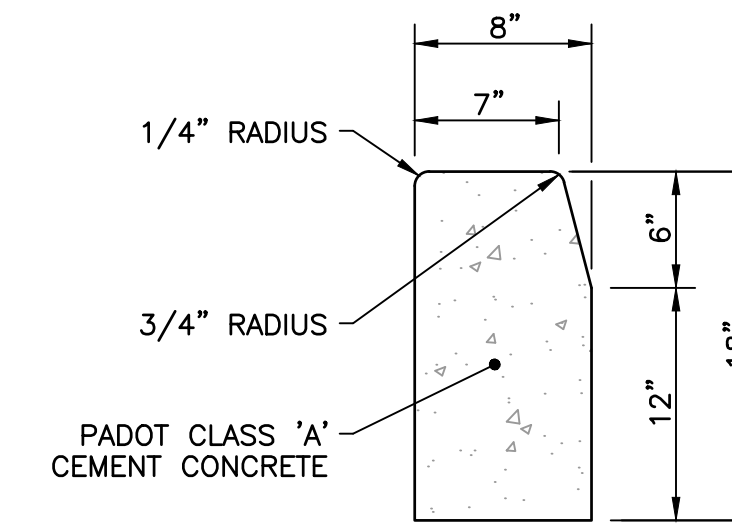


PLAIN CEMENT CONCRETE CURB
NOT TO SCALE

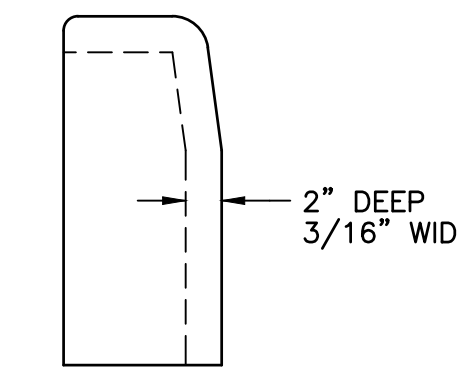
NOTES:

- PROVIDE MATERIALS AND CONSTRUCTION MEETING THE REQUIREMENTS OF PUB. 408, SECTION 630 AND RC-64M FOR PLAIN CEMENT CURB.
- SPACE CONTRACTION JOINTS IN UNIFORM LENGTHS OR SECTIONS, 20' MAX. TO 4' MIN.
- PLACE 3/4" THICK PREMOULDED EXPANSION JOINT FILLER MATERIAL AT ALL STRUCTURES AND AT THE END OF THE WORK DAY. CUT MATERIAL TO CONFORM TO AREA ADJACENT TO CURB OR TO CONFORM TO THE CROSS SECTIONAL AREA OF CURB.

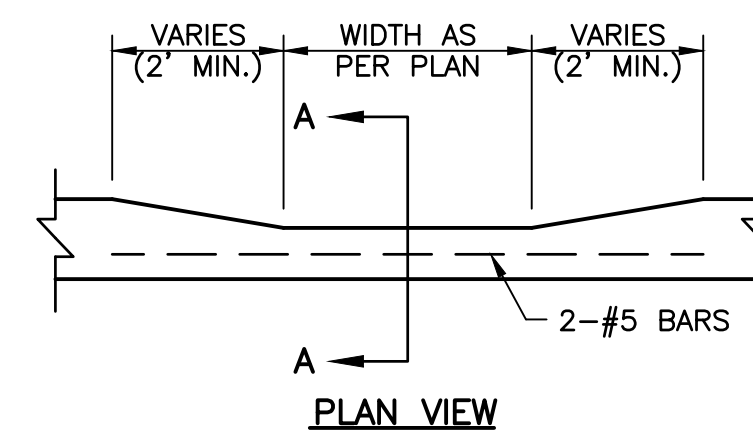
PLAIN CEMENT CURB
NOT TO SCALE



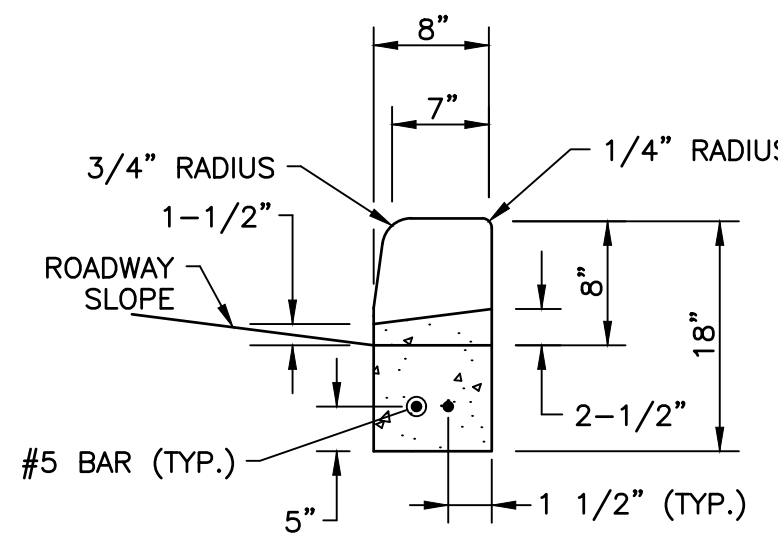
TYPICAL CROSS SECTION



**DETAIL A
CONTRACTION JOINT**



PLAN VIEW



SECTION A-A

DEPRESSED CURB DETAIL
NOT TO SCALE

NOTE:

- TO BE CONSTRUCTED IN ACCORDANCE WITH PADOT RC-64M



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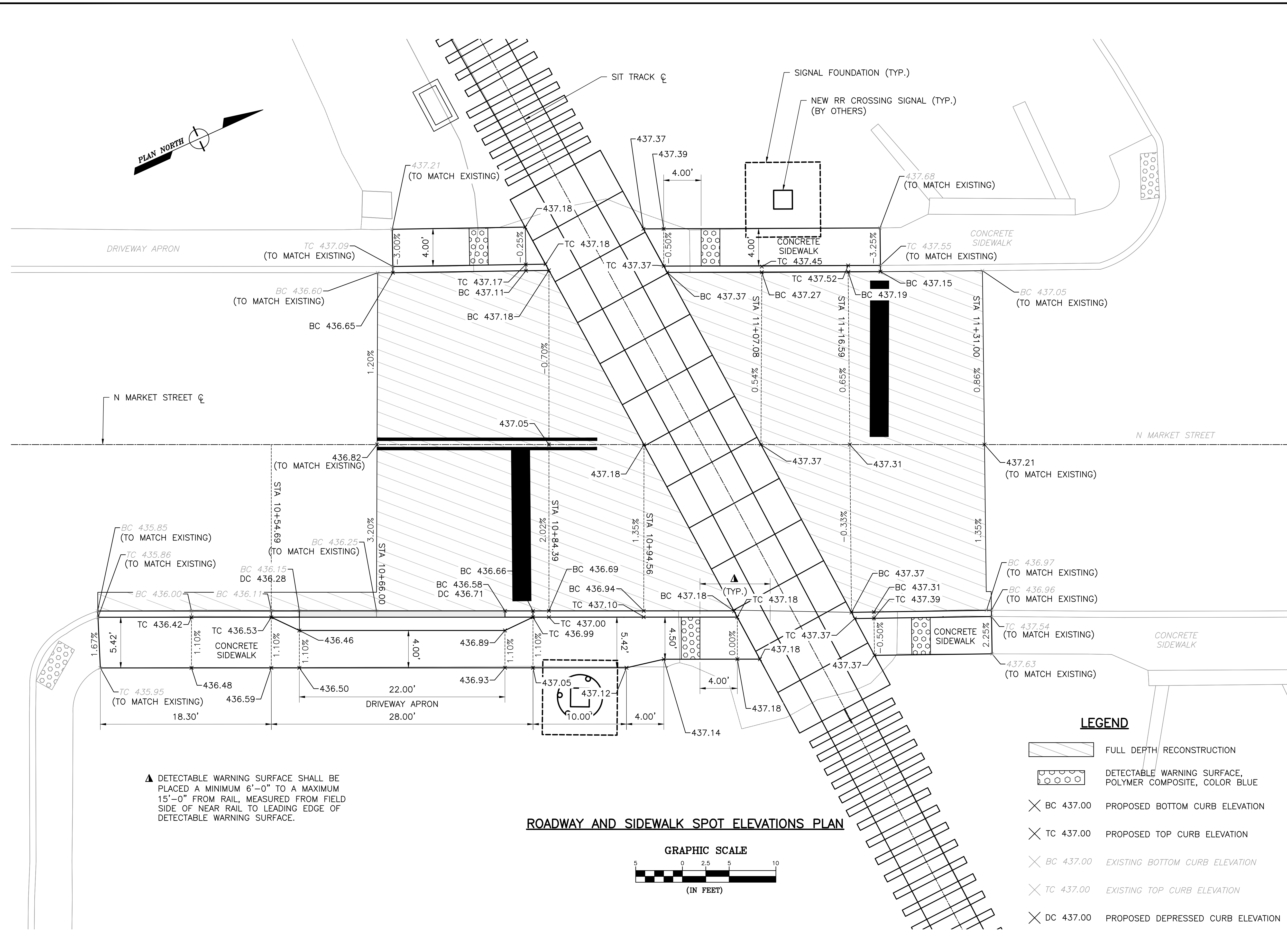
Sheet Title:

**ROADWAY AND
SIDEWALK SPOT
ELEVATIONS**

PROJECT NO.	24-1502
DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

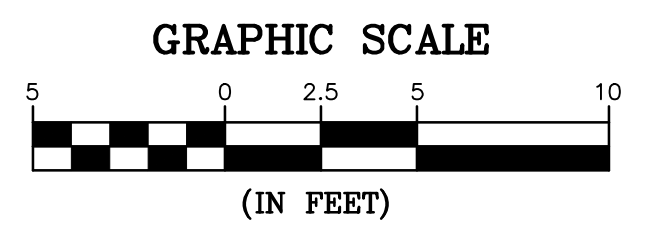
Drawing:

C11



▲ DETECTABLE WARNING SURFACE SHALL BE PLACED A MINIMUM 6'-0" TO A MAXIMUM 15'-0" FROM RAIL, MEASURED FROM FIELD SIDE OF NEAR RAIL TO LEADING EDGE OF DETECTABLE WARNING SURFACE.

ROADWAY AND SIDEWALK SPOT ELEVATIONS PLAN



LEGEND

	FULL DEPTH RECONSTRUCTION
	DETECTABLE WARNING SURFACE, POLYMER COMPOSITE, COLOR BLUE
× BC 437.00	PROPOSED BOTTOM CURB ELEVATION
× TC 437.00	PROPOSED TOP CURB ELEVATION
× BC 437.00	EXISTING BOTTOM CURB ELEVATION
× TC 437.00	EXISTING TOP CURB ELEVATION
× DC 437.00	PROPOSED DEPRESSED CURB ELEVATION

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2024-04

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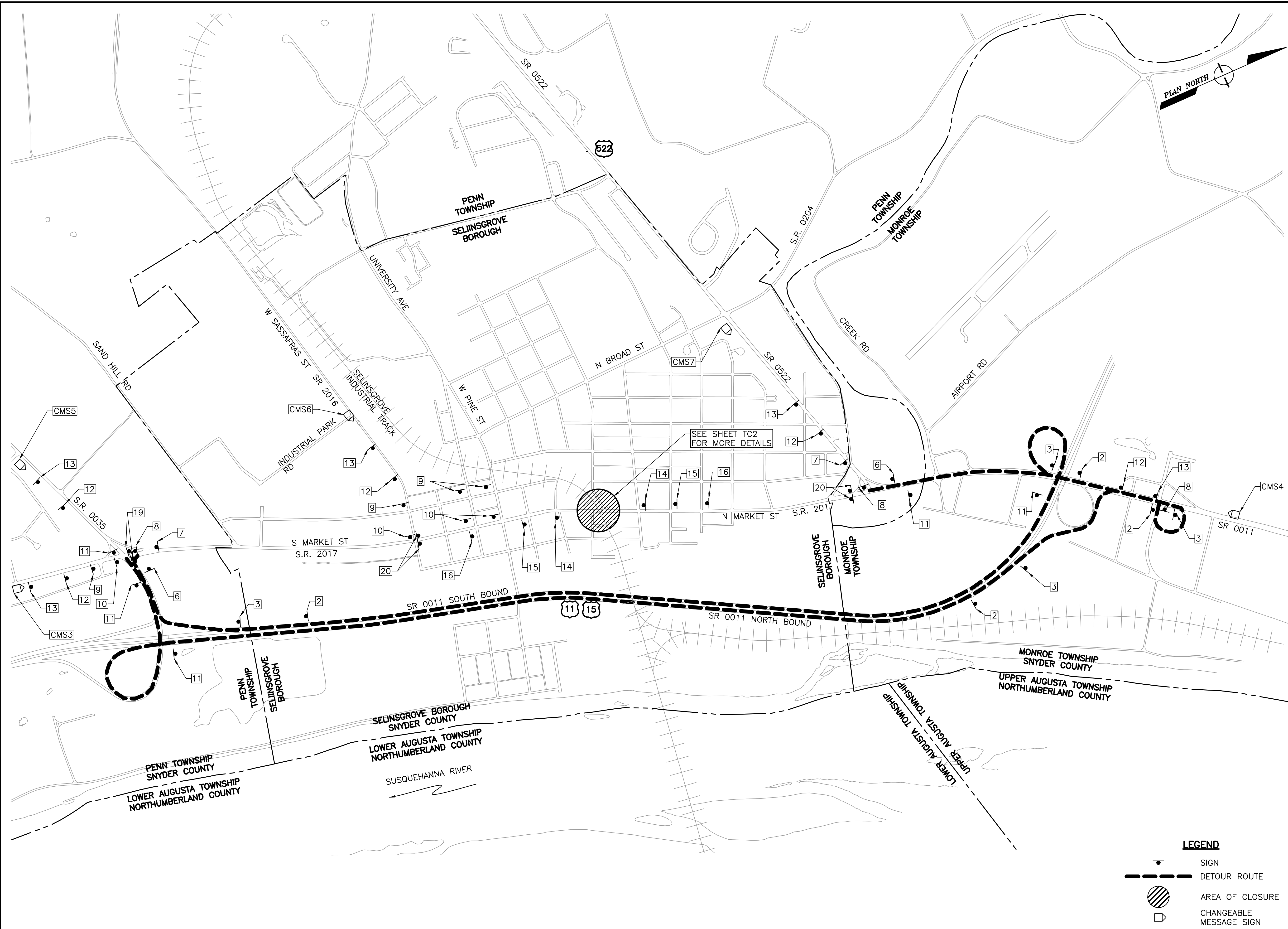
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DETOUR PLAN

PROJECT NO.	24-1502
DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

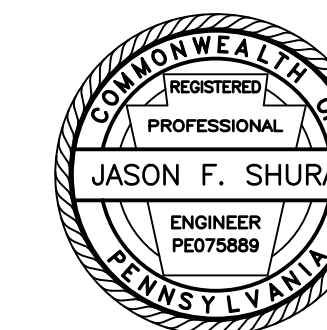
TC1



LEGEND

- SIGN
- DETOUR ROUTE
- AREA OF CLOSURE
- CHANGEABLE MESSAGE SIGN

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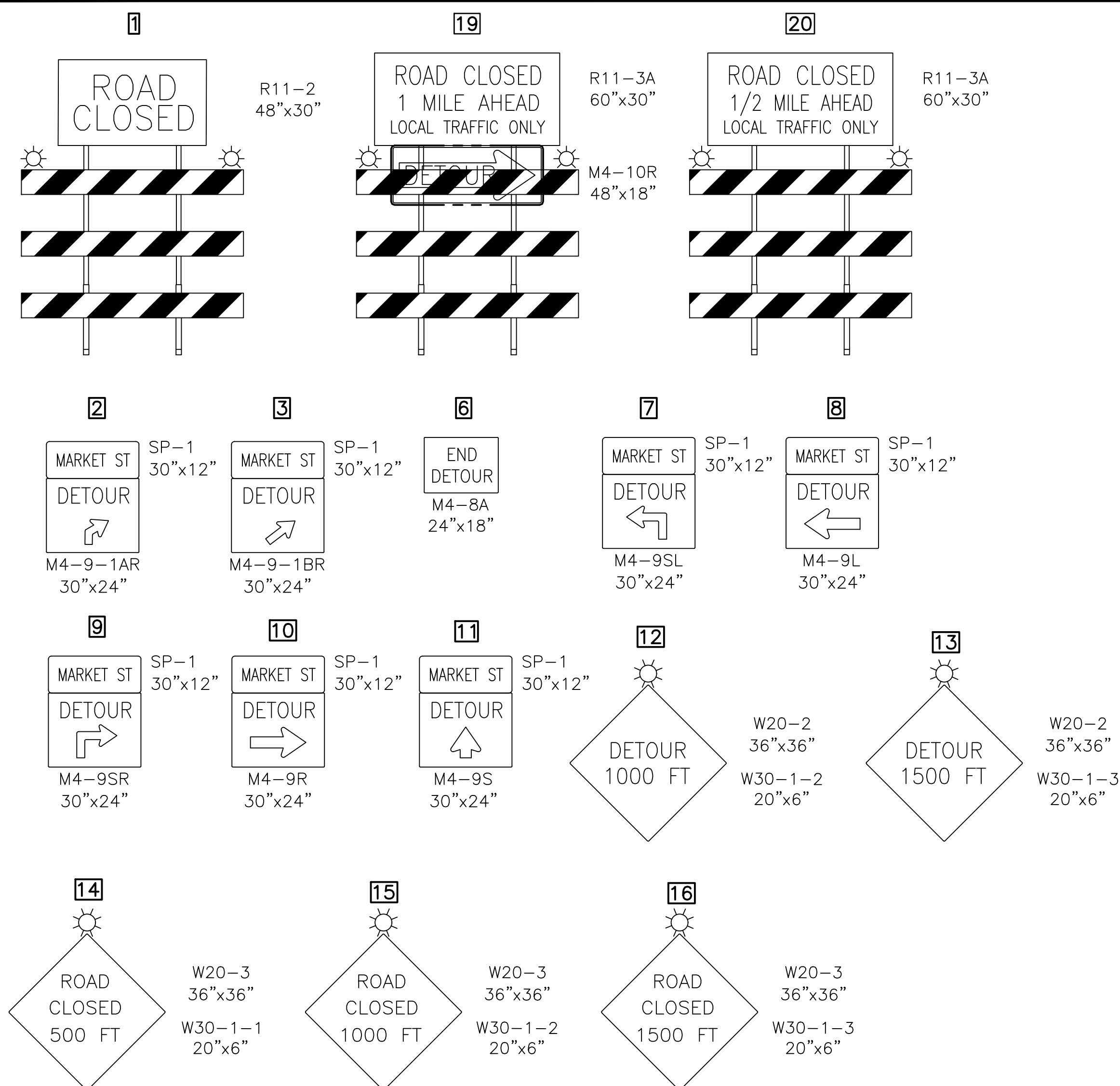
Sheet Title:

DETOUR PLAN

PROJECT NO.	24-1502
DRAWN BY:	JDD
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CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

TC2



**TABULATION OF TRAFFIC CONTROL DEVICES
(FOR INFORMATION ONLY)**

STD. NO.	SIZE	DESCRIPTION	QUANTITY
M4-8A	24" X 18"	END DETOUR	2
M4-9L	30" X 24"	LEFT DETOUR	3
M4-9R	30" X 24"	RIGHT DETOUR	4
M4-9-1BR	30" X 24"	RAMP RIGHT DETOUR	4
M4-9S	30" X 24"	STRAIGHT DETOUR	5
M4-9SL	30" X 24"	ADVANCE LEFT DETOUR	2
M4-9SR	30" X 24"	ADVANCE RIGHT DETOUR	4
M4-9-1AR	30" X 24"	ADVANCE RAMP RIGHT DETOUR	4
M4-10R	48" X 18"	DETOUR ARROW, RIGHT	2
R11-2	48" X 30"	ROAD CLOSED	8
R11-3A	60" X 30"	ROAD CLOSED LOCAL TRAFFIC ONLY	6
W20-2	36" X 36"	ADVANCE DETOUR	10
W20-3	36" X 36"	ROAD CLOSED	6
W30-1-1	20" X 6"	500 FT	2
W30-1-2	20" X 6"	1000 FT	7
W30-1-3	20" X 6"	1500 FT	7
SP-1	30" X 12"	SPECIAL SIGN	22
		PORTABLE CHANGEABLE MESSAGE SIGN	7
		TYPE III BARRICADE	*
		TYPE "B" LIGHT	*

THE SIZES SHOWN ARE MINIMUM REQUIREMENTS

* PROVIDE SUFFICIENT QUANTITIES

CMS1 - CMS2



PORTABLE
CHANGEABLE
MESSAGE SIGNS

NOTE:
CMS1 & CMS2 SHALL BE PLACED ON SITE
2 WEEKS PRIOR TO ROAD CLOSURE.

CMS3 - CMS7



PORTABLE
CHANGEABLE
MESSAGE SIGNS

MARKET ST

1.0" RADIUS, 0.5" BORDER, 0.5" INDENT, BLACK AND FLUORESCENT ORANGE
"MARKET ST"

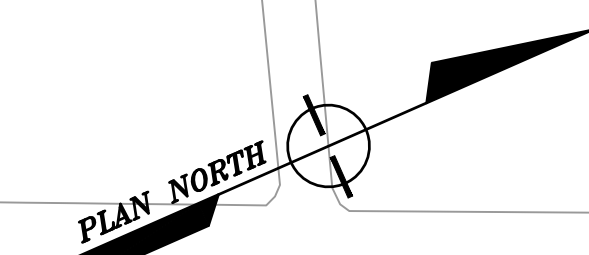
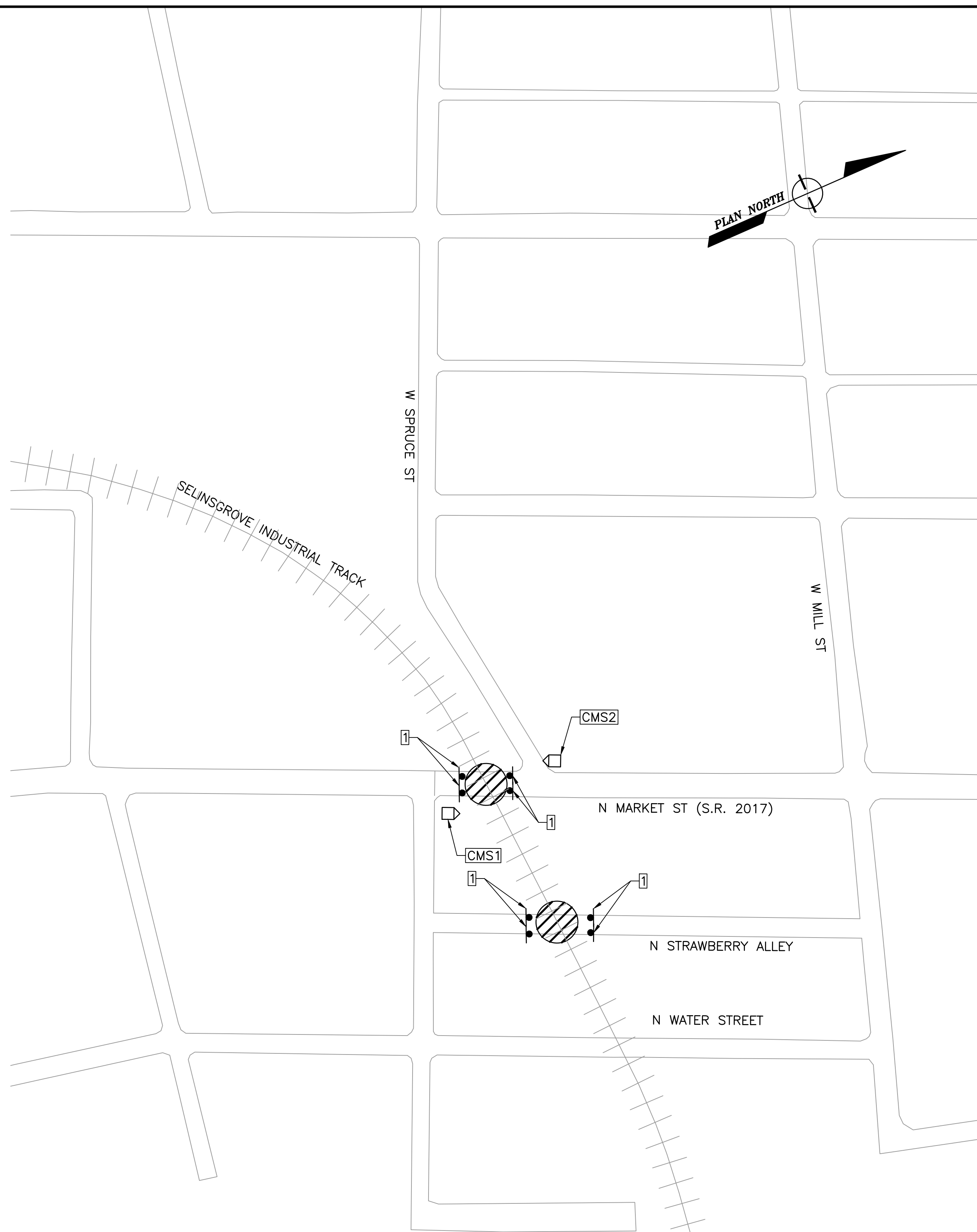
TABLE OF WIDTHS AND SPACES (REFER TO PENNDOT PUB. 111M - TC-8700C)

M	1.55	3.1	0.7	A	3.3	0.8	R	2.7	0.9	K	2.8	0.7	E	2.4	0.5	T	2.4	0.8	S	2.7	0.7	T	2.4	1.55
---	------	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	------

LETTERS = 21.8

SPACES = 5.1

TOTAL = 30.0



LEGEND

- SIGN
- DETOUR ROUTE
- AREA OF CLOSURE
- CHANGEABLE MESSAGE SIGN
- TYPE B LIGHT

SEDA-COG JOINT RAIL AUTHORITY

SELINGROVE INDUSTRIAL TRACK UNIVERSITY AVENUE GRADE CROSSING IMPROVEMENT PROJECT

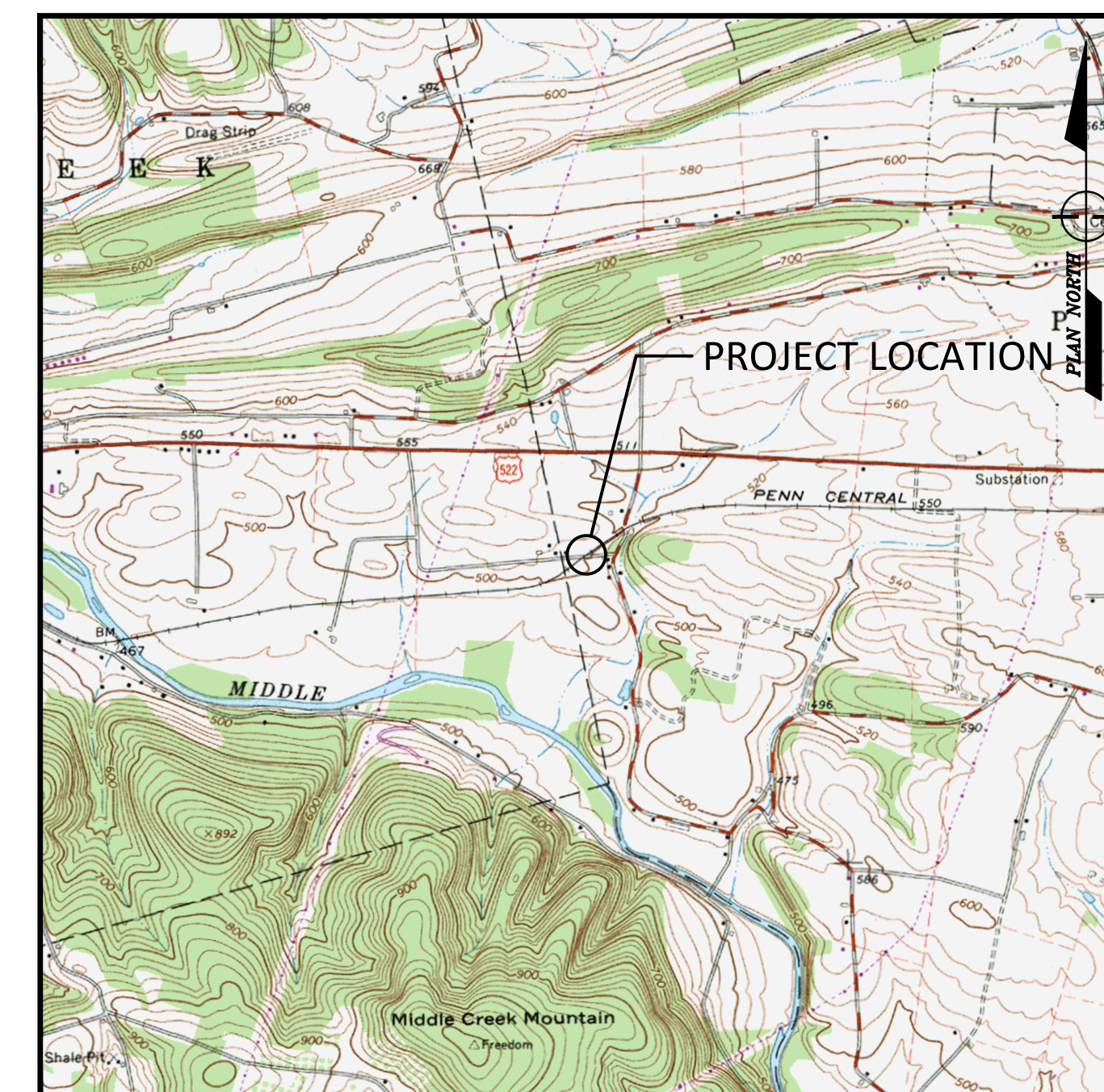
SELINGROVE BOROUGH, SNYDER COUNTY, PENNSYLVANIA

CONTRACT NO. 2024-04

CONTRACT DRAWINGS

DECEMBER 2024

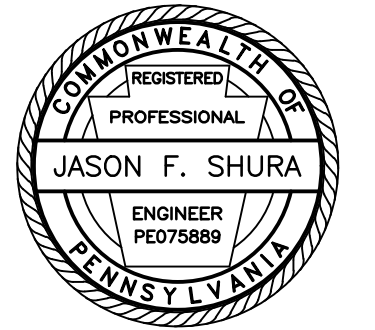
INDEX OF SHEETS	
DWG. NO	DESCRIPTION
T1	TITLE SHEET
C1	SITE PLAN
C2	PROFILES
C3	TYPICAL SECTIONS
C4	DETAILS



FREEBURG, PENNSYLVANIA, USGS TOPO QUADS
LOCATION MAP
 SCALE: 1" = 2000'



1731 N. Juniata Street
 Hollidaysburg, PA 16648
 Phone: 814.696.6280 Fax: 814.696.6240



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TITLE SHEET

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Drawing:

T1

GENERAL CONSTRUCTION NOTES:

SLANT LETTERING DENOTES EXISTING FEATURES OR FACILITIES.

VERTICAL LETTERING DENOTES PROPOSED FEATURES OR FACILITIES.

VERTICAL CONTROL FOR THIS PROJECT IS BASED ON NAVD88 DATUM.

HORIZONTAL CONTROL FOR THIS PROJECT IS BASED ON PENNSYLVANIA STATE COORDINATE SYSTEM, SOUTH ZONE.

ALL ROADWAY CURVE DATA IS BASED ON ARC DEFINITION UNLESS OTHERWISE INDICATED.

ALL TRACK CURVE DATA IS BASED ON CHORD DEFINITION UNLESS OTHERWISE INDICATED.

CONTRACTOR TO PERFORM CONSTRUCTION STAKEOUT AND CONFIRM ALL ELEVATIONS AND SLOPES PRIOR TO CONSTRUCTION. ALL DISCREPANCIES SHALL IMMEDIATELY BE REPORTED TO THE ENGINEER.

SIGNALS AND ELECTRICAL VAULT ARE TO BE REPLACED BY OTHERS. THE PROPOSED LOCATION OF SIGNALS AND ELECTRICAL VAULT SHOWN ON THIS PLAN ARE APPROXIMATE.

THE CONTOURS SHOWN HEREON ARE BASED ON FIELD LOCATED SURVEY POINTS. CONTOURS ARE MERELY AN INTERPOLATION OF THE FIELD SURVEY POINTS. IF ANY DISCREPANCY BETWEEN CONTOUR DATA AND FIELD SURVEY POINTS IS ENCOUNTERED, THE SURVEY POINTS SHALL GOVERN. THE CONTOURS SHALL BE VERIFIED IN RELATION TO THE SURVEY POINTS PROVIDED HEREWITH BY THE END USER OF THIS DIGITAL FILE PRIOR TO PREPARING A DIGITAL ELEVATION MODEL IN ANY SOFTWARE PACKAGE. IF DISCREPANCY IS FOUND, THE ENGINEER SHALL BE NOTIFIED.

PROPERTY LINES AND RIGHT-OF-WAY LINES ARE SHOWN FOR INFORMATION ONLY AND DO NOT CONSTITUTE ACTUAL FIELD SURVEYS.

ALL CODES AND STANDARDS REFERENCED IN THESE GENERAL NOTES, INCLUDING ALL SPECIFICATIONS REFERENCED WITHIN, AND ALL FEDERAL, STATE AND LOCAL REGULATIONS APPLY TO THE DESIGN, CONSTRUCTION, DEMOLITION, QUALITY CONTROL AND SAFETY OF ALL WORK PERFORMED ON THE PROJECT. USE THE LATEST EDITIONS OF THE CODES AND STANDARDS UNLESS NOTED OTHERWISE.

JOB SITE SAFETY AND CONSTRUCTION PROCEDURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

SUB-BALLAST SHALL CONSIST OF AASHTO NO. 2A COARSE AGGREGATE, PLACED IN LIFTS NOT TO EXCEED 3 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY WEIGHT DENSITY AS DEFINED BY THE MODIFIED PROCTOR TEST (ASTM D-1557).

BALLAST SHALL CONFORM TO GRADATION SIZE 3 AS RECOMMENDED IN AREMA, CHAPTER 1, PART 2, TABLE NO. 2, RECOMMENDED BALLAST GRADATIONS.

ALL SURFACES SHALL BE RESTORED TO PRE-CONSTRUCTION OR BETTER CONDITION.

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT PA ONE CALL SYSTEM, INC.
PHONE: 1-800-242-1776
PA ONE CALL SERIAL NUMBER: 20222361958 FOR SELINGSGROVE BOROUGH, SNYDER COUNTY

THE CONTRACTOR SHALL EXERCISE CAUTION AND EMPLOY CAREFUL EXCAVATION METHODS DURING INSTALLATION OF THE FACILITIES TO AVOID DAMAGE TO OR CONFLICT WITH EXISTING UTILITIES. THE CONTRACTOR SHALL PERFORM EXPLORATORY EXCAVATIONS AS NECESSARY AND/OR REQUIRED BY THE ENGINEER TO ASCERTAIN THE HORIZONTAL AND VERTICAL ALIGNMENT OF EXISTING UTILITIES PRIOR TO CONSTRUCTION IN AFFECTED AREAS AND MAKE THE APPROPRIATE ADJUSTMENTS IN THE FIELD IF CONFLICTS OCCUR.

DESIGN IS BASED ON AVAILABLE INFORMATION PERTAINING TO UNDERGROUND UTILITIES AND FIELD LOCATION WHERE POSSIBLE. SHOULD THE CONTRACTOR ENCOUNTER A SITUATION WHERE IT IS BELIEVED THAT AN EXISTING UNDERGROUND UTILITY WILL NEED TO BE RELOCATED BY THE CONTRACTOR, HE SHALL NOTIFY THE ENGINEER AND A DECISION WILL BE MADE WITHIN TWO (2) WORKING DAYS.

DESIGNERS AND CONTRACTORS UTILIZING THESE DRAWINGS AND THE INFORMATION CONTAINED THEREON ARE CAUTIONED TO COMPLY WITH THE REQUIREMENTS OF LOCAL AND STATE REGULATIONS FOR UNDERGROUND UTILITY LINE PROTECTION.

SCOPE OF WORK:

REPLACE THE EXISTING RAILROAD GRADE CROSSING WITH A NEW TIMBER GRADE CROSSING, RECONSTRUCT AND RE-GRADE THE APPROACH TRACK INCLUDING NEW INSULATED JOINTS, INSTALL UNDERDRAINS AND DRAIN OUTLETS, AND REPLACE PAVEMENT ON BOTH ROADWAY APPROACHES AS SHOWN ON THESE PLANS. ALL RAIL JOINTS ARE TO BE WELDED.

SIGNAL MASTS AND ELECTRICAL HOUSE ARE TO BE REPLACED BY OTHERS. SIGNAL LOCATIONS ARE SHOWN FOR INFORMATION ONLY. SIGNAL DESIGN, FABRICATION, AND CONSTRUCTION IS THE SOLE RESPONSIBILITY OF DIAMONDBACK SIGNALS, LLC.

RAILROAD TRAFFIC:

CONSTRUCTION OF THE NEW GRADE CROSSING AND APPROACH TRACK WORK WILL TAKE PLACE DURING A SINGLE FOUR DAY TRACK OUTAGE. THE OUTAGE WILL BEGIN AT 8 AM ON A THURSDAY AND END AT 8 AM ON THE FOLLOWING MONDAY. DURING THIS TIME, THE RAIL WILL BE OUT OF SERVICE AND THEREFORE, THERE IS NO ANTICIPATED RAIL TRAFFIC DURING THESE OPERATIONS. PAVING ACTIVITIES ON BOTH APPROACHES WILL BE CONDUCTED AROUND SCHEDULED TRAIN TIMES. SEE TECHNICAL SPECIFICATIONS AND/OR PRE-BID MEETING MINUTES FOR ANTICIPATED TRAIN TRAFFIC DURING PAVING ACTIVITIES.

FULL TIME FLAGGING OPERATIONS OR INSTALLATION OF DERAILS WILL BE REQUIRED TO PROVIDE ADEQUATE PROTECTION TO ALL WORKERS DURING CONSTRUCTION. FLAGGING AND INSTALLATION/REMOVAL OF DERAILS WILL BE PROVIDED BY NORTH SHORE RAILROAD AT NO

COST TO THE CONTRACTOR. (THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING RAILROAD FLAGGING AND INSTALLATION/REMOVAL OF DERAILS.)

SPECIFICATIONS:

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS, PENNDOT PUBLICATION 408/2020 INCLUDING REVISION NO. 8, AND AREMA MANUAL FOR RAILWAY ENGINEERING, CURRENT EDITION.

DESIGN OF TIMBER COMPONENTS IS IN ACCORDANCE WITH AREMA CHAPTER 7, TIMBER STRUCTURES.

GENERAL:

ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

IN CASE OF CONFLICT BETWEEN THE GENERAL NOTES, SPECIFICATIONS, AND DETAILS, THE MOST RIGID REQUIREMENTS SHALL GOVERN.

METHODS, PROCEDURES AND THE SEQUENCES (OTHER THAN THAT NOTED ON THE DRAWINGS) OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL COSTS OF INVESTIGATION AND/OR REDESIGN DUE TO CONTRACTOR'S IMPROPER INSTALLATION OF TRACK ELEMENTS OR OTHER ITEMS NOT IN CONFORMANCE WITH THE CONTRACT DOCUMENTS SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE DRAWINGS SHALL BE USED IN CONJUNCTION WITH THE SPECIFICATIONS. IF THERE IS A DISCREPANCY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER PRIOR TO PERFORMING THE WORK.

THE CONTRACTOR SHALL VERIFY ALL EXISTING INFORMATION SHOWN (DIMENSIONS, ELEVATIONS, ETC.) AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO FABRICATION.

SUBMIT SHOP DRAWINGS AT LEAST 15 DAYS BEFORE REVIEWED SUBMITTALS WILL BE NEEDED. SHOP DRAWINGS SHALL BEAR THE CONTRACTOR'S STAMP OF APPROVAL WHICH SHALL CONSTITUTE CERTIFICATION THAT THE CONTRACTOR HAS VERIFIED ALL CONSTRUCTION CRITERIA, MATERIALS, AND SIMILAR DATA AND HAS CHECKED EACH DRAWING FOR COMPLETENESS, COORDINATION, AND COMPLIANCE WITH THE CONTRACT DOCUMENTS.

DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURES SUPPLIED IN THE DESIGN DRAWINGS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.

REPRODUCTION OF STRUCTURAL CONTRACT PLANS FOR SUBMITTALS AS SHOP DRAWINGS IS PROHIBITED. SHOP DRAWINGS PRODUCED IN SUCH A MANNER WILL BE REJECTED AND RETURNED.

SHOP DRAWINGS SUBMITTED FOR REVIEW SHALL BE ELECTRONIC SUBMITTALS IN PDF FORMAT.

WORK NOT INDICATED ON A PART OF THE DRAWINGS BUT REASONABLY IMPLIED TO BE SIMILAR TO THAT SHOWN AT CORRESPONDING PLACES, SHALL BE REPEATED AT NO ADDITIONAL COST.

WORK SHALL BE COORDINATED WITH RAILROAD SIGNAL CONTRACTOR. EXISTING SIDEWALKS SHALL BE REMOVED AND REPLACED WITH TEMPORARY SIDEWALKS MADE OF 2A COARSE AGGREGATE. TEMPORARY SIDEWALKS SHALL BE REMOVED AND CONCRETE SIDEWALKS WILL BE INSTALLED AFTER SIGNAL CONTRACTOR HAS INSTALLED CROSSING GATE FOUNDATIONS.

COORDINATED WORK:

IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE INSTALLATION OF THE SIGNAL FOUNDATIONS AND MASTS WITH THE RAILROAD SIGNAL CONTRACTOR. THE RAILROAD SIGNAL CONTRACTOR WILL REMOVE A PORTION OF THE EXISTING SIDEWALKS, REMOVE EXISTING SIGNALS, INSTALL NEW SIGNAL FOUNDATIONS AND SIGNALS, AND PLACE TEMPORARY COMPACTED NO. 2A SIDEWALKS PRIOR TO SIDEWALK IMPROVEMENTS. CONTRACTOR SHALL MOBILIZE TO THE SITE AND BEGIN RECONSTRUCTION OF THE SIDEWALKS AND CURB RAMPS NO MORE THAN 1-WEEK AFTER NOTIFICATION BY THE RAILROAD SIGNAL CONTRACTOR THAT SIGNAL RELOCATION IS COMPLETE.

SUMMARY OF PROJECT COORDINATES

BASED ON THE STATE PLANE COORDINATE SYSTEM (PA SOUTH ZONE - NAD83)

	STATION	POINT	COORDINATES		BEARING
			NORTHING	EASTING	
UNIVERSITY AVENUE CONSTRUCTION ☒	0+00.00	POC	536361.0400	2196075.3810	S86°32'07.39"W
	01+73.84	PI	536350.5346	2195901.8606	
	03+47.56	POC	536328.9840	2195729.3635	S82°52'43.53"W
SIT TRACK ☒	274+06.51	POC	536468.0910	2196057.3347	S54°19'22.70"W
	276+39.59	PI	536332.1525	2195867.9961	
	278+72.68	POC	536194.5529	2195679.8613	S53°49'07.39"W



PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

SERIAL NUMBER: 20222362220

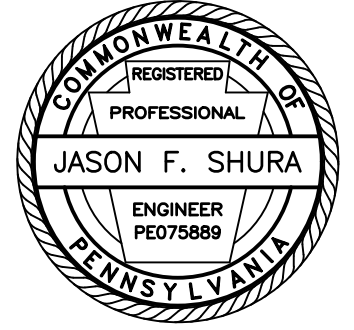
USER	STATEMENT
EASTERN SNYDER CO REG AUTH PO BOX 330 SELINGSGROVE, PA 17870 OFFICE PERSONNEL ESCRA@VERIZON.NET	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
PPL ELECTRIC UTILITIES CORPORATION 434 SUSQUEHANNA TRAIL NORTHUMBERLAND, PA 17857 DOUG HAUPT DLHAUPT@PPLWEB.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
VERIZON NORTH 404 WEST FOURTH STREET WILLIAMSPORT, PA 17701 JASON WAGNER JASON.E.WAGNER@VERIZON.COM	DID NOT RESPOND THROUGH PA ONE CALL.
SERVICE ELECTRIC CABLEVISION 3662 POINT TOWNSHIP DR NORTHUMBERLAND, PA 17857 DON PHILLIPS DON.PHILLIPS@SECV.COM	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
SELINGSGROVE BOROUGH 1 NORTH HIGH STREET PO BOX 34 SELINGSGROVE, PA 17870 SHARON BADMAN SBADMAN@SELINGSGROVE.ORG	FIELD MARKED.
UGI UTILITIES INC 1 UGI DRIVE WILKES BARRE, PA 18711 AMANDA NIXON ANIXON@UGI.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.

PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

- PURSUANT TO THE PROVISIONS OF PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 50 OF 2017, PENNSYLVANIA LEGISLATURE, STIFFLER, MCGRAW & ASSOCIATES, INC. HAS INSPECTED OR OBTAINED A LIST OF USERS, AS PRESCRIBED BY SECTION 3 OF SAID ACT WITHIN THE POLITICAL SUBDIVISIONS INVOLVED IN THIS PROJECT. INFORMATION ON THE POSITION AND TYPE OF EACH UNDERGROUND LINE WAS REQUESTED NOT LESS THAN TEN (10), NOR MORE THAN NINETY (90), DAYS PRIOR TO THE COMPLETION OF FINAL DESIGN. EXISTING UNDERGROUND UTILITIES SHOWN ON THESE DRAWINGS ARE BASED ON THE INFORMATION PROVIDED BY THE USERS.
- STIFFLER, MCGRAW & ASSOCIATES INC. DO NOT GUARANTEE THE PRESENCE, LOCATION, OR DEPTH OF ANY PUBLIC OR PRIVATE UNDERGROUND UTILITY OR STRUCTURE WHICH MAY OR MAY NOT BE SHOWN ON THESE PLANS.
- PENNSYLVANIA ONE CALL SYSTEM, INC. (1-800-242-1776) SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 3 BUSINESS DAYS BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO ACTUAL EXCAVATION START FOR VERIFICATION AND MARKOUT OF EXISTING UTILITIES.
- CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF PUBLIC UTILITY ACT NO. 181 OF DECEMBER 18, 2006.



1731 N. Juniata Street
Hollidaysburg, PA 16648
Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGSGROVE INDUSTRIAL
TRACK UNIVERISTY AVENUE
GRADE CROSSING
IMPROVEMENT PROJECT

2024-04

SELINGSGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

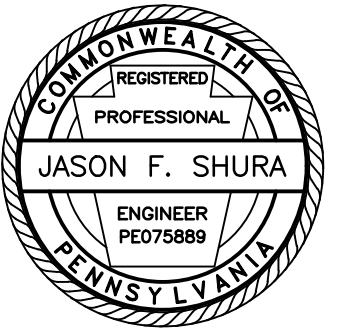
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GENERAL NOTES

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

G1



Stiffler, McGraw & Associates, Inc.

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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK UNIVERISTY AVENUE
GRADE CROSSING
IMPROVEMENT PROJECT

2024-04

SELINGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS

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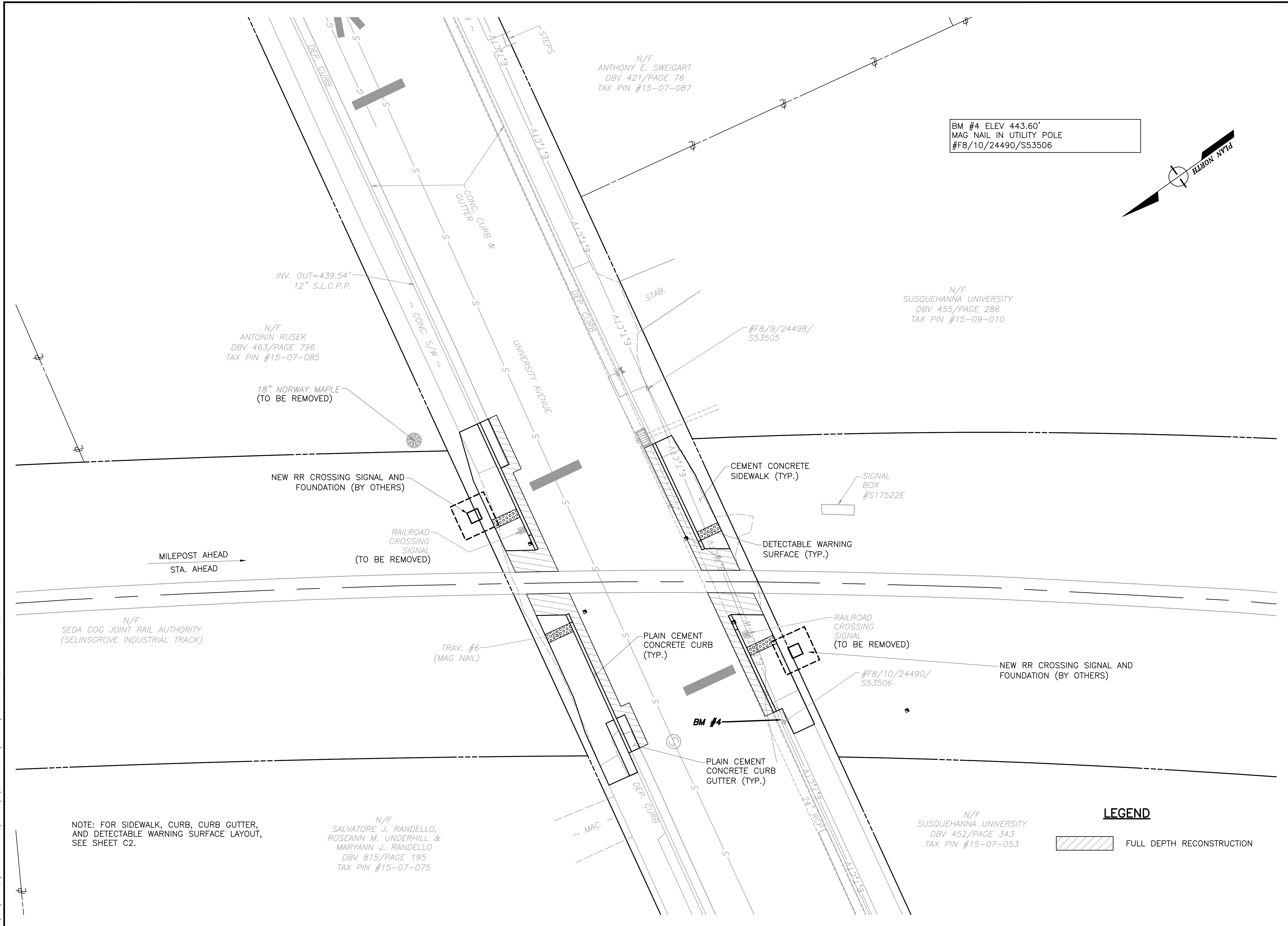
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SITE PLAN

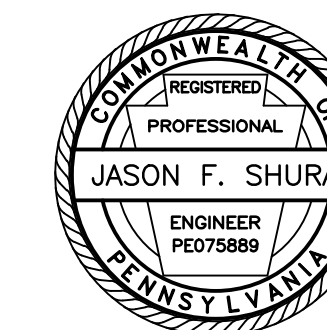
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DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C1



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LEWISBURG, PA 17837

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TRACK UNIVERSITY AVENUE
GRADE CROSSING
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2024-04

SELINGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
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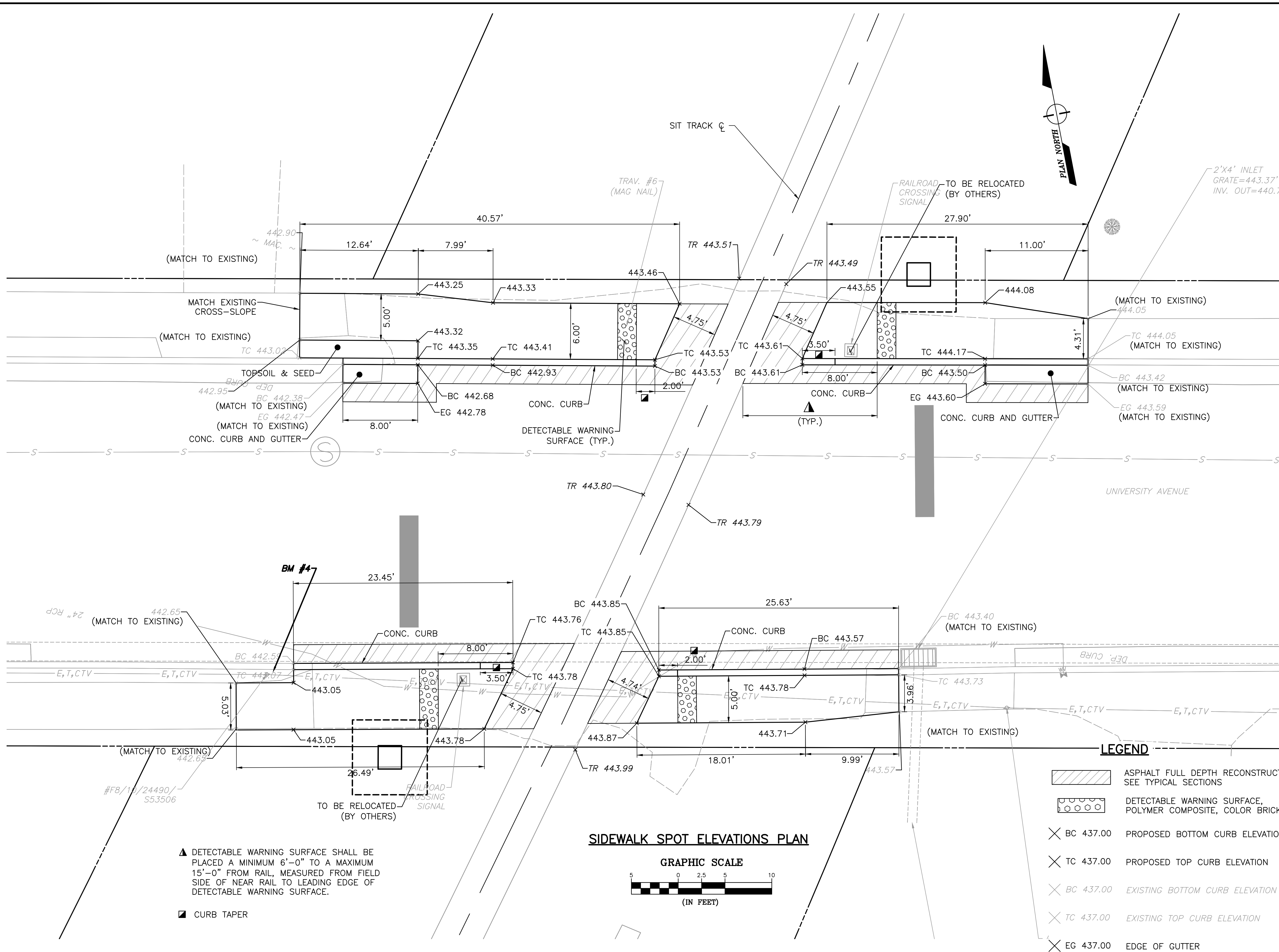
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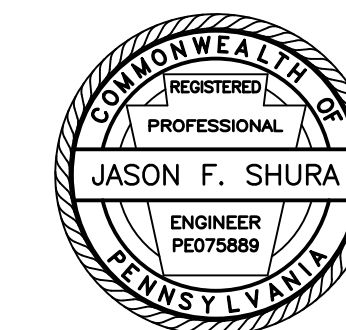
**SIDEWALK SPOT
ELEVATIONS**

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C2





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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK UNIVERSITY AVENUE
GRADE CROSSING
IMPROVEMENT PROJECT

2024-04

SELINGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
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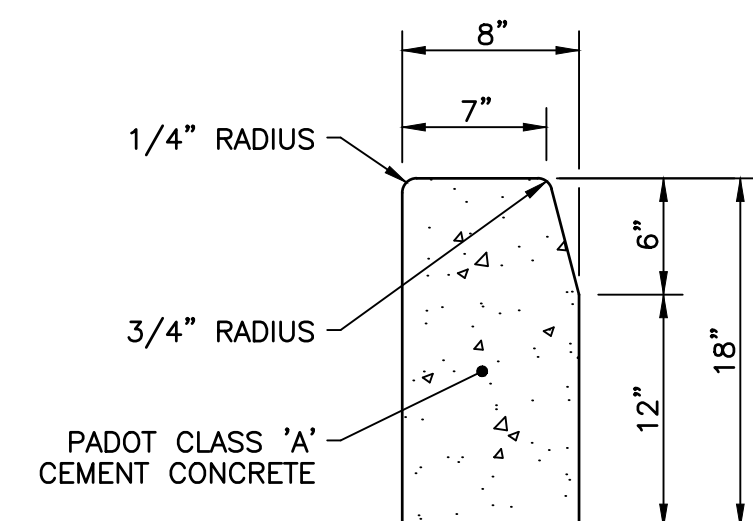
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DETAILS

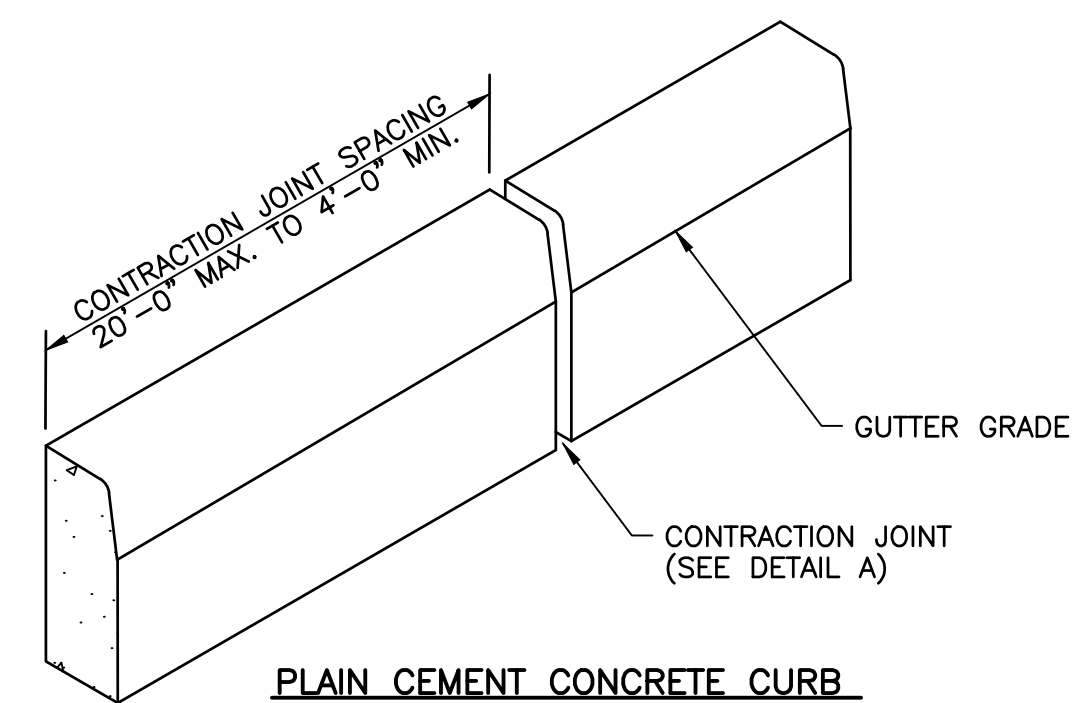
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DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

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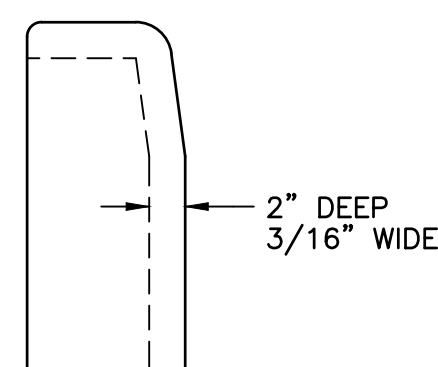
C3



TYPICAL CROSS SECTION



PLAIN CEMENT CONCRETE CURB



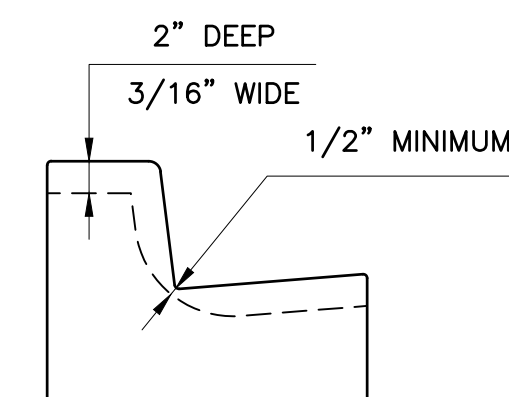
DETAIL A
CONTRACTION JOINT

NOTES:

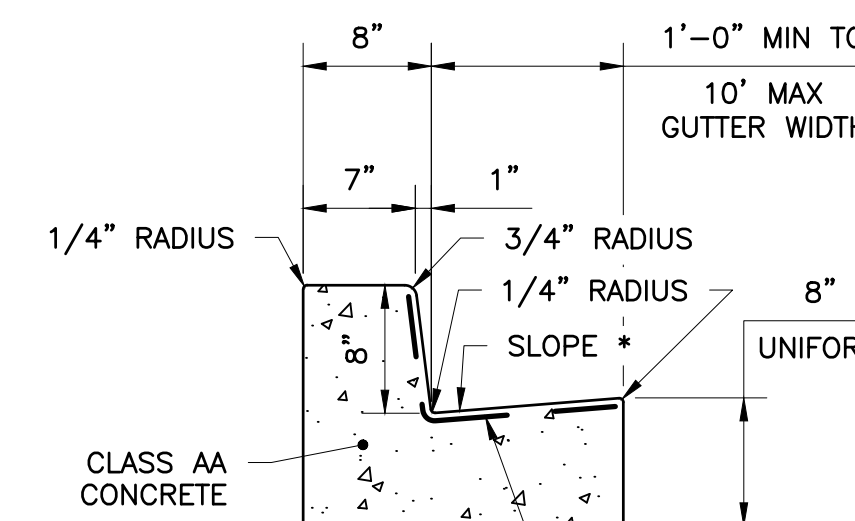
- PROVIDE MATERIALS AND CONSTRUCTION MEETING THE REQUIREMENTS OF PUB. 408, SECTION 630 AND RC-64M FOR PLAIN CEMENT CURB.
- SPACE CONTRACTION JOINTS IN UNIFORM LENGTHS OR SECTIONS, 20' MAX. TO 4' MIN.
- PLACE 3/4" THICK PREMOULDED EXPANSION JOINT FILLER MATERIAL AT ALL STRUCTURES AND AT THE END OF THE WORK DAY. CUT MATERIAL TO CONFORM TO AREA ADJACENT TO CURB OR TO CONFORM TO THE CROSS SECTIONAL AREA OF CURB.

PLAIN CEMENT CONCRETE CURB

N.T.S.



DETAIL C
CONTRACTION JOINT

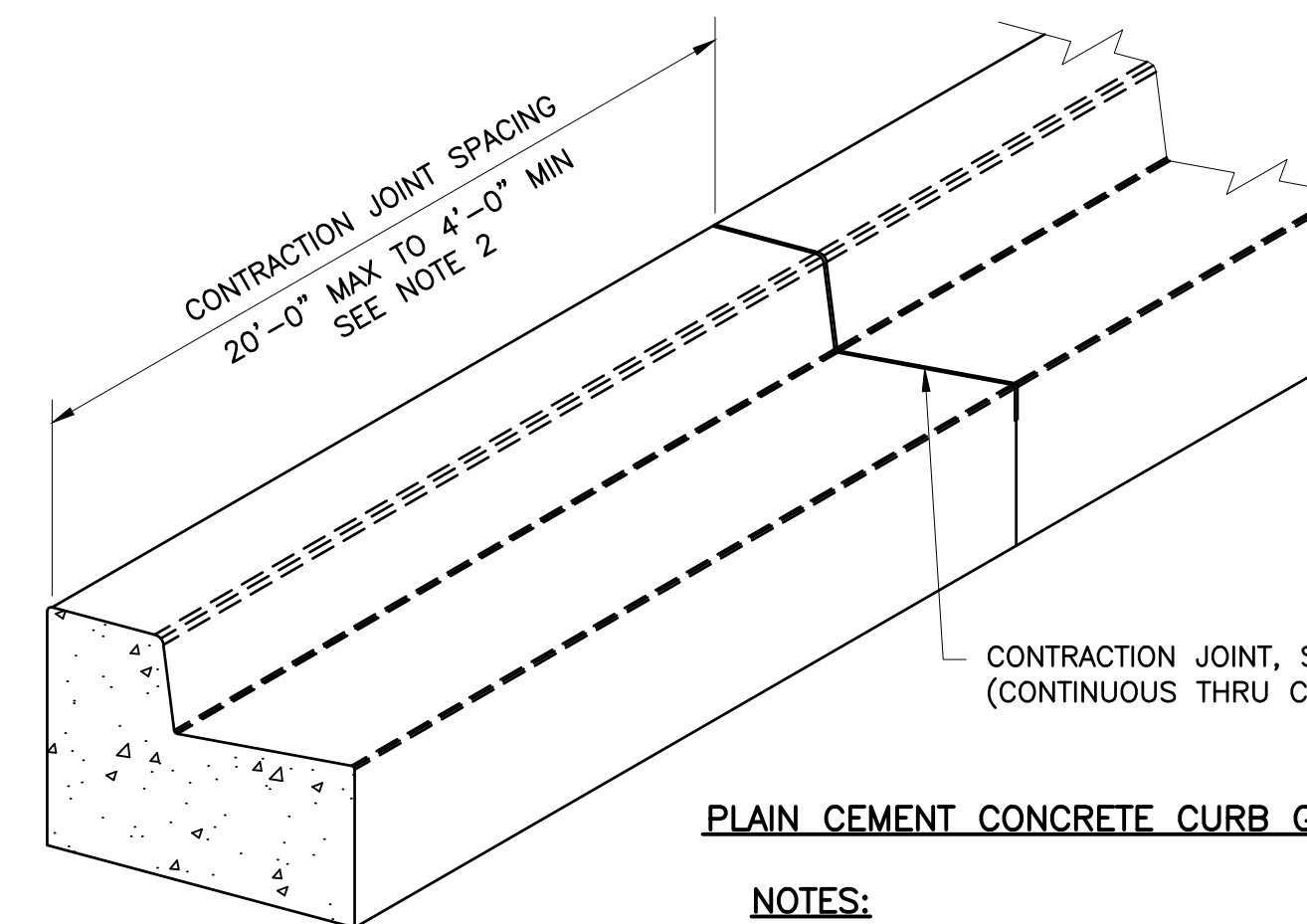


TYPICAL CROSS SECTION

REPRESENTS WIDTH OF GUTTER FOR COMPUTING PAY ITEM

- * UNDER 5'-0" GUTTER WIDTH = 8.0% MIN.
- 5'-0" AND GREATER GUTTER WIDTH = 4.0% MIN.

NOTE:
REFER TO RC-67M FOR MAXIMUM SLOPE OF GUTTER WHEN PLACED AT A CURB RAMP.



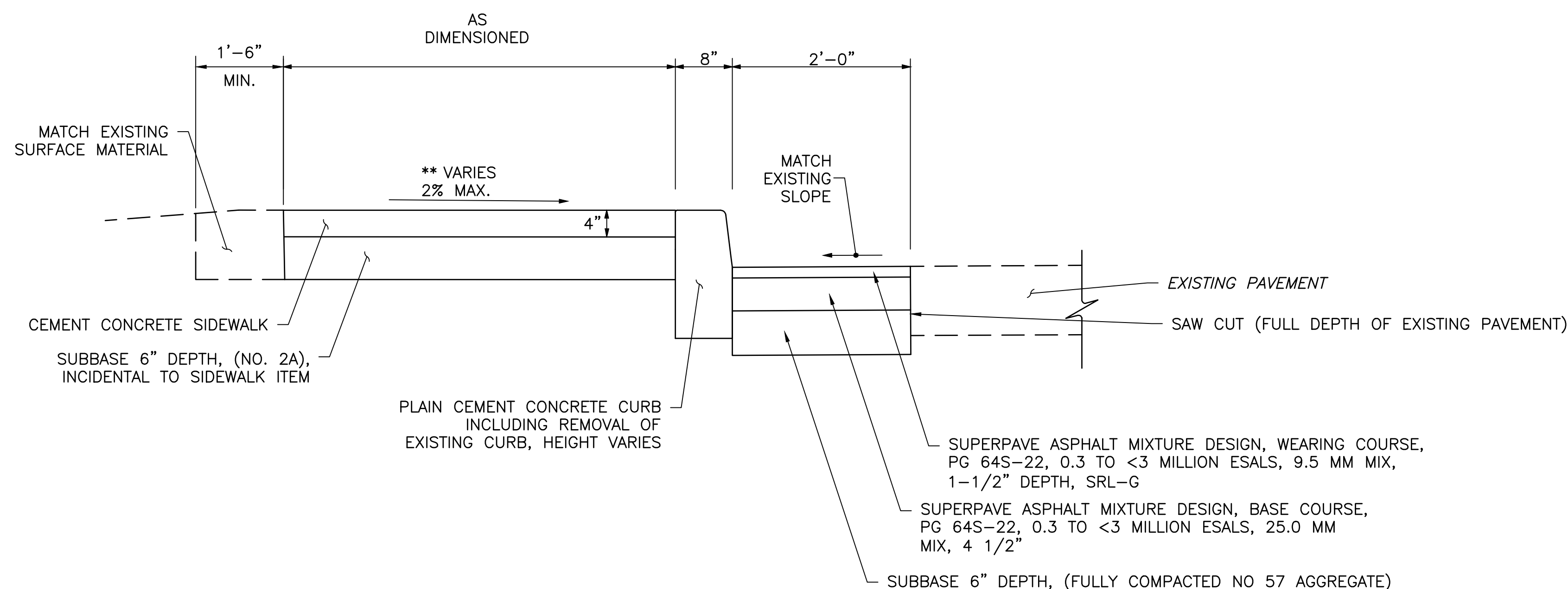
PLAIN CEMENT CONCRETE CURB GUTTER

NOTES:

- PROVIDE MATERIALS AND CONSTRUCTION AS SPECIFIED IN PUBLICATION 408, SECTION 641 FOR PLAIN CEMENT CONCRETE CURB GUTTER.
- SPACE CONTRACTION JOINTS IN UNIFORM LENGTHS OR SECTIONS.
- PLACE 3/4" THICK PREMOULDED EXPANSION JOINT FILLER MATERIAL AT STRUCTURES AND AT THE END OF THE WORK DAY. CUT MATERIAL TO CONFORM TO AREA ADJACENT TO CURB OR TO CONFORM TO THE CROSS SECTIONAL AREA OF CURB.
- SEE RC-50M FOR PLAIN CEMENT CONCRETE CURB, 4" HEIGHT SLOPED TOP TREATMENT ADJACENT TO STRUCTURES.

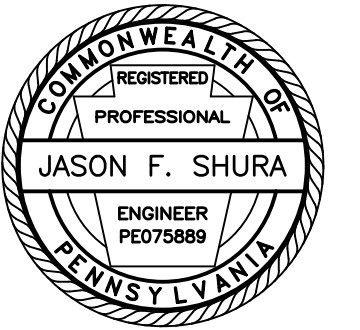
PLAIN CEMENT CONCRETE CURB

N.T.S.



TYPICAL SIDEWALK SECTION

NO SCALE



Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK UNIVERSITY AVENUE
GRADE CROSSING
IMPROVEMENT PROJECT

2024-04

SELINGROVE BOROUGH
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

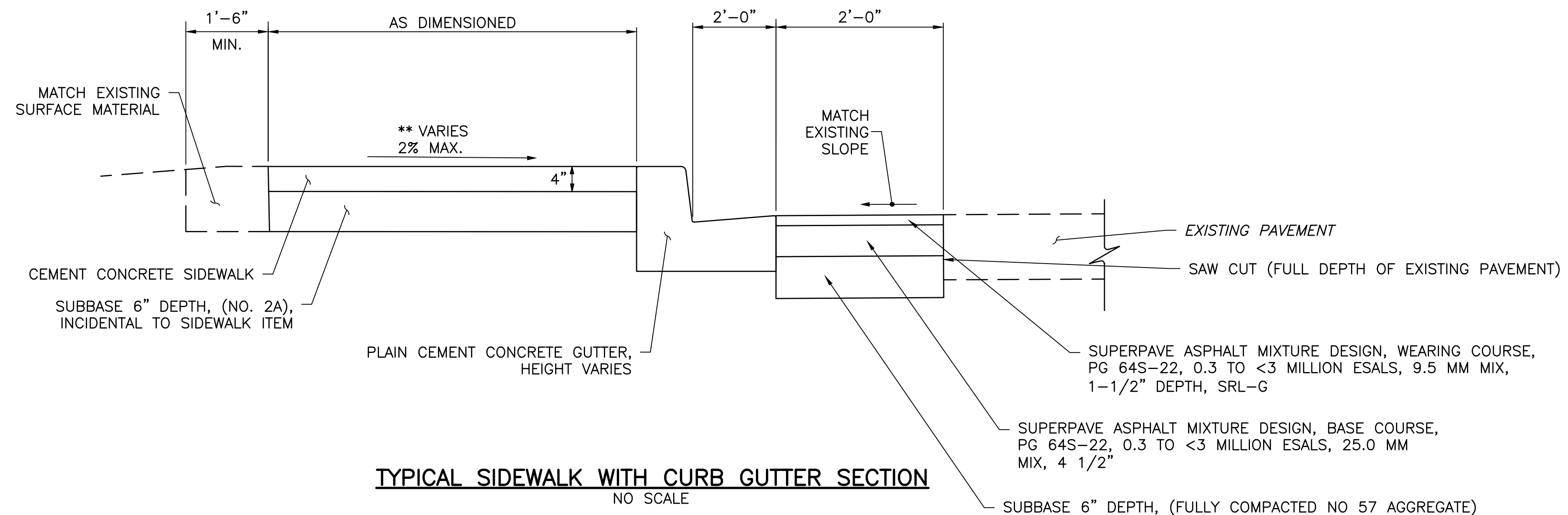
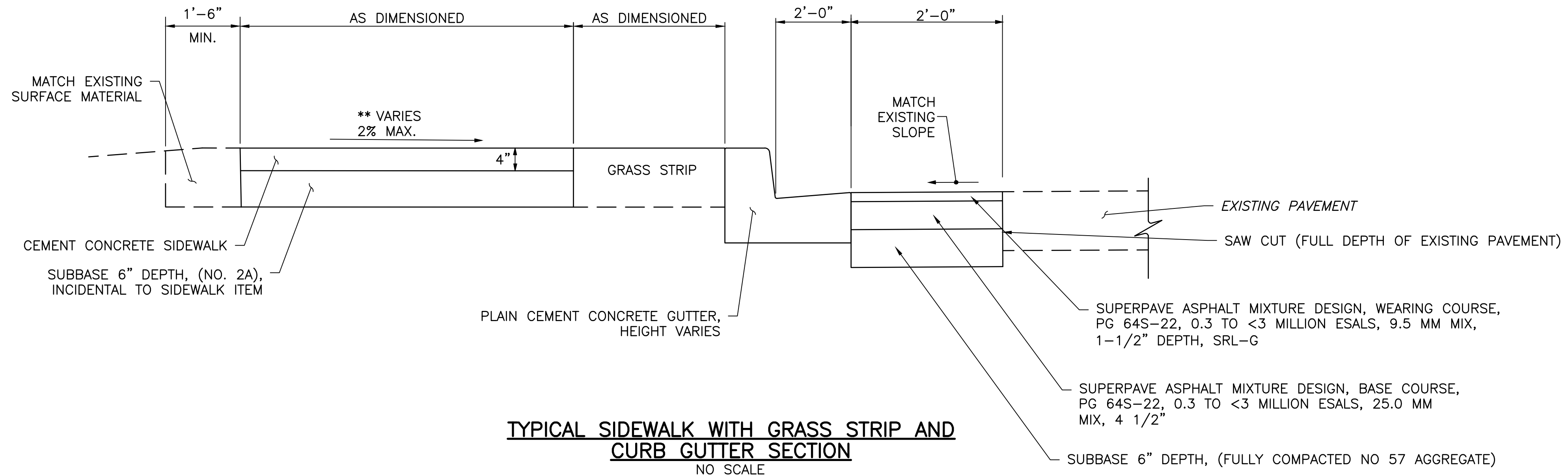
Sheet Title:

DETAILS

PROJECT NO.	24-1502
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DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C4



NOTES:

- EXCAVATION AND EMBANKMENT FOR SIDEWALK, INCIDENTAL TO RELATED WORK.
- CONSTRUCT ALL PLAIN CEMENT CURB & SIDEWALKS IN ACCORDANCE WITH PENNDOT PUBLICATION 408, SECTIONS 630 & 676.
- SEED, FERTILIZE, AND MULCH ALL DISTURBED AREAS WITH PENNDOT FORMULA B SEEDING.
- PROVIDE 4" TOPSOIL WITHIN DISTURBED AREAS TO BE SEEDED

** SLOPE VARIES. TIE IN NEW SIDEWALKS TO EXISTING SIDEWALKS. CURB HEIGHTS MAY VARY. DO NOT EXCEED 2% MAX CROSS SLOPE.

SEDA-COG JOINT RAIL AUTHORITY

SELINGROVE INDUSTRIAL TRACK CLIFFORD ROAD GRADE CROSSING REPLACEMENT PROJECT

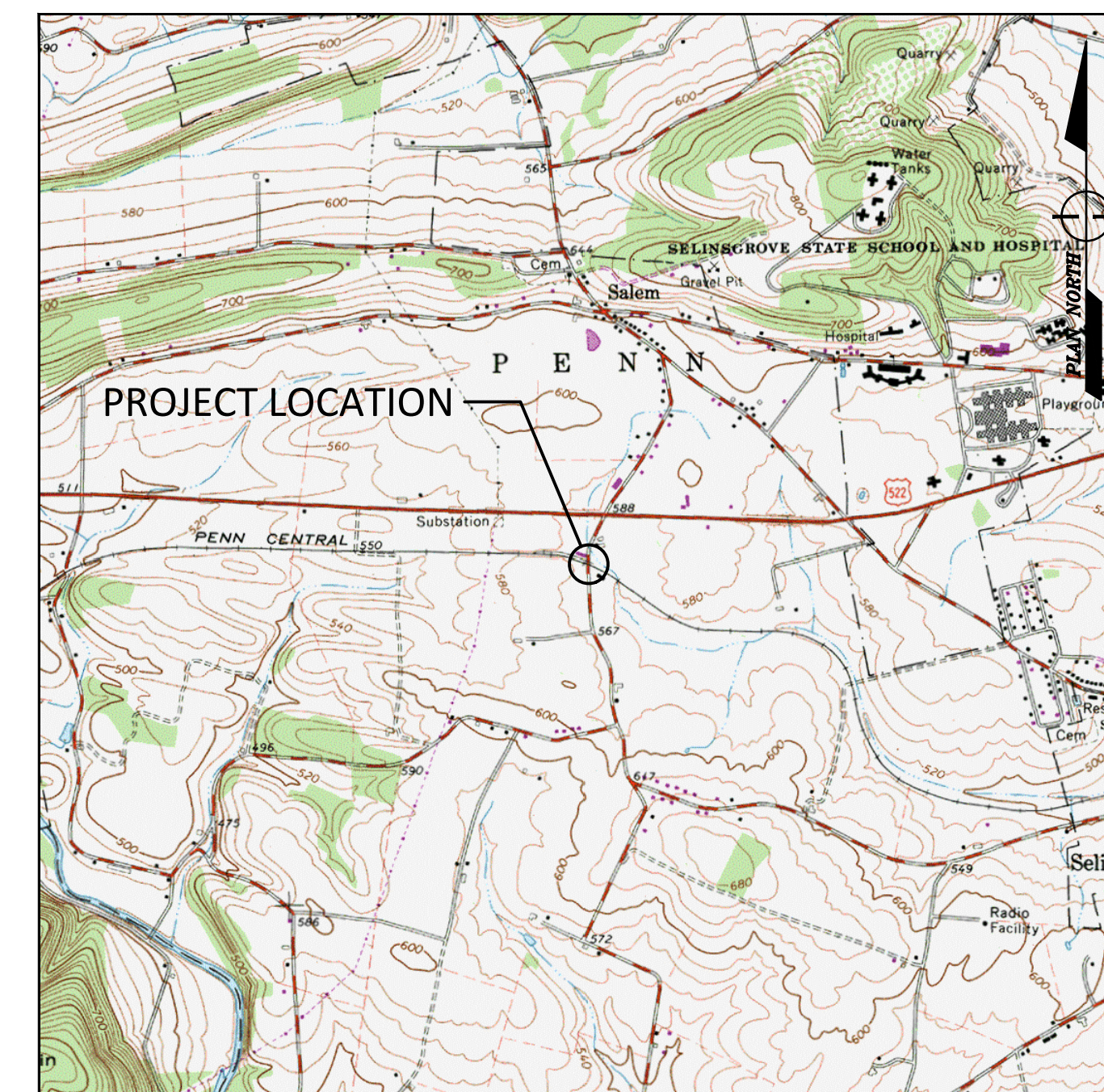
PENN TOWNSHIP, SNYDER COUNTY, PENNSYLVANIA

CONTRACT NO. 2024-04

CONTRACT DRAWINGS

OCTOBER 2024

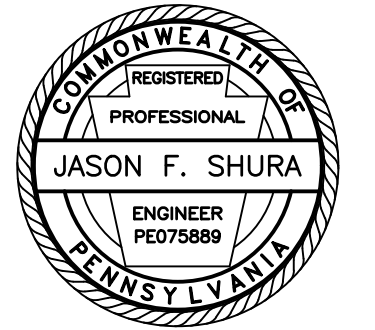
INDEX OF SHEETS	
DWG. NO.	DESCRIPTION
T1	TITLE SHEET
G1	GENERAL NOTES
C1	SITE PLAN
C2	SITE PLAN
C3	PROFILES
C4	TYPICAL SECTIONS
C5	DETAILS
C6	DETAILS
C7	ROADWAY SPOT ELEVATIONS
TC1	DETOUR PLAN
TC2	DETOUR PLAN



FREEBURG, PENNSYLVANIA, USGS TOPO QUADS
LOCATION MAP
 SCALE: 1" = 2000'



1731 N. Juniata Street
 Hollidaysburg, PA 16648
 Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

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TITLE SHEET

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GENERAL CONSTRUCTION NOTES:

SLANT LETTERING DENOTES EXISTING FEATURES OR FACILITIES.

VERTICAL LETTERING DENOTES PROPOSED FEATURES OR FACILITIES.

VERTICAL CONTROL FOR THIS PROJECT IS BASED ON NAVD88 DATUM.

HORIZONTAL CONTROL FOR THIS PROJECT IS BASED ON PENNSYLVANIA STATE COORDINATE SYSTEM, SOUTH ZONE.

ALL ROADWAY CURVE DATA IS BASED ON ARC DEFINITION UNLESS OTHERWISE INDICATED.

ALL TRACK CURVE DATA IS BASED ON CHORD DEFINITION UNLESS OTHERWISE INDICATED.

CONTRACTOR TO PERFORM CONSTRUCTION STAKEOUT AND CONFIRM ALL ELEVATIONS AND SLOPES PRIOR TO CONSTRUCTION. ALL DISCREPANCIES SHALL IMMEDIATELY BE REPORTED TO THE ENGINEER.

SIGNALS AND ELECTRICAL VAULT ARE TO BE REPLACED BY OTHERS. THE PROPOSED LOCATION OF SIGNALS AND ELECTRICAL VAULT SHOWN ON THIS PLAN ARE APPROXIMATE.

THE CONTOURS SHOWN HEREON ARE BASED ON FIELD LOCATED SURVEY POINTS. CONTOURS ARE MERELY AN INTERPOLATION OF THE FIELD SURVEY POINTS. IF ANY DISCREPANCY BETWEEN CONTOUR DATA AND FIELD SURVEY POINTS IS ENCOUNTERED, THE SURVEY POINTS SHALL GOVERN. THE CONTOURS SHALL BE VERIFIED IN RELATION TO THE SURVEY POINTS PROVIDED HERewith BY THE END USER OF THIS DIGITAL FILE PRIOR TO PREPARING A DIGITAL ELEVATION MODEL IN ANY SOFTWARE PACKAGE. IF DISCREPANCY IS FOUND, THE ENGINEER SHALL BE NOTIFIED.

PROPERTY LINES AND RIGHT-OF-WAY LINES ARE SHOWN FOR INFORMATION ONLY AND DO NOT CONSTITUTE ACTUAL FIELD SURVEYS.

ALL CODES AND STANDARDS REFERENCED IN THESE GENERAL NOTES, INCLUDING ALL SPECIFICATIONS REFERENCED WITHIN, AND ALL FEDERAL, STATE AND LOCAL REGULATIONS APPLY TO THE DESIGN, CONSTRUCTION, DEMOLITION, QUALITY CONTROL AND SAFETY OF ALL WORK PERFORMED ON THE PROJECT. USE THE LATEST EDITIONS OF THE CODES AND STANDARDS UNLESS NOTED OTHERWISE.

JOB SITE SAFETY AND CONSTRUCTION PROCEDURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

SUB-BALLAST SHALL CONSIST OF AASHTO NO. 2A COURSE AGGREGATE, PLACED IN LIFTS NOT TO EXCEED 3 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY WEIGHT DENSITY AS DEFINED BY THE MODIFIED PROCTOR TEST (ASTM D-1557).

BALLAST SHALL CONFORM TO GRADATION SIZE 3 AS RECOMMENDED IN AREMA, CHAPTER 1, PART 2, TABLE NO. 2, RECOMMENDED BALLAST GRADATIONS.

ALL SURFACES SHALL BE RESTORED TO PRE-CONSTRUCTION OR BETTER CONDITION.

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT PA ONE CALL SYSTEM, INC. PHONE: 1-800-242-1776 PA ONE CALL SERIAL NUMBER: 20222362175 FOR PENN TOWNSHIP, SNYDER COUNTY

THE CONTRACTOR SHALL EXERCISE CAUTION AND EMPLOY CAREFUL EXCAVATION METHODS DURING INSTALLATION OF THE FACILITIES TO AVOID DAMAGE TO OR CONFLICT WITH EXISTING UTILITIES. THE CONTRACTOR SHALL PERFORM EXPLORATORY EXCAVATIONS AS NECESSARY AND/OR REQUIRED BY THE ENGINEER TO ASCERTAIN THE HORIZONTAL AND VERTICAL ALIGNMENT OF EXISTING UTILITIES PRIOR TO CONSTRUCTION IN AFFECTED AREAS AND MAKE THE APPROPRIATE ADJUSTMENTS IN THE FIELD IF CONFLICTS OCCUR.

DESIGN IS BASED ON AVAILABLE INFORMATION PERTAINING TO UNDERGROUND UTILITIES AND FIELD LOCATION WHERE POSSIBLE. SHOULD THE CONTRACTOR ENCOUNTER A SITUATION WHERE IT IS BELIEVED THAT AN EXISTING UNDERGROUND UTILITY WILL NEED TO BE RELOCATED BY THE CONTRACTOR, HE SHALL NOTIFY THE ENGINEER AND A DECISION WILL BE MADE WITHIN TWO (2) WORKING DAYS.

DESIGNERS AND CONTRACTORS UTILIZING THESE DRAWINGS AND THE INFORMATION CONTAINED THEREON ARE CAUTIONED TO COMPLY WITH THE REQUIREMENTS OF LOCAL AND STATE REGULATIONS FOR UNDERGROUND UTILITY LINE PROTECTION.

SCOPE OF WORK:

REPLACE THE EXISTING BITUMINOUS ASPHALT RAILROAD GRADE CROSSING WITH A NEW PRECAST CONCRETE TUB STYLE GRADE CROSSING, RECONSTRUCT AND RE-GRADE THE APPROACH TRACK. REPLACE PAVEMENT ON BOTH ROADWAY APPROACHES AS SHOWN ON THESE PLANS, REMOVE TREE IN SE QUADRANT, AND PERFORM TREE TRIMMING AND BRUSH REMOVAL IN THE SW QUADRANT.

SIGNAL MASTS AND ELECTRICAL HOUSE ARE TO BE REPLACED BY OTHERS. SIGNAL LOCATIONS ARE SHOWN FOR INFORMATION ONLY. SIGNAL DESIGN, FABRICATION, AND CONSTRUCTION IS THE SOLE RESPONSIBILITY OF DIAMONDBACK SIGNALS, LLC.

RAILROAD TRAFFIC:

CONSTRUCTION OF THE NEW GRADE CROSSING AND APPROACH TRACK WORK WILL TAKE PLACE DURING A SINGLE FOUR DAY TRACK OUTAGE. THE OUTAGE WILL BEGIN AT 8 AM ON A THURSDAY AND END AT 8 AM ON THE FOLLOWING MONDAY. DURING THIS TIME, THE RAIL WILL BE OUT OF SERVICE AND THEREFORE THERE IS NO ANTICIPATED RAIL TRAFFIC DURING THESE OPERATIONS. PAVING ACTIVITIES ON BOTH APPROACHES WILL BE CONDUCTED AROUND SCHEDULED TRAIN TIMES. SEE TECHNICAL SPECIFICATIONS AND/OR PRE-BID MEETING MINUTES FOR ANTICIPATED TRAIN TRAFFIC DURING PAVING ACTIVITIES.

FULL TIME FLAGGING OPERATIONS OR INSTALLATION OF DERAILS WILL BE REQUIRED TO PROVIDE ADEQUATE PROTECTION TO ALL WORKERS DURING CONSTRUCTION. FLAGGING AND INSTALLATION/REMOVAL OF DERAILS WILL BE PROVIDED BY NORTH SHORE RAILROAD AT NO COST TO THE CONTRACTOR. (THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING RAILROAD

FLAGGING AND INSTALLATION/REMOVAL OF DERAILS.)

SPECIFICATIONS:

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS, PENNDOT PUBLICATION 408/2020 INCLUDING REVISION NO. 8, AND AREMA MANUAL FOR RAILWAY ENGINEERING, 2018.

DESIGN OF REINFORCED CONCRETE COMPONENTS IS IN ACCORDANCE WITH AREMA CHAPTER 8, CONCRETE STRUCTURES AND FOUNDATIONS AND THE LOAD FACTOR DESIGN (LFD) METHOD.

GENERAL:

ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

IN CASE OF CONFLICT BETWEEN THE GENERAL NOTES, SPECIFICATIONS, AND DETAILS, THE MOST RIGID REQUIREMENTS SHALL GOVERN.

METHODS, PROCEDURES AND THE SEQUENCES (OTHER THAN THAT NOTED ON THE DRAWINGS) OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL COSTS OF INVESTIGATION AND/OR REDESIGN DUE TO CONTRACTOR'S IMPROPER INSTALLATION OF TRACK ELEMENTS OR OTHER ITEMS NOT IN CONFORMANCE WITH THE CONTRACT DOCUMENTS SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE DRAWINGS SHALL BE USED IN CONJUNCTION WITH THE SPECIFICATIONS. IF THERE IS A DISCREPANCY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER PRIOR TO PERFORMING THE WORK.

THE CONTRACTOR SHALL VERIFY ALL EXISTING INFORMATION SHOWN (DIMENSIONS, ELEVATIONS, ETC.) AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO FABRICATION.

SUBMIT SHOP DRAWINGS AT LEAST 15 DAYS BEFORE REVIEWED SUBMITTALS WILL BE NEEDED. SHOP DRAWINGS SHALL BEAR THE CONTRACTOR'S STAMP OF APPROVAL WHICH SHALL CONSTITUTE CERTIFICATION THAT THE CONTRACTOR HAS VERIFIED ALL CONSTRUCTION CRITERIA, MATERIALS, AND SIMILAR DATA AND HAS CHECKED EACH DRAWING FOR COMPLETENESS, COORDINATION, AND COMPLIANCE WITH THE CONTRACT DOCUMENTS.

DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURES SUPPLIED IN THE DESIGN DRAWINGS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.

REPRODUCTION OF STRUCTURAL CONTRACT PLANS FOR SUBMITTALS AS SHOP DRAWINGS IS PROHIBITED. SHOP DRAWINGS PRODUCED IN SUCH A MANNER WILL BE REJECTED AND RETURNED.

SHOP DRAWINGS SUBMITTED FOR REVIEW SHALL BE ELECTRONIC SUBMITTALS IN PDF FORMAT.

WORK NOT INDICATED ON A PART OF THE DRAWINGS BUT REASONABLY IMPLIED TO BE SIMILAR TO THAT SHOWN AT CORRESPONDING PLACES, SHALL BE REPEATED AT NO ADDITIONAL COST.

PRECAST CONCRETE:

USE CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH EQUAL TO 5,000 PSI FOR ALL PRECAST CONCRETE COMPONENTS, OR AS SPECIFIED BY PANEL MANUFACTURER.

THE PRECAST MANUFACTURER SHALL SUBMIT SHOP DRAWINGS FOR ALL PRECAST COMPONENTS.

THE PRECAST MANUFACTURER SHALL DESIGN, PROVIDE AND INSTALL ALL HANGERS, INSERTS, ATTACHMENTS AND APPURTENANCES AS REQUIRED.

FORM STRIPPING, HANDLING, AND TRANSPORTATION METHODS SHALL NOT CRACK PRECAST MEMBERS.

COORDINATED WORK:

AT-GRADE CROSSING SURFACE WILL BE REPLACED PRIOR TO INSTALLATION OF SIGNALS. ENGINEER WILL NOTIFY SIGNAL CONTRACTOR AFTER CROSSING SURFACE CONSTRUCTION IS COMPLETE.

SUMMARY OF PROJECT COORDINATES

BASED ON THE STATE PLANE COORDINATE SYSTEM (PA SOUTH ZONE - NAD83)

	STATION	POINT	COORDINATES		BEARING
			NORTHING	EASTING	
CLIFFORD ROAD ♁	10+00.00	POT	536668.4089	2203180.0978	N02°28'12.96"W
	10+25.91	PC	536694.2985	2203178.9809	
	10+86.58	PI	536754.9117	2203176.3659	N06°04'18.29"E
	11+47.03	PT	536815.2409	2203182.7832	
	12+00.00	POT	536867.9158	2203188.3862	
SIT TRACK ♁	200+08.84	POT	536665.6241	2203362.0423	N59°32'20.70"W
	200+53.63	PC	536688.3284	2203323.4378	
	201+02.73	PI	536713.2194	2203281.1153	N63°27'52.92"W
	201+51.77	PT	536735.1545	2203237.1881	
	201+71.35	PC	536743.9051	2203219.6641	N68°16'58.64"W
	202+15.56	PI	536763.6560	2203180.1111	
	202+59.69	PT	536780.0148	2203139.0388	N72°47'05.68"W
	202+68.04	PC	536783.1061	2203131.2772	
	203+24.36	PI	536803.9439	2203078.9595	
	203+80.59	PT	536820.6109	2203025.1675	
204+02.83	POT	536827.1916	2203003.9284		

PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

SERIAL NUMBER: 20222362175

USER	STATEMENT
EASTERN SNYDER CO REG AUTH PO BOX 330 SELINGROVE, PA. 17870 ESCRA@VERIZON.NET	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
UGI UTILITIES INC. 1 UGI DRIVE WILKES BARRE, OA. 18711 AMANDA NIXON ANIXON@UGI.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
PENN TOWNSHIP SNYDER COUNTY 228 CLIFFORD RD SELINGROVE, PA. 17870 ANDREA BEIGHTOL PENNTWP@PTD.NET	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
PENN TOWNSHIP MUNICIPAL AUTHORITY PO BOX 155 SELINGROVE, PA. 17870 SUSAN SEEBOLD PTMAL17870@GMAIL.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
PPL ELECTRIC UTILITIES CORPORATION 434 SUSQUEHANNA TRAIL NORTHUMBERLAND, PA. 17857 DOUGH HAUPT DLHAUPTPLWEB.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
SELINGROVE BOROUGH 1 NORTH HIGH STREET PO BOX 34 SELINGROVE, PA. 17870 SHARON BADMAN SBADMAN@SELINGROVE.ORG	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
SERVICE ELECTRIC CABLEVISION 3662 POINT TOWNSHIP DR NORTHUMBERLAND, PA. 17857 DON PHILLIPS DON.PHILLIPS@SECV.COM	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
VERIZON NORTH 404 W FOURTH STREET WILLIAMSPORT, PA. 17701 JASON WAGNER JASON.E.EAGNER@VERIZON.COM	DID NOT RESPOND THROUGH PA ONE CALL



1731 N. Juniata Street
Hollidaysburg, PA 16648
Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK CLIFFORD ROAD GRADE
CROSSING REPLACEMENT
PROJECT

2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

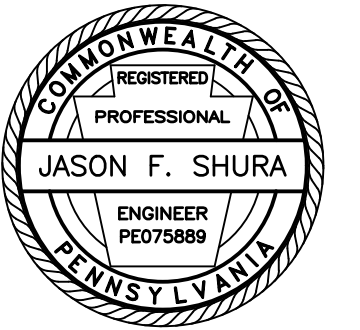
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GENERAL NOTES

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

G1



Stiffler, McGraw & Associates, Inc.

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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

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PROJECT

2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

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△		

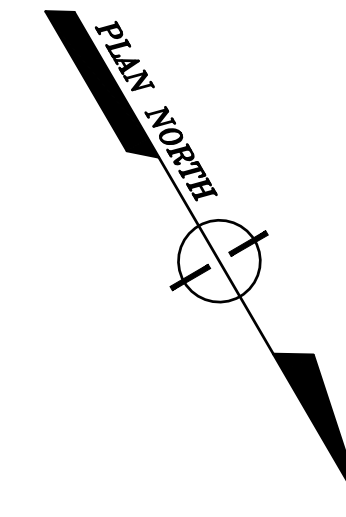
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SITE PLAN

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

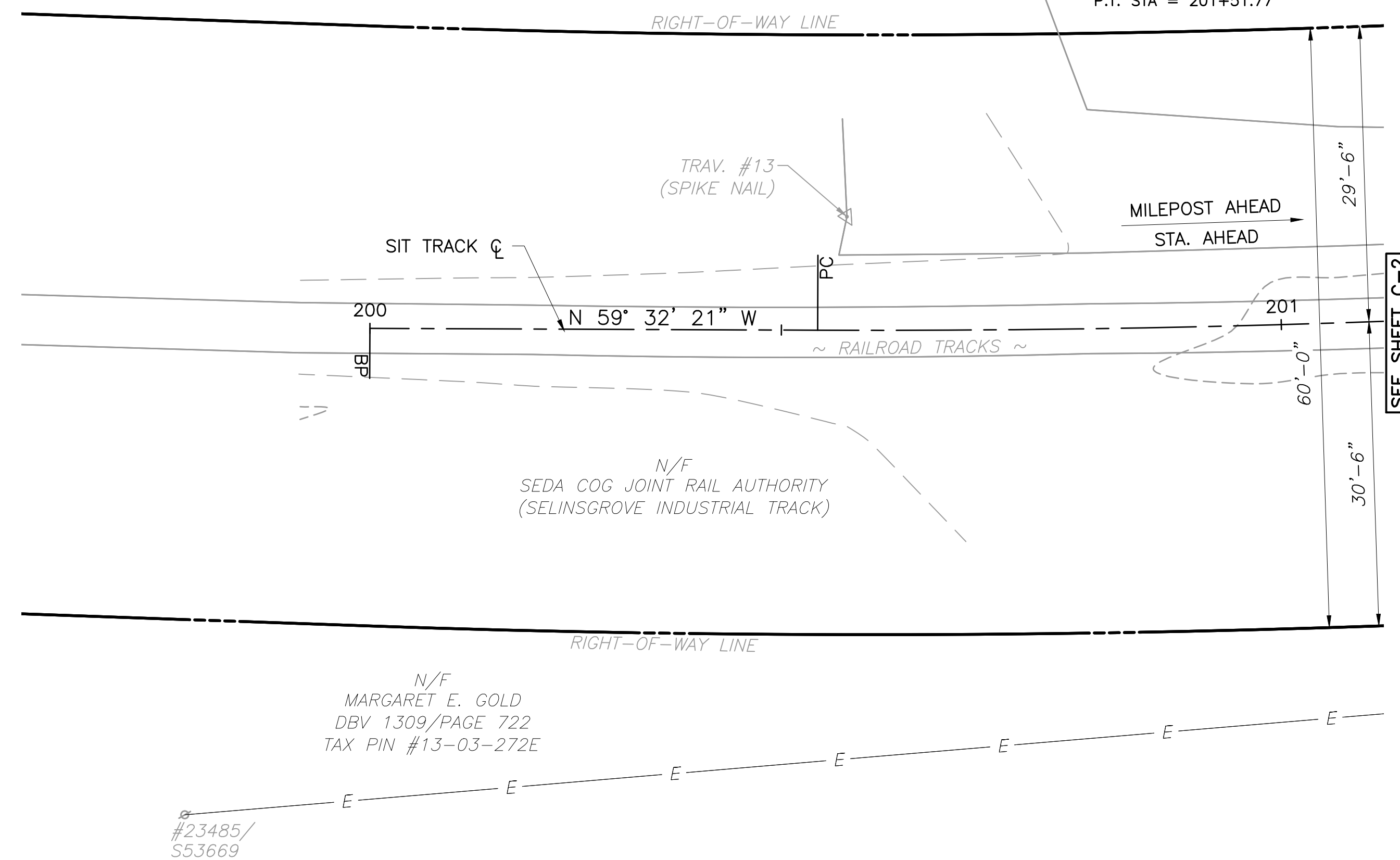
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C1



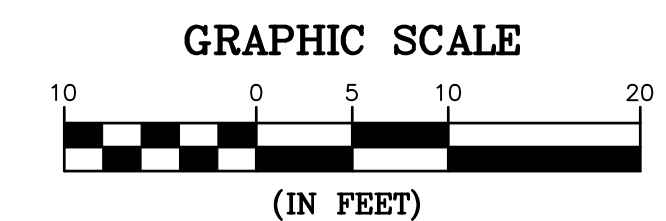
N/F
RAY A. & JOYCE M.
ULRICH
DBV 633/PAGE 456
TAX PIN #13-03-060

CURVE DATA
P.I. STA. = 201+02.73
Δ = 3° 55' 32"
D = 3' 59' 57"
T = 49.10'
L = 98.14'
R = 1432.68'
E = 0.84'
C = 98.14'
P.C. STA. = 200+53.63
P.T. STA. = 201+51.77

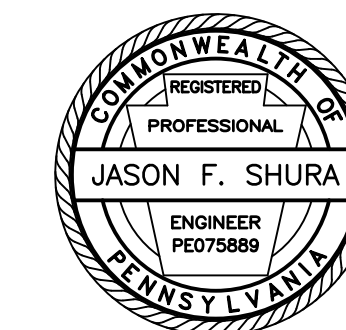


LEGEND

- 900--- EXISTING CONTOUR MAJOR
- EXISTING CONTOUR MINOR



NOTE: TRACK WORK LIMITS AND STATIONING ALONG SIT TRACK Q ARE NOT SHOWN FOR CLARITY. SEE "STRAIGHT LINE DIAGRAM" DETAIL ON SHEET C5 FOR A DETAILED SCHEMATIC OF TRACK WORK LIMITS AND STATIONING.



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Owner:
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AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

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2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

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Sheet Title:

SITE PLAN

PROJECT NO. 24-1502

DRAWN BY: BRB

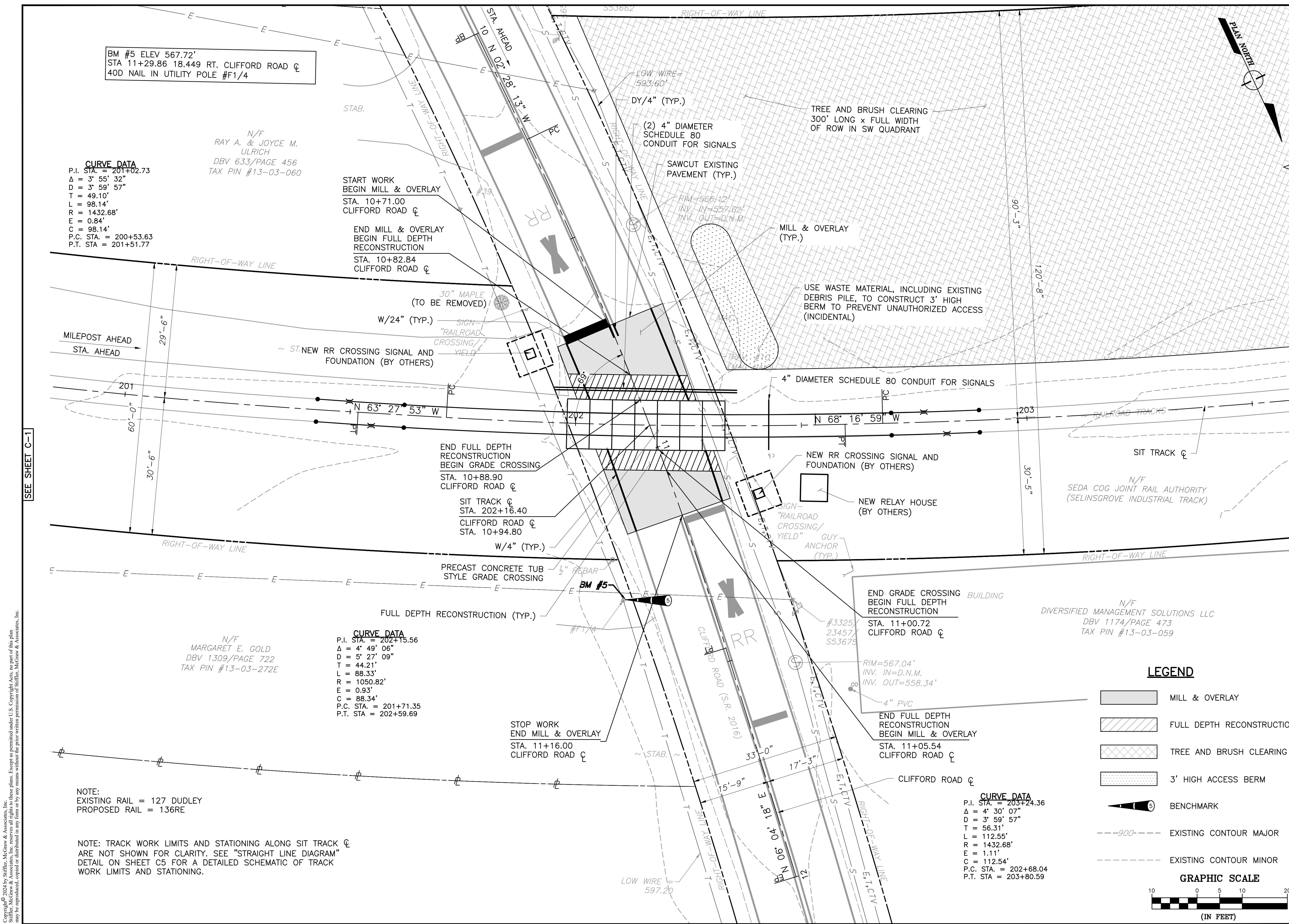
DESIGNED BY: BRB

CHECKED BY: JES

SCALE: AS SHOWN

Drawing:

C2



BM #5 ELEV 567.72'
STA 11+29.86 18.449 RT. CLIFFORD ROAD C
40D NAIL IN UTILITY POLE #F1/4

CURVE DATA
P.I. STA. = 201+02.73
Δ = 3° 55' 32"
D = 3' 59' 57"
T = 49.10'
L = 98.14'
R = 1432.68'
E = 0.84'
C = 98.14'
P.C. STA. = 200+53.63
P.T. STA. = 201+51.77

N/F
RAY A. & JOYCE M.
ULRICH
DBV 633/PAGE 456
TAX PIN #13-03-060

START WORK
BEGIN MILL & OVERLAY
STA. 10+71.00
CLIFFORD ROAD C

END MILL & OVERLAY
BEGIN FULL DEPTH
RECONSTRUCTION
STA. 10+82.84
CLIFFORD ROAD C

30" MAPLE
(TO BE REMOVED)
W/24" (TYP.)

~ ST. NEW RR CROSSING SIGNAL AND
FOUNDATION (BY OTHERS)

END FULL DEPTH
RECONSTRUCTION
BEGIN GRADE CROSSING
STA. 10+88.90
CLIFFORD ROAD C

SIT TRACK C
STA. 202+16.40
CLIFFORD ROAD C
STA. 10+94.80

PRECAST CONCRETE TUB
STYLE GRADE CROSSING
1/2" REBAR

FULL DEPTH RECONSTRUCTION (TYP.)

N/F
MARGARET E. GOLD
DBV 1309/PAGE 722
TAX PIN #13-03-272E

CURVE DATA
P.I. STA. = 202+15.56
Δ = 4° 49' 06"
D = 5' 27' 09"
T = 44.21'
L = 88.33'
R = 1050.82'
E = 0.93'
C = 88.34'
P.C. STA. = 201+71.35
P.T. STA. = 202+59.69

STOP WORK
END MILL & OVERLAY
STA. 11+16.00
CLIFFORD ROAD C

END GRADE CROSSING
BEGIN FULL DEPTH
RECONSTRUCTION
STA. 11+00.72
CLIFFORD ROAD C

N/F
DIVERSIFIED MANAGEMENT SOLUTIONS LLC
DBV 1174/PAGE 473
TAX PIN #13-03-059

END FULL DEPTH
RECONSTRUCTION
BEGIN MILL & OVERLAY
STA. 11+05.54
CLIFFORD ROAD C

CURVE DATA
P.I. STA. = 203+24.36
Δ = 4° 30' 07"
D = 3' 59' 57"
T = 56.31'
L = 112.55'
R = 1432.68'
E = 1.11'
C = 112.54'
P.C. STA. = 202+68.04
P.T. STA. = 203+80.59

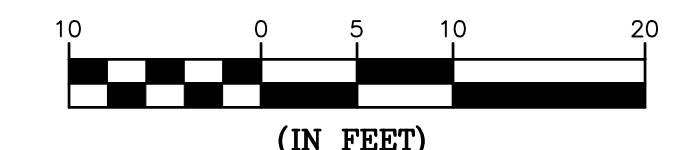
NOTE:
EXISTING RAIL = 127 DUDLEY
PROPOSED RAIL = 136RE

NOTE: TRACK WORK LIMITS AND STATIONING ALONG SIT TRACK C
ARE NOT SHOWN FOR CLARITY. SEE "STRAIGHT LINE DIAGRAM"
DETAIL ON SHEET C5 FOR A DETAILED SCHEMATIC OF TRACK
WORK LIMITS AND STATIONING.

LEGEND

- MILL & OVERLAY
- FULL DEPTH RECONSTRUCTION
- TREE AND BRUSH CLEARING
- 3' HIGH ACCESS BERM
- BENCHMARK
- EXISTING CONTOUR MAJOR
- EXISTING CONTOUR MINOR

GRAPHIC SCALE



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Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
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TRACK CLIFFORD ROAD GRADE
CROSSING REPLACEMENT
PROJECT

2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

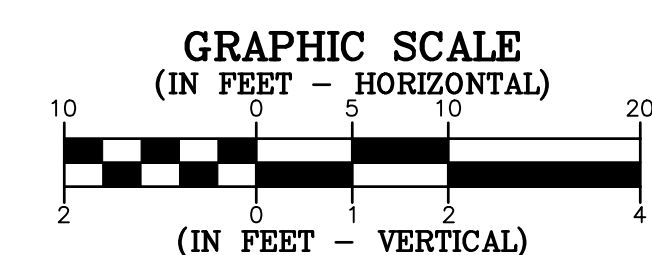
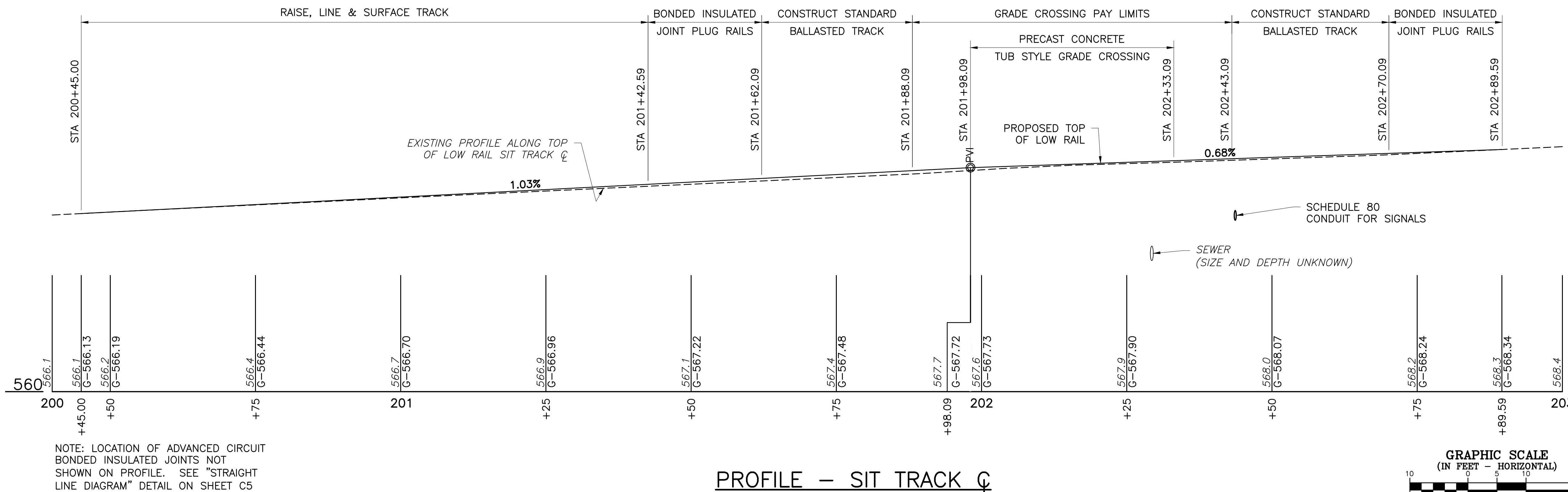
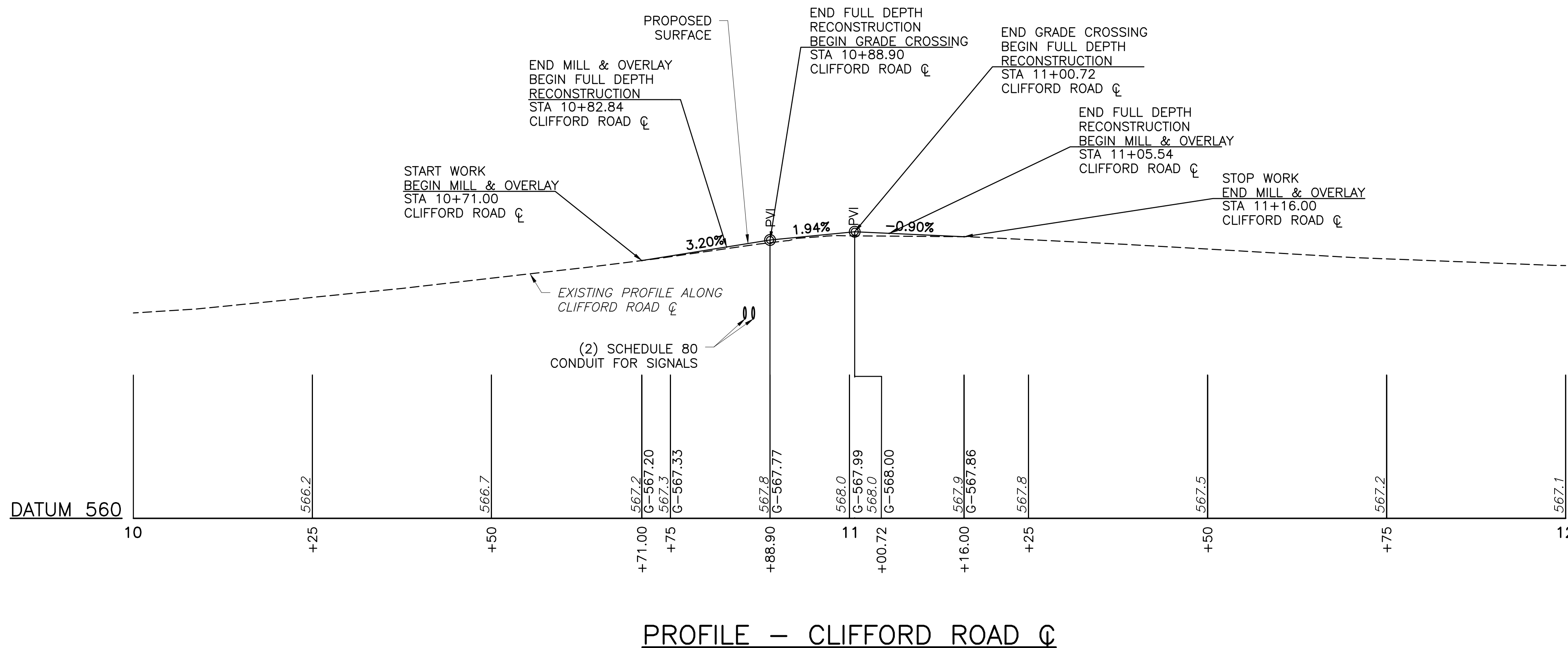
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PROFILES

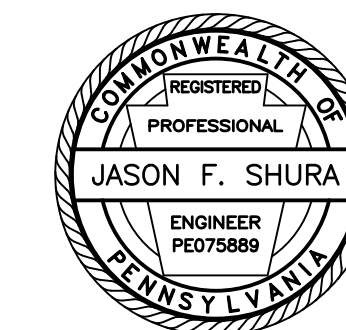
PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C3



NOTE: LOCATION OF ADVANCED CIRCUIT BONDED INSULATED JOINTS NOT SHOWN ON PROFILE. SEE "STRAIGHT LINE DIAGRAM" DETAIL ON SHEET C5 FOR LOCATION OF ADVANCED CIRCUIT BONDED INSULATED JOINTS.



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SNYDER COUNTY

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No.	Date	Description

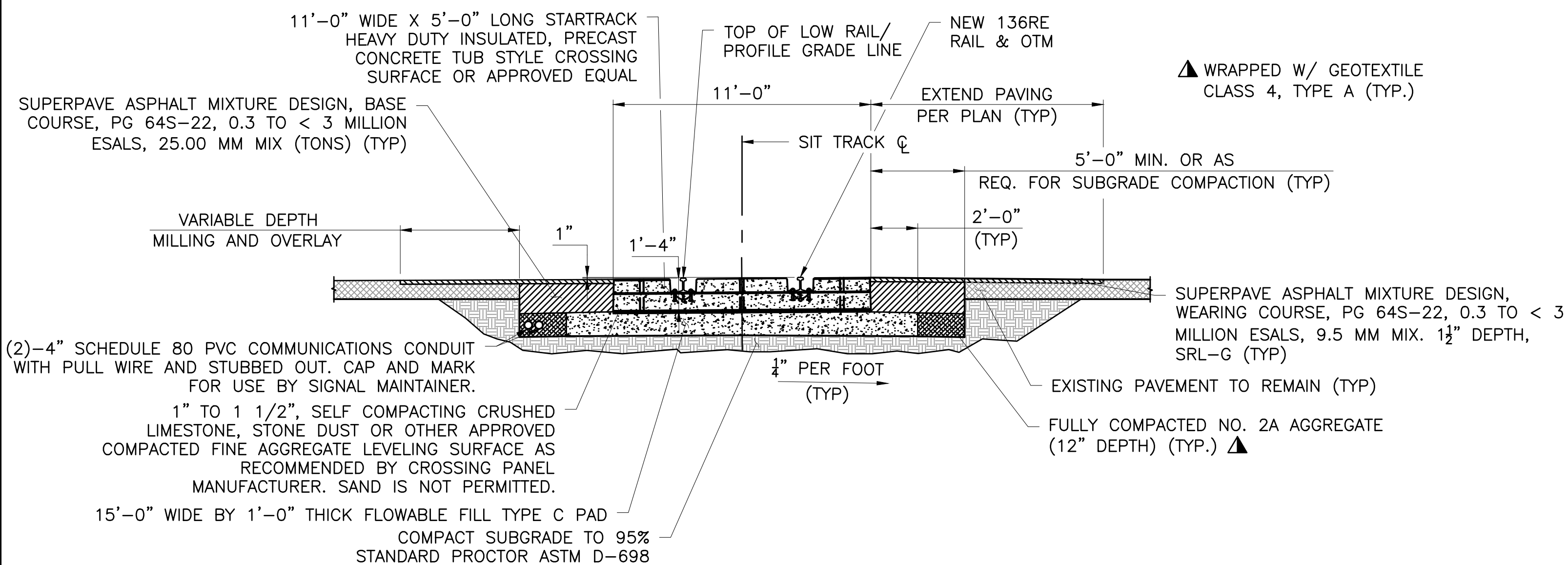
Sheet Title:

TYPICAL SECTIONS

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DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C4



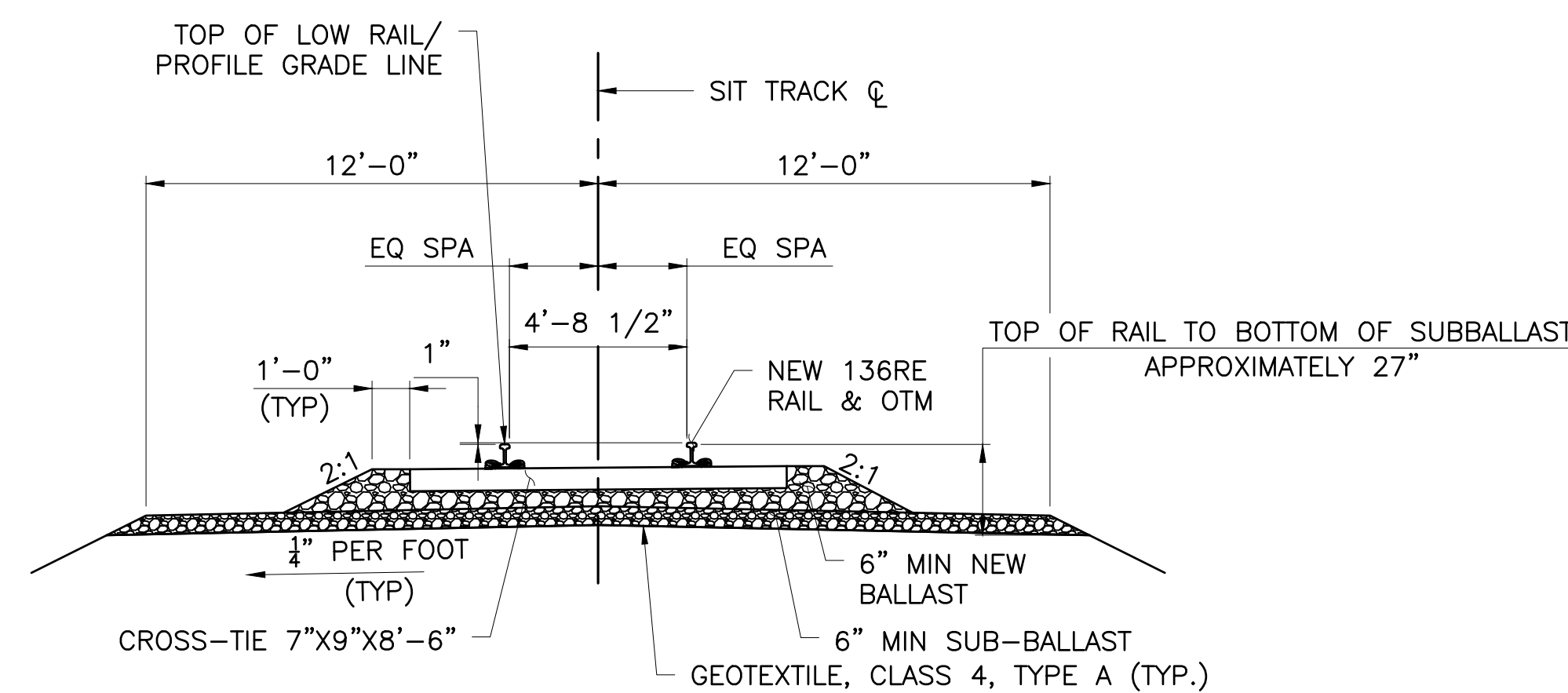
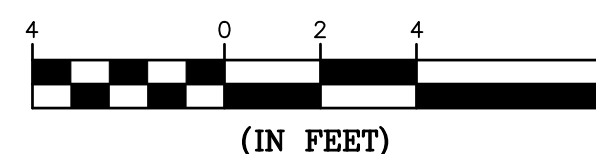
TYPICAL SECTION - PRECAST CONCRETE TUB STYLE GRADE CROSSING

STA. 201+98.09 TO STA. 202+33.09

NOTES:

1. FLOWABLE FILL PAD SHALL EXTEND AT LEAST 1'-0" LONGITUDINALLY BEYOND END OF CROSSING PANELS IN EACH DIRECTION. LIMIT EXTENSION OF PAD SO AS NOT TO ENCRONCH ON ADJACENT APPROACHING STANDARD TIE AND BALLASTED TRACK STRUCTURE.

GRAPHIC SCALE



TYPICAL SECTION - CONSTRUCT STANDARD BALLASTED TRACK

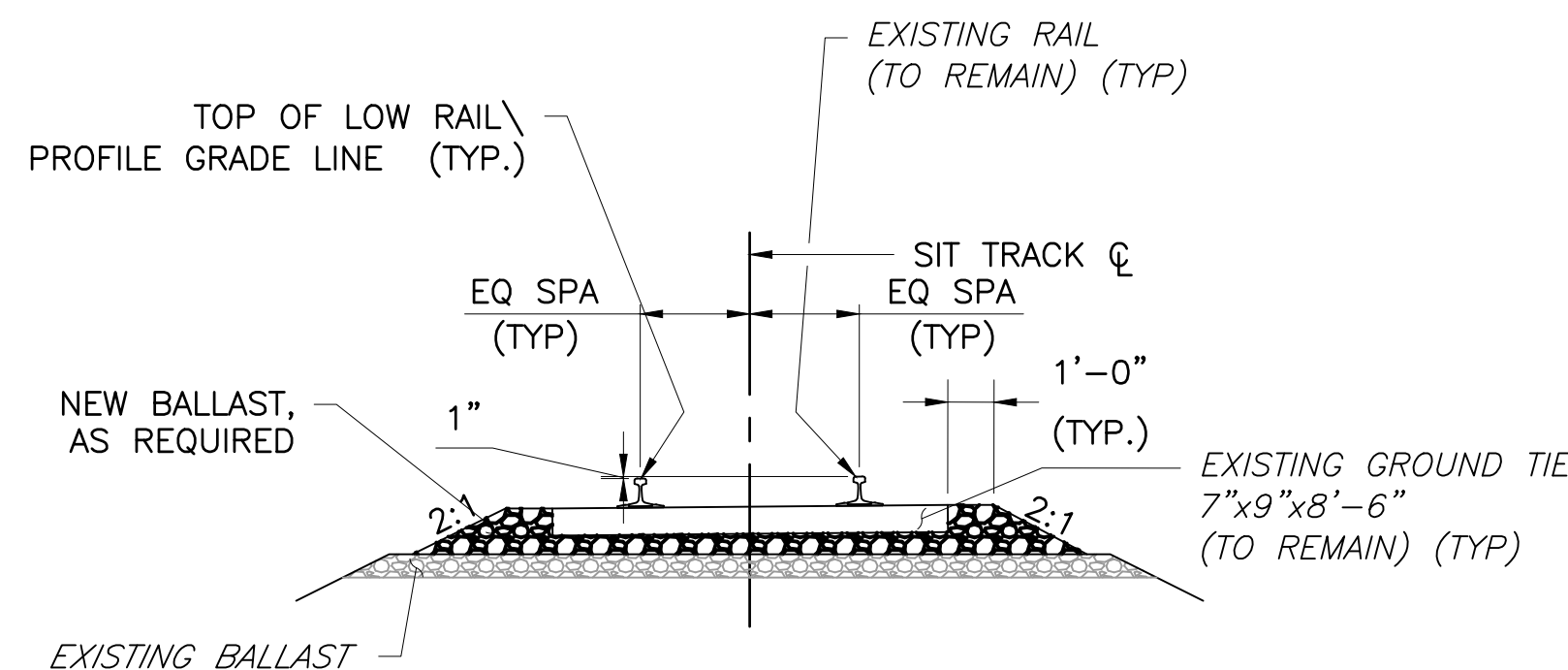
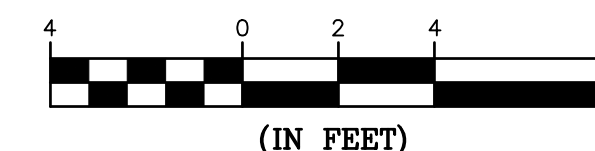
STA. 201+62.09 TO STA. 201+88.09

STA. 202+43.09 TO STA. 202+70.09

STA. 201+88.09 TO 201+98.09 (INCIDENTAL TO CROSSING)

STA. 202+33.09 TO STA. 202+43.09 (INCIDENTAL TO CROSSING)

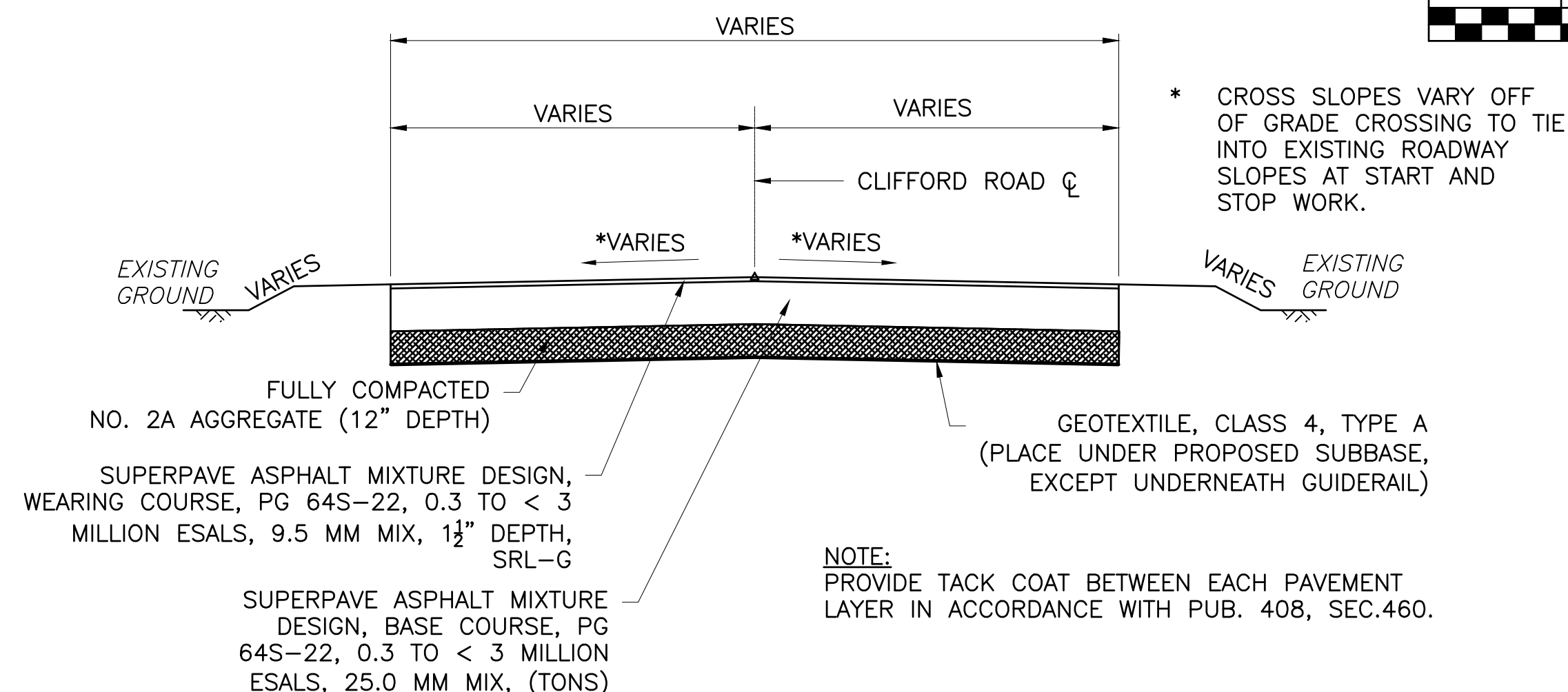
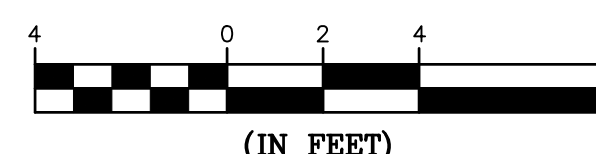
GRAPHIC SCALE



TYPICAL SECTION - RAISE, LINE, AND SURFACE TRACK

STA. 200+45.00 TO STA. 201+42.59

GRAPHIC SCALE

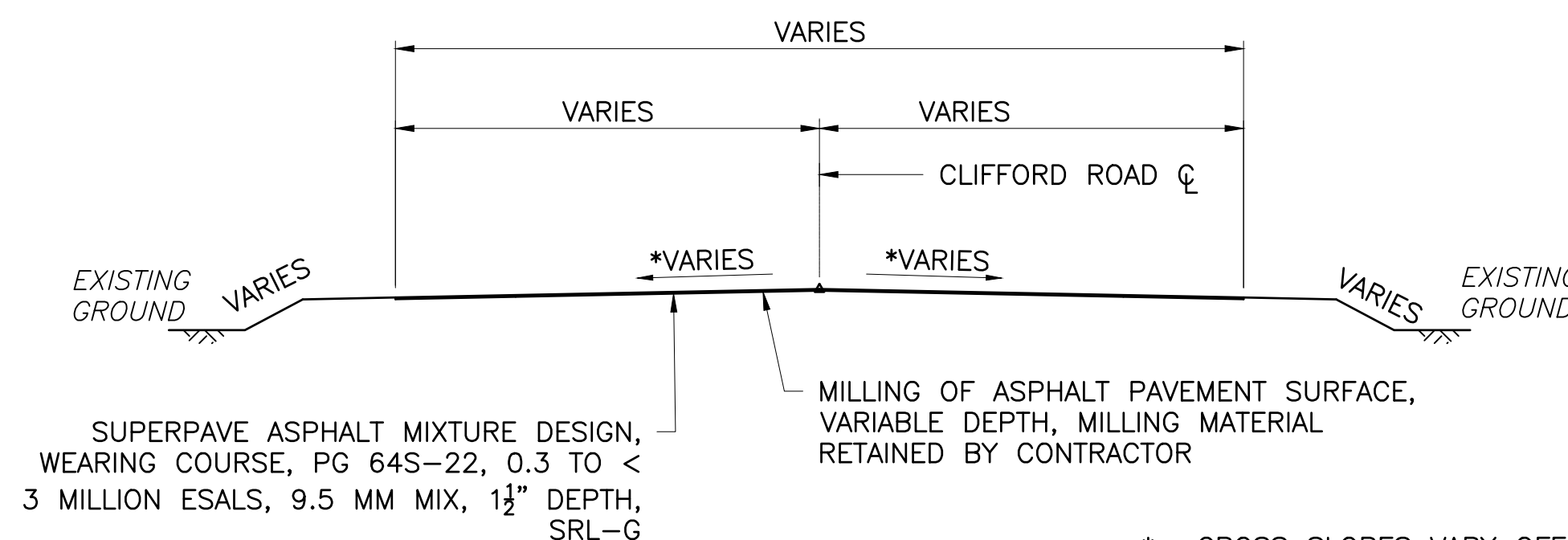
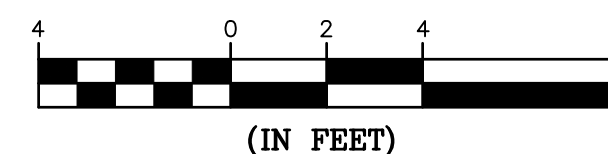


TYPICAL SECTION - FULL DEPTH RECONSTRUCTION

STA. 10+82.84 TO STA. 10+88.90

STA. 11+00.72 TO STA. 11+05.54

GRAPHIC SCALE

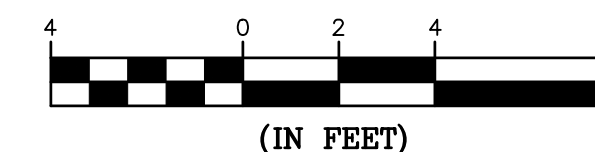


TYPICAL SECTION - MILL & OVERLAY

STA. 10+71.00 TO STA. 10+82.84

STA. 11+05.54 TO STA. 11+16.00

GRAPHIC SCALE





Stiffler, McGraw & Associates, Inc.

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CROSSING REPLACEMENT
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2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

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△		

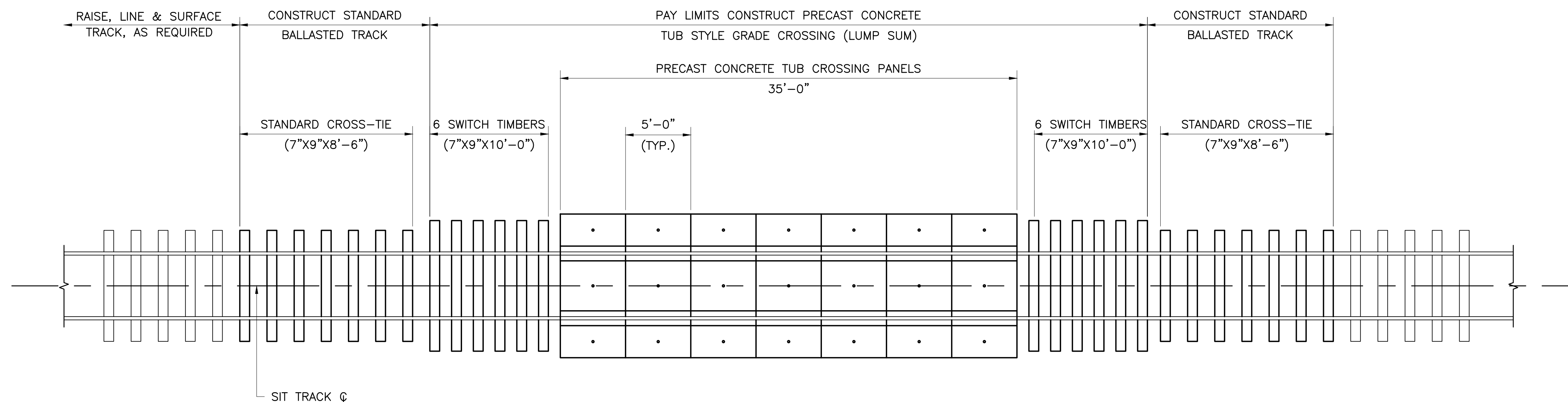
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DETAILS

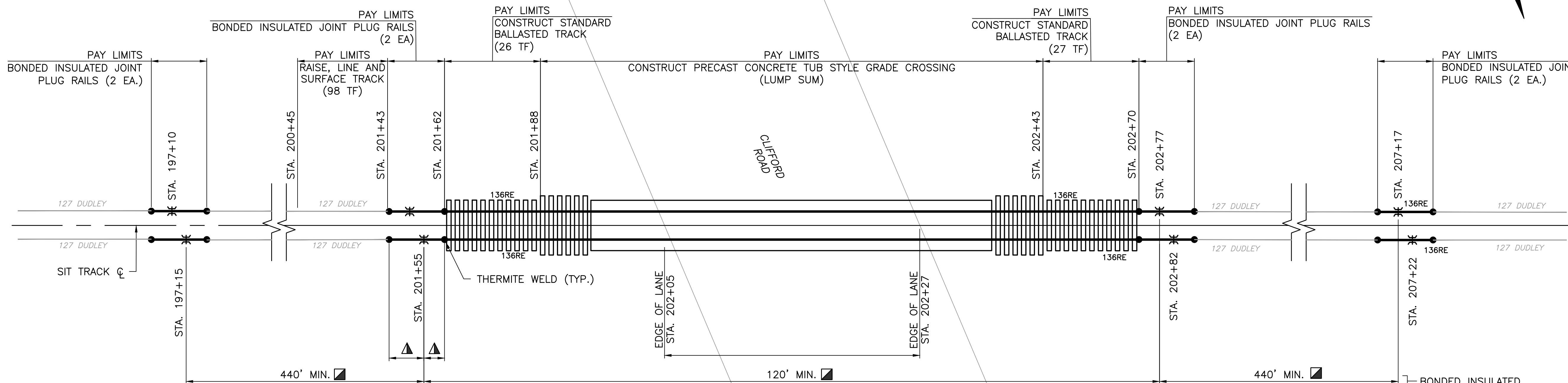
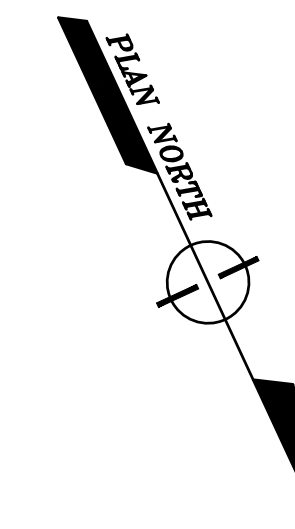
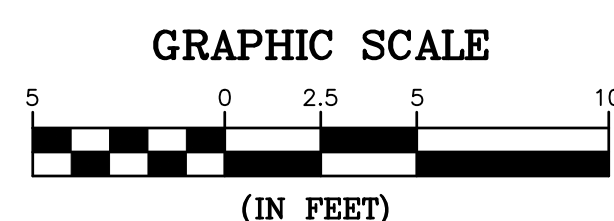
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DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C5



PRECAST CONCRETE TUB STYLE GRADE CROSSING PLAN

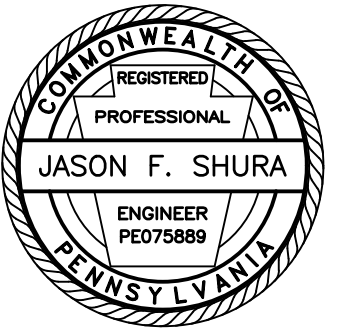


STRAIGHT LINE DIAGRAM

LEGEND

- ⚡ PROPOSED INSULATED JOINT
- PROPOSED WELD/COMPROMISE WELD

- ▲ PLUG RAIL 14'-0" TO 39'-0" (TYP.) STATIONS ASSUME 19'-6" PLUG RAILS WITH 5'-0" OFFSET BETWEEN INSULATED JOINTS.
- ▣ LOCATION OF BONDED INSULATED JOINT PLUG RAILS MAY BE MOVED AS REQUIRED TO PROVIDE MINIMUM RAIL LENGTH OF 14'-0" AFTER RAIL IS CUT FOR PLUG RAIL. AT NO TIME SHALL ISLAND INSULATED JOINT BE MOVED TO CLOSER THAN 120' TO OPPOSITE ISLAND CIRCUIT INSULATED JOINT OR ADVANCED CIRCUIT BE MOVED CLOSER THAN 440' TO ISLAND CIRCUIT INSULATED JOINT.



Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK CLIFFORD ROAD GRADE
CROSSING REPLACEMENT
PROJECT

2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

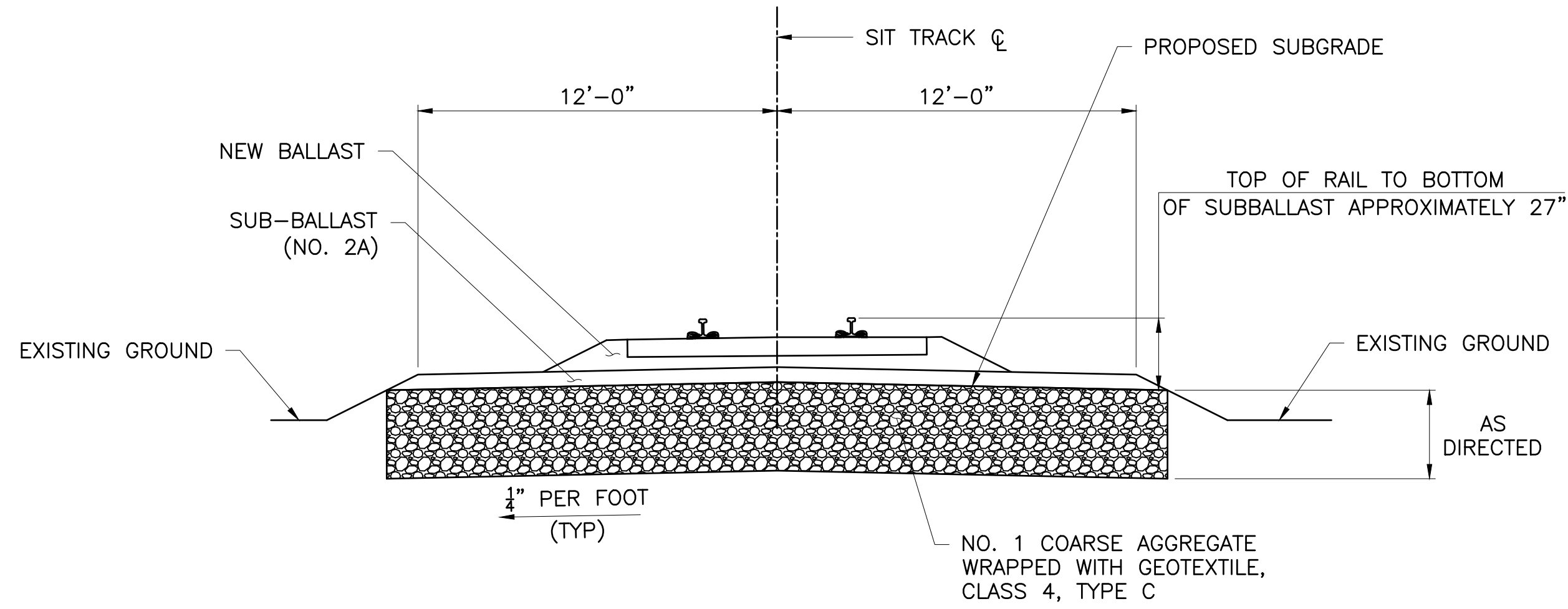
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DETAILS

PROJECT NO. 24-1502
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DESIGNED BY: BRB
CHECKED BY: JES
SCALE: AS SHOWN

Drawing:

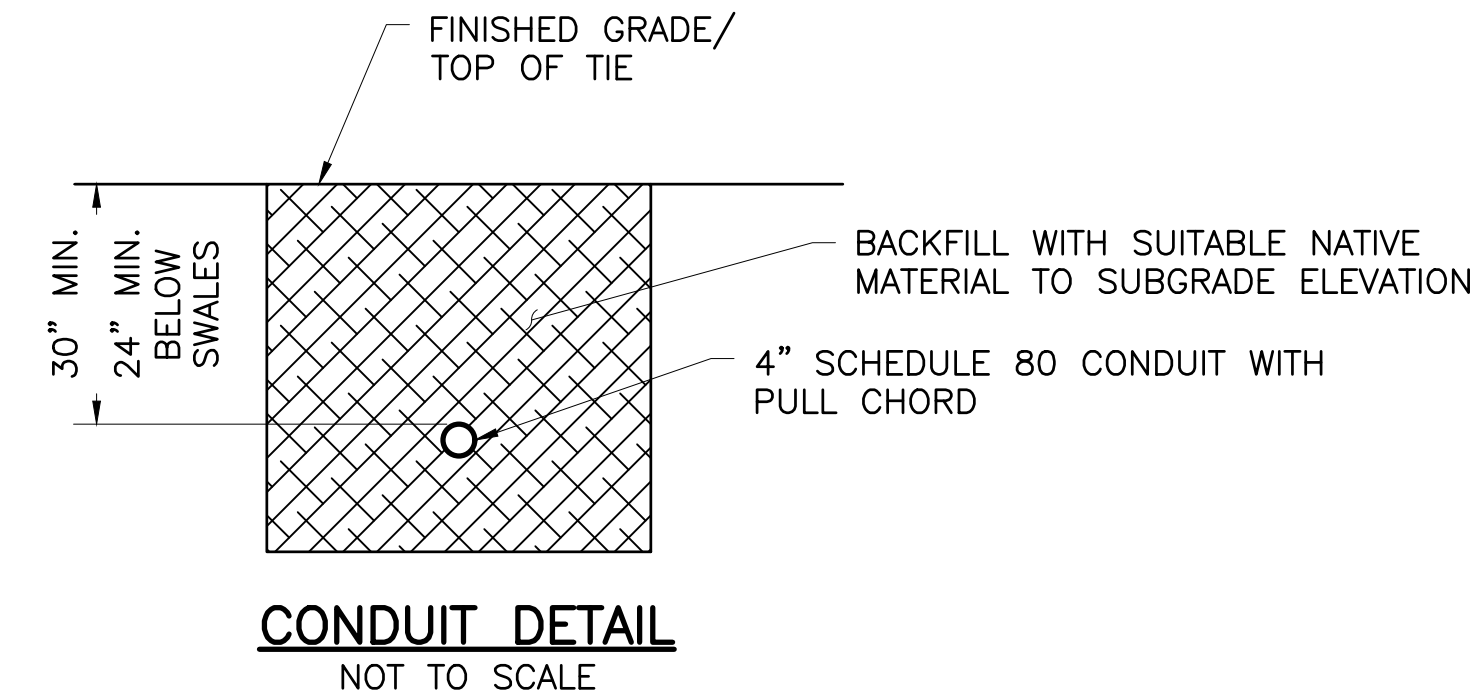
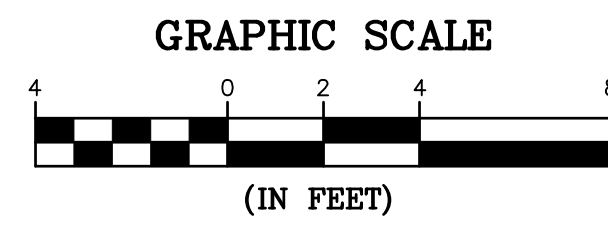
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TYPICAL SECTION - SUBGRADE UNDERCUT DETAIL

NOTES:

1. ALL EXCAVATION IS INCIDENTAL TO SUBGRADE REPAIR.
2. AT LEAST 6 INCHES OF NO. 1 COARSE AGGREGATE SHOULD BE IN PLACE ON GEOTEXTILE BEFORE PERMITTING COMPACTION EQUIPMENT TO PASS OVER IT
3. REFERENCE POINT FOR UNDERCUTTING IS SUBGRADE ELEVATION. APPLY UNDERCUTTING TREATMENT AT LOCATIONS DIRECTED BY ENGINEER. PLACE GEOTEXTILE AS INDICATED OR AS DIRECTED BY THE ENGINEER.
4. DO NOT UNDERCUT UNLESS DIRECTED.
5. PROVIDE DRAINAGE FOR UNDERCUT.





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PENN TOWNSHIP
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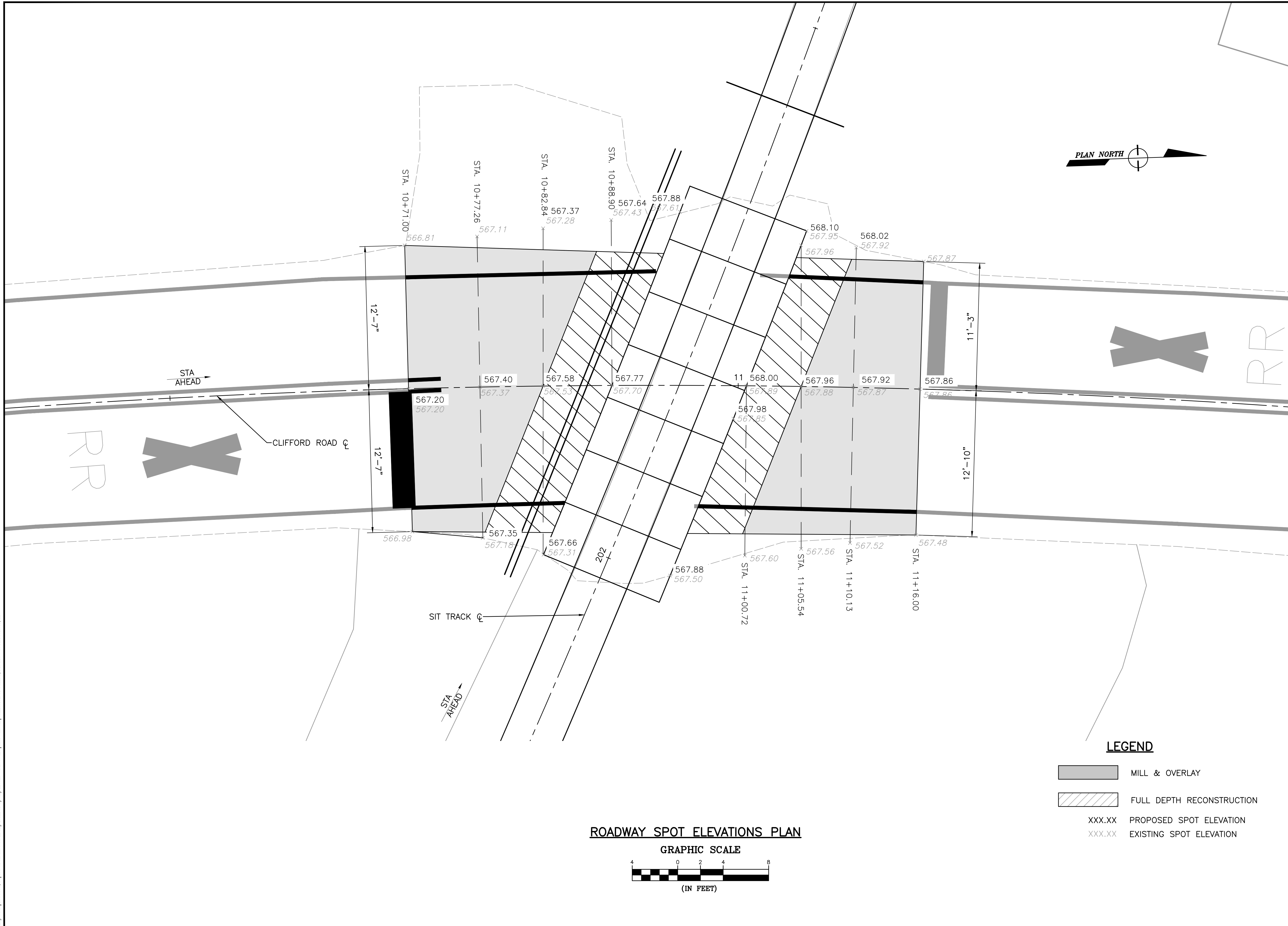
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**ROADWAY SPOT
ELEVATIONS**

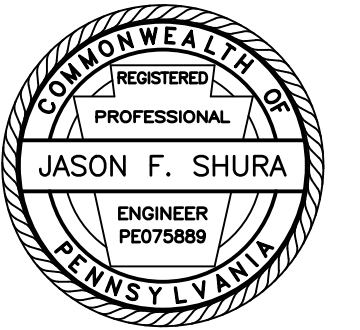
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Drawing:

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201 FURNACE ROAD
LEWISBURG, PA 17837

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SNYDER COUNTY

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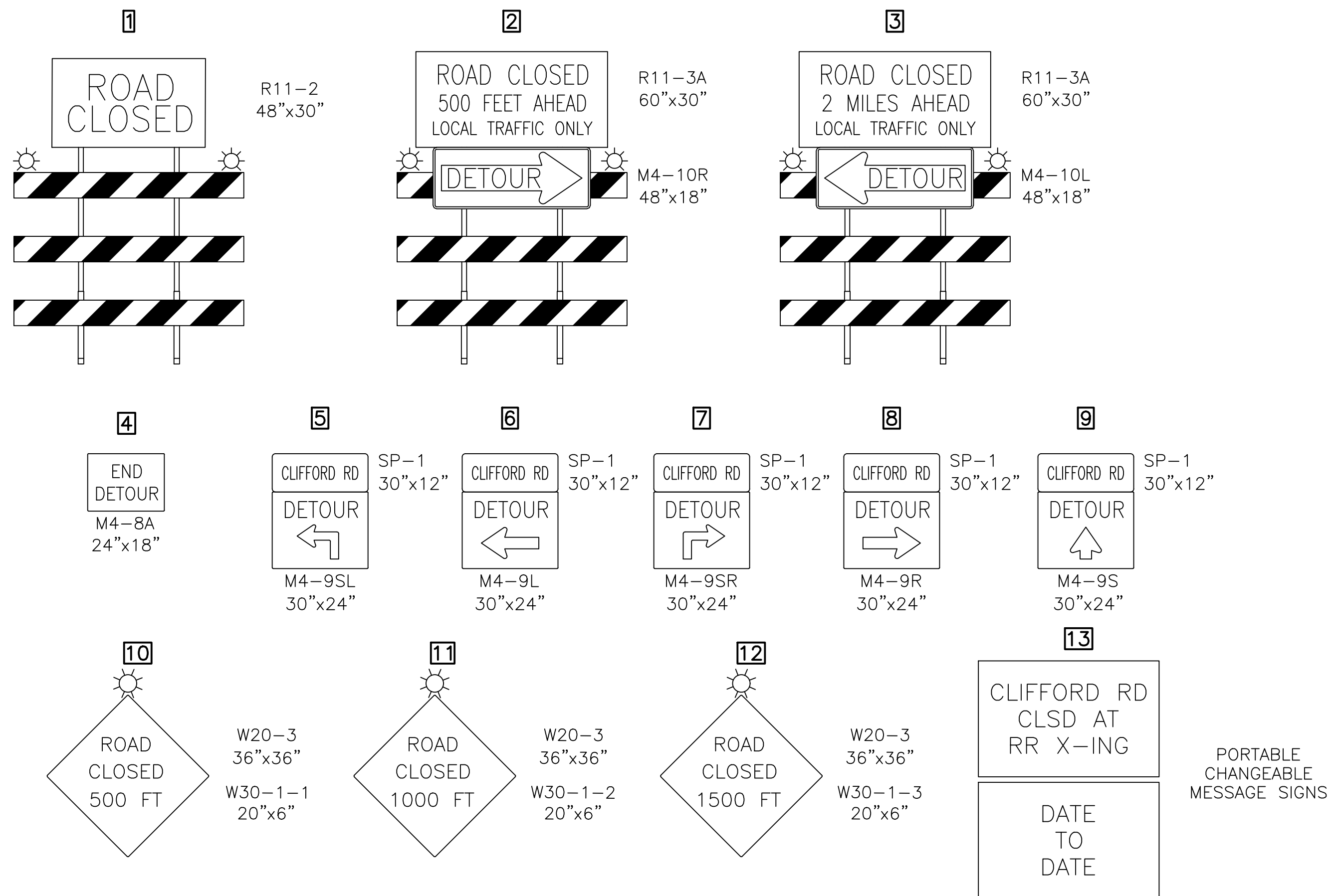
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DETOUR PLAN

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CHECKED BY: JES
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Drawing:

TC2



**TABULATION OF TRAFFIC CONTROL DEVICES
(FOR INFORMATION ONLY)**

STD. NO.	SIZE	DESCRIPTION	QUANTITY
M4-8A	24" X 18"	END DETOUR	2
M4-9L	30" X 24"	LEFT DETOUR	1
M4-9R	30" X 24"	RIGHT DETOUR	1
M4-9S	30" X 24"	STRAIGHT DETOUR	6
M4-9SL	30" X 24"	ADVANCE LEFT DETOUR	1
M4-9SR	30" X 24"	ADVANCE RIGHT DETOUR	1
M4-10L	48" X 18"	LEFT DETOUR ARROW	2
M4-10R	48" X 18"	RIGHT DETOUR ARROW	2
R11-2	48" X 30"	ROAD CLOSED	**
R11-3A	60" X 30"	ROAD CLOSED - LOCAL TRAFFIC ONLY	4
W20-3	36" X 36"	ROAD CLOSED	3
W30-1-1	20" X 6"	500 FT	1
W30-1-2	20" X 6"	1000 FT	1
W30-1-3	20" X 6"	1500 FT	1
SP-1	30" X 12"	SPECIAL SIGN	10
		PORTABLE CHANGEABLE MESSAGE SIGN	2
		TYPE III BARRICADE	*
		TYPE "B" LIGHT	*

THE SIZES SHOWN ARE MINIMUM REQUIREMENTS

* PROVIDE SUFFICIENT QUANTITIES

** PROVIDE SUFFICIENT QUANTITY TO FULLY CLOSE ROAD



1.0" RADIUS, 0.5" BORDER, 0.5" INDENT, BLACK AND FLUORESCENT ORANGE

CLIFFORD RD

TABLE OF WIDTHS AND SPACES (REFER TO PENNDOT PUB. 111M - TC-8700C)

C	L	I	F	F	O	R	D	R	D
2.6	1.7	0.6	1.5	0.6	1.5	0.6	1.5	0.6	1.8
0.8	1.5	0.6	1.5	0.6	1.5	0.6	1.8	0.8	1.7
0.7	1.7	4.0	1.7	0.7	1.7	2.7			

LETTERS = 15.3

SPACES = 14.7

TOTAL = 30.0

SEDA-COG JOINT RAIL AUTHORITY

SELINGROVE INDUSTRIAL TRACK PAWLING STATION ROAD GRADE CROSSING REPLACEMENT PROJECT

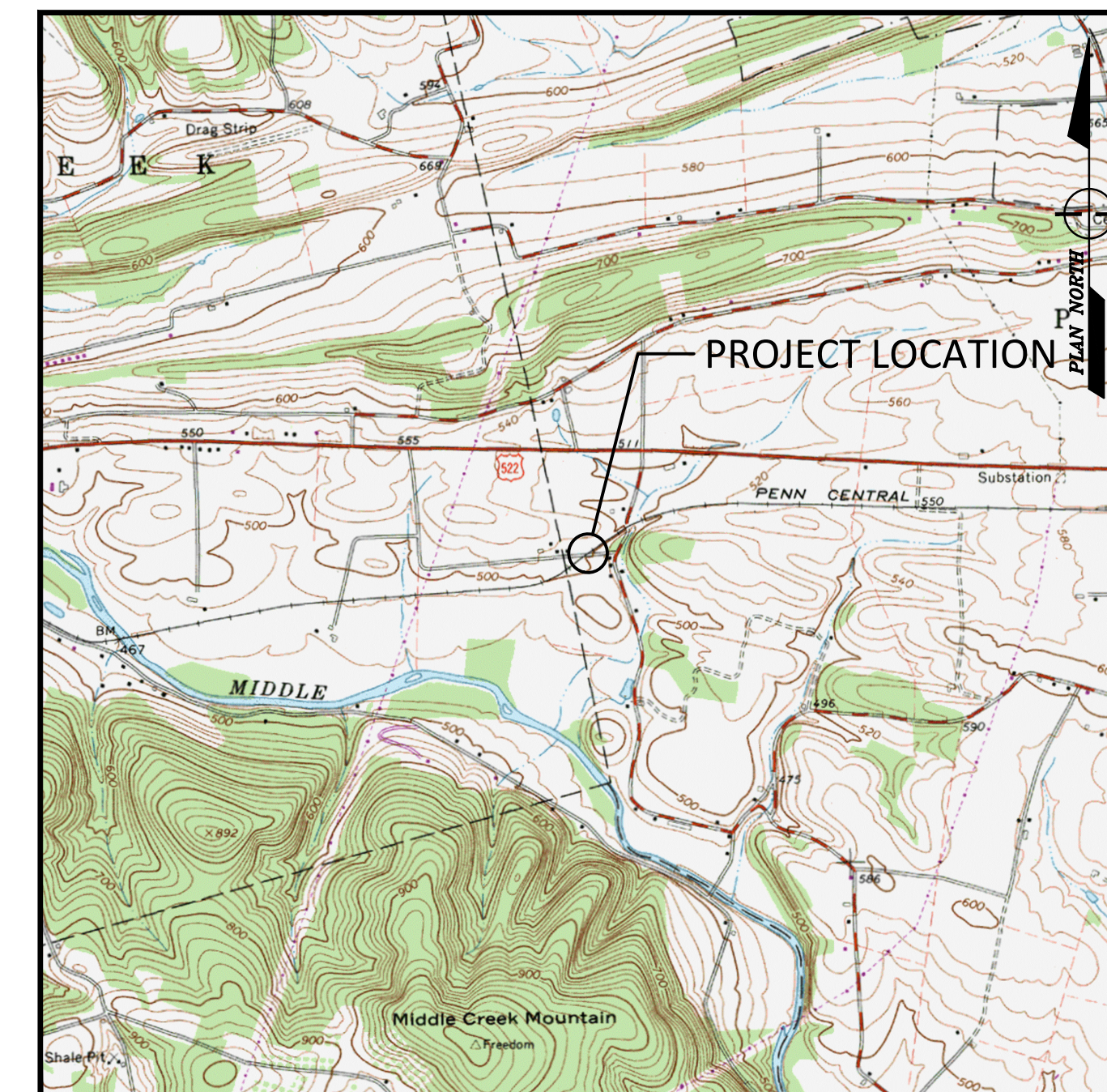
PENN TOWNSHIP, SNYDER COUNTY, PENNSYLVANIA

CONTRACT NO. 2024-04

CONTRACT DRAWINGS

DECEMBER 2024

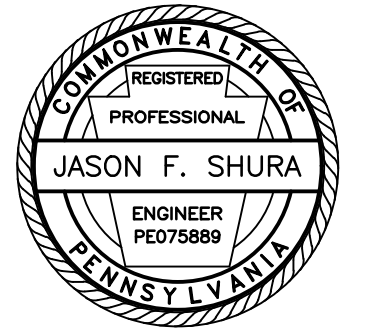
INDEX OF SHEETS	
DWG. NO	DESCRIPTION
T1	TITLE SHEET
G1	GENERAL NOTES
C1	SITE PLAN
C2	PROFILES
C3	TYPICAL SECTIONS
C4	DETAILS
C5	DETAILS
C6	ROADWAY SPOT ELEVATIONS
TC1	TRAFFIC CONTROL PLAN



FREEBURG, PENNSYLVANIA, USGS TOPO QUADS
LOCATION MAP
 SCALE: 1" = 2000'



1731 N. Juniata Street
 Hollidaysburg, PA 16648
 Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

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No.	Date	Description
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TITLE SHEET

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DESIGNED BY:	JDD
CHECKED BY:	JES
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T1

GENERAL CONSTRUCTION NOTES:

SLANT LETTERING DENOTES EXISTING FEATURES OR FACILITIES.

VERTICAL LETTERING DENOTES PROPOSED FEATURES OR FACILITIES.

VERTICAL CONTROL FOR THIS PROJECT IS BASED ON NAVD88 DATUM.

HORIZONTAL CONTROL FOR THIS PROJECT IS BASED ON PENNSYLVANIA STATE COORDINATE SYSTEM, SOUTH ZONE.

ALL ROADWAY CURVE DATA IS BASED ON ARC DEFINITION UNLESS OTHERWISE INDICATED.

ALL TRACK CURVE DATA IS BASED ON CHORD DEFINITION UNLESS OTHERWISE INDICATED.

CONTRACTOR TO PERFORM CONSTRUCTION STAKEOUT AND CONFIRM ALL ELEVATIONS AND SLOPES PRIOR TO CONSTRUCTION. ALL DISCREPANCIES SHALL IMMEDIATELY BE REPORTED TO THE ENGINEER.

SIGNALS AND ELECTRICAL VAULT ARE TO BE REPLACED BY OTHERS. THE PROPOSED LOCATION OF SIGNALS AND ELECTRICAL VAULT SHOWN ON THIS PLAN ARE APPROXIMATE.

THE CONTOURS SHOWN HEREON ARE BASED ON FIELD LOCATED SURVEY POINTS. CONTOURS ARE MERELY AN INTERPOLATION OF THE FIELD SURVEY POINTS. IF ANY DISCREPANCY BETWEEN CONTOUR DATA AND FIELD SURVEY POINTS IS ENCOUNTERED, THE SURVEY POINTS SHALL GOVERN. THE CONTOURS SHALL BE VERIFIED IN RELATION TO THE SURVEY POINTS PROVIDED HEREWITH BY THE END USER OF THIS DIGITAL FILE PRIOR TO PREPARING A DIGITAL ELEVATION MODEL IN ANY SOFTWARE PACKAGE. IF DISCREPANCY IS FOUND, THE ENGINEER SHALL BE NOTIFIED.

PROPERTY LINES AND RIGHT-OF-WAY LINES ARE SHOWN FOR INFORMATION ONLY AND DO NOT CONSTITUTE ACTUAL FIELD SURVEYS.

ALL CODES AND STANDARDS REFERENCED IN THESE GENERAL NOTES, INCLUDING ALL SPECIFICATIONS REFERENCED WITHIN, AND ALL FEDERAL, STATE AND LOCAL REGULATIONS APPLY TO THE DESIGN, CONSTRUCTION, DEMOLITION, QUALITY CONTROL AND SAFETY OF ALL WORK PERFORMED ON THE PROJECT. USE THE LATEST EDITIONS OF THE CODES AND STANDARDS UNLESS NOTED OTHERWISE.

JOB SITE SAFETY AND CONSTRUCTION PROCEDURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

SUB-BALLAST SHALL CONSIST OF AASHTO NO. 2A COARSE AGGREGATE, PLACED IN LIFTS NOT TO EXCEED 3 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY WEIGHT DENSITY AS DEFINED BY THE MODIFIED PROCTOR TEST (ASTM D-1557).

BALLAST SHALL CONFORM TO GRADATION SIZE 3 AS RECOMMENDED IN AREMA, CHAPTER 1, PART 2, TABLE NO. 2, RECOMMENDED BALLAST GRADATIONS.

ALL SURFACES SHALL BE RESTORED TO PRE-CONSTRUCTION OR BETTER CONDITION.

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT PA ONE CALL SYSTEM, INC.
PHONE: 1-800-242-1776
PA ONE CALL SERIAL NUMBER: 20222362220 FOR PENN TOWNSHIP, SNYDER COUNTY

THE CONTRACTOR SHALL EXERCISE CAUTION AND EMPLOY CAREFUL EXCAVATION METHODS DURING INSTALLATION OF THE FACILITIES TO AVOID DAMAGE TO OR CONFLICT WITH EXISTING UTILITIES. THE CONTRACTOR SHALL PERFORM EXPLORATORY EXCAVATIONS AS NECESSARY AND/OR REQUIRED BY THE ENGINEER TO ASCERTAIN THE HORIZONTAL AND VERTICAL ALIGNMENT OF EXISTING UTILITIES PRIOR TO CONSTRUCTION IN AFFECTED AREAS AND MAKE THE APPROPRIATE ADJUSTMENTS IN THE FIELD IF CONFLICTS OCCUR.

DESIGN IS BASED ON AVAILABLE INFORMATION PERTAINING TO UNDERGROUND UTILITIES AND FIELD LOCATION WHERE POSSIBLE. SHOULD THE CONTRACTOR ENCOUNTER A SITUATION WHERE IT IS BELIEVED THAT AN EXISTING UNDERGROUND UTILITY WILL NEED TO BE RELOCATED BY THE CONTRACTOR, HE SHALL NOTIFY THE ENGINEER AND A DECISION WILL BE MADE WITHIN TWO (2) WORKING DAYS.

DESIGNERS AND CONTRACTORS UTILIZING THESE DRAWINGS AND THE INFORMATION CONTAINED THEREON ARE CAUTIONED TO COMPLY WITH THE REQUIREMENTS OF LOCAL AND STATE REGULATIONS FOR UNDERGROUND UTILITY LINE PROTECTION.

SCOPE OF WORK:

REPLACE THE EXISTING RAILROAD GRADE CROSSING WITH A NEW TIMBER GRADE CROSSING, RECONSTRUCT AND RE-GRADE THE APPROACH TRACK INCLUDING NEW INSULATED JOINTS, INSTALL UNDERDRAINS AND DRAIN OUTLETS, AND REPLACE PAVEMENT ON BOTH ROADWAY APPROACHES AS SHOWN ON THESE PLANS. ALL RAIL JOINTS ARE TO BE WELDED.

SIGNAL MASTS AND ELECTRICAL HOUSE ARE TO BE REPLACED BY OTHERS. SIGNAL LOCATIONS ARE SHOWN FOR INFORMATION ONLY. SIGNAL DESIGN, FABRICATION, AND CONSTRUCTION IS THE SOLE RESPONSIBILITY OF DIAMONDBACK SIGNALS, LLC.

RAILROAD TRAFFIC:

CONSTRUCTION OF THE NEW GRADE CROSSING AND APPROACH TRACK WORK WILL TAKE PLACE DURING A SINGLE FOUR DAY TRACK OUTAGE. THE OUTAGE WILL BEGIN AT 8 AM ON A THURSDAY AND END AT 8 AM ON THE FOLLOWING MONDAY. DURING THIS TIME, THE RAIL WILL BE OUT OF SERVICE AND THEREFORE, THERE IS NO ANTICIPATED RAIL TRAFFIC DURING THESE OPERATIONS. PAVING ACTIVITIES ON BOTH APPROACHES WILL BE CONDUCTED AROUND SCHEDULED TRAIN TIMES. SEE TECHNICAL SPECIFICATIONS AND/OR PRE-BID MEETING MINUTES FOR ANTICIPATED TRAIN TRAFFIC DURING PAVING ACTIVITIES.

FULL TIME FLAGGING OPERATIONS OR INSTALLATION OF DERAILS WILL BE REQUIRED TO PROVIDE ADEQUATE PROTECTION TO ALL WORKERS DURING CONSTRUCTION. FLAGGING AND INSTALLATION/REMOVAL OF DERAILS WILL BE PROVIDED BY NORTH SHORE RAILROAD AT NO

COST TO THE CONTRACTOR. (THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING RAILROAD FLAGGING AND INSTALLATION/REMOVAL OF DERAILS.)

SPECIFICATIONS:

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS, PENNDOT PUBLICATION 408/2020 INCLUDING REVISION NO. 8, AND AREMA MANUAL FOR RAILWAY ENGINEERING, CURRENT EDITION.

DESIGN OF TIMBER COMPONENTS IS IN ACCORDANCE WITH AREMA CHAPTER 7, TIMBER STRUCTURES.

GENERAL:

ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

IN CASE OF CONFLICT BETWEEN THE GENERAL NOTES, SPECIFICATIONS, AND DETAILS, THE MOST RIGID REQUIREMENTS SHALL GOVERN.

METHODS, PROCEDURES AND THE SEQUENCES (OTHER THAN THAT NOTED ON THE DRAWINGS) OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL COSTS OF INVESTIGATION AND/OR REDESIGN DUE TO CONTRACTOR'S IMPROPER INSTALLATION OF TRACK ELEMENTS OR OTHER ITEMS NOT IN CONFORMANCE WITH THE CONTRACT DOCUMENTS SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE DRAWINGS SHALL BE USED IN CONJUNCTION WITH THE SPECIFICATIONS. IF THERE IS A DISCREPANCY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER PRIOR TO PERFORMING THE WORK.

THE CONTRACTOR SHALL VERIFY ALL EXISTING INFORMATION SHOWN (DIMENSIONS, ELEVATIONS, ETC.) AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO FABRICATION.

SUBMIT SHOP DRAWINGS AT LEAST 15 DAYS BEFORE REVIEWED SUBMITTALS WILL BE NEEDED. SHOP DRAWINGS SHALL BEAR THE CONTRACTOR'S STAMP OF APPROVAL WHICH SHALL CONSTITUTE CERTIFICATION THAT THE CONTRACTOR HAS VERIFIED ALL CONSTRUCTION CRITERIA, MATERIALS, AND SIMILAR DATA AND HAS CHECKED EACH DRAWING FOR COMPLETENESS, COORDINATION, AND COMPLIANCE WITH THE CONTRACT DOCUMENTS.

DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURES SUPPLIED IN THE DESIGN DRAWINGS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.

REPRODUCTION OF STRUCTURAL CONTRACT PLANS FOR SUBMITTALS AS SHOP DRAWINGS IS PROHIBITED. SHOP DRAWINGS PRODUCED IN SUCH A MANNER WILL BE REJECTED AND RETURNED.

SHOP DRAWINGS SUBMITTED FOR REVIEW SHALL BE ELECTRONIC SUBMITTALS IN PDF FORMAT.

WORK NOT INDICATED ON A PART OF THE DRAWINGS BUT REASONABLY IMPLIED TO BE SIMILAR TO THAT SHOWN AT CORRESPONDING PLACES, SHALL BE REPEATED AT NO ADDITIONAL COST.

COORDINATED WORK:

AT-GRADE CROSSING SURFACE WILL BE REPLACED PRIOR TO INSTALLATION OF SIGNALS. ENGINEER WILL NOTIFY SIGNAL CONTRACTOR AFTER CROSSING SURFACE CONSTRUCTION IS COMPLETE.

SUMMARY OF PROJECT COORDINATES

BASED ON THE STATE PLANE COORDINATE SYSTEM (PA SOUTH ZONE - NAD83)

	STATION	POINT	COORDINATES		BEARING
			NORTHING	EASTING	
PAWLING STATION ROAD CONSTRUCTION ☒	0+00.00	POC	536361.0400	2196075.3810	S86°32'07.39"W
	01+73.84	PI	536350.5346	2195901.8606	
	03+47.56	POC	536328.9840	2195729.3635	S82°52'43.53"W
SIT TRACK ☒	274+06.51	POC	536468.0910	2196057.3347	S54°19'22.70"W
	276+39.59	PI	536332.1525	2195867.9961	
	278+72.68	POC	536194.5529	2195679.8613	S53°49'07.39"W



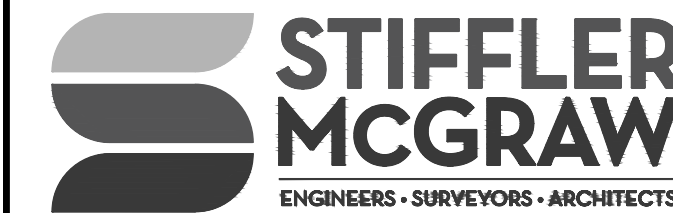
PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

SERIAL NUMBER: 20222362220

USER	STATEMENT
EASTERN SNYDER CO REG AUTH PO BOX 330 SELINGROVE, PA 17870 OFFICE PERSONNEL ESCRA@VERIZON.NET	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
PPL ELECTRIC UTILITIES CORPORATION 434 SUSQUEHANNA TRAIL NORTHUMBERLAND, PA 17857 DOUG HAUPT DLHAUPT@PPLWEB.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
PENN TOWNSHIP 228 CLIFFORD ROAD SELINGROVE, PA 17870 ANDREA BEIGHTOL PENNTWP@PTD.NET	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
SERVICE ELECTRIC CABLEVISION 3682 POINT TOWNSHIP DR NORTHUMBERLAND, PA 17857 DON PHILLIPS DON.PHILLIPS@SECV.COM	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
SELINGROVE BOROUGH 1 NORTH HIGH STREET PO BOX 34 SELINGROVE, PA 17870 SHARON BADMAN SBADMAN@SELINGROVE.ORG	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
UGI UTILITIES INC 1 UGI DRIVE WILKES BARRE, PA 18711 AMANDA NIXON ANIXON@UGI.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.

PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

- PURSUANT TO THE PROVISIONS OF PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 50 OF 2017, PENNSYLVANIA LEGISLATURE, STIFFLER, MCGRAW & ASSOCIATES, INC. HAS INSPECTED OR OBTAINED A LIST OF USERS, AS PRESCRIBED BY SECTION 3 OF SAID ACT WITHIN THE POLITICAL SUBDIVISIONS INVOLVED IN THIS PROJECT. INFORMATION ON THE POSITION AND TYPE OF EACH UNDERGROUND LINE WAS REQUESTED NOT LESS THAN TEN (10), NOR MORE THAN NINETY (90), DAYS PRIOR TO THE COMPLETION OF FINAL DESIGN. EXISTING UNDERGROUND UTILITIES SHOWN ON THESE DRAWINGS ARE BASED ON THE INFORMATION PROVIDED BY THE USERS.
- STIFFLER, MCGRAW & ASSOCIATES INC. DO NOT GUARANTEE THE PRESENCE, LOCATION, OR DEPTH OF ANY PUBLIC OR PRIVATE UNDERGROUND UTILITY OR STRUCTURE WHICH MAY OR MAY NOT BE SHOWN ON THESE PLANS.
- PENNSYLVANIA ONE CALL SYSTEM, INC. (1-800-242-1776) SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 3 BUSINESS DAYS BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO ACTUAL EXCAVATION START FOR VERIFICATION AND MARKOUT OF EXISTING UTILITIES.
- CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF PUBLIC UTILITY ACT NO. 181 OF DECEMBER 18, 2006.



1731 N. Juniata Street
Hollidaysburg, PA 16648
Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK PAWLING STATION ROAD
GRADE CROSSING
REPLACEMENT PROJECT

2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

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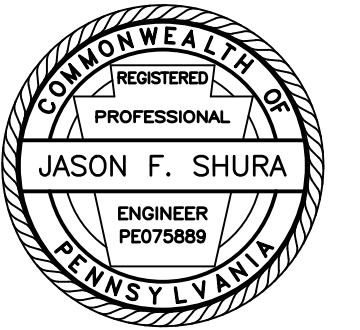
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GENERAL NOTES

PROJECT NO.	24-1502
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DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

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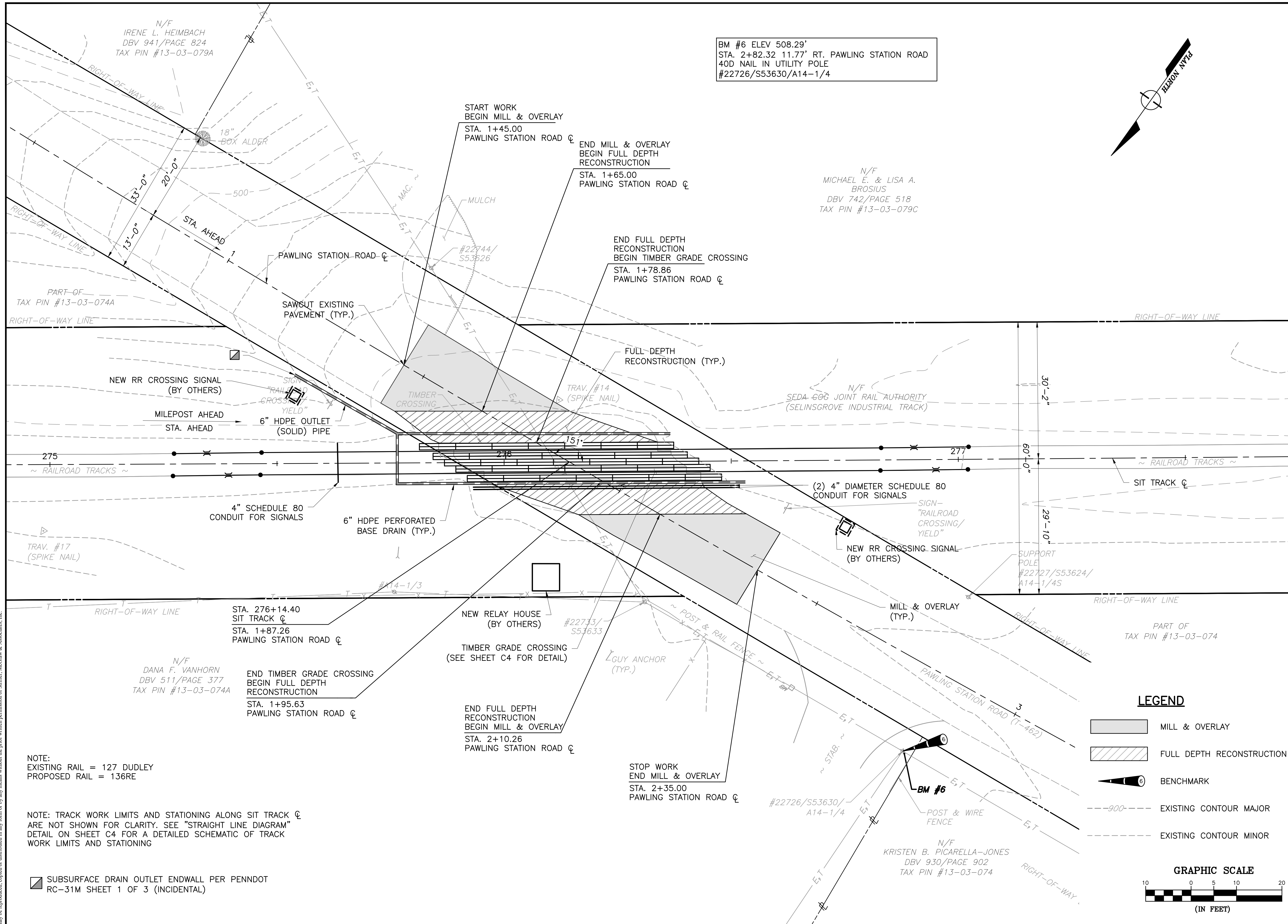
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SITE PLAN

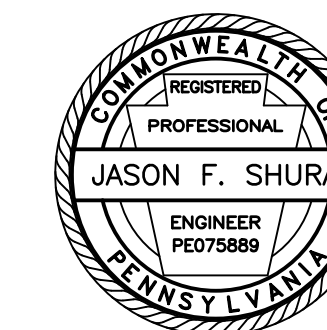
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DESIGNED BY:	JDD
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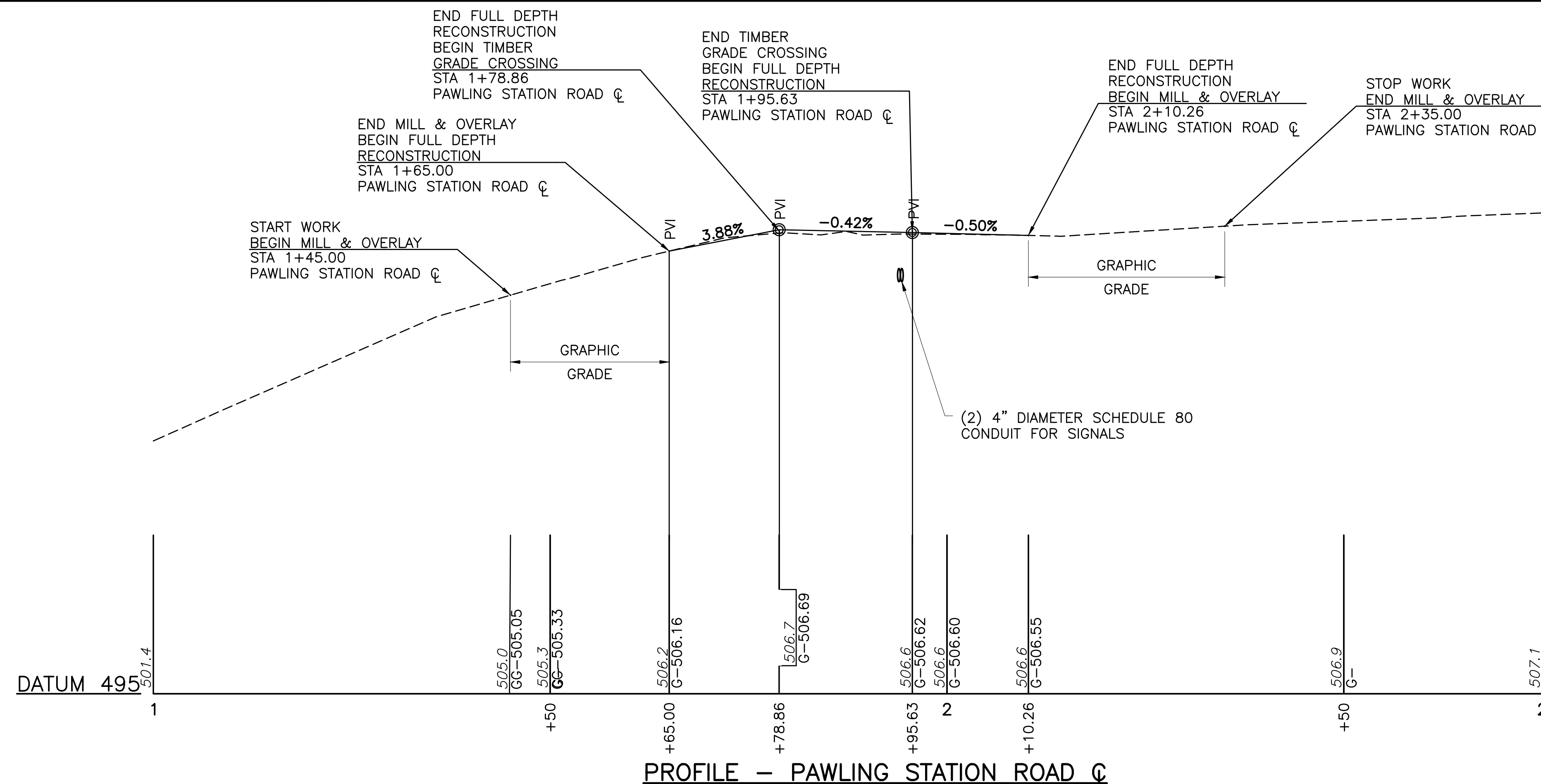
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PROFILES

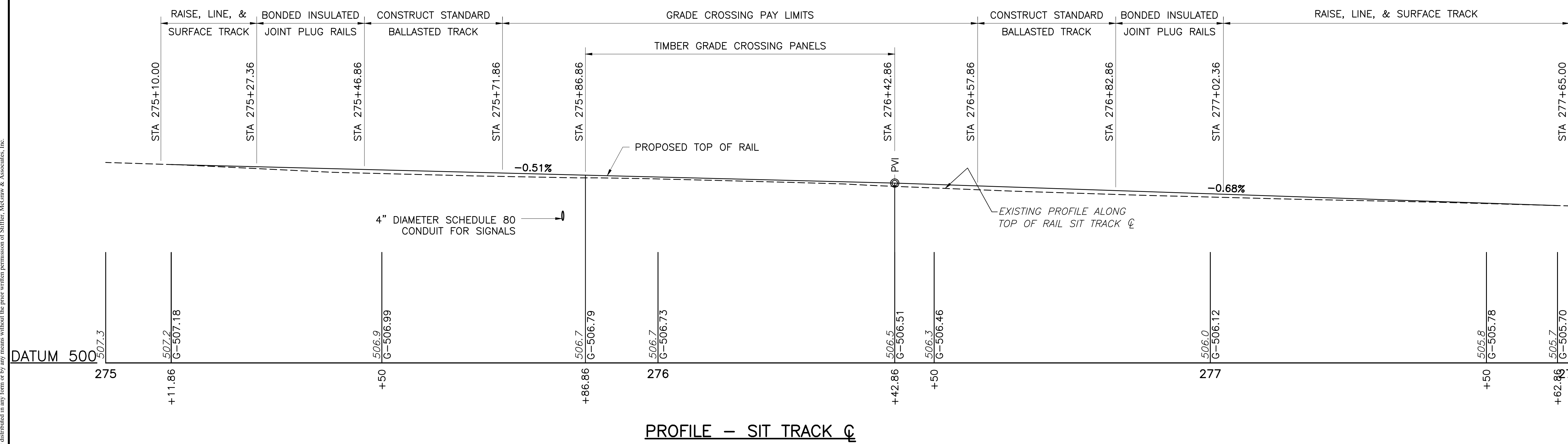
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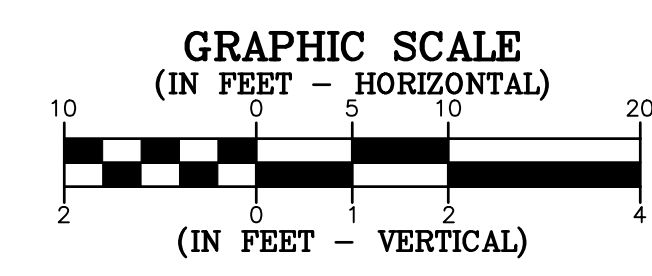
C2



PROFILE - PAWLING STATION ROAD



PROFILE - SIT TRACK



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LEWISBURG, PA 17837

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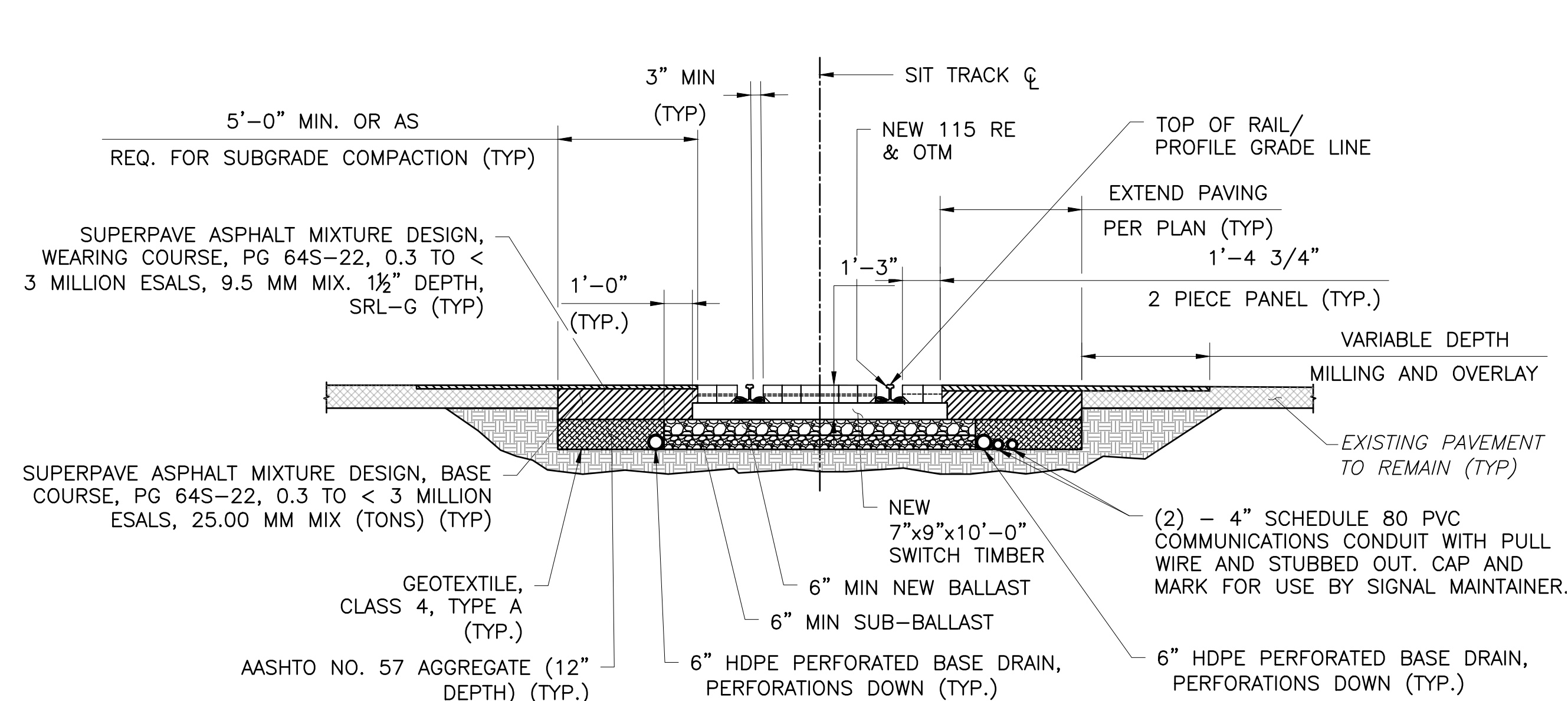
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TYPICAL SECTIONS

PROJECT NO.	24-1502
DRAWN BY:	JDD
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CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

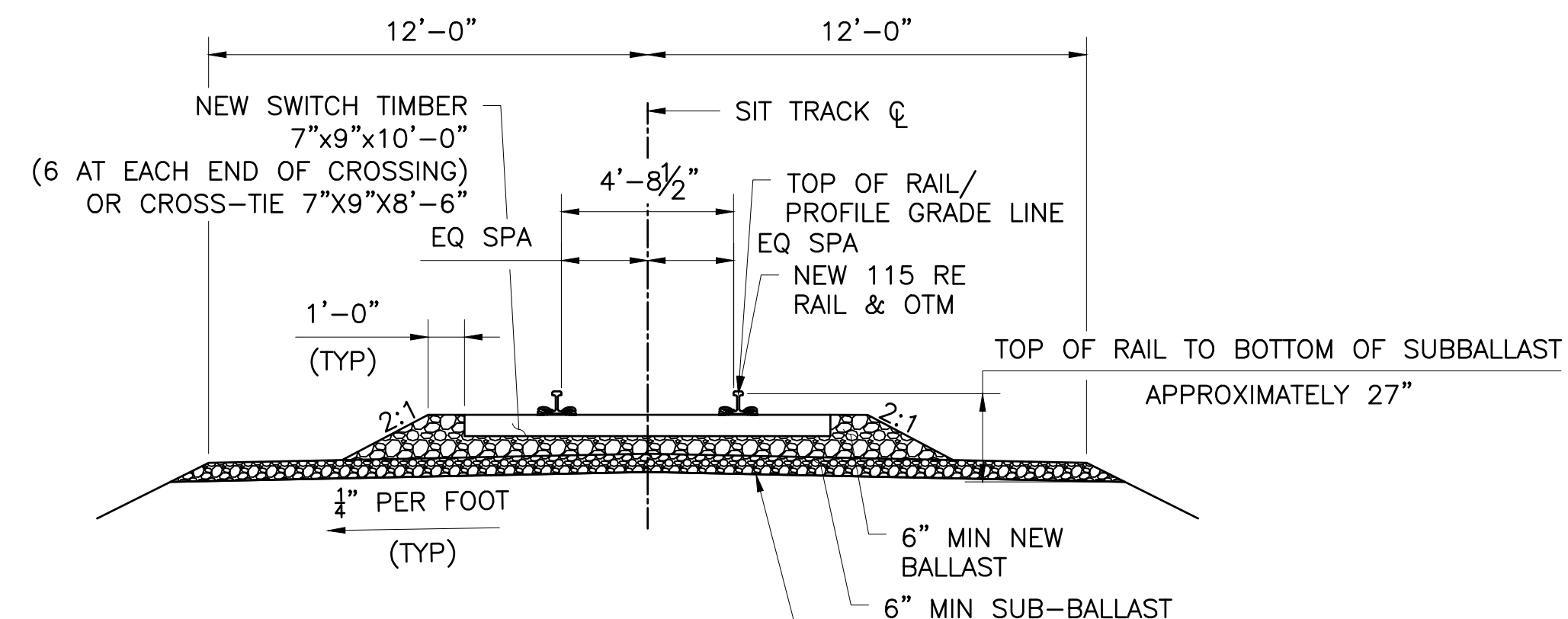
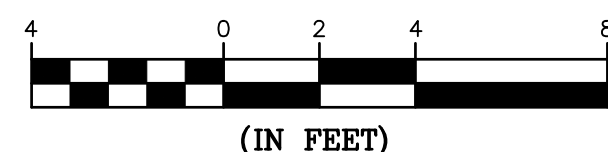
C3



TYPICAL SECTION - TIMBER GRADE CROSSING

STA. 275+86.86 TO STA. 276+42.86

GRAPHIC SCALE



TYPICAL SECTION - CONSTRUCT STANDARD BALLASTED TRACK

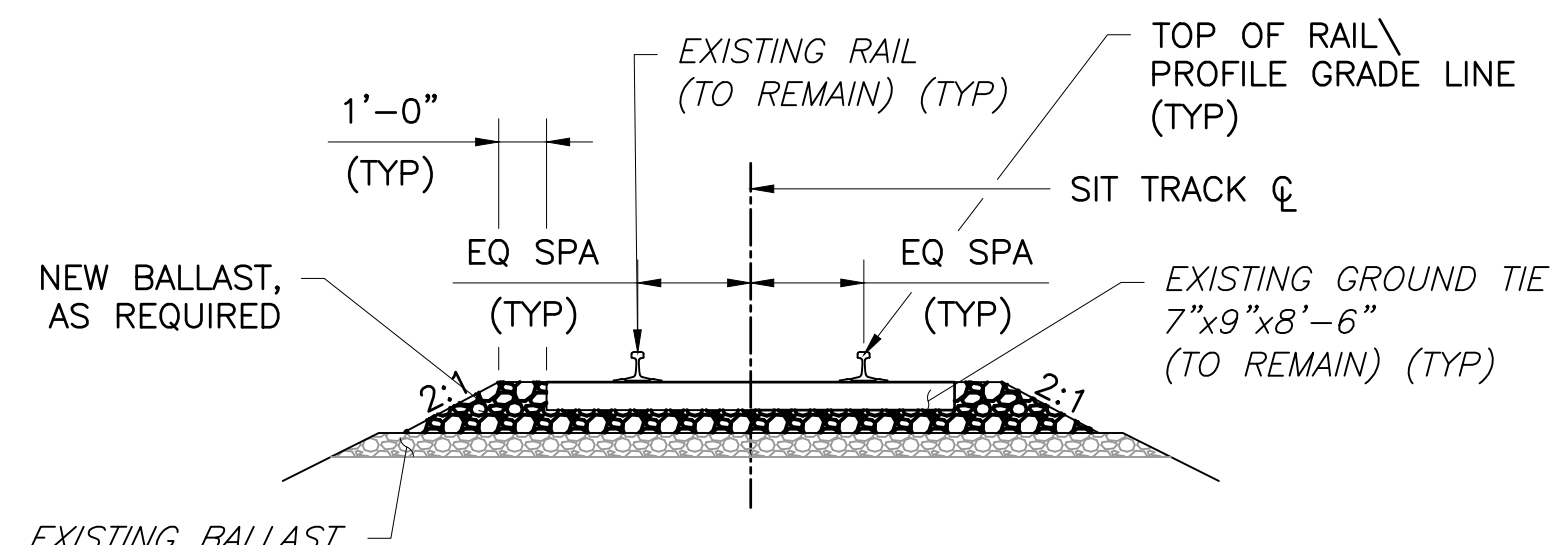
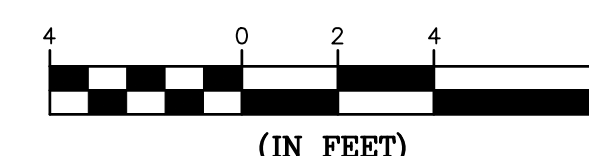
STA. 275+46.86 TO STA. 275+71.86

STA. 276+57.86 TO STA. 276+82.86

STA. 275+71.86 TO STA. 275+86.86 (INCIDENTAL TO CROSSING)

STA. 276+42.86 TO STA. 276+57.86 (INCIDENTAL TO CROSSING)

GRAPHIC SCALE

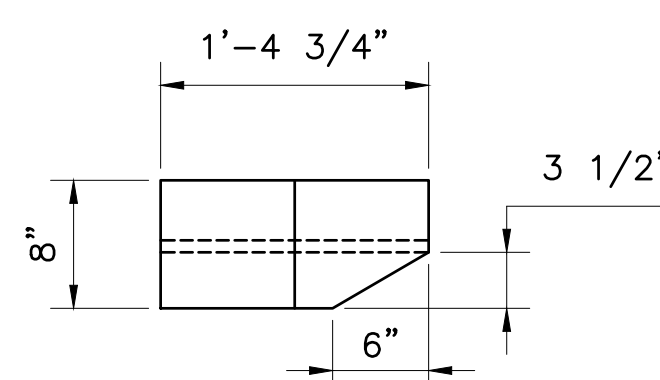
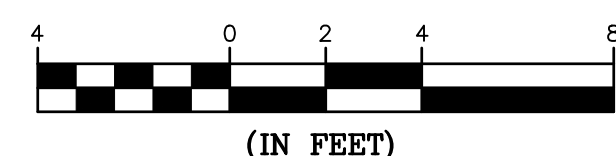


TYPICAL SECTION - RAISE, LINE, AND SURFACE TRACK

STA. 275+10.00 TO STA. 275+27.36

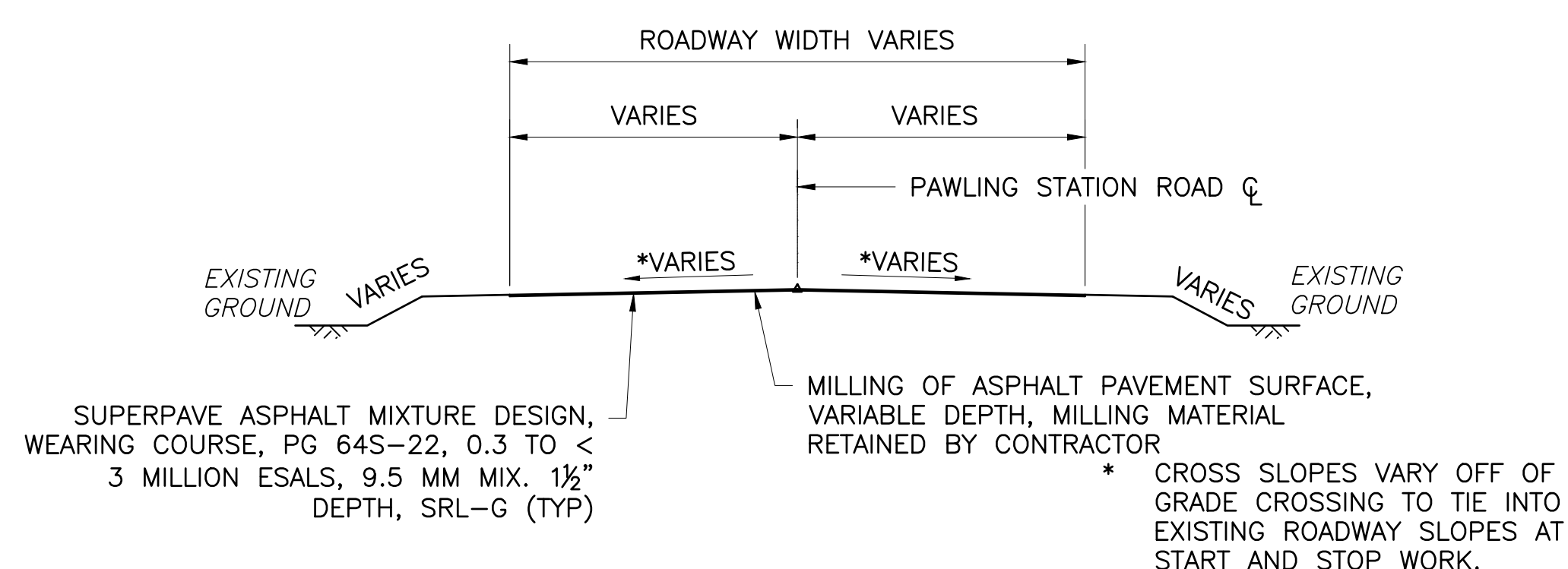
STA. 277+02.36 TO STA. 277+65.00

GRAPHIC SCALE



TWO PIECE PANEL DETAIL

NOT TO SCALE

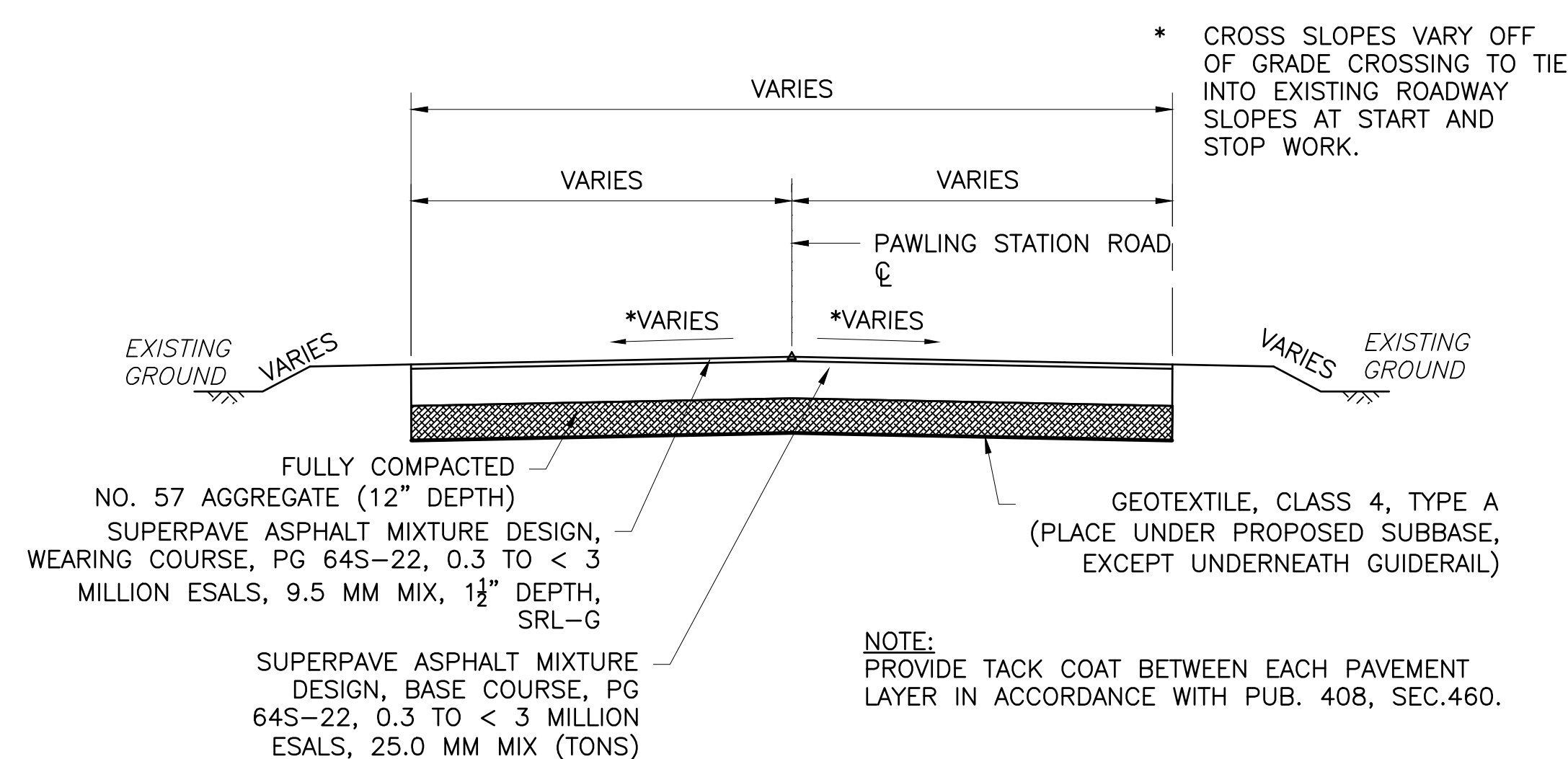
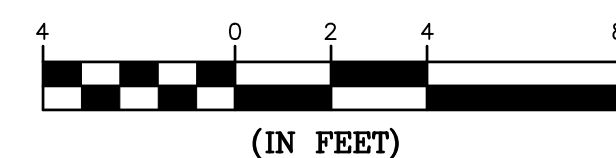


TYPICAL SECTION - MILL & OVERLAY

STA. 1+45.00 TO STA. 1+65.00

STA. 2+10.26 TO STA. 2+35.00

GRAPHIC SCALE

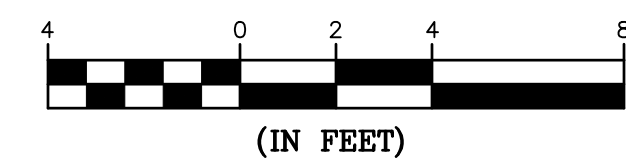


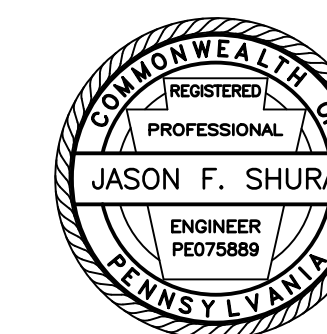
TYPICAL SECTION - FULL DEPTH RECONSTRUCTION

STA. 1+65.00 TO STA. 1+78.86

STA. 1+95.63 TO STA. 2+10.26

GRAPHIC SCALE





Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK PAWLING STATION ROAD
GRADE CROSSING
REPLACEMENT PROJECT

2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

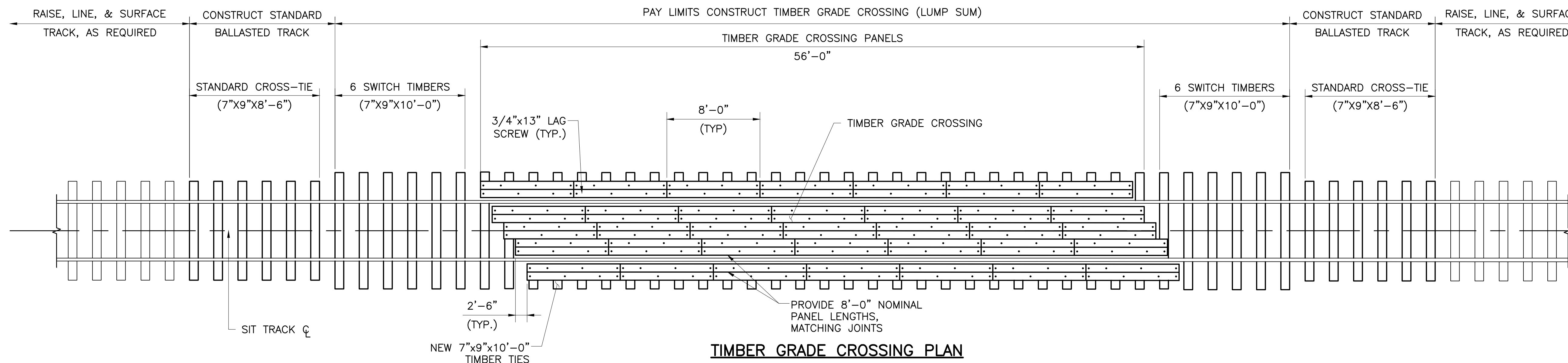
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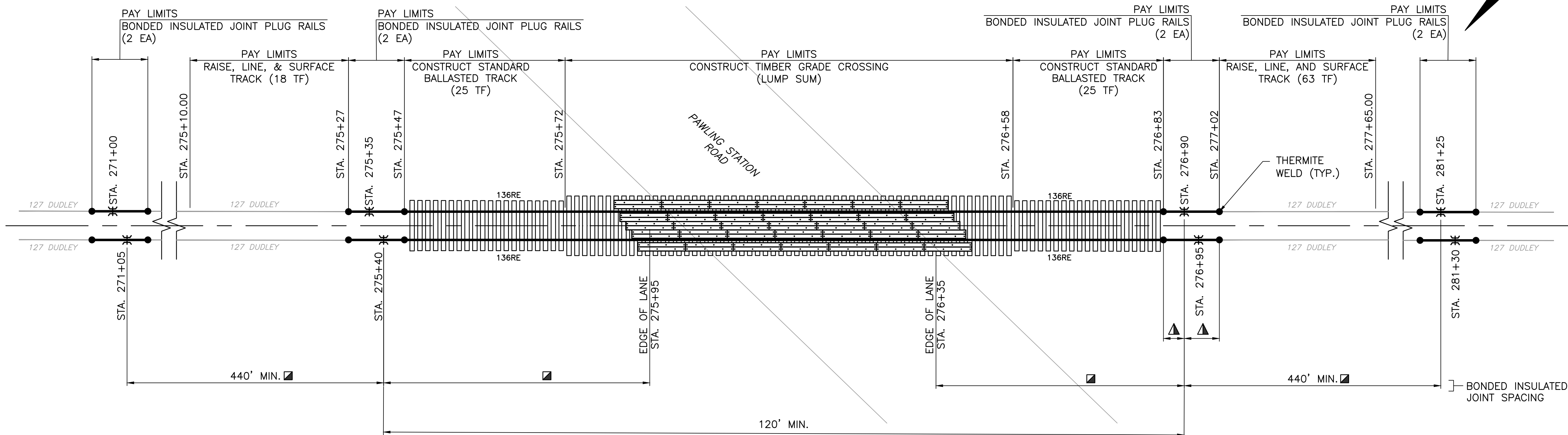
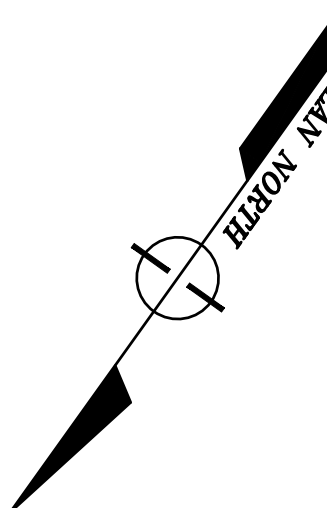
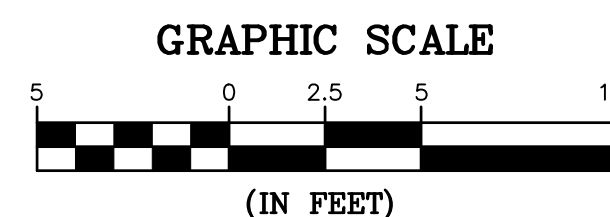
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DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C4



TIMBER GRADE CROSSING PLAN

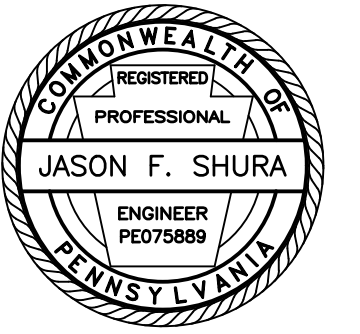


STRAIGHT LINE DIAGRAM

- ▲ PLUG RAIL 14'-0" TO 39'-0" (TYP.) STATIONS ASSUME 19'-6" PLUG RAILS WITH 5'-0" OFFSET BETWEEN INSULATED JOINTS.
- LOCATION OF BONDED INSULATED JOINT PLUG RAILS MAY BE MOVED AS REQUIRED TO PROVIDE MINIMUM RAIL LENGTH OF 14'-0" AFTER RAIL IS CUT FOR PLUG RAIL. AT NO TIME SHALL ISLAND INSULATED JOINT BE MOVED TO CLOSER THAN 120'-0" TO OPPOSITE ISLAND CIRCUIT INSULATED JOINT OR ADVANCED CIRCUIT BE MOVED CLOSER THAN 440' TO ISLAND CIRCUIT INSULATED JOINT.

LEGEND

- ▲ PROPOSED INSULATED JOINT
- ⌋ PROPOSED BOLTED JOINT
- PROPOSED WELD/COMPROMISE WELD



Stiffler, McGraw & Associates, Inc.

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SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

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SELINGROVE INDUSTRIAL
TRACK PAWLING STATION ROAD
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2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

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No.	Date	Description
△		

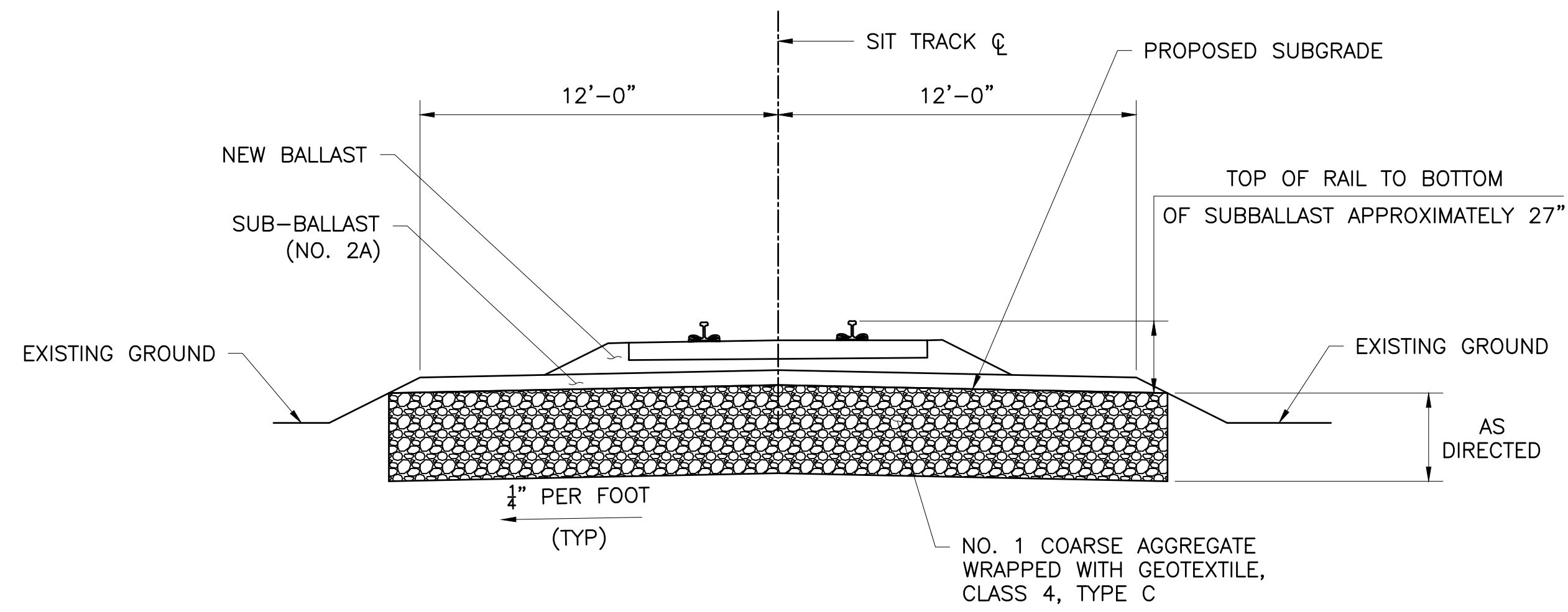
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DESIGNED BY: JDD
CHECKED BY: JES
SCALE: AS SHOWN

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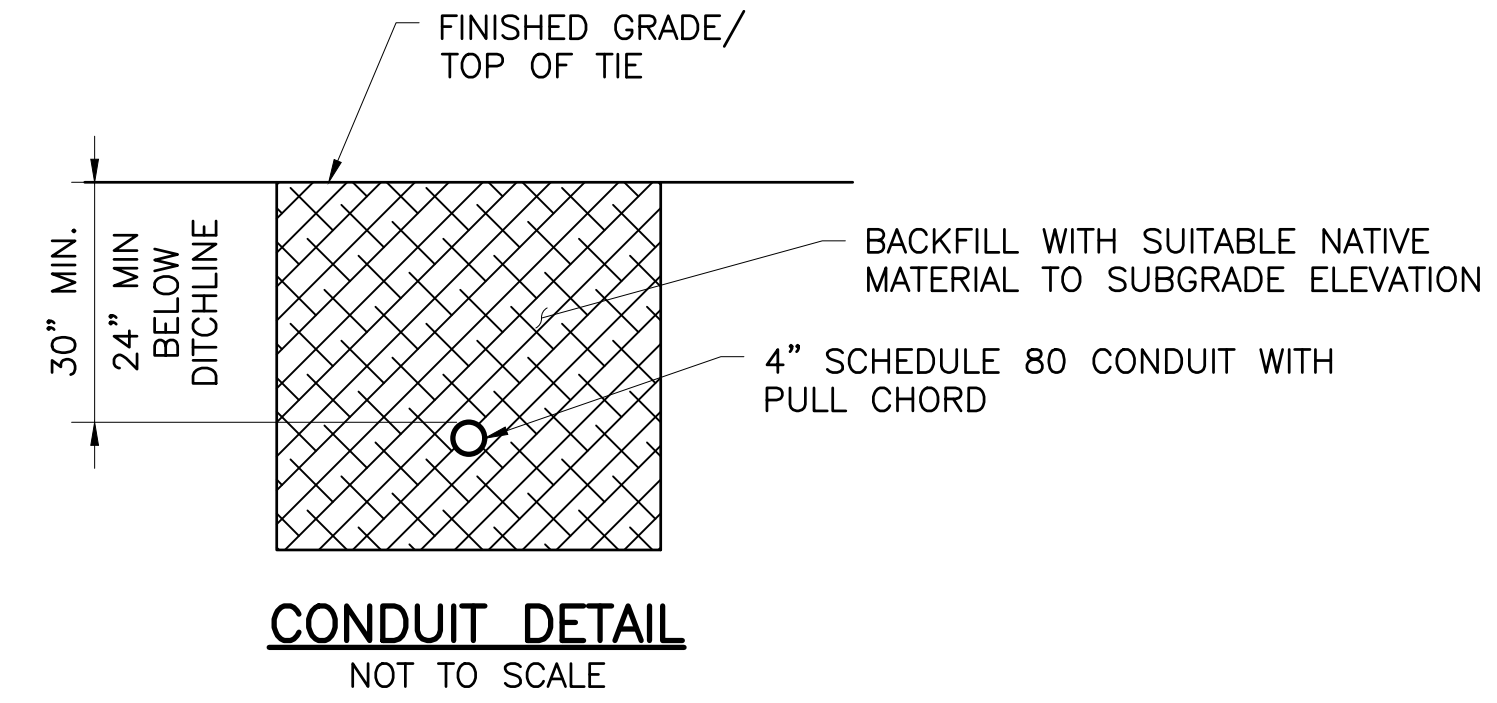
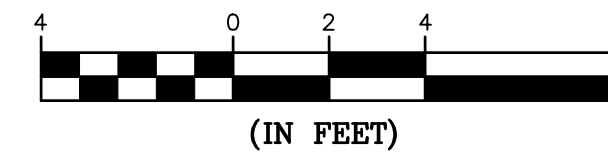


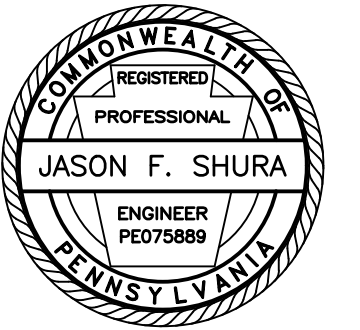
TYPICAL SECTION - SUBGRADE UNDERCUT DETAIL

NOTES:

1. ALL EXCAVATION IS INCIDENTAL TO SUBGRADE REPAIR.
2. AT LEAST 6 INCHES OF NO. 1 COARSE AGGREGATE SHOULD BE IN PLACE ON GEOTEXTILE BEFORE PERMITTING COMPACTION EQUIPMENT TO PASS OVER IT
3. REFERENCE POINT FOR UNDERCUTTING IS SUBGRADE ELEVATION. APPLY UNDERCUTTING TREATMENT AT LOCATIONS DIRECTED BY ENGINEER. PLACE GEOTEXTILE AS INDICATED OR AS DIRECTED BY THE ENGINEER.
4. DO NOT UNDERCUT UNLESS DIRECTED.
5. PROVIDE DRAINAGE FOR UNDERCUT.

GRAPHIC SCALE





Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK PAWLING STATION ROAD
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REPLACEMENT PROJECT

2024-04

PENN TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

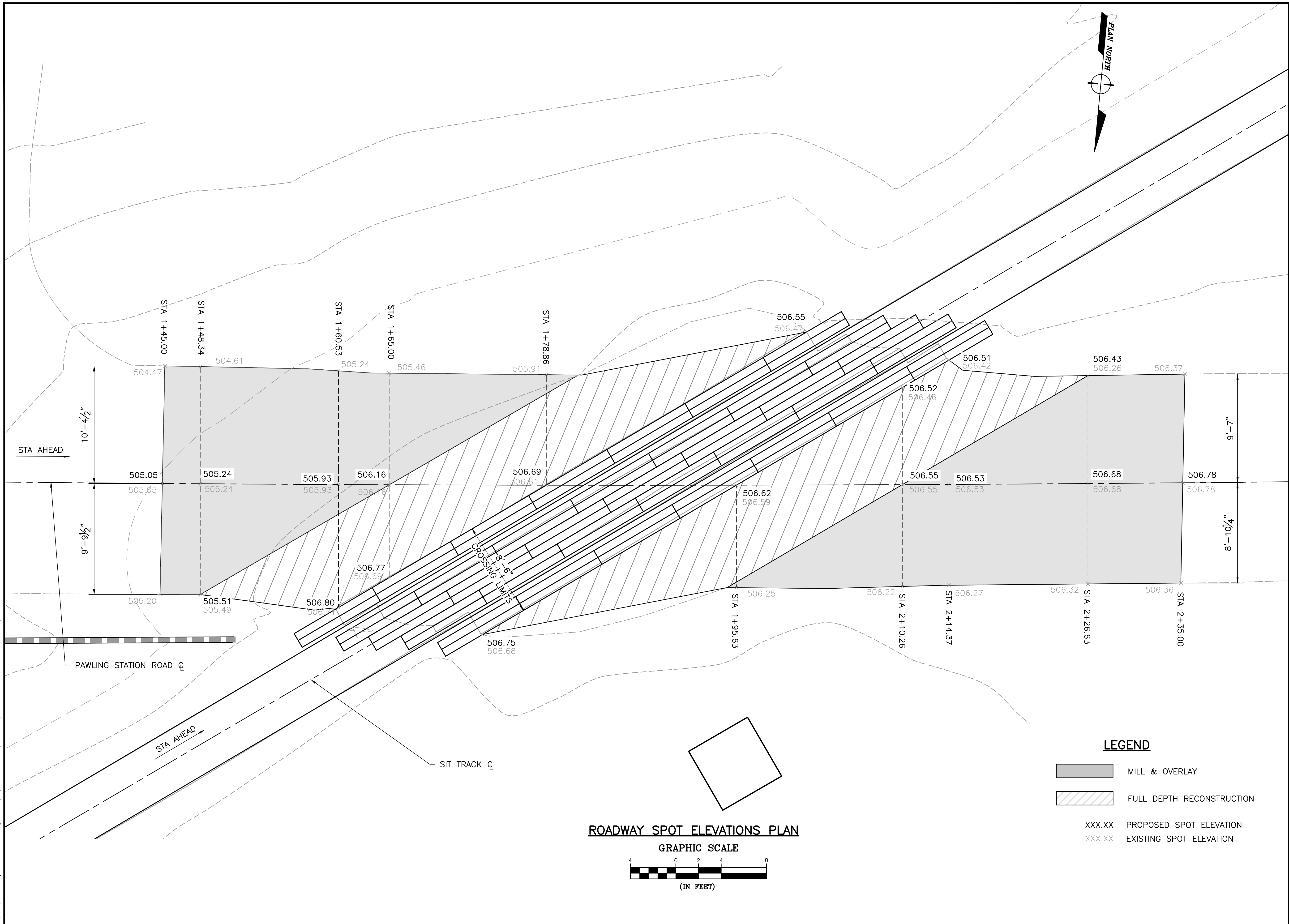
Sheet Title:

ROADWAY SPOT ELEVATIONS

PROJECT NO.	24-1502
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DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C6



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SEDA-COG JOINT RAIL AUTHORITY

SELINGROVE INDUSTRIAL TRACK FREEBURG ROAD GRADE CROSSING REPLACEMENT PROJECT

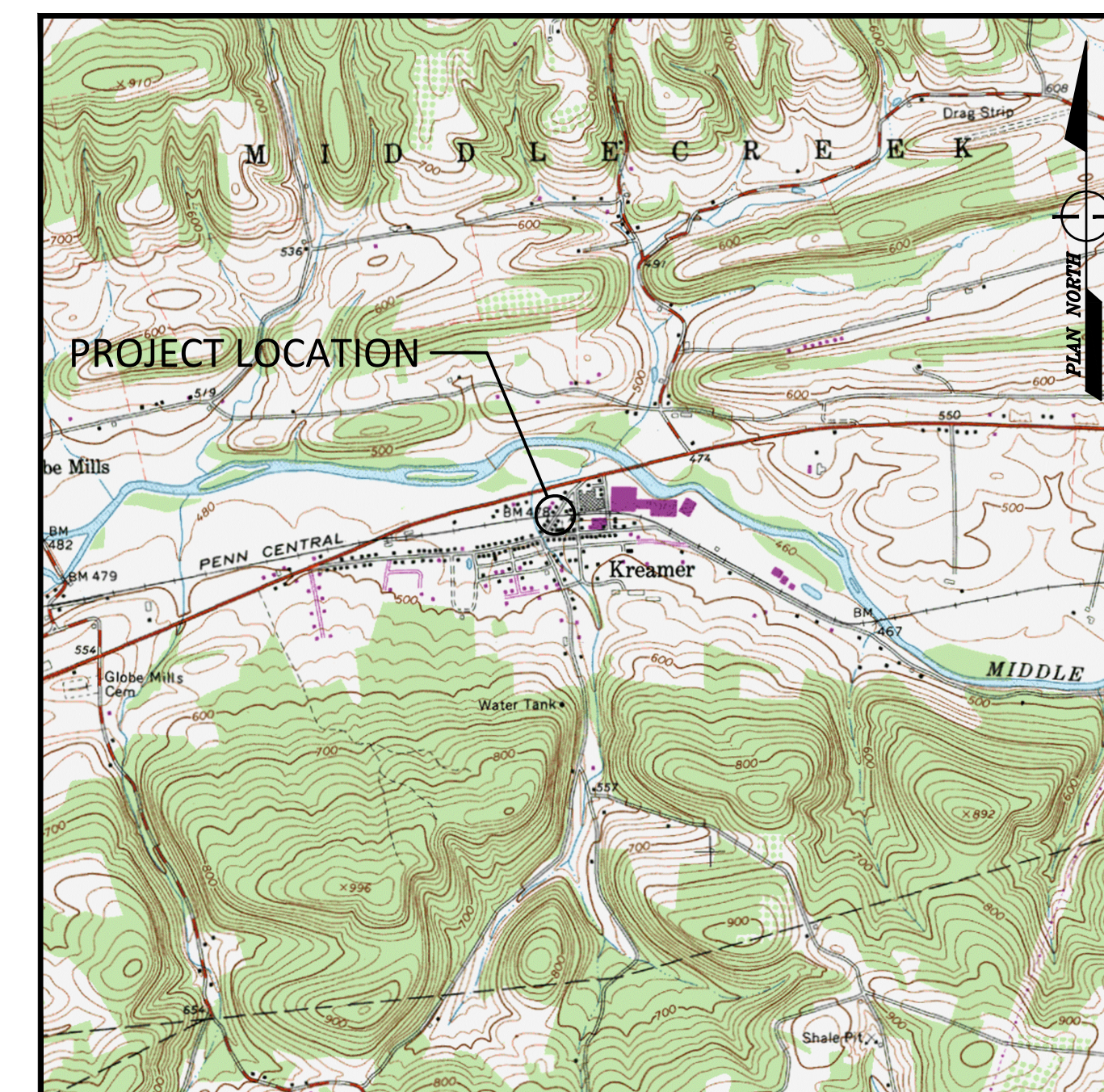
MIDDLECREEK TOWNSHIP, SNYDER COUNTY, PENNSYLVANIA

CONTRACT NO. 2024-04

CONTRACT DRAWINGS

OCTOBER 2024

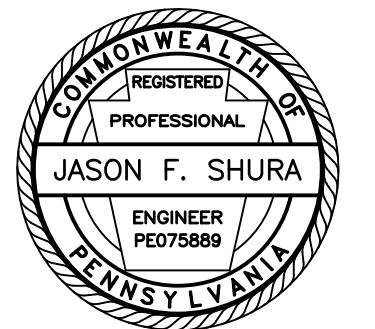
INDEX OF SHEETS	
DWG. NO.	DESCRIPTION
T1	TITLE SHEET
G1	GENERAL NOTES
C1	SITE PLAN
C2	PROFILES
C3	TYPICAL SECTIONS
C4	DETAILS
C5	DETAILS
C6	ROADWAY SPOT ELEVATIONS
TC1	DETOUR PLAN



FREEBURG, PENNSYLVANIA, USGS TOPO QUADS
LOCATION MAP
SCALE: 1" = 2000'



1731 N. Juniata Street
Holidaysburg, PA 16648
Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

Revisions:

No.	Date	Description
△		

Sheet Title:

TITLE SHEET

PROJECT NO.	24-1502
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DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

T1

GENERAL CONSTRUCTION NOTES:

SLANT LETTERING DENOTES EXISTING FEATURES OR FACILITIES.

VERTICAL LETTERING DENOTES PROPOSED FEATURES OR FACILITIES.

VERTICAL CONTROL FOR THIS PROJECT IS BASED ON NAVD88 DATUM.

HORIZONTAL CONTROL FOR THIS PROJECT IS BASED ON PENNSYLVANIA STATE COORDINATE SYSTEM, SOUTH ZONE.

ALL ROADWAY CURVE DATA IS BASED ON ARC DEFINITION UNLESS OTHERWISE INDICATED.

ALL TRACK CURVE DATA IS BASED ON CHORD DEFINITION UNLESS OTHERWISE INDICATED.

CONTRACTOR TO PERFORM CONSTRUCTION STAKEOUT AND CONFIRM ALL ELEVATIONS AND SLOPES PRIOR TO CONSTRUCTION. ALL DISCREPANCIES SHALL IMMEDIATELY BE REPORTED TO THE ENGINEER.

SIGNALS AND ELECTRICAL VAULT ARE TO BE REPLACED BY OTHERS. THE PROPOSED LOCATION OF SIGNALS AND ELECTRICAL VAULT SHOWN ON THIS PLAN ARE APPROXIMATE.

THE CONTOURS SHOWN HEREON ARE BASED ON FIELD LOCATED SURVEY POINTS. CONTOURS ARE MERELY AN INTERPOLATION OF THE FIELD SURVEY POINTS. IF ANY DISCREPANCY BETWEEN CONTOUR DATA AND FIELD SURVEY POINTS IS ENCOUNTERED, THE SURVEY POINTS SHALL GOVERN. THE CONTOURS SHALL BE VERIFIED IN RELATION TO THE SURVEY POINTS PROVIDED HEREWITH BY THE END USER OF THIS DIGITAL FILE PRIOR TO PREPARING A DIGITAL ELEVATION MODEL IN ANY SOFTWARE PACKAGE. IF DISCREPANCY IS FOUND, THE ENGINEER SHALL BE NOTIFIED.

PROPERTY LINES AND RIGHT-OF-WAY LINES ARE SHOWN FOR INFORMATION ONLY AND DO NOT CONSTITUTE ACTUAL FIELD SURVEYS.

ALL CODES AND STANDARDS REFERENCED IN THESE GENERAL NOTES, INCLUDING ALL SPECIFICATIONS REFERENCED WITHIN, AND ALL FEDERAL, STATE AND LOCAL REGULATIONS APPLY TO THE DESIGN, CONSTRUCTION, DEMOLITION, QUALITY CONTROL AND SAFETY OF ALL WORK PERFORMED ON THE PROJECT. USE THE LATEST EDITIONS OF THE CODES AND STANDARDS UNLESS NOTED OTHERWISE.

JOB SITE SAFETY AND CONSTRUCTION PROCEDURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

SUB-BALLAST SHALL CONSIST OF AASHTO NO. 2A COARSE AGGREGATE, PLACED IN LIFTS NOT TO EXCEED 3 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY WEIGHT DENSITY AS DEFINED BY THE MODIFIED PROCTOR TEST (ASTM D-1557).

BALLAST SHALL CONFORM TO GRADATION SIZE 3 AS RECOMMENDED IN AREMA, CHAPTER 1, PART 2, TABLE NO. 2, RECOMMENDED BALLAST GRADATIONS.

ALL SURFACES SHALL BE RESTORED TO PRE-CONSTRUCTION OR BETTER CONDITION.

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT PA ONE CALL SYSTEM, INC.
PHONE: 1-800-242-1776
PA ONE CALL SERIAL NUMBER: 20222362261 FOR MIDDLECREEK TOWNSHIP, SNYDER COUNTY

THE CONTRACTOR SHALL EXERCISE CAUTION AND EMPLOY CAREFUL EXCAVATION METHODS DURING INSTALLATION OF THE FACILITIES TO AVOID DAMAGE TO OR CONFLICT WITH EXISTING UTILITIES. THE CONTRACTOR SHALL PERFORM EXPLORATORY EXCAVATIONS AS NECESSARY AND/OR REQUIRED BY THE ENGINEER TO ASCERTAIN THE HORIZONTAL AND VERTICAL ALIGNMENT OF EXISTING UTILITIES PRIOR TO CONSTRUCTION IN AFFECTED AREAS AND MAKE THE APPROPRIATE ADJUSTMENTS IN THE FIELD IF CONFLICTS OCCUR.

DESIGN IS BASED ON AVAILABLE INFORMATION PERTAINING TO UNDERGROUND UTILITIES AND FIELD LOCATION WHERE POSSIBLE. SHOULD THE CONTRACTOR ENCOUNTER A SITUATION WHERE IT IS BELIEVED THAT AN EXISTING UNDERGROUND UTILITY WILL NEED TO BE RELOCATED BY THE CONTRACTOR, HE SHALL NOTIFY THE ENGINEER AND A DECISION WILL BE MADE WITHIN TWO (2) WORKING DAYS.

DESIGNERS AND CONTRACTORS UTILIZING THESE DRAWINGS AND THE INFORMATION CONTAINED THEREON ARE CAUTIONED TO COMPLY WITH THE REQUIREMENTS OF LOCAL AND STATE REGULATIONS FOR UNDERGROUND UTILITY LINE PROTECTION.

SCOPE OF WORK:

REPLACE THE EXISTING RAILROAD GRADE CROSSING WITH A NEW TIMBER GRADE CROSSING, RECONSTRUCT AND RE-GRADE THE APPROACH TRACK INCLUDING NEW INSULATED JOINTS, INSTALL UNDERDRAINS AND DRAIN OUTLETS, INSTALL NEW DRAINAGE SYSTEM (INLET, PIPES, HEADWALL), AND REPLACE PAVEMENT ON BOTH ROADWAY APPROACHES AS SHOWN ON THESE PLANS. ALL RAIL JOINTS ARE TO BE WELDED.

SIGNAL MASTS AND ELECTRICAL HOUSE ARE TO BE REPLACED BY OTHERS. SIGNAL LOCATIONS ARE SHOWN FOR INFORMATION ONLY. SIGNAL DESIGN, FABRICATION, AND CONSTRUCTION IS THE SOLE RESPONSIBILITY OF DIAMONDBACK SIGNALS, LLC.

RAILROAD TRAFFIC:

CONSTRUCTION OF THE NEW GRADE CROSSING AND APPROACH TRACK WORK WILL TAKE PLACE DURING A SINGLE FOUR DAY TRACK OUTAGE. THE OUTAGE WILL BEGIN AT 8 AM ON A THURSDAY AND END AT 8 AM ON THE FOLLOWING MONDAY. DURING THIS TIME, THE RAIL WILL BE OUT OF SERVICE AND THEREFORE, THERE IS NO ANTICIPATED RAIL TRAFFIC DURING THESE OPERATIONS. PAVING ACTIVITIES ON BOTH APPROACHES WILL BE CONDUCTED AROUND SCHEDULED TRAIN TIMES. SEE TECHNICAL SPECIFICATIONS AND/OR PRE-BID MEETING MINUTES FOR ANTICIPATED TRAIN TRAFFIC DURING PAVING ACTIVITIES.

FULL TIME FLAGGING OPERATIONS OR INSTALLATION OF DERAILS WILL BE REQUIRED TO PROVIDE ADEQUATE PROTECTION TO ALL WORKERS DURING CONSTRUCTION. FLAGGING AND INSTALLATION/REMOVAL OF DERAILS WILL BE PROVIDED BY NORTH SHORE RAILROAD AT NO

COST TO THE CONTRACTOR. (THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING RAILROAD FLAGGING AND INSTALLATION/REMOVAL OF DERAILS.)

SPECIFICATIONS:

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS, PENNDOT PUBLICATION 408/2020 INCLUDING REVISION NO. 8, AND AREMA MANUAL FOR RAILWAY ENGINEERING, CURRENT EDITION.

DESIGN OF TIMBER COMPONENTS IS IN ACCORDANCE WITH AREMA CHAPTER 7, TIMBER STRUCTURES.

GENERAL:

ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

IN CASE OF CONFLICT BETWEEN THE GENERAL NOTES, SPECIFICATIONS, AND DETAILS, THE MOST RIGID REQUIREMENTS SHALL GOVERN.

METHODS, PROCEDURES AND THE SEQUENCES (OTHER THAN THAT NOTED ON THE DRAWINGS) OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL COSTS OF INVESTIGATION AND/OR REDESIGN DUE TO CONTRACTOR'S IMPROPER INSTALLATION OF TRACK ELEMENTS OR OTHER ITEMS NOT IN CONFORMANCE WITH THE CONTRACT DOCUMENTS SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE DRAWINGS SHALL BE USED IN CONJUNCTION WITH THE SPECIFICATIONS. IF THERE IS A DISCREPANCY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER PRIOR TO PERFORMING THE WORK.

THE CONTRACTOR SHALL VERIFY ALL EXISTING INFORMATION SHOWN (DIMENSIONS, ELEVATIONS, ETC.) AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO FABRICATION.

SUBMIT SHOP DRAWINGS AT LEAST 15 DAYS BEFORE REVIEWED SUBMITTALS WILL BE NEEDED. SHOP DRAWINGS SHALL BEAR THE CONTRACTOR'S STAMP OF APPROVAL WHICH SHALL CONSTITUTE CERTIFICATION THAT THE CONTRACTOR HAS VERIFIED ALL CONSTRUCTION CRITERIA, MATERIALS, AND SIMILAR DATA AND HAS CHECKED EACH DRAWING FOR COMPLETENESS, COORDINATION, AND COMPLIANCE WITH THE CONTRACT DOCUMENTS.

DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURES SUPPLIED IN THE DESIGN DRAWINGS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.

REPRODUCTION OF STRUCTURAL CONTRACT PLANS FOR SUBMITTALS AS SHOP DRAWINGS IS PROHIBITED. SHOP DRAWINGS PRODUCED IN SUCH A MANNER WILL BE REJECTED AND RETURNED.

SHOP DRAWINGS SUBMITTED FOR REVIEW SHALL BE ELECTRONIC SUBMITTALS IN PDF FORMAT.

WORK NOT INDICATED ON A PART OF THE DRAWINGS BUT REASONABLY IMPLIED TO BE SIMILAR TO THAT SHOWN AT CORRESPONDING PLACES, SHALL BE REPEATED AT NO ADDITIONAL COST.

COORDINATED WORK:

AT-GRADE CROSSING SURFACE WILL BE REPLACED PRIOR TO INSTALLATION OF SIGNALS. ENGINEER WILL NOTIFY SIGNAL CONTRACTOR AFTER CROSSING SURFACE CONSTRUCTION IS COMPLETE.

SUMMARY OF PROJECT COORDINATES

BASED ON THE STATE PLANE COORDINATE SYSTEM (PA SOUTH ZONE - NAD83)

	STATION	POINT	COORDINATES		BEARING
			NORTHING	EASTING	
FREEBURG ROAD CONSTRUCTION	0+00.00	POT	536483.4594	2185714.5028	N33°03'29.24"E
	3+34.09	POT	536763.4561	2185896.7389	
SIT TRACK	373+74.18	POT	536621.6689	2186333.1309	S88°59'46.75"W
	379+29.06	PC	536611.9493	2185778.3378	
	380+50.51	PI	536609.8218	2185656.9021	S81°29'02.60"W
	381+71.59	PT	536591.8363	2185536.7869	
384+11.81	POT	536556.2637	2185299.2170		



PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

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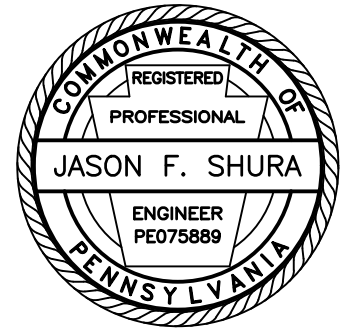
USER	STATEMENT
PPL ELECTRIC UTILITIES CORPORATION 434 SUSQUEHANNA TRAIL NORTHUMBERLAND, PA 17857 DOUG HAUPT DLHAUPT@PPLWEB.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
PA ENVIRONMENTAL SOLUTIONS 291 RIVER RD DALMATIA, PA 17017 TODD MACE TMACE@PESISERVICES.COM	NO RESPONSE.
SERVICE ELECTRIC CABLEVISION 3662 POINT TOWNSHIP DR NORTHUMBERLAND, PA 17857 DON PHILLIPS DON.PHILLIPS@SECV.COM	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASE ON TICKET INFORMATION.
UGI UTILITIES INC 1 UGI DRIVE WILKES BARRE, PA 18711 AMANDA NIXON ANIXON@UGI.COM	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
KREAMER MUNICIPAL AUTHORITY 5320 U.S. 522 MIDDLEBURG, PA 17842 OFFICE PERSONELL	FIELD MARKED.

PUBLIC UTILITY ACT 38 COMPLIANCE AREA COVERED BY ONE CALL

- PURSUANT TO THE PROVISIONS OF PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 50 OF 2017, PENNSYLVANIA LEGISLATURE, STIFFLER, MCGRAW & ASSOCIATES, INC. HAS INSPECTED OR OBTAINED A LIST OF USERS, AS PRESCRIBED BY SECTION 3 OF SAID ACT WITHIN THE POLITICAL SUBDIVISIONS INVOLVED IN THIS PROJECT. INFORMATION ON THE POSITION AND TYPE OF EACH UNDERGROUND LINE WAS REQUESTED NOT LESS THAN TEN (10), NOR MORE THAN NINETY (90), DAYS PRIOR TO THE COMPLETION OF FINAL DESIGN. EXISTING UNDERGROUND UTILITIES SHOWN ON THESE DRAWINGS ARE BASED ON THE INFORMATION PROVIDED BY THE USERS.
- STIFFLER, MCGRAW & ASSOCIATES INC. DO NOT GUARANTEE THE PRESENCE, LOCATION, OR DEPTH OF ANY PUBLIC OR PRIVATE UNDERGROUND UTILITY OR STRUCTURE WHICH MAY OR MAY NOT BE SHOWN ON THESE PLANS.
- PENNSYLVANIA ONE CALL SYSTEM, INC. (1-800-242-1776) SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 3 BUSINESS DAYS BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO ACTUAL EXCAVATION START FOR VERIFICATION AND MARKOUT OF EXISTING UTILITIES.
- CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF PUBLIC UTILITY ACT NO. 181 OF DECEMBER 18, 2006.



1731 N. Juniata Street
Hollidaysburg, PA 16648
Phone: 814.696.6280 Fax: 814.696.6240



Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINSGROVE INDUSTRIAL
TRACK FREEBURG ROAD GRADE
CROSSING REPLACEMENT
PROJECT

2024-04

MIDDLECREEK TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

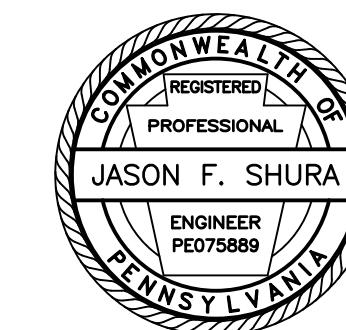
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GENERAL NOTES

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DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

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Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK FREEBURG ROAD GRADE
CROSSING REPLACEMENT
PROJECT

2024-04

MIDDLECREEK TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
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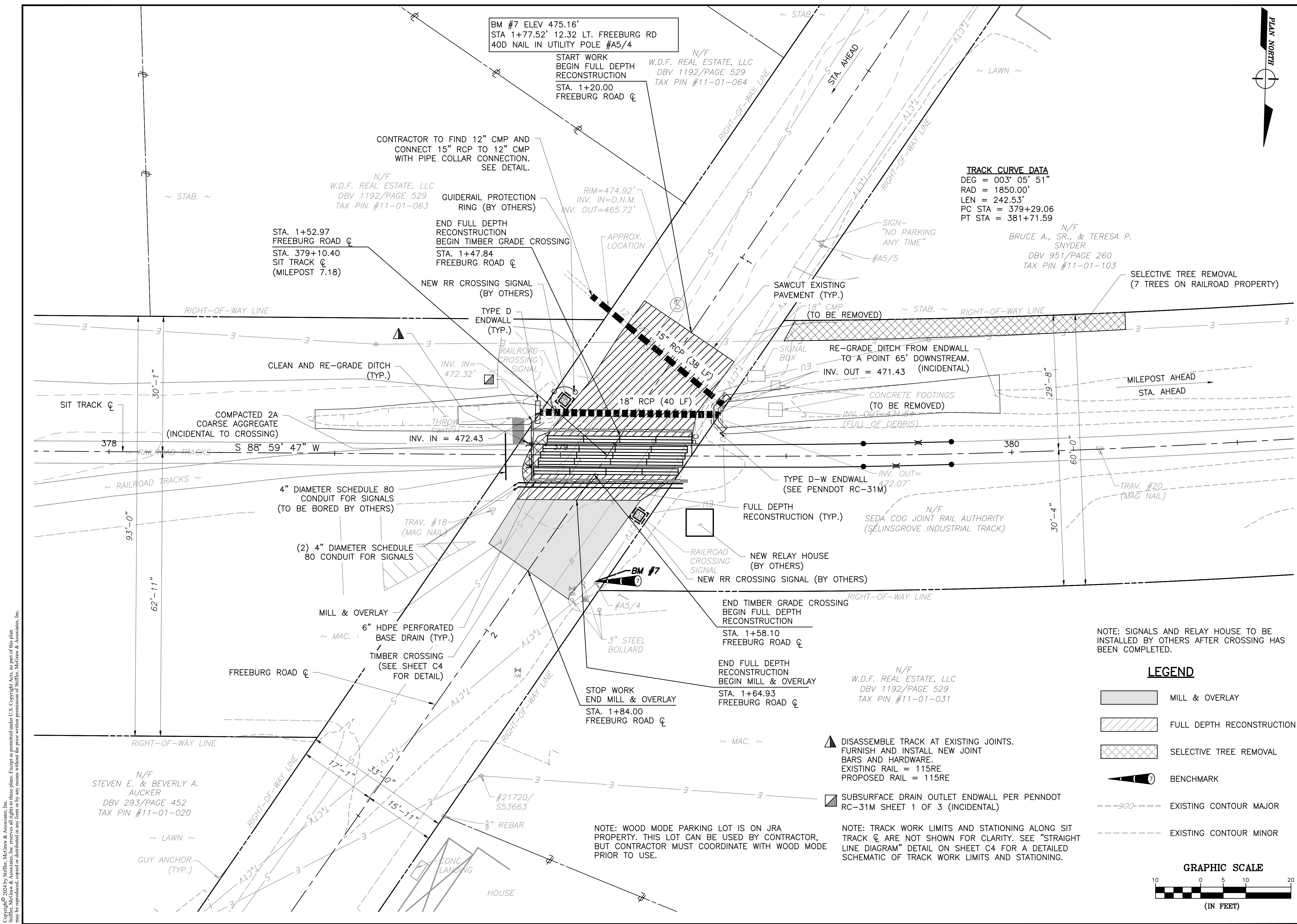
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SITE PLAN

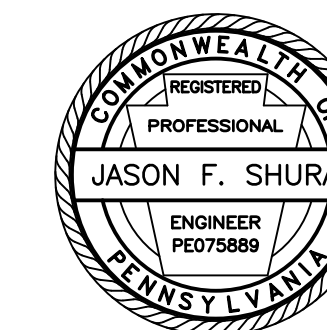
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DESIGNED BY:	BRB
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SCALE:	AS SHOWN

Drawing:

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Stiffler, McGraw & Associates, Inc.

Owner:
SEDA-COG JOINT RAIL
AUTHORITY
201 FURNACE ROAD
LEWISBURG, PA 17837

Project Name:
SELINGROVE INDUSTRIAL
TRACK FREEBURG ROAD GRADE
CROSSING REPLACEMENT
PROJECT

2024-04

MIDDLECREEK TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description
△		

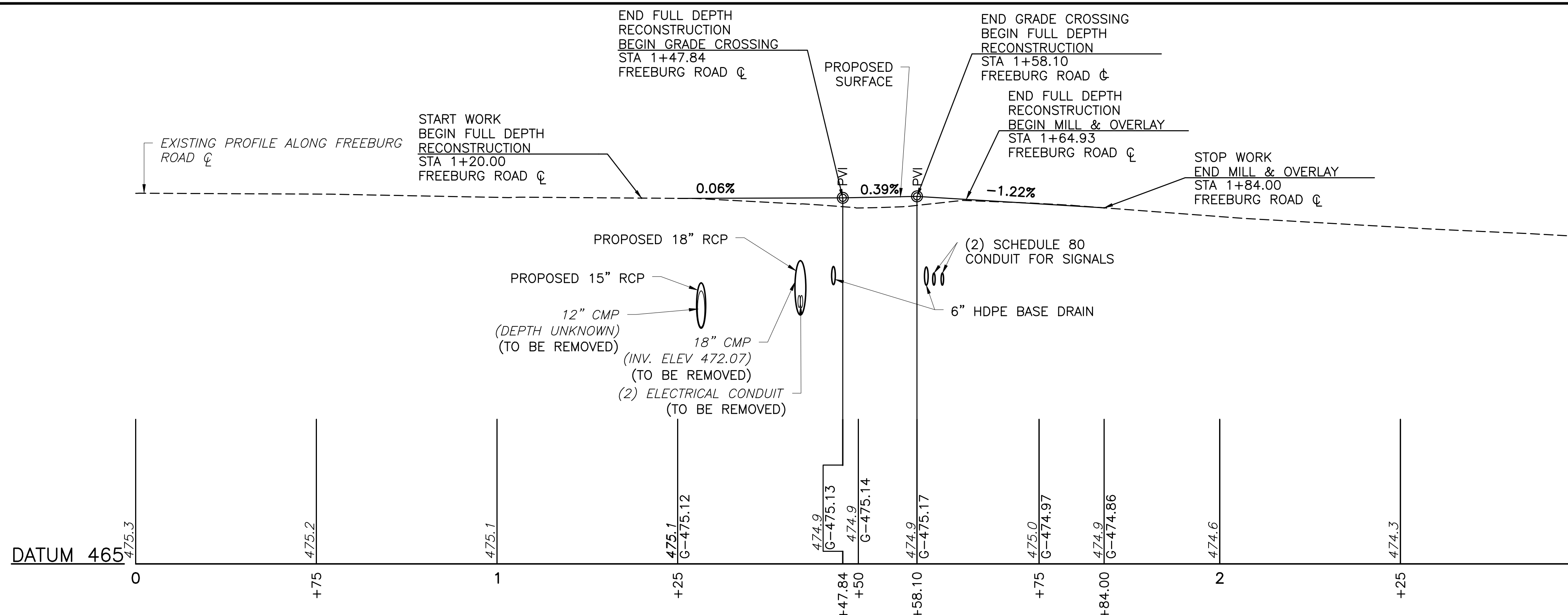
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PROFILES

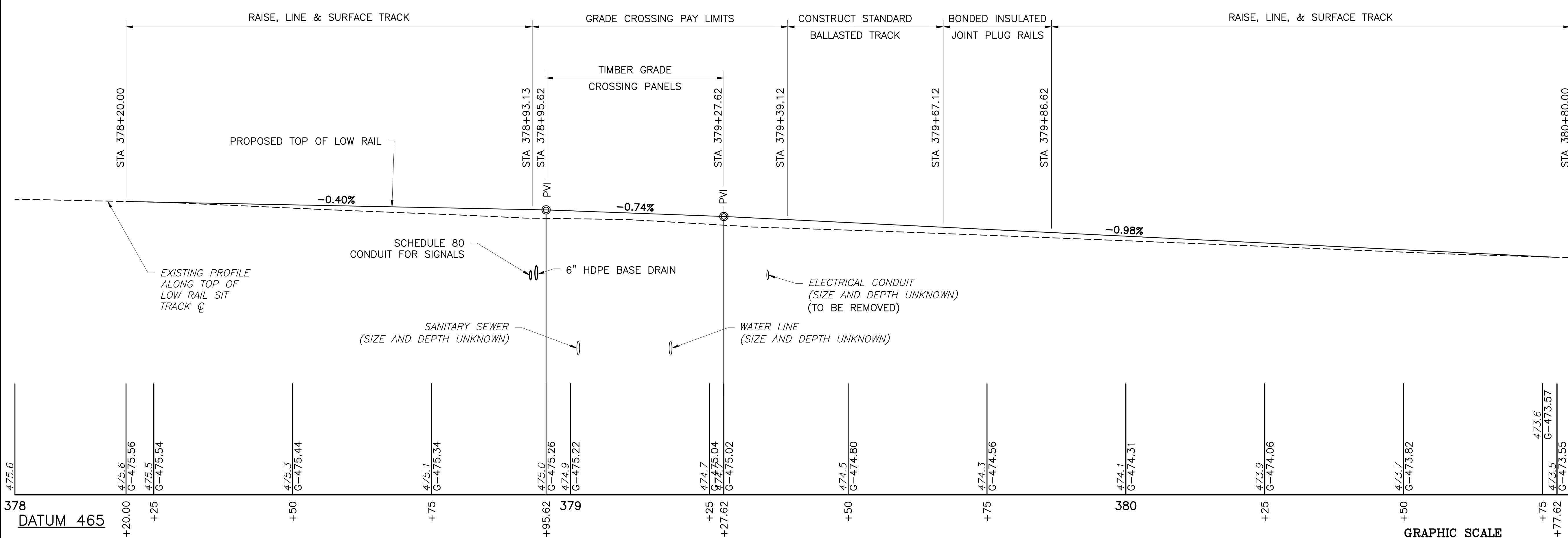
PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

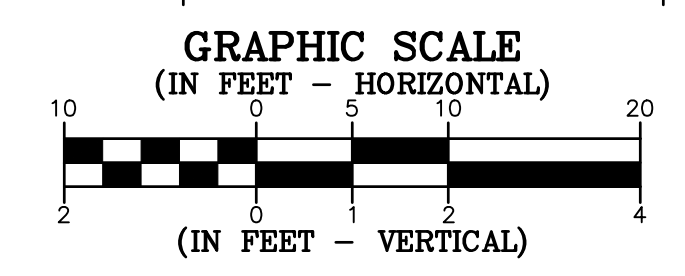
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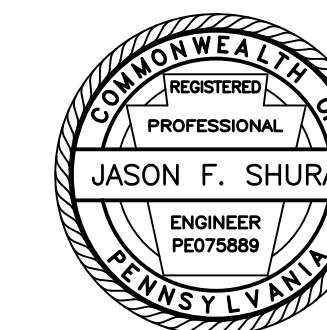
PROFILE - FREEBURG ROAD CL



PROFILE - SIT TRACK CL



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SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

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Sheet Title:

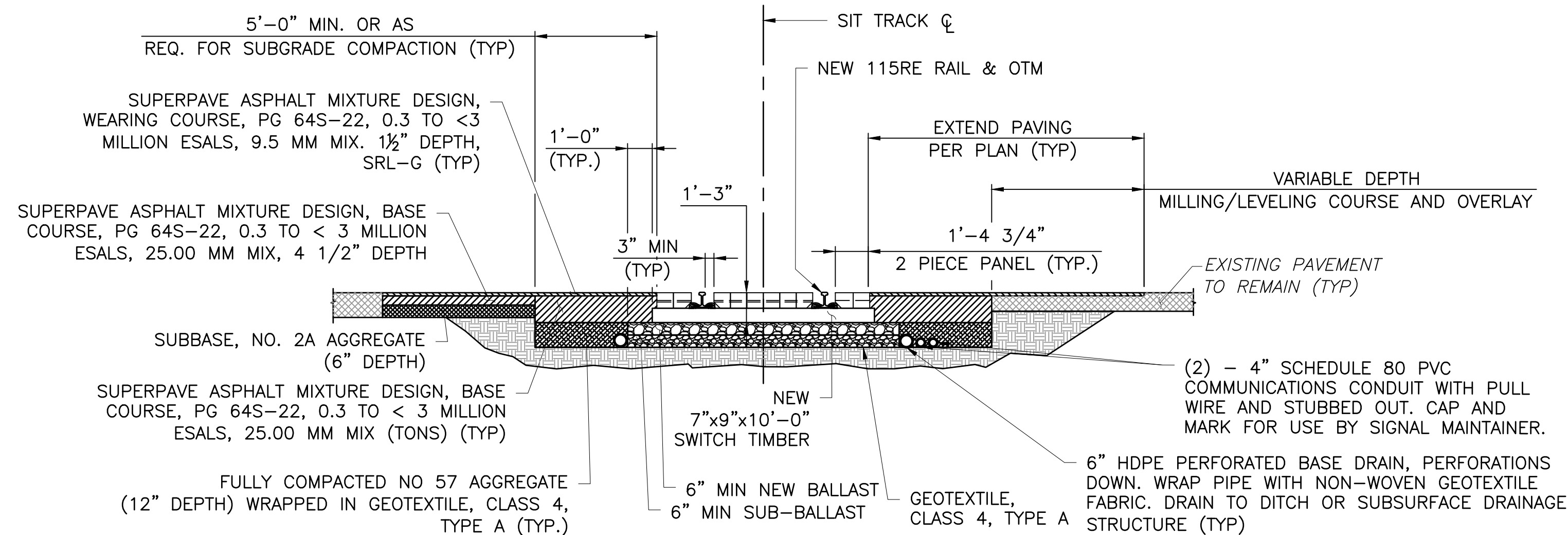
TYPICAL SECTIONS

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C3

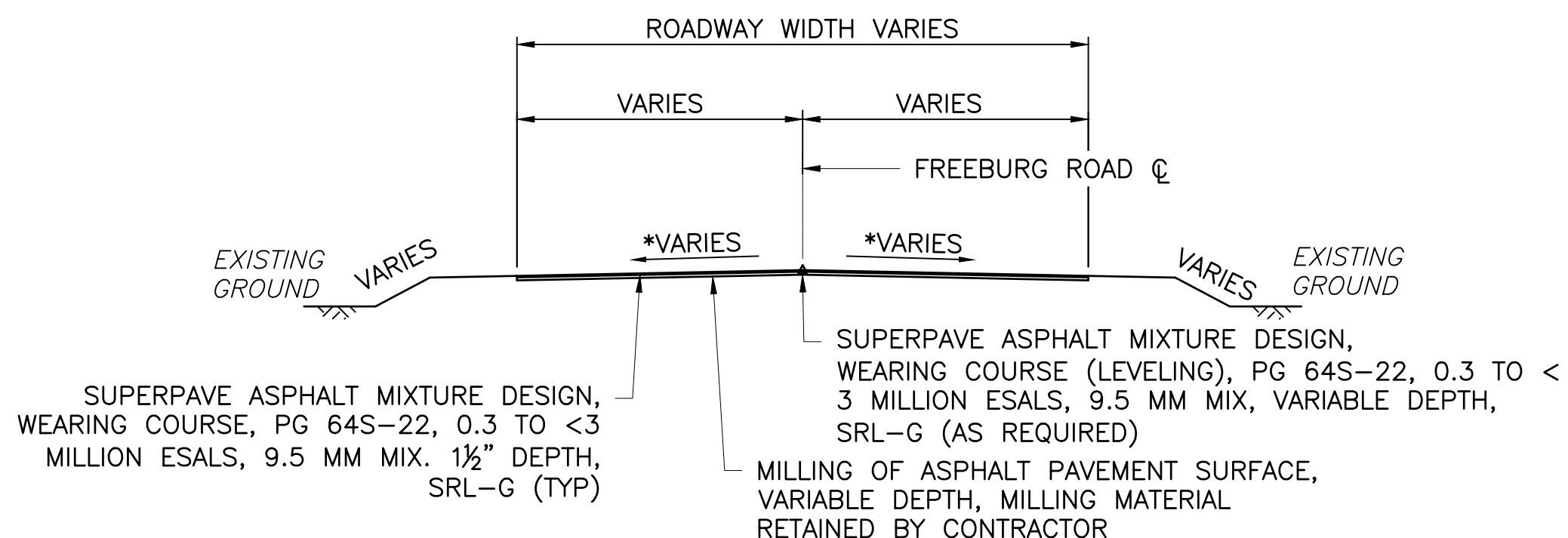
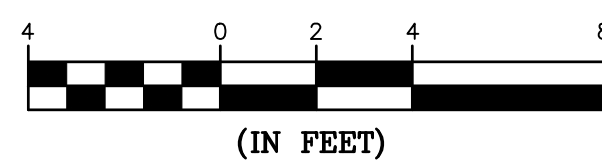
VALUE



TYPICAL SECTION - CONSTRUCT TIMBER GRADE CROSSING

STA. 378+95.62 TO STA. 379+27.62

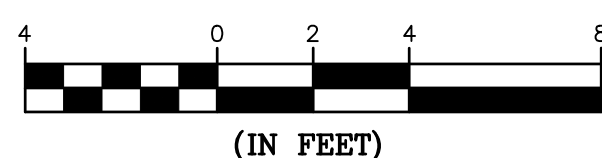
GRAPHIC SCALE



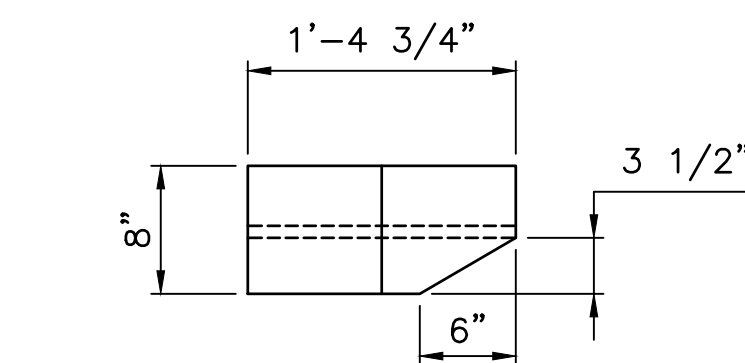
TYPICAL SECTION - MILL & OVERLAY

STA. 1+64.93 TO STA. 1+84.00

GRAPHIC SCALE

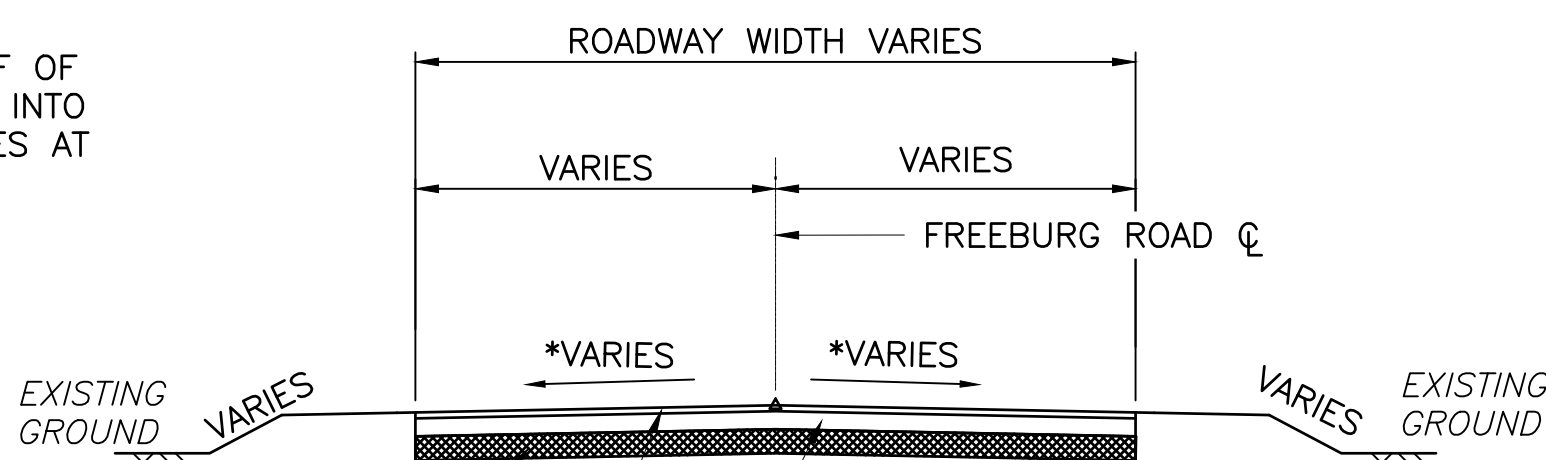


* CROSS SLOPES VARY OFF OF GRADE CROSSING TO TIE INTO EXISTING ROADWAY SLOPES AT START AND STOP WORK.



TWO PIECE PANEL DETAIL

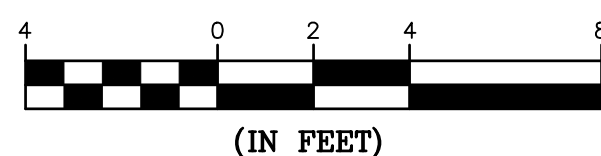
NOT TO SCALE



TYPICAL SECTION - FULL DEPTH RECONSTRUCTION

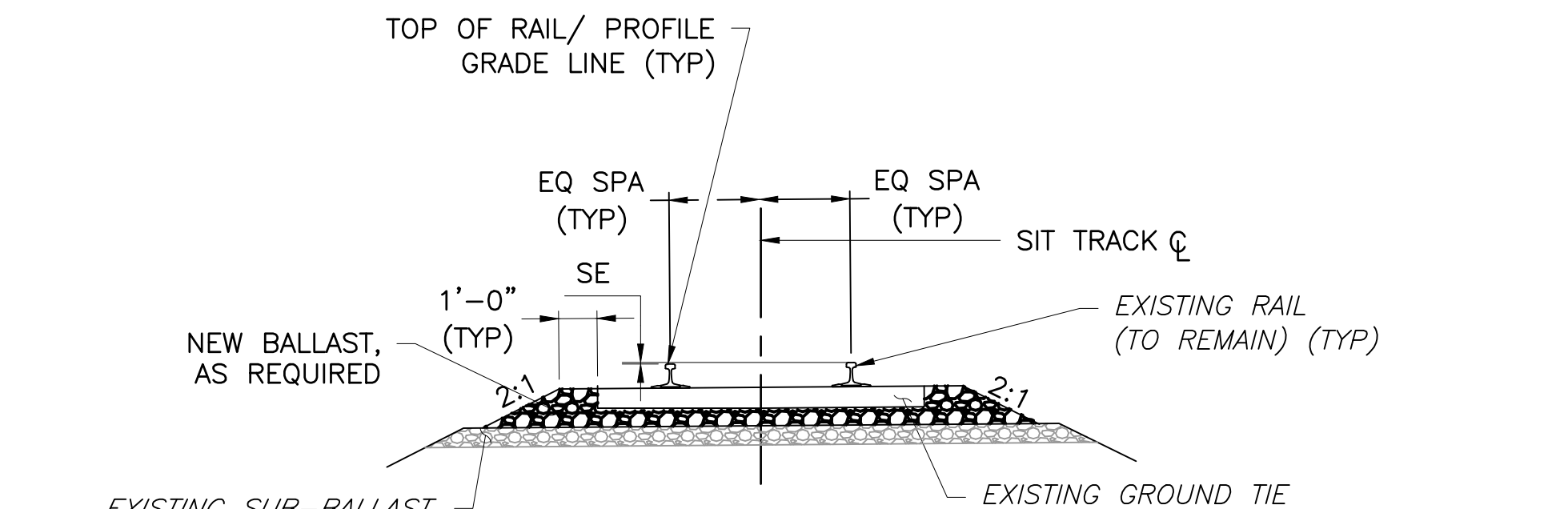
STA. 1+20.00 TO STA. 1+47.84
STA. 1+58.10 TO STA. 1+64.93

GRAPHIC SCALE



NOTES:

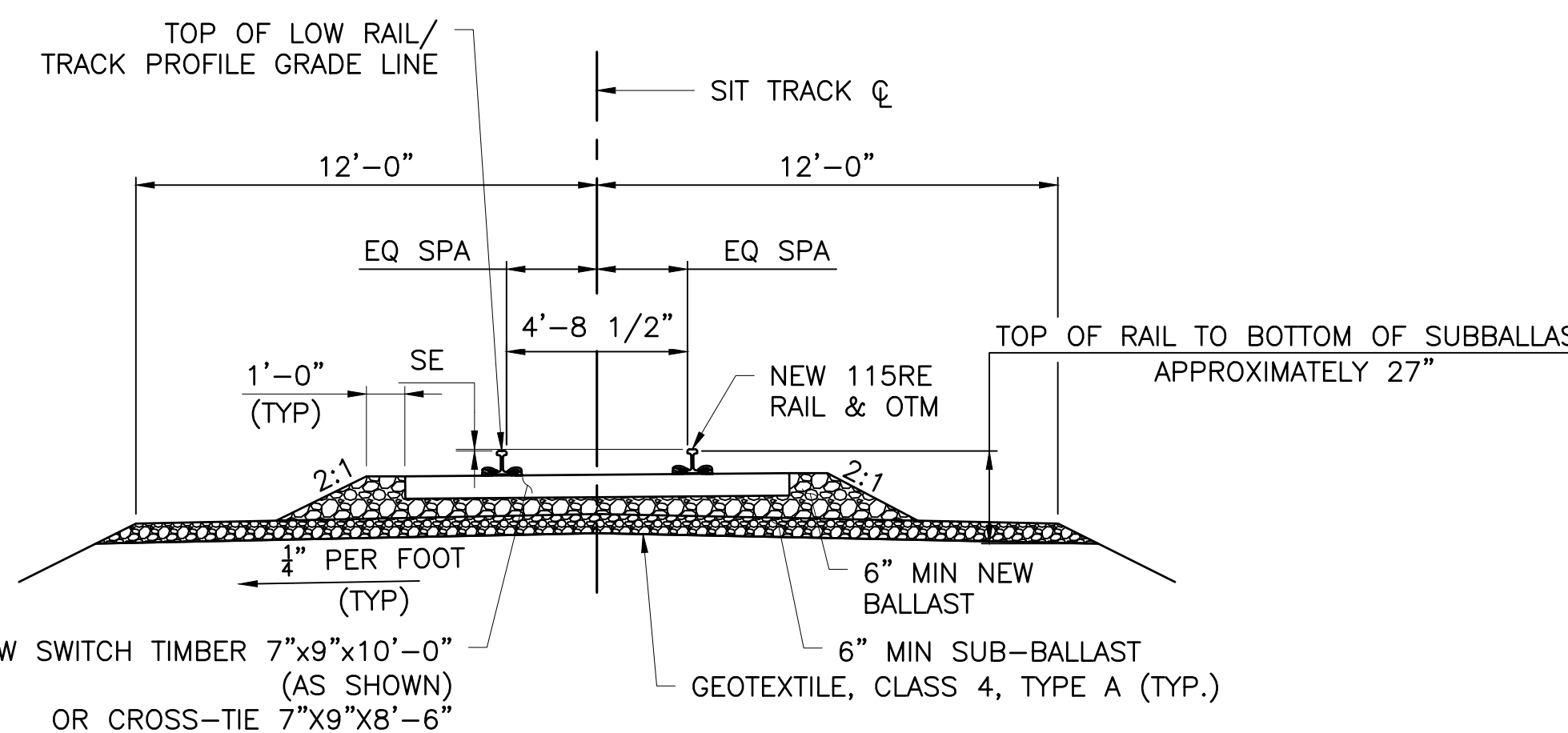
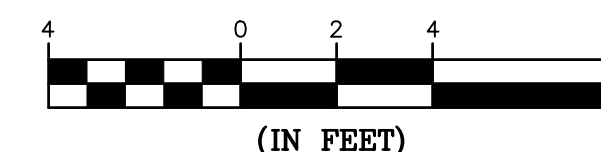
- PROVIDE TACK COAT BETWEEN EACH PAVEMENT LAYER IN ACCORDANCE WITH PUB. 408, SEC.460.
- FULL DEPTH TYPICAL SECTION DEPICTS FULL DEPTH RECONSTRUCTION AWAY FROM THE GRADE CROSSING. SEE CONSTRUCT TIMBER GRADE CROSSING TYPICAL SECTION FOR MODIFIED FULL DEPTH RECONSTRUCTION ADJACENT TO THE CROSSING (BASE COURSE TONNAGE ITEM, NO. 57 SUBBASE).



TYPICAL SECTION - RAISE, LINE AND SURFACE TRACK

STA. 378+20.00 TO STA. 378+93.13
STA. 379+86.62 TO STA. 380+80.00

GRAPHIC SCALE

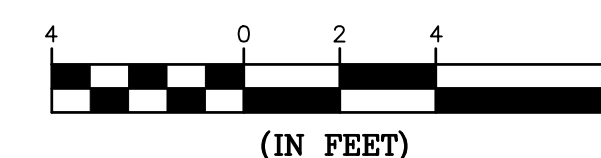


TYPICAL SECTION - CONSTRUCT STANDARD BALLASTED TRACK

STA. 379+39.12 TO STA. 379+67.12

STA. 378+93.13 TO STA. 378+95.62 (INCIDENTAL TO CROSSING) *
STA. 379+27.62 TO 379+39.12 (INCIDENTAL TO CROSSING)

GRAPHIC SCALE

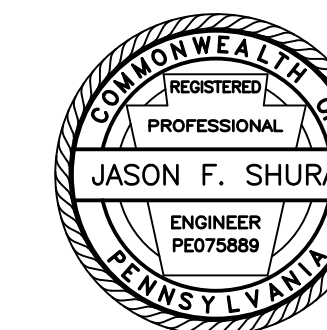


* CROSS SLOPES VARY OFF OF GRADE CROSSING TO TIE INTO EXISTING ROADWAY SLOPES AT START AND STOP WORK.

NOTE:

THIS TYPICAL SECTION DEPICTS FULL DEPTH RECONSTRUCTION AWAY FROM THE GRADE CROSSING. SEE CONSTRUCT TIMBER GRADE CROSSING TYPICAL SECTION FOR MODIFIED FULL DEPTH RECONSTRUCTION ADJACENT TO THE CROSSING (BASE COURSE TONNAGE ITEM, NO. 57 SUBBASE).

TRACK SUPERELEVATION TABLE	
STA. 378+20.00 TO STA. 379+32.48	NO SUPERELEVATION
STA. 379+29.06 TO STA. 379+91.06	TRANSITION TO 1" SUPERELEVATION
STA. 379+91.06 TO STA. 380+80.00	MAINTAIN 1" SUPERELEVATION



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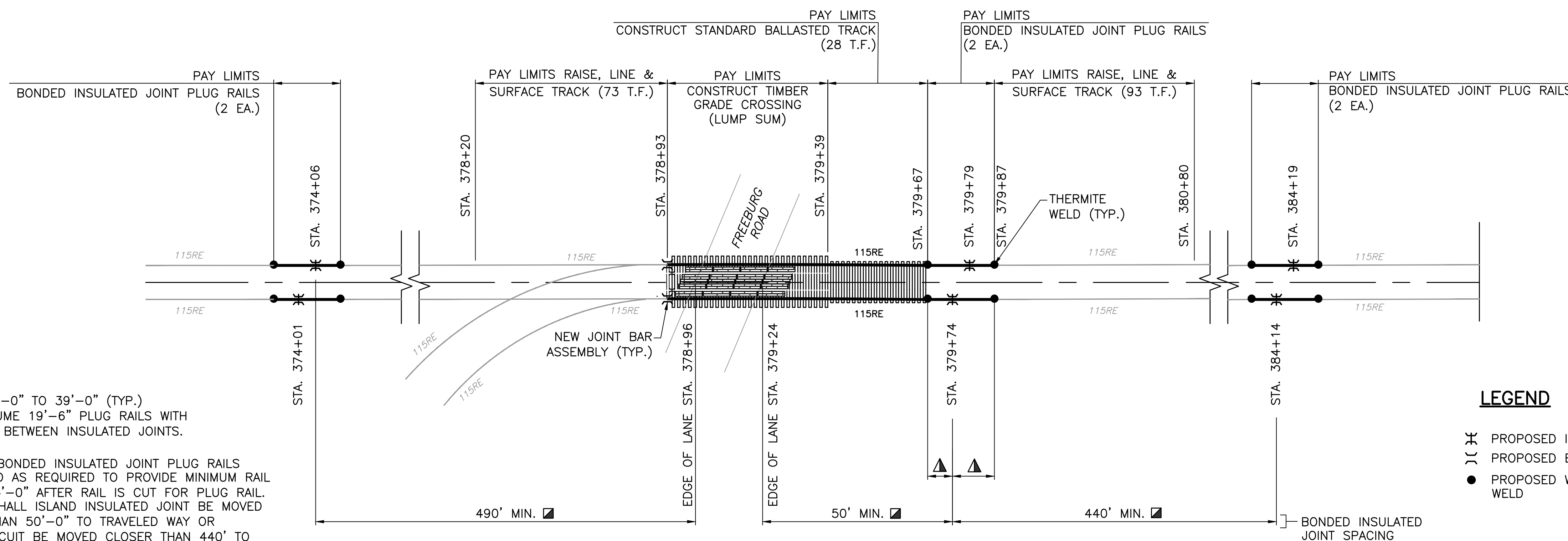
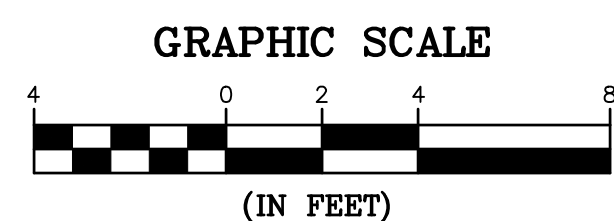
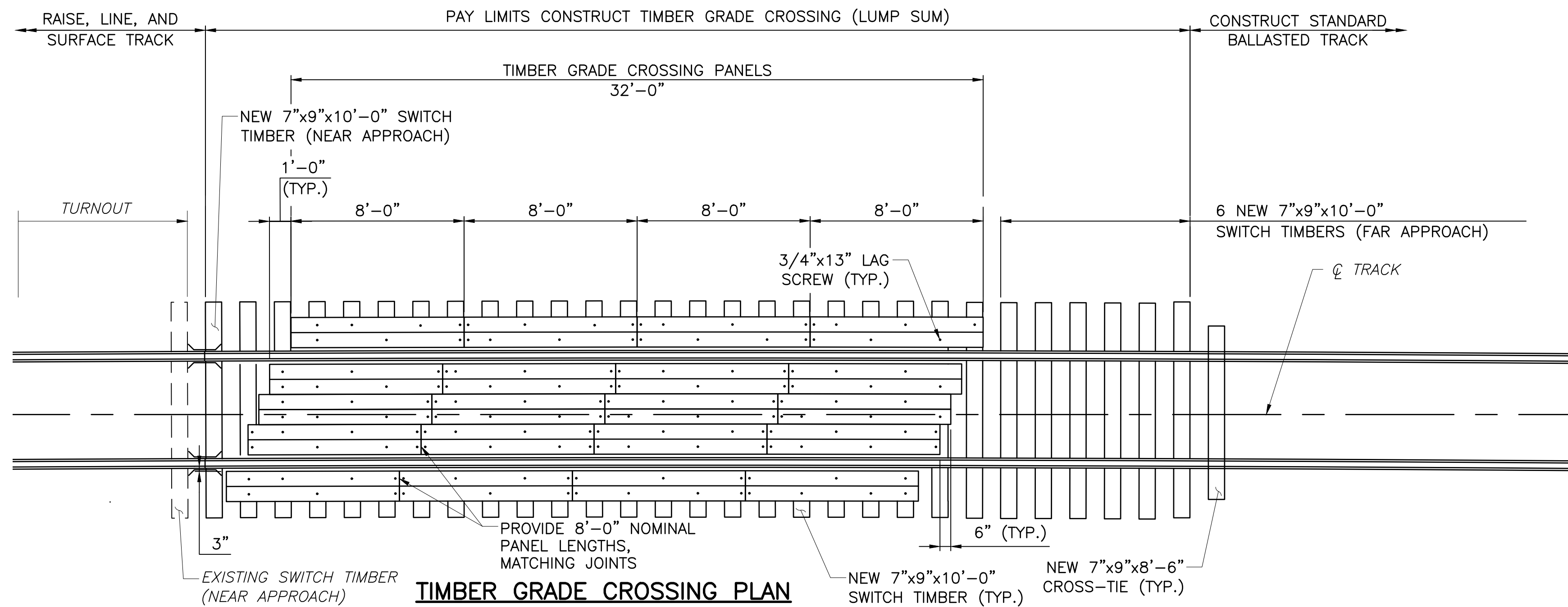
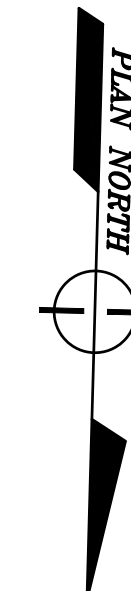
Owner:

Project Name:
SELINGROVE INDUSTRIAL
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PROJECT

2024-04

MIDDLECREEK TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS



- ▲ PLUG RAIL 14'-0" TO 39'-0" (TYP.) STATIONS ASSUME 19'-6" PLUG RAILS WITH 5'-0" OFFSET BETWEEN INSULATED JOINTS.
- LOCATION OF BONDED INSULATED JOINT PLUG RAILS MAY BE MOVED AS REQUIRED TO PROVIDE MINIMUM RAIL LENGTH OF 14'-0" AFTER RAIL IS CUT FOR PLUG RAIL. AT NO TIME SHALL ISLAND INSULATED JOINT BE MOVED TO CLOSER THAN 50'-0" TO TRAVELED WAY OR ADVANCED CIRCUIT BE MOVED CLOSER THAN 440' TO ISLAND CIRCUIT INSULATED JOINT.

NOTE: ISLAND CIRCUIT INSULATED JOINTS ON EAST APPROACH WILL BE INSTALLED BY OTHERS

LEGEND

- ⚡ PROPOSED INSULATED JOINT
- ⌋⌋ PROPOSED BOLTED JOINT
- PROPOSED WELD/COMPROMISE WELD

STRAIGHT LINE DIAGRAM

Sheet Title:

DETAILS

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C4



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PROJECT

2024-04

MIDDLECREEK TOWNSHIP
SNYDER COUNTY

CONTRACT DRAWINGS

Revisions:

No.	Date	Description

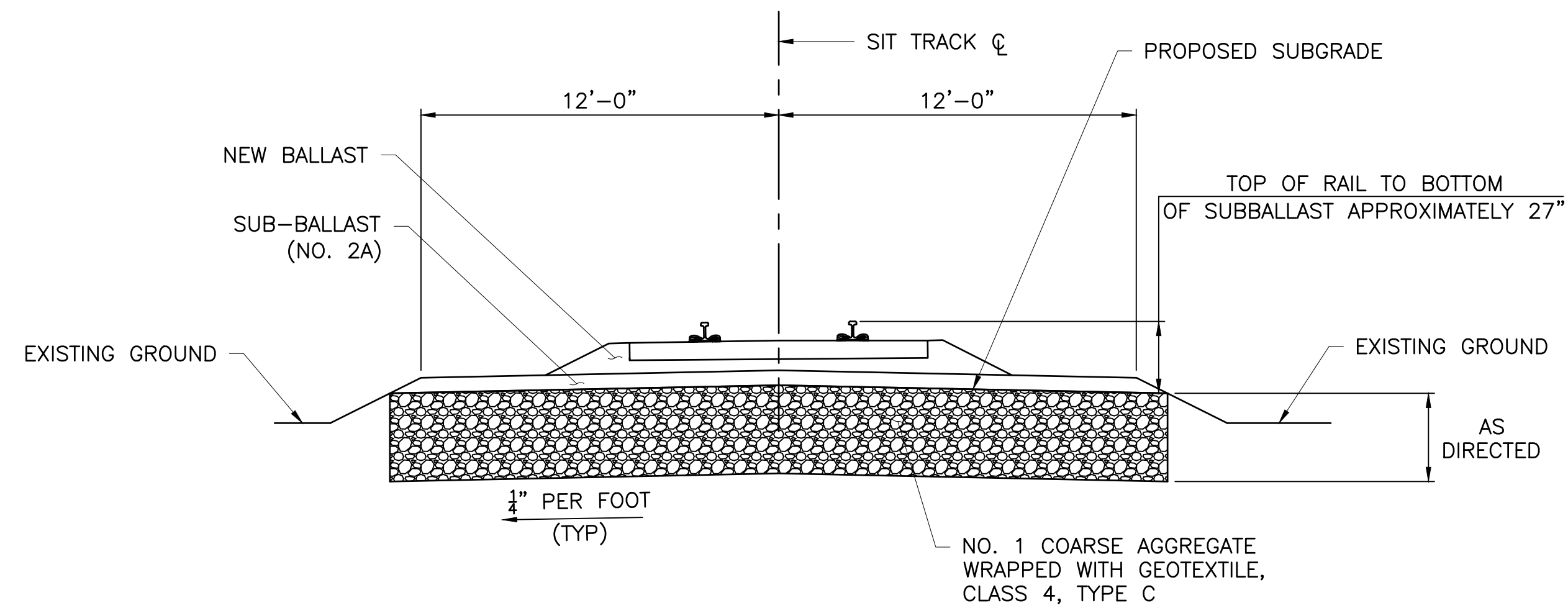
Sheet Title:

DETAILS

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

C5

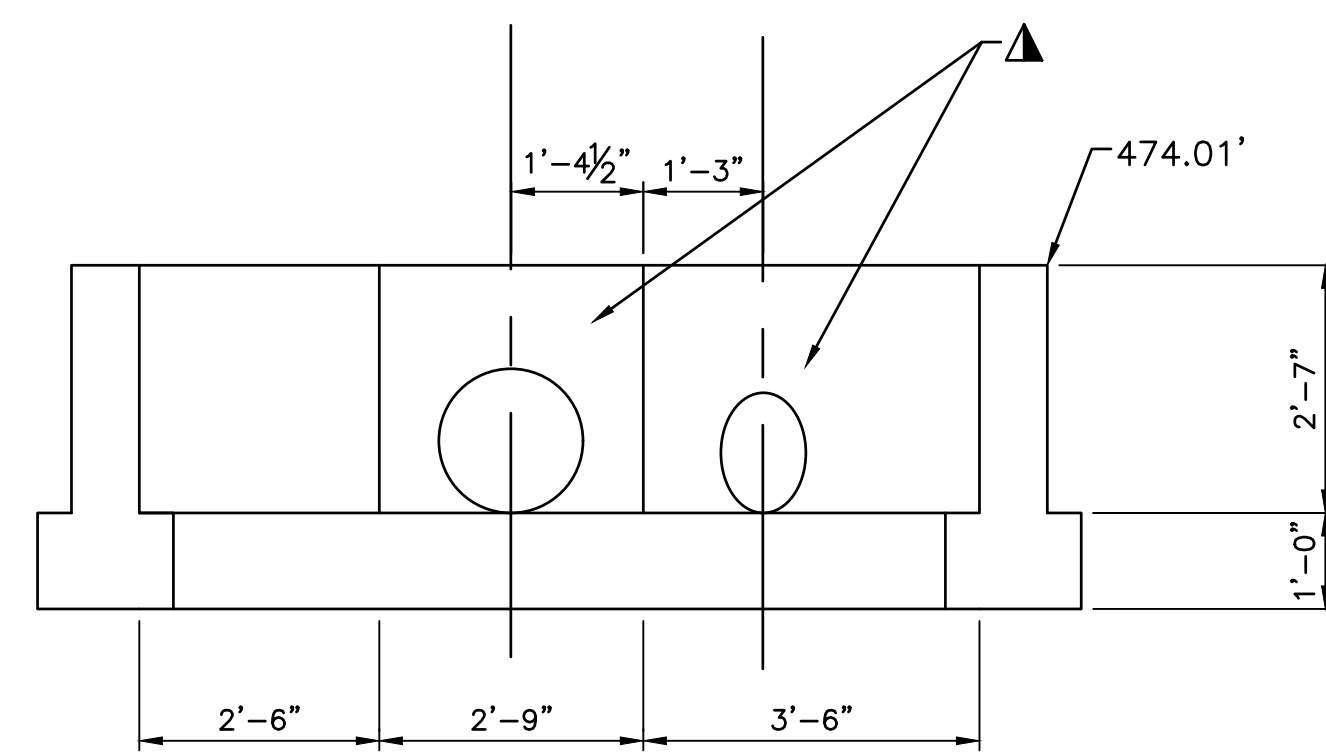
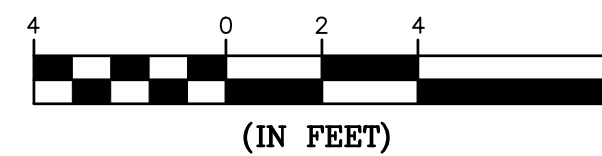


SUBGRADE UNDERCUT DETAIL

NOTES:

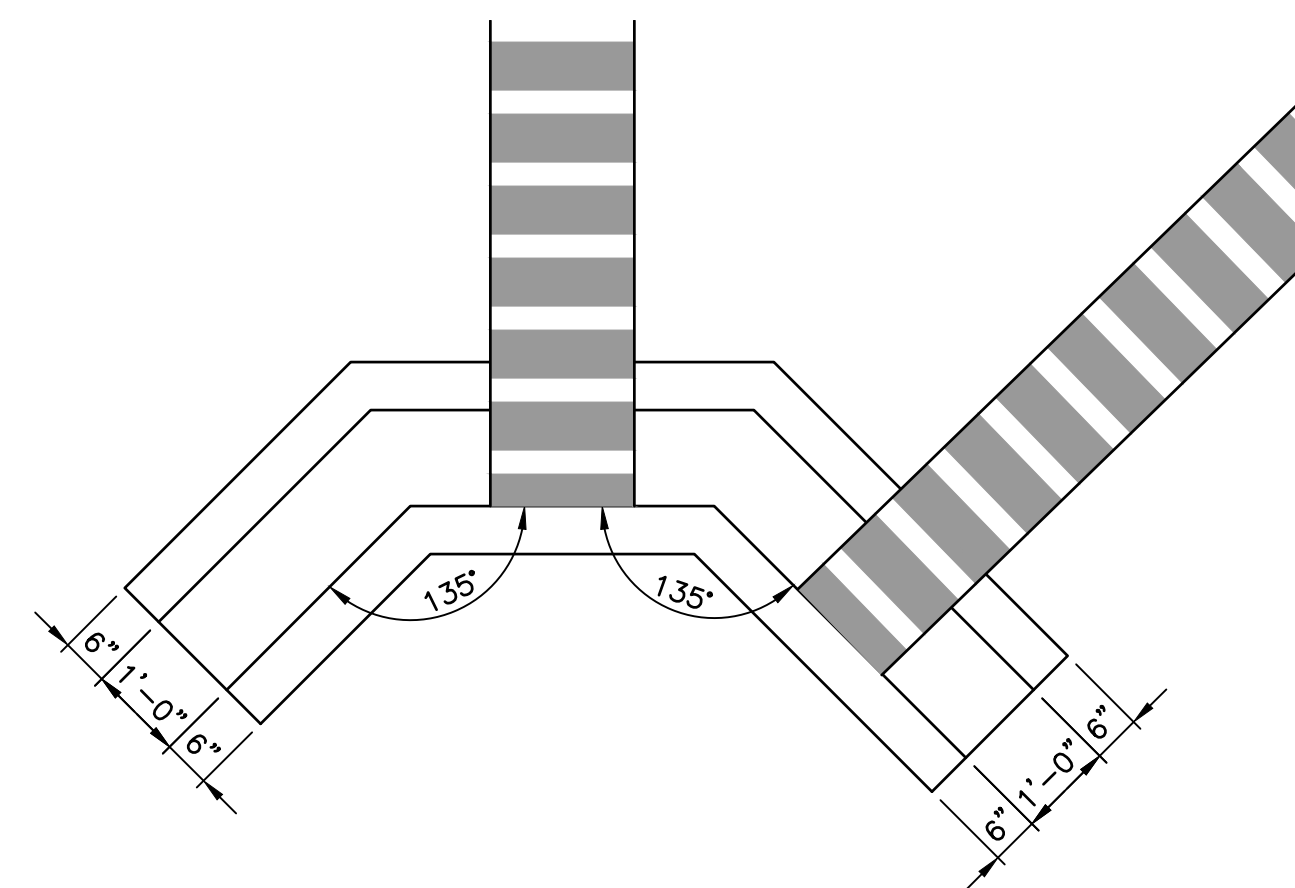
1. ALL EXCAVATION IS INCIDENTAL TO SUBGRADE REPAIR.
2. AT LEAST 6 INCHES OF NO. 1 COARSE AGGREGATE SHOULD BE IN PLACE ON GEOTEXTILE BEFORE PERMITTING COMPACTION EQUIPMENT TO PASS OVER IT
3. REFERENCE POINT FOR UNDERCUTTING IS SUBGRADE ELEVATION. APPLY UNDERCUTTING TREATMENT AT LOCATIONS DIRECTED BY ENGINEER. PLACE GEOTEXTILE AS INDICATED OR AS DIRECTED BY THE ENGINEER.
4. DO NOT UNDERCUT UNLESS DIRECTED.
5. PROVIDE DRAINAGE FOR UNDERCUT.

GRAPHIC SCALE



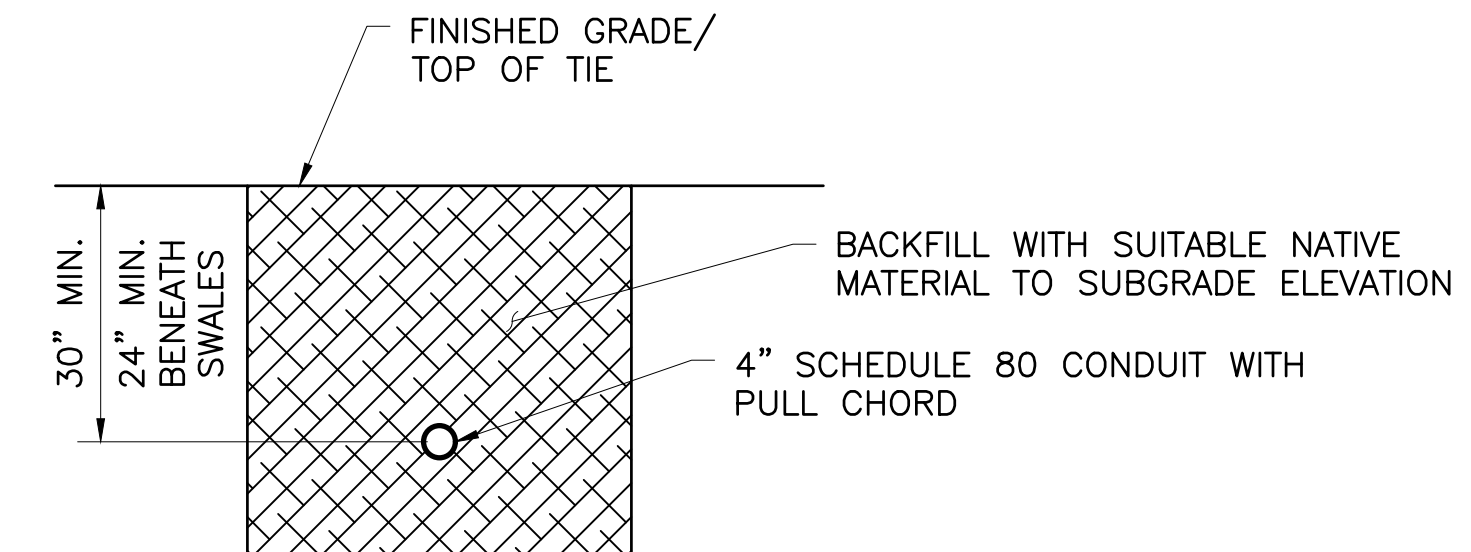
OUTLET ENDWALL ELEVATION

NOT TO SCALE



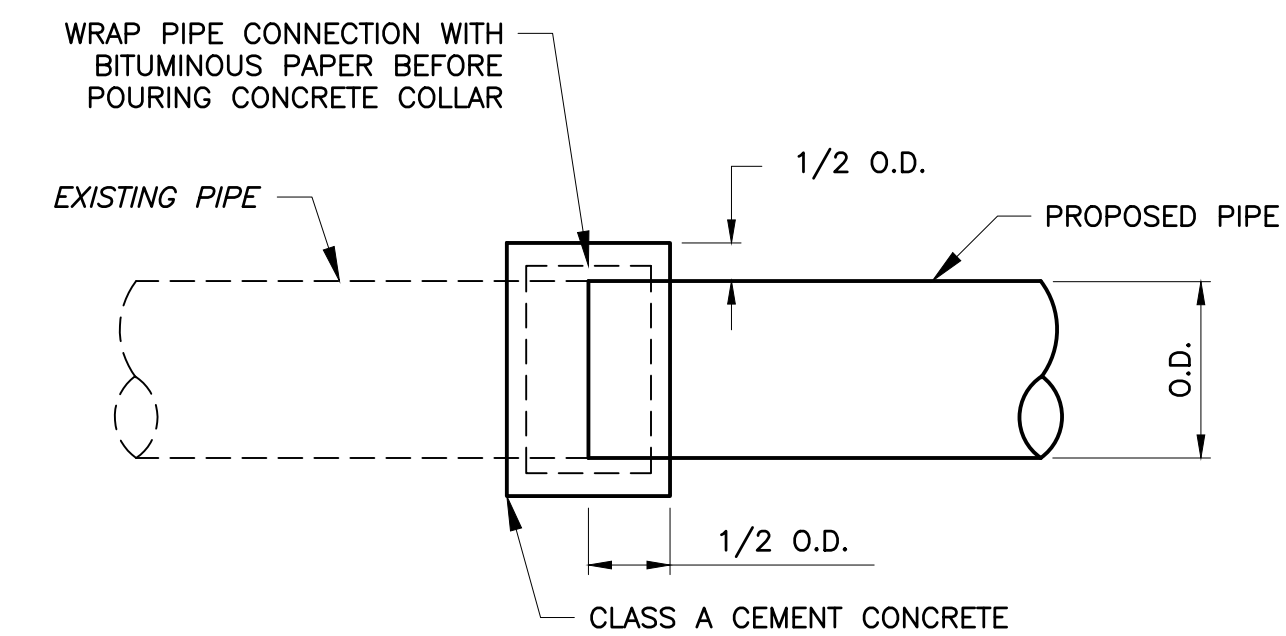
OUTLET ENDWALL PLAN

NOT TO SCALE



CONDUIT DETAIL

NOT TO SCALE



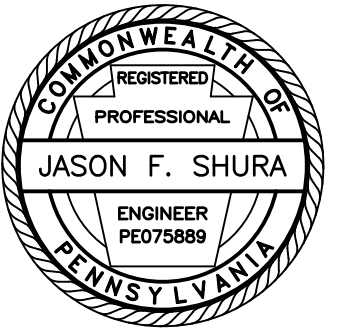
NOTES

1. CONSTRUCT IN ACCORDANCE WITH THE REQUIREMENTS OF PUBLICATION 408, SECTION 618 FOR CONCRETE COLLAR FOR PIPE EXTENSION.
2. SEE PENNDOT STD. DWG. NO. RC-32M FOR OTHER DETAILS NOT SHOWN

CONCRETE COLLAR FOR PIPE EXTENSION

NOT TO SCALE

▲ PROVIDE #4 BARS AT 12" MAX. SPACING IN EACH DIRECTION AT EACH FACE OF ENDWALLS, WINGWALLS, AND FOOTINGS



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No.	Date	Description
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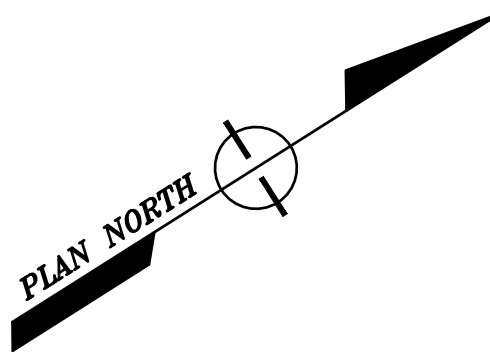
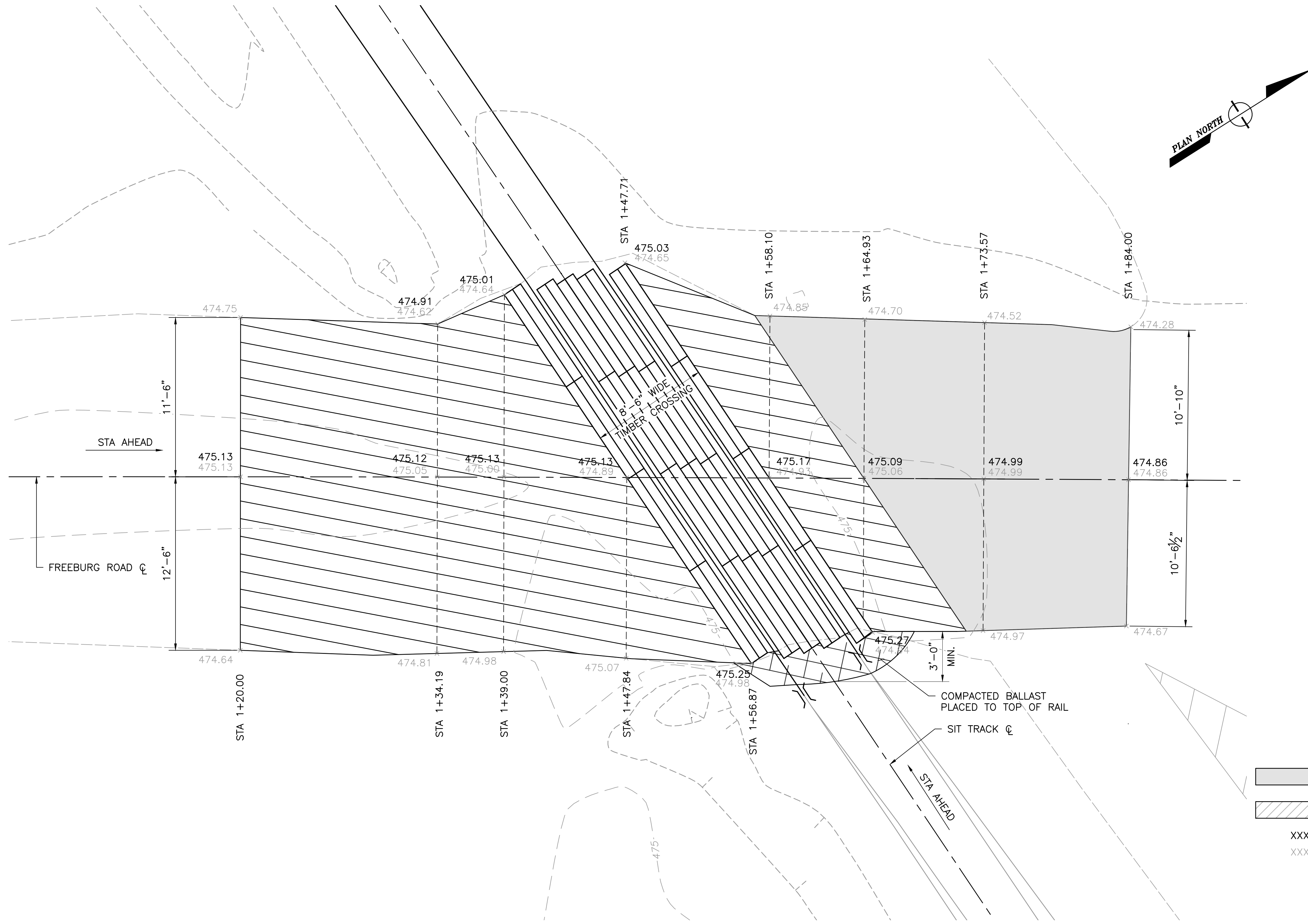
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ROADWAY SPOT ELEVATIONS

PROJECT NO.	24-1502
DRAWN BY:	BRB
DESIGNED BY:	BRB
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

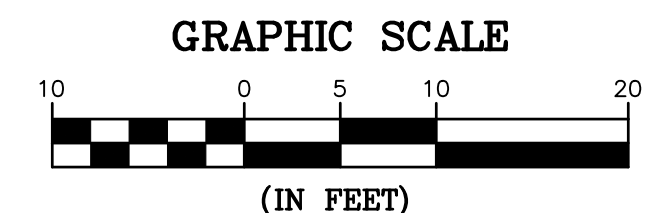
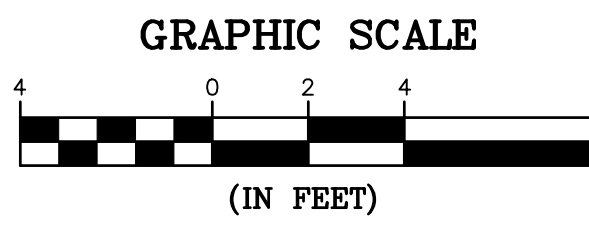
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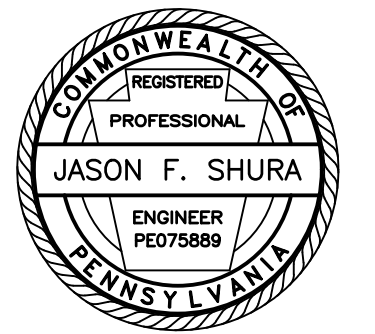
LEGEND

- MILL & OVERLAY
- FULL DEPTH RECONSTRUCTION
- XXX.XX PROPOSED SPOT ELEVATION
- XXX.XX EXISTING SPOT ELEVATION

ROADWAY SPOT ELEVATIONS PLAN



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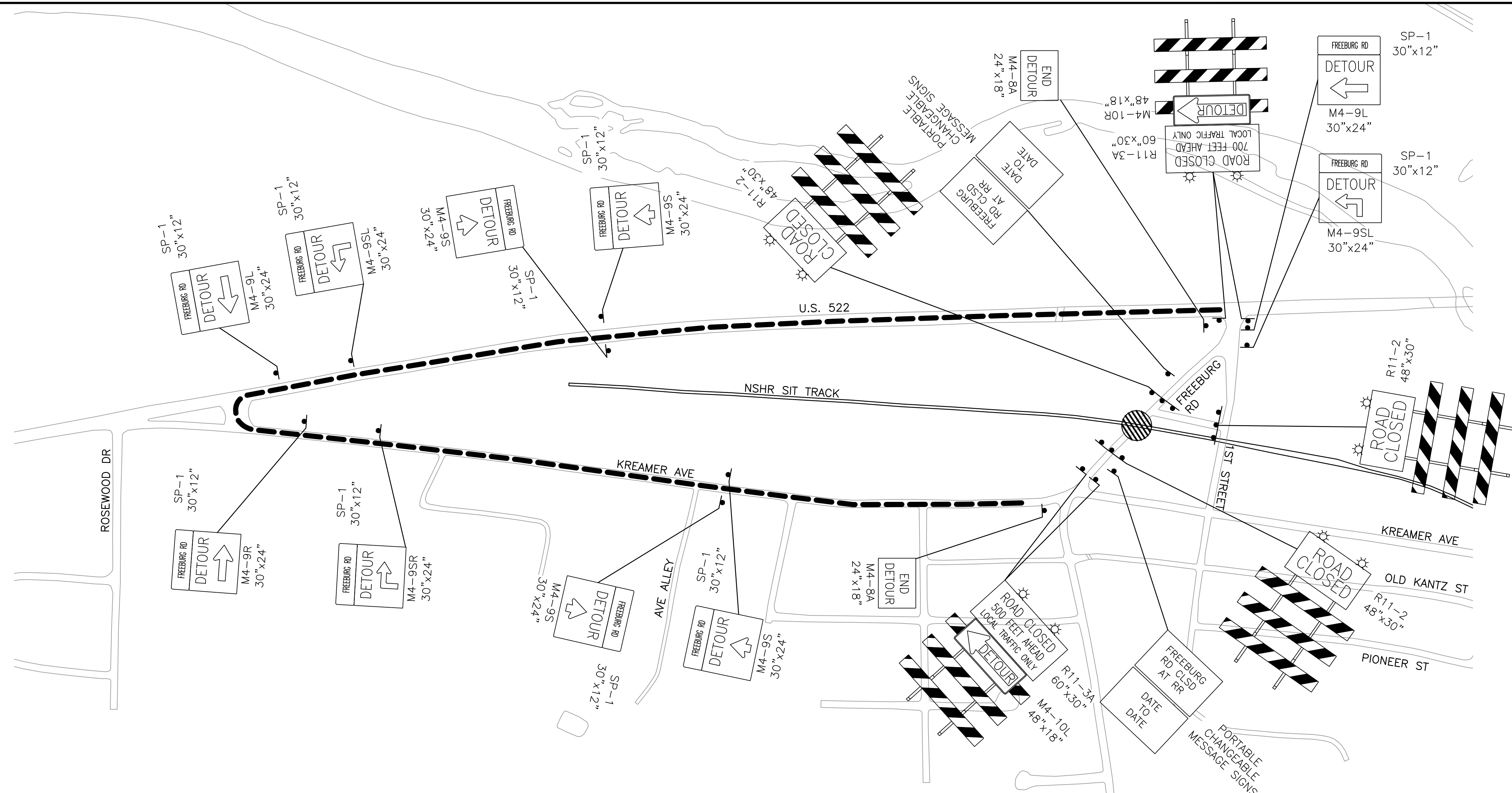
Sheet Title:

DETOUR PLAN

PROJECT NO.	24-1502
DRAWN BY:	JDD
DESIGNED BY:	JDD
CHECKED BY:	JES
SCALE:	AS SHOWN

Drawing:

TC1



**TABULATION OF TRAFFIC CONTROL DEVICES
(FOR INFORMATION ONLY)**

STD. NO.	SIZE	DESCRIPTION	QUANTITY
M4-8A	24" X 18"	END DETOUR	2
M4-9L	30" X 24"	LEFT DETOUR	2
M4-9R	30" X 24"	RIGHT DETOUR	1
M4-9S	30" X 24"	STRAIGHT DETOUR	4
M4-9SL	30" X 24"	ADVANCE LEFT DETOUR	2
M4-9SR	30" X 24"	ADVANCE RIGHT DETOUR	1
M4-10L	48" X 18"	LEFT DETOUR ARROW	2
M4-10R	48" X 18"	RIGHT DETOUR ARROW	2
R11-2	48" X 30"	ROAD CLOSED	**
R11-3A	60" X 30"	ROAD CLOSED - LOCAL TRAFFIC ONLY	4
SP-1	30" X 12"	SPECIAL SIGN	10
		PORTABLE CHANGEABLE MESSAGE SIGN	2
		TYPE III BARRICADE	*
		TYPE "B" LIGHT	*



1.0" RADIUS, 0.5" BORDER, 0.5" INDENT, BLACK AND FLUORESCENT ORANGE

"FREEBURG RD"

TABLE OF WIDTHS AND SPACES (REFER TO PENNDOT PUB. 111M - TC-8700C)

F	R	E	E	B	U	R	G	R	D			
0.95	2.0	0.7	2.2	0.8	2.0	0.7	2.0	0.7	2.2	0.8	2.2	0.95
LETTERS = 21.4												
SPACES = 6.7												
TOTAL = 30.0												

LEGEND

	SIGN
	DETOUR ROUTE
	AREA OF CLOSURE
	TYPE B LIGHT

THE SIZES SHOWN ARE MINIMUM REQUIREMENTS
* PROVIDE SUFFICIENT QUANTITIES
** PROVIDE SUFFICIENT QUANTITY TO FULLY CLOSE ROAD